

BULLETIN 1973

BY STELLA POLARIS

Flag Officers

Commodore: J. M. A. PATERSON, Esq.

Vice-Commodore: W. E. HAMPTON, Esq.

Rear-Commodores:

B. D. P. BENNETT, Esq., V.R.D.

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EDITORIAL

With our Jubilee Year behind us and with our membership now up to the planned maximum of 2,500, the Club can with confidence look forward to the next fifty years, providing always that we maintain an awareness of the changing world in which we live and so to plot our course with an open mind and with resolution.

Much has been achieved this year. Our Club premises have been expanded to the limit of our boundaries with the addition of the sun-room and the much improved and much needed extension to our administrative offices with a room for charts and cruising information. The pontoons have been re-aligned closer to the main river channel. This should minimise future dredging costs and give additional dinghy mooring space.

Thought must now be given as to whether these facilities are being used to best advantage to cater for the ever growing activities and requirements of our members. Your Flag Officers and Committees are giving these matters their fullest attention. However, they do look to the membership to come forward with constructive ideas as how best to meet their wishes and requirements – within the limits of our financial capabilities!

Jack in the Basket Trophy. This trophy was presented by Major Potter to commemorate our Jubilee Year to be competed for by Club members under the age of 30 and to be awarded annually to our outstanding Yachtsman/Yachtswoman of the Year. This year it is to be awarded jointly to our Yachtsman and Yachtswoman of 1973 – Tim and Wendy Corfield. Heartiest congratulations.

Our **420 Class** is going from strength to strength. Congratulations to them all, and especially to Tim Corfield and James Tew and their crew members on being chosen to represent Britain. Everyone concerned with this class – helmsmen, crews and supporters, deserve our admiration for their enthusiasm and successes throughout the season which has brought great credit to our Club.

With the tremendous and much welcome increase in Cruiser and Dinghy racing within the Solent area, there is constant pressure on our Club's resources and manpower and we are more than greatly indebted to our hardworking, but very small, team of Race Officers under the leadership of Leslie Ash. If members wish to see the continued development of our sailing activities and the Club maintain its leading position, those taking part must be prepared to spare some of their own time to help and support our Race Officers, and also to encourage other members to volunteer their services. Rear Commodore (Sailing) would be very pleased to have the names of any members who would be willing to give a day or two during the coming season to help with either the cruiser or dinghy racing so that these events may continue to flourish.

As members were advised at the A.G.M. this year, our Secretary, George Edwards, retires at the end of the year after sixteen years in office. During this time he has administered a membership which has grown from 800 to the now full house of 2,500 and he has seen the expansion of our club house to its present size and the development of activities which could hardly have been envisaged in those early days. Members will wish to express their very greatest appreciation and thanks to him and to wish George and Vi many happy years in their retirement. A special thank you to Vi for all her help and support and for gracing the Club with warmth and friendliness. Your Executive Committee has great pleasure in awarding George and Vi Honorary Life Membership.

Our thanks too to Hazel Gasson for her invaluable work as Assistant Secretary and good wishes for the future. In her place we welcome Mrs. Ogilvie.

Group Captain Howard Lewis, our new Secretary, joins us early in the new year. We extend a welcome to him and to Mrs. Lewis. Group Captain Lewis is retiring prematurely from the Royal Air Force after a distinguished career, in order to take up this appointment. His interest and knowledge of sailing is considerable and he is Rear Commodore (Offshore) of the R.A.F. Sailing Association. This experience will be of great value to us.

The size of our Membership, the ever-increasing activities and their administration make very considerable demands on all those members of the staff who serve us so cheerfully, efficiently and loyally. Our grateful thanks once again to each of them.

The Hon. Mrs. Cecil Brownlow

Members will be sorry to learn of the death of the Hon. Mrs. Cecil Brownlow. With the formation of our Club in 1922 – then named The

Wymington River Sailing Club – Mrs. Brownlow was elected our very first Rear Commodore under our founder Major Cyril Potter. This appointment she held until 1926 when she was elected Vice Commodore which office she held for the next ten years. In 1937 she was elected Commodore and carried this responsibility through the war years. In all 23 years in Flag rank and the more memorable for she has been the only lady Commodore in this country. She was a naturally good helmsman and much respected in her West Solent Class yacht "*Sapphire*" which she raced with outstanding success.

CRUISING 1973

It has been an active year on the cruising front. Although strictly in 1972, the annual delivery of Christmas fare to the Needles Lighthouse could probably be considered as the start of the 1973 cruising programme. Forty-nine boats took part on a beautiful day with a force 3 southerly wind. The goods were safely delivered by our Inshore Lifeboat and most boats called in at Yarmouth for a noon drink on the way home.

1973 was our Club's turn to visit the Le Havre Yacht Club during the Spring Bank Holiday. Nearly 50 boats were on the list for this visit. Unfortunately normal cancellations combined with very bad fog conditions during the critical period of Friday night and Saturday morning reduced the arrivals at Le Havre to 29 boats. Our hosts, as usual, provided a superb lunch in their main yacht Club building and after the usual prize giving, our Commodore presented the R.L.Y.C. gift of a marine decanter, which was accepted on behalf of the Le Havre Yacht Club by their President. After the rally several boats departed on their main annual cruises or returned leisurely home via various French ports.

The Le Havre Yacht Club are due to visit us during Whitsun (as opposed to Spring Bank Holiday) 1974 and we are very much looking forward to returning their hospitality.

Our cruising boats have ranged far and wide. Sixteen boats are known to have carried our burgee to the Baltic, the Hebrides, the Low Countries, Ireland, North America, the Mediterranean and the North African coast, Spain and the French North and Biscay coasts, covering just over 20,000 miles. We also know that several other club boats made cruises of which we have no record. We would ask cruising members to fill in the cruising book in the Chart Room at the end of the season so that we can keep a full record of our cruising activities.

The cruising desk, library and notice board are now situated in the Chart Room, where cruises can be planned in comfort, and we hope cruising members will make full use of the facilities while considering their 1974 activities.

Cruising on the Dalmation Coast

For the last two years Tony Sargeant, his wife (one of those rare wives who truly loves sailing), his family and guests have spent five months each summer in Italian, Greek and Yugoslav waters under the Club burgee; and he tells me that though a fair number of British yachts are to be found in Italy and Greece, he has hardly seen any in Yugoslavia. I thought that members might care to hear something about this less visited area. He writes as follows:

Most members, I suspect, look to Brittany as their ideal cruising ground, and a comparison with there is perhaps the quickest way to suggest what Dalmatia is like. Brittany has fine strong sailing winds, rocky coasts and deep waters: Dalmatia can equal those rocky coasts and deep waters, but has few fine sailing winds. On the other hand it provides day after day of uninterrupted sunshine. Other places in the world give that, but Dalmatia also has three lines or layers of islands; as it were three grades of sailing. The inner isles for the cautious, the middle layer for the ordinary yachtsman, and the outer sea-pitted isles, like Lastovo with its wonderful scuba diving, for the bold and rugged. Then again, like Brittany, there are a multitude of coves and lochs into which one can nose one's way and in which one can anchor at night; for though there are not enough detailed charts that is no real hindrance. One of our guests called these lochs with their mountains "Scotland with eternal sunshine", and that is not a bad description. Add to that, there are at least a hundred harbours with long stone quays, some going back in time to the Venetian Republic, where one can tie up and buy local vegetables and wine. Indeed, for those who cruise in order to visit as well as sail, Dalmatia is an historical store-house: Greek, Roman, medieval, Venetian and Ragusan buildings and churches are everywhere. Such a town as Korcula, which claims Marco Polo as citizen, stands on its little peninsula, complete and unspoilt and as genuine as any city in Europe. In brief, both Brittany and Dalmatia are superb cruising grounds, each to be enjoyed in its own right.

As to navigation in the Adriatic, on the whole it is easy. Few tides, no magnetic correction and the main harbours and channel well lit. Needless to say, we had our moments. Jim and Pat Maslen were with us – Jim as navigator – and for two days our course appeared on the chart like the meanderings of a drunken sailor. Yet we seemed to be keeping a steady enough heading. Had whisky penetrated into our hand-bearing compass? None of us seemed the type to pour whisky down anywhere but our own throats. It was all finally traced, with the help of the Admiralty Guide, to magnetic anomalies due to the loadstone in the adjacent mountains; the strange story being recorded and pictured with more ribaldry than accuracy in our log.

There is usually in the morning a 2 – 3 S.E. breeze, and in the afternoon a 4 – 5 N.W. wind till it dies down in the evening; but this year the pattern did not conform. There were too many calms, which at least allowed us to swim in the Adriatic several times a day from the yacht. It was

amusing to note the reactions of our various crews to the light winds. The family, including our two sons John and David, their wives Sally and Judith, and our daughter Julia who, in both summers, flew from Canada, accepted even the slowest sailing as a challenge in its own terms; but most of our guests grew bored when fiddling about with barely filled spinnakers and mizzen staysails. For instance Mike Gordon Smith was certainly more lively in a Force 8 than in a calm, in spite of the fact that a navigator wearing glasses, as he does, is much hampered in a deluging thunderstorm.

What can be said in conclusion? Surely that this area may well at the end of ten years be the most sought after sailing spot in the world. Even if the Dalmations are unlikely to build many marinas in the next five years, the whole character may one day change; and to those who enjoy unspoilt cruising it may well be soon or never.

As a happy postscript, one of the few British yachts my wife and I saw in Dalmatia was *Rose Rambler* sailed by Humphrey and Mary Barton. It was delightful to have such a distinguished ex-Rear Commodore of the Club and his wife aboard, to hear at first hand of their adventures, and in return to see over a yacht that had travelled so far. With Jim and Pat Maslen, the six of us drank the health of the Royal Lymington Yacht Club, an appropriate gesture with which to end.

CRUISER RACING 1973

The season of 1973 produced the fiercest competition that the Solent has seen for many years, with a record entry for the Admirals Cup Trials there were a great number of really first class crews. Although the Club was not represented in the British team, several of our members did exceedingly well throughout the season. Arthur Slater's *Prospect* continued to improve as the season progressed, and with an excellent result in the Fastnet she was selected for the British team going to Australia this winter. Chris Dunning with his new *Marionette* had a consistently good year and his performance in R.O.R.C. events has won him the Club's Kings Cup; he is taking his boat to Florida for the S.O.R.C. series. David May campaigned his *Winsome IV* in America, then the Admirals Cup Trials and finally changed to *Winsome V*, a One Ton Cup boat, in which he won on three days at Cowes Week and took an overall 9th in Sardinia. Jeremy and Jonathon Rogers in their One Tonner, *Thunder*, also had three Cowes Week successes and a 7th overall in Sardinia. *Olivia Anne*, skippered by Mike Swain came 2nd overall in the R.O.R.C. Class III Championship with several excellent races. Peter Bruce, crewed by the Bagnell brothers, sailed his little Quarter Ton, *Waart*, with success in the World Championships; Stewart and Adrian Jardine also had considerable success in their *Flying Listang*. Bunty King's *Mehalah* had three good results in Cornwall and this shows that good fun can be had from combining cruising with racing.

Inshore these boats and many others from the Club produced good results. Possibly the most notable being that of George Tinley's *Scandia* which won Class IV in the Solent Points Championship scoring the highest points of any boat. In the "Round the Island" Race Mike McMullen broke the speed record for the race in his remarkable trimaran *Three Cheers*. The Club's team of *Scandia*, Rex Wardman's *Red Herring* and *Mehalah* won the Methusalah Cup, and our members were in first few boats in every division.

Local Cruiser Racing continued to attract more and more boats. The Wednesday afternoon series had twelve to fifteen boats out every week. The Jorem Platter presented this year by Sir Derek Steele Perkins for the best I.O.R. boat was won by *Scandia*, while Sir Derek himself won the Points Challenge Cup. Other boats from the Club seen in the prize lists at Regattas throughout the Solent were Dick Weguelin's *Lynessa*, Mike Pocock's *Cavalcade* and Peter Webster's *Liz of Lymington*. The latter carried off the Potter Ship.

As a suitable finale to such a successful season the Club team of *Marionette*, *Thunder* and *Scandia* won the Southern Team Trophy from nine other Clubs.

WEDNESDAY AFTERNOON CRUISER RACING

This year the rules were changed slightly in order to make the racing more interesting for everybody. Every Wednesday there were two races running concurrently, the first being conducted under I.O.R. ratings and the second under the sliding handicap method based on the West Solent Cruiser Racing Association system. By doing this, it was possible for boats of all classes to race together and have good racing whether they have an I.O.R. rating or not. Judging by the number of boats which turned out on Wednesdays it seemed to be popular.


One change for next year will be that the under 26 foot class will not be separated from the others due to the small number of these boats sailing on Wednesdays. The second will be that the sliding handicap calculations will be based on the mean corrected time of ALL boats racing rather than the first three. This will result in changes of T.H.C.F. will be much less than experienced this year.

It is felt that all skippers and crews would like their thanks expressed to Vice Admiral Sir Derek Steele-Perkins for presenting the Jorem Platter for the I.O.R. series.

The results of the 1973 Wednesday afternoon series are as follows:-

I.O.R. Series - Jorem Platter

FIRST	<i>Scandia</i>	Mr. George Tinley
SECOND	<i>Solent Saracen</i>	Mr. John McCarthy
THIRD	<i>Jorem IV</i>	Surgeon Vice-Admiral Sir Derek Steele-Perkins

 Sliding Handicap - Cruiser Challenge Cup		
FIRST	<i>Jorem IV</i>	Surgeon Vice-Admiral Sir Derek Steele-Perkins
SECOND	<i>Scandia</i>	Mr. George Tinley
THIRD	<i>Haka</i>	Mr. Paul Jeffree

MOTOR CRUISER SECTION

The Motor Cruisers' Section were represented in force at the Le Havre Rally, though this was hardly the case at the Poole Boat Show Rally, the preceding weekend. No doubt this was due to the proximity of the Le Havre Rally coupled with the rather gloomy wet, cold and windy weather.

The popular winner of the sealed arrival time competition was Chris Bowen in *Barbarine*, though it was hardly against overwhelming odds as the only other entrant to arrive at Poole was Pat Hamilton Adams in *Alecto*. The presentation of the cup and cash prize that evening to Chris, on board *Seraphica* plus a memento for his charming lady crew member, was anything but a formal affair, the win being celebrated in a manner that very successfully dispelled the wet and windy conditions outside.

Although suitable craft, i.e. Motor Cruisers, Motor Sailers and "Mother Ships" play an important part as Reserve Boats for our meetings and regattas, the help given by the owners of launches, dorys and inflatables, from our own Club, and from our good friends in our neighbouring Clubs, is invaluable. In normal weather we might seem to be overdoing it with the strength of the fleet we turn out, but when conditions turn sour on us, as they did at Easter, our policy of laying on a strong team pays off. That we are lucky to have a strong and experienced team was convincingly demonstrated by the way the hairy situation that developed on the Sunday afternoon of the Easter Meeting, was contained.

Fortunately, conditions at our own Regatta were not so challenging, nevertheless the resources were there to deal with them, had they developed.

THE ROUND THE ISLAND RACES BY SAIL AND POWER

The Annual Round the Island Races by sail and power for the Ware and Power Cups are unusual, if not unique. They are designed to test the ability of genuine cruising yachts to keep up a good average speed on passage more or less regardless of weather, by making use of their auxiliary engines to keep their speed from falling off in conditions of calm, contrary wind and tide or any other adverse condition.

They provide opportunities for interesting racing for cruising yachts of a type which would have little chance of competing successfully in a

normal sailing race, handicapped on rating. The heavy engines and large propellers fitted to the 50 - 50 type cruising yacht give this type a poor performance to windward under sail, but a better than average performance under power, particularly to windward. One compensates for the other and experience has shown that a well designed 50 - 50 has a good chance of competing successfully in these races.

The above description of the Ware and Power races appeared in the Bulletin four years ago. It is repeated here for the benefit of those readers who may not have seen the 1970 Bulletin.

In 1973 there were 8 entries for the Ware Cup and 6 for the Power Cup. The results were:-

Ware Cup

1st	E. T. Pratt	<i>Tugradog*</i>	Corrected time	6-25-02
2nd	W. W. Pulford	<i>Isadora*</i>	„ „	6-45-32
3rd	P. Wilson	<i>Dragoon VI</i>	„ „	6-54-14

Power Cup

1st	A. McDonald	<i>Bacchante</i>	„ „	5-48-21
2nd	S. F. Gidding	<i>Dolly</i>	„ „	6-18-56
3rd	P. Bradley	<i>Aquavite</i>	„ „	6-22-33

* Boats marked with an asterisk received a newly introduced "No spinnaker" allowance of 4% off elapsed time. This allowance affected the finishing order in both classes. But the Power Cup winner was without the allowance and the Ware Cup winner had the allowance, but did not need it to win.

It is a little disappointing that so few owners of family cruisers have entered for this interesting form of competition, as those who have done so have enjoyed the experience and have tended to return year after year to repeat it.

It may well be that the use of the term "race" to describe these contests is a deterrent to many cruiser owners who may feel that their lack of knowledge of the racing rules and the fact that their yachts are not rated might debar them from entering.

In fact neither of these factors is relevant. In the sailing instructions, it is clearly stated that "the right of way rules" (i.e. the racing rules) will not apply. Yachts will be governed by the "International regulations for the prevention of collisions at sea". Also, the only information required for handicapping purposes is the length overall and water-line length of competing yachts.

It should also be emphasised that it is not necessary to own a tuned racing yacht to have a reasonable chance of winning one of these trophies. In 1973 the Ware Cup was won for the first time by a motor sailer without a spinnaker.

The event is in fact more in the nature of a competitive navigational exercise on a coastal passage round the Isle of Wight than a race. With one exception, there are no marks on the course and the winners of the two trophies are almost always those who most successfully solve the normal navigational problems which arise when making a coastal passage.

☛ For example, in 1973, it seems highly probable that *Tugradog* won the Ware Cup mainly because her skipper had used his charts, tide tables, tidal atlas and nautical almanac to work out:

- (i) that there would be favourable tidal conditions close in to the Island shore all the way from St. Helen's Point to Egypt Point and
- (ii) that there would be sufficient water over Ryde Sands when he got there for him to take a short cut across the sands. No other Ware Cup competitor appears to have done this.

In the Power Cup, *Bacchante's* skipper had also done most of the "homework" on this problem, but had been too idle to complete the process by working out the depth of water over the Ryde Sands. *Bacchante* therefore lost a few minutes by deviating round the edge of the sand-bank instead of going straight across the middle as *Tugradog* did.

As usual, the 1973 event provided an interesting and enjoyable day's sailing for those who took part. Lack of space makes it impossible to give further details here, but the article which appeared in the 1970 Bulletin gave a very full and detailed account of a typical Ware and Power "competition" and a copy of this is available in the Chart Room on the ground floor of the Club.

"X" ONE DESIGN CLASS

General

The strength of the Division has risen to 37 yachts – very nearly double what it was ten years ago. Lack of river moorings makes it difficult for some crews to race regularly which is reflected in the numbers coming to the start line in the mid-week and Saturday Points races. The average number of starters for these two series of races were twelve and nineteen, respectively. Turn-outs for the miscellaneous Cups (listed at the end of this report) have been very disappointing, e.g. three for the Single-handed Cup and five for the Helmsman's Cup and the Marriage Handicap.

The present scoring system for the major trophies has shown weaknesses and members have been asked to think about this problem for discussion and decisions at the Spring Meeting.

The Pattern of Racing

The general pattern of racing followed that of last year with *Tortoise* (Ray Williams) setting the pace with about half a dozen very evenly matched on her heels but seldom catching her as can be seen in her Cock Boat record. Behind this batch were three or four yachts with greatly improved helmsmen who occasionally nipped in for a gun. In all, it was very interesting and enjoyable racing.

The Three Major Trophies

The Jade Cup (Saturday Points)

Tortoise was the winner for the third time in four years. Under the present scoring system she easily got her six firsts to win – and added one more for good measure. *Misty* (P. W. Husband) was second and *Xanthus* (the Westmacotts) third.

The Hotham Cup (Wednesday Points)

There were 21 races and the Cup was won for the second year running by *Mollymawk* (Sir Arthur McDonald). The main point of interest in this series of races occurred in the final race on October 3rd. (Unfortunately it was blowing hard and there were only four starters). If *Misty* had raced on that day and won, there would have been a triple tie for the Cup between *Mollymawk*, *Misty* and *San Souci* (Mr. L. H. Lewis). In *Misty's* absence the race became a duel between *Mollymawk* and *Sans Souci* which the former won in an exciting race.

The Cock Boat Cup

Tortoise was again the winner with twelve firsts, four seconds and one third in 21 starts.

Miscellaneous Cups

Two good wins were for the Persephone Salver, at Lymington, won by *Mollymawk* against strong Yarmouth and local opposition and the Coronation Challenge Cup won by *Sans Souci*. The Tankard for the first "X" home in the Potter Ship Race was won by *Xanthus*. Winners of other local trophies are listed at the end of this report.

The Allott Cup

Only 10 yachts (combined Lymington and Yarmouth) completed the four races to count, partly because of the R.S.Y.C. Regatta on July 14th. The race was abandoned through lack of wind.

The Cup was won by *Spray* (Yarmouth) with *Tortoise* and *Perdix* (Yarmouth) equal runners-up. *Xanthus*, *Anitra* (the Rowans) and *Merlin* (Joan Braithwaite) were 6th, 7th and 9th respectively.

Cowes Week

Every sort of weather combined to make Cowes Week the most frustrating ever, resulting in no awards for the Phillipson Challenge Shield and the Captain's Cup. In the Team Race Shield, Lymington beat Cowes easily, Parkstone narrowly ($\frac{1}{4}$ point) on the way to the final which was lost to Itchenor. In the races that took place *Tortoise* got a first and a third, and *Merlin* a third.

The Invitation Race

On the Sunday following the Potter Ship a number of people (outside the Division) who are interested and helpful to us in our racing activities are invited to helm a crew in an "X" boat race. This race is much appreciated by the "Invitees" who this year included a Ferry Skipper and the

Harbour Master. It is a good public relations exercise and is voted by all to be an excellent finale to the season. The race this year provided the popular spectacle of a well-known local boat builder and shipwright being towed off the mud!

Prospects for 1974

There should be good racing again next year with Yarmouth to sharpen us up in the two Persephone Salver Races and Team Races.

Cup Winners - 1973

JADE CUP	<i>Tortoise</i>	The Williams
HOTHAM CUP	<i>Mollymawk</i>	Sir Arthur McDonald
COCK BOAT CUP	<i>Tortoise</i>	The Williams
HELMSMAN'S CUP	<i>Merlin</i>	Joan Braithwaite
LADIES CUP	<i>Tortoise</i>	Ann Cardwell
CREW'S CUP	<i>Xanthus</i>	Valerie Witherby
SINGLE-HANDED CUP	<i>Merlin</i>	Joan Braithwaite
MARRIAGE HANDICAP SALVER	<i>Anitra</i>	The Rowans
PERSEPHONE SALVER (Race at Lymington)	<i>Mollymawk</i>	Sir Arthur McDonald
DEAN MAIDEN CUP	<i>Sapphire</i>	Tyzack & Symington
ALLOTT CUP	<i>Spray</i>	(Yarmouth)
GERALD GRAY CUP		<i>Not raced</i>

Team Racing

Three team races were held. We won against the Lymington Town Sailing Club and lost to Parkstone (away) and Yarmouth (at home). All three provided interesting and enjoyable racing and will be repeated next year.

R.I.P.

Brigadier Robin Hutchins died on September 24th, 1973 in his forty-third year of Club membership. During this period he had a distinguished racing record, firstly in Montague Sharpies and then in "X.s". He will be remembered, mainly, for his regular winning of the Single-handed Cup (at one period) and as part-owner of *Zest* (X.9) winning the Potter Ship Race in 1961, the only occasion that an "X" has won this trophy. The Division extend their sympathy to his widow, "Addie".

EASTER MEETING 1973

The 1973 Easter was rather late - in the penultimate week of April - but this had no adverse effects in the timing of the tides. The proximity of the date to summer may perhaps have been the unconscious cause of its clashing with the first fixture of the Solent Cruiser Race programme - which the Sailing Committee resolved should not be allowed to occur again.

The total number of entries did not quite reach the 1972 record figure. Excluding half a dozen single race entries, but including Handicap races, the number was 214 representing about thirty different classes from about sixty different Clubs from far and near. Substantial entries were from the 420's (38), International Moths (34), O.K.s (31), Fireflies (27) and Cadets (22). The Handicap classes included Javelins, 505s, Fireballs, Contenders and others. The Clubs whose members formed the largest numbers were: Parkstone (29), the R.L.Y.C. (28), L.T.S.C. (17), K.Y.C. (17), Oxford (Town) S.C. (15) and Itchenor & Bosham (10).

Last year's Bulletin voiced misgivings about the overcrowding in the river; it was therefore very pleasant on Good Friday to see several teams of Fireflies racing on courses in the river between the Club and Tar Barrel, oblivious of ferry steamers and marina mammoths. These races, which were won by the R.L.Y.C. for the first time in their history, were organised by Doctor Nicholas Davies under whose captaincy the Commodore has now lent his yacht to some of the younger members for a cruise to the West Indies.

It had been decided to transfer the "Solent Salver" event which is a Vines Trophy race in the Firefly Class and which we used to hold separately in the Solent, to the Easter Meeting.

On the Saturday A.M. and P.M. and Sunday A.M. there was happy racing on courses which went out into the Solent but on the Sunday afternoon there occurred one of those unforecasted cataclysms which once every four or five years violently disturbs the Easter Meeting and results in the immaculate composure of the Club interior being disconcerted by a sudden unaesthetic infusion of saturated sailors. The upheaval in the Solent brought out the efficiency of our Rescue organisation which deservedly got great praise in the yachting press.

It also served to test the working of the system of security discs which the Club were trying for the first time at this meeting. Every competitor has to have his disc with him whilst afloat and has to hang it in its appointed place on a board when ashore. At the conclusion of the rescue operations every single disc was back in its place.

The following are some of the results in the Series:-

Fireflies: P. S. Turner of Parkstone won the Solent Salver and Tobin Cup.

Nationals: S. E. Harman of Henley S.C. won the Solent Plate.

Merlin Rockets - Commodore's Plate: J. E. Williams was the only R.L.Y.C. winner.

420's: A. J. Sands of Pegasus and D. A. Perkins of Queen Mary S.C. tied for Easter Trophy and Tim Corfield was 3rd.

Cadets: C. Clements of Parkstone won the Easter Goblet (actually there were 5 Parkstone boats in the first six).

The International Moths were won by a Metropolitan policeman, A. R. Elliston and John Claridge was runner-up.

The *Ospreys* were won by T. Blatchford and the *O.K.s* by S. G. Richardson from Oxford S.C.



ANNUAL REGATTA – DINGHY RACES

The Annual Regatta is an entirely different affair from the Easter Meeting. The Easter meeting is a competition of keen racing sailors from five or six dozen Clubs all over the U.K. whereas the dinghy part of the Annual Regatta is a meeting largely composed of children members of the R.L.Y.C. and our neighbours in southern Hampshire. This year it was remarkable that the largest class were the 22 Cadets (and this without a contingent from Parkstone who were otherwise engaged). The 420's, too, had a championship elsewhere and only numbered 19 here; while the Scows numbered 16. With little more than a dozen Ospreys, Oxey Birds and Moths and 26 Handicap, the total was rather less than a hundred. Organisations of the dinghy racing is complicated by the difficulties of setting courses in the Solent which will avoid those used by the keel boats of the Regatta. This year the winds very kindly shifted exactly when and where required for the dinghy courses. There is, of course, another slight difficulty – some of our volunteers for race organisation rescue work are themselves racing the keel boats.

The Club Regatta has for a number of years been preceded by the "Junior Regatta" on the Thursday and Friday. It has become quite obvious that this event must be replaced by some sort of open meeting for 420's and Cadets, who were practically the only people who showed an interest this year.

420 CLASS

1973 proved to be an eventful year. The Club was well represented at national and local meetings, as well as running our own exciting points series, team races and social events. However, the season's highlight was the news that Tim Corfield and James Tew, sent by the Club to the R.Y.A. sponsored Olympic Youth Camp at Keil in 1972, were this year selected to represent Great Britain in the 420 European Championships held at Lake Lipno, Czechoslovakia, in July. Tim managed a 3rd and 7th in the 68 boat fleet, to finish 22nd overall, and James was a creditable 47th with a best position of 28th. We are proud that two boats in our fleet now wear the coveted Union Jack, indicating their international achievement.

Our traditional Frostbite race was revived, after several years, in the first week of January. Jeremy Howard won for the Club, in *Coquette* closely followed by Andrew Roberts (Parkstone Y.C.), the 1971 National Champion. Tim Corfield was third. The following evening the Class held its first A.G.M. and dinner, at which Mrs. Bowen presented the season's trophies and Noel Bond-Williams entertained us with amusing, if cautionary, tales.

The Spring points series was won by Tim and Wendy Corfield, *Desperado*, from James Tew, *Blue Dragon*, with John Furlong and Miranda Francis, *Roaring Forties*, third. Unlike the 1972 season, we were able to race outside the river throughout the series, and even managed plenty of spinnaker work in readiness for the coming National meetings.

Our Club held the British "Under 19" 420 Trials in April. It was a superbly mounted and well organised meeting. The 420 Association National committee members were guests for the weekend, and competition was very keen. The first three positions were taken by Parkstone boats with *Desperado*, the R.L.Y.C. boat, in 4th place, sailed by Tim and Wendy Corfield.

The very exciting R.L.Y.C. Spring Meeting was the following weekend, culminating in a final race sailed in force 6/7 winds, when only the most stalwart competitors managed to stay the course. Rescue operations were extremely good, and our thanks go to all the many club members who turn out in all weathers to help in this very necessary task. Tim and Wendy Corfield came 3rd overall for the Club, in a National fleet of 46 boats.

In the summer we ran a separate points series for Wednesdays and Saturdays. This year Tim and Wendy Corfield won both trophies, and the whole fleet enjoyed close racing throughout the beautiful summer. The Regatta went well in perfect conditions, the Junior event being won by John Furlong with Miranda Francis, and the Senior event by Hugh and Denis Bates, after a very close battle with John Furlong and Jeremy Howard, both of whom won a race during the weekend. Sue and Jessica Williamson sailed consistently for 4th place overall.

Meanwhile, at the 420 National Championships held the same weekend by the Thorpe Bay Yacht Club at Southend, the R.L.Y.C. team did well. Tim and Wendy Corfield won the (Under 19) Junior National Championship and Robert Davis and Jane Joel were runners up. James Tew and Francesca Pollock were also well placed.

A team consisting of Tim Corfield, John Furlong and Robert Davis retained the "Borthwick Cup" by winning a home match against Beaulieu for the second year. A pleasant social gathering for an excellent lunch in the Club completed an enjoyable fixture.

The Lymington Town Regatta was a festive occasion, as usual. Tim Corfield won the first 420 race and led in the second, until a severe gale force gust caused breakages and capsizes throughout the fleet. Harry Roome (R. Solent Y.C.) in *Blackbird* recovered first, to win in fine style, followed by Richard Rouse in *Dauphin Bleu*, with Tim Corfield third, after a hair-raising race.

Since the 420 Class this year achieved full international status, the usual National Open Meetings provided a points system towards selection for the British National team. Our Club has been represented throughout the season at these National meetings, where the incredibly competitive racing has done so much to improve our own standards. In April, four R.L.Y.C. boats went to Chew Valley near Bristol. James Tew, with Patrick Slade

crew, did well to finish 3rd overall. Tim and Wendy Corfield were 9th. Grafham Water Sailing Club held their 420 Open Meeting in May, and five Lymington helms attended. Conditions were very unpleasant, with high winds and heavy rain, though the host Club did their best to make us warm and welcome. Tim and Wendy Corfield finished 8th overall. At Plymouth there was a meeting in June at which *Desperado* and *Blue Dragon* represented the Club. Tim and Wendy Corfield finished 4th and James Tew came 8th. At the end of June, another Open Meeting, held by the Pegasus Sailing Club at Weston-super-Mare, was attended by *Desperado*, *Frustration* and *Blackbird*. The Corfield pair improved their results further by finishing third. Hugh Bates was 10th and Harry Roome 14th in a large fleet. Four boats made the long trip to Bembridge, helmed by Robert Davis, John Furlong, Robin Clitherow and Hugh Bates. The winds were light (though more than last year!) and Robert Davis, in *Boreas*, came third overall. The Beaulieu Open meeting was sailed over the opening weekend of Cowes week. Conditions produced some very exciting racing, but deteriorated so much that the last race had to be cancelled. However, James Tew, on home ground, came 2nd overall with Robert Davis third after two races only.

As the result of friendships made at the European Championships, Tim and Wendy Corfield were invited to the Final Meeting of the North French Points Championship held at Boulogne in October. They had a wonderful weekend – to quote a French paper, “The British pair dominated the Meeting. . . .” They won, with two first and a third in the three races, and were feted in true French style.

A return invitation for the French to compete in the first meeting of the 1974 England Points Series – viz. the R.L.Y.C. Spring Meeting* – was given by Tim and Wendy, when they received their cup and proudly exchanged Club Burgees, at the prize-giving in the Yacht Club of Boulogne, amidst delighted applause.

* The R.L.Y.C. Spring Meeting also features in the European Trophy Points Series Championship so we look forward to meeting European helms and giving them a warm welcome at the Club.

As light relief from all this serious racing, a cruise for the 420 Class in larger yachts belonging to other Club members was arranged. On a beautiful day, typical of many this summer, we sailed to Studland Bay. Once anchored for lunch, we were “boarded” by the Parkstone 420’s who recognised some of the R.L.Y.C. armada. A rubber dinghy battle ensued!

Once again we thank Commander Rouse for his devoted support in running the Rescue Boat on every occasion during the year. Our thanks too, to all the helpers on the platform, and behind the scenes, without whom the Class could not enjoy the many racing and social events throughout the season.

Main Racing Results

The Bowen Cup for Cock

Boat	<i>Desperado</i>	Tim & Wendy Corfield
Runner-up	<i>Boreal</i>	Robert Davis & Judith King.
Spring Trophy	<i>Desperado</i>	Tim & Wendy Corfield
Runner-up	<i>Blue Dragon</i>	James Tew & Francesca Pollock
Summer Wednesday Trophy	<i>Desperado</i>	Tim & Wendy Corfield
Runner-up	<i>Boreal</i>	Robert Davis & Judith King
Summer Saturday Trophy	<i>Desperado</i>	Tim & Wendy Corfield
Runner-up	<i>Roaring Forties</i>	John Furlong & Miranda Francis
Maiden Trophy for Best 1st year Helm	<i>Mithral</i> (L.T.S.C.)	Neil & Martin Flannagan
Crews Race	<i>Blackbird</i> (R.SOL.Y.C.)	Tim Baker
Tar Barrel	<i>Frustration</i>	Hugh & Dennis Bates

420 EUROPEAN CHAMPIONSHIPS

After a 1,000 mile journey in glorious weather through Belgium, Germany and Austria, we eventually arrived in Czechoslovakia – but not before a most difficult entry through the very frightening Iron Curtain. Once we reached the Camp, we were very impressed with the friendliness of all the competitors.

The organisation of the Championships was similar to the Olympics, in that we had parades for the opening and closing ceremonies – each country having a young Czechoslovakian carrying their national banner. Our little girl became our loyal supporter, anxiously following our progress throughout every race.

The Championships were split into two halves – Junior the first week and Senior the second week. We were amazed at the standard of sailing during both weeks. Most 420 sailors at home think that to carry a spinaker on a close reach in anything more than a Force 4 is sheer lunacy. This feeling was soon smashed in Czechoslovakia. When people flash past in a cloud of spray with spinnakers up in a Force 6, one soon learns to do the same!

The weather was very unkind. We either raced in flat calm or in Force 5 or 6 winds with icy rain, which appeared very rapidly from the surrounding hills. Thus instead of sailing in bathing suits, as we expected, we wore full wet suits and were still cold.

The races themselves were long. The starts, usually at 9 a.m., meant being up at 6.30 a.m. to breakfast and prepare the boats in time. A race,

After finishing in under 2½ hours, would be followed by a second, after a half hour break. Lunch was normally about 3 p.m., by which time we were famished and exhausted.

However, we did have the odd rest day, and there were organised coach trips to historical sites, including a selection of castles, with English speaking student guides. The social life was riotous, although by necessity one had to go to bed about 10 p.m. after a hectic day. As usual we found that Continentals can almost all speak immaculate English, and our very limited knowledge of German and French was hardly called upon – though useful as a common language with the Czechs themselves.

We were quite unprepared for the degree of professionalism displayed by the other countries' teams. The Championships (Junior and Senior) were won by the Belgians. Their preparation was superb and their equipment "the best". They had a special Team Coach, Team Caravan, Team Spares, and Rubber Support Boat, Team Uniform, etc. The Swedish team leader was a professional boat builder, and made a new spinnaker pole for James Tew when he lost his during a capsize. This was all way over our heads!

British teams have a lot to learn, and need a lot more backing. Nevertheless, it was a great experience and one that the helms, their crews, Wendy Corfield and Francesca Pollock, and their escorts will long remember.

HOUSE MATTERS

This year has seen the completion of the re-building of the South West Corner of the Club and the Secretary and his assistant were able to occupy the new offices just in time for Easter and the Chartroom was ready a fortnight later.

We owe our gratitude to Malcolm Macdonald – the Club Architect and Member of the House Committee – for all the work he put into this project on our behalf.

Changes in the Committee

Beattie Fair and Keith Wadley retired on rosta and we are most grateful to them both for the long hours they put in during their term of office. We were also sorry to lose the helpful advice of our co-opted member, Fiona Rogers, who left for family reasons but whom we are delighted to say has now re-appeared on the scene once more, this time wearing two hats, one as Lady Chairman of the Liaison Group, the other as a co-opted member of the Executive Committee.

A warm welcome goes out to Pam Boxer and Christopher Graham who have filled the gaps in our ranks. Also to Jane Horsfall and Douglas Parker who are now serving as co-opted members.



Flower Decoration

Under the able and devoted direction of Joan Southern our talented band of flower arrangers continue to provide the Club with delightful floral displays and for this we are most grateful.

Visit by Trinity House

On August 7th, 1973, the Elder Brethren of Trinity House carried out their triennial inspection of the navigational lights and buoys in and off the Lymington River. This includes the Racing Marks laid by the Club in the Solent.

As the weather was unsuitable for boatwork outside the River, Trinity House Vessel *Patricia* landed the Inspecting Officers at Hythe Pier and they arrived by taxi. As the Harbourmaster's launch was unserviceable the Deputy Master, Captain D. S. Tibbits, D.S.C., R.N., and the two Elder Brethren, Captain P. F. Mason and Captain I. R. C. Saunders, embarked in the Club launch with the Harbourmaster and Larry Brown who acted as coxswain, it being Doug's day off. The tour was short. Racing had been cancelled at Cowes and the party turned round at No. 6 post before they got too wet!

The Club entertained the Inspecting Officers and their two guests for lunch. Rear Commodore Bennett acted as host ably assisted by two of our members who are Younger Brethren, Ted Barraclough and Larry Brown.

The opportunity was taken to discuss various aspects of the work of Trinity House as it affects the Club.

Catering

Once again we must congratulate Mr. Brooks and his staff in maintaining the high standard already set in the dining room and at our various functions. Due to rapidly rising food prices, it has been necessary to adjust charges from time to time but any increases have been kept to a minimum.


The dining room is run on a modified "self-service" basis and members are urged to return their used dishes, etc. to the service hatch and to leave the tables as tidy as possible for those following on behind them.

Bar

It is becoming constantly more difficult to find suitable temporary staff to help out at peak times and members are asked to do all they can to ease the burden on our Steward, John, and his wife, Monique. For example, please make a point of returning empty glasses to the Bar, it helps the staff and reduces breakages which are becoming an increasingly heavy charge on the Bar accounts.

Members' Private Parties

This opportunity should be taken to remind members that private parties in the Club have to be fitted in to a tight knit programme and thus are subject to the approval of the House Committee.

 Requests for such functions should therefore be made to the Secretary or Chairman of the House Committee at least six weeks in advance.

The Easter Meeting

This event which by some dinghy classes is now looked upon as a National Event has become so popular that it tends to overwhelm the facilities we have to offer. Success brings with it many problems and your Committees have been giving much time and thought to improving the organisation in 1974.

Limitation of space is a major factor: regrettably therefore it has been deemed necessary to limit the entry to about four-fifths of that in 1973, and to provide a snack and Bar service in a marquee to be erected on the forecourt.

It is hoped that these and other innovations will reduce the inconvenience to members to a minimum while still giving scope to our visitors for enjoyment.