

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1976

FLAG OFFICERS

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| Commodore: | HOWARD FRENCH, Esq. |
| Vice-Commodore: | Air Vice-Marshal Sir ALAN BOXER, K.C.V.O., C.B., D.S.O., D.F.C. |
| Rear-Commodores | Major-General C. W. WOODS, C.B., M.B.E., M.C. Rear Admiral D. G. PARKER, C.B., D.S.O., D.S.C., A.F.C. |

EDITORIAL

Once again it has been a full year for the Club. Hard on the heels of last winter's programme of social events, lectures and cruise planning evenings came the Congressional Cup series sailed on March 13th and 14th, since when our members have participated in great activity afloat. Indeed, as we go to press, an appreciable number of us are participating in the sixth and last race of the Autumn Series organised by our neighbour, the Lymington Town Sailing Club. An increasing degree of integration between the two Clubs in drawing-up the separate sailing programmes which each sponsors has been evident and those familiar with the complexities of doing so, not only locally but in the wider context of the Solent Clubs as a group, will appreciate the considerable amount of work which is entailed. Lymington is today one of the principal centres from which both cruising and competitive sailing are mounted and it is encouraging that so many of our members, as recorded later, have either undertaken wide-ranging cruises or have earned distinction in racing events of either local or national importance.

This leads naturally to brief mention of the British Level Rating Association National Championships for 1977, which is to be sailed under the burgee of the Royal Thames Yacht Club, during the period June 26th to July 1st. This week includes the date (June 28th) of Her Majesty's Jubilee Review which is to take place at Spithead and it is for this season that Lymington has been chosen as the centre from which the series is to be sailed enjoying, as it does, ready access to open water. Accordingly the Royal Thames sought support from the Town Club and ourselves and your Executive Committee, having approved in principle the provision of assistance which had been requested, has established the basis on which this Club should provide

Assistance. The disturbance, which this will entail, will not be great and no doubt members will willingly accept the presence of visitors in the Clubhouse during the short period when the series is in progress.

On another issue of which members would wish to be aware, it is of some concern that our fleet of "420" dinghies has dwindled considerably in numbers as recorded later in this Bulletin. This decline in support must, in the long run, impair the extent to which good racing in the Class can be sustained and both parents and young members who are considering the purchase of dinghies are most strongly urged to consider the advantages offered by the "420". Internationally accepted and approved, it will not have gone unnoticed that the International Youth Championships will be sailed in this dinghy in 1977 and this is a measure of its material worth as well as the enjoyment which ownership (or part ownership) of this splendid dinghy has to offer. It is not necessary for the newcomer to the Class to buy a boat straight from the mould; second-hand ones can be bought with the advantage of lower initial cost and in a one-design class such as the "420" the newest boat does not always win! So why not support our sponsored Class - the "420" is a delightful and exciting dinghy and very worthy of your consideration.

This year the Sailing Committee has decided that the award of the Jack-in-the-Basket Trophy should not be made. Members will recall that this Trophy is presented annually to a young person (under 30 years of age) who has distinguished himself or herself with an outstanding performance in any sphere of sailing. In reaching this decision the Committee felt, that in order to safeguard the standing of the Trophy and in the absence of a candidate within the age limit, who fulfilled the standards established by previous holders, it should remain in the safekeeping of the Club.

Last winter's successful series of cruise planning evenings is to be repeated in 1977 and will be conducted on Wednesday evenings commencing February 2nd and ending on March 16th. Each session is conducted by one of our members who has had experience of navigation on sections of the European coastline and details will be posted on the notice board in due course. To ensure that the greatest value is extracted from these evening "teach-ins" numbers are limited to a maximum of twenty-five.

It will come as no surprise that inflationary pressures present those responsible for the management of the Club with a number of problems and though our financial position remains sound, the day is not far distant when subscriptions will have to be adjusted to a revised scale. Every effort is made to keep expenses down without damaging the standards both of service and of facilities, which members will wish to be maintained but in the circumstances prevailing this may not prove possible. In this connection the Lottery, with its drawings of lucky numbers at monthly intervals, was instituted so that contributors might have the prospect of winning worthwhile prizes

(1st prize £50 at present!) and at the same time help to build-up an ancillary fund to cover the purchase of items of benefit to the membership as a whole which fall within the category of "desirable" rather than "essential". Further support would not only be reflected in larger prizes but also in practical support for the Club.

It is not our custom to list the names of former members whose deaths have occurred during the year but our sympathy and condolences are extended to all who have suffered loss either in their families or from their immediate circle of friends. However, because of their contribution in various capacities to the well-being of the Club or, more simply the distinction their names bore, four of those no longer with us merit our special recognition.

Harry Goodhart

One-time Captain of the ICX" Class and a winner of the Potter Ship. A former Rear Commodore, Trustee and Life Member.

Kenneth Moore

A former Trustee and an Honorary Life Member.

Colonel G. Mallett

A former Honorary Treasurer and an Honorary Life Member

Mike McMullen

A courageous yachtsman lost at sea while participating in the Single Handed Trans- Atlantic Race.

Finally our heartfelt thanks are due to all the willing helpers who, in a great variety of ways, volunteer their time, experience and practical competence to ensure the success of all that is undertaken. Whether ashore or afloat, the support, which is forthcoming at every turn, is but a reflection of the spirit and enthusiasm, which determines the character of the Club. Thanks are especially due to our Secretary and his office team, to Doug Baverstock and John Seal, and to Mr. Brooks and the catering staff, without whose loyal efforts our voluntary self-help would be worthless.

CRUISING

As usual with stark logic we started the 1976 cruising year with the last major sailing event of 1975 ! ne annual relief of the Lighthouse on December 20th, 1975, took place in ideal conditions for this particular operation. A flat calm enabled about 70 boats to get to the Needles and watch the main Yarmouth Lifeboat, skippered by Dave Kennett, land the parcels on to the landing platform. Dave then toured a11 the yachts in the area and the lifeboat, together with its tender, transferred between one and two) hundred members of yacht crews to the lighthouse. This is the erst time so many people have been able to visit the Keepers during a ft Needles Relief ". Most boats then staged back to Lymington via Yarmouth where the Royal Solent Yacht Club and the local pubs made us very welcome.

We are gradually building up a considerable fund of good cruising knowledge, and owners do not really have to go far beyond their fellow members to obtain all the information required for cruises from Scandinavia to Spain and Ireland. In this connection, the second series of Cruise Planning Evening are due to start after Christmas.

Our second Meet should have taken place on September 11th at Goathorn. However, due to a very bad weather forecast, this was switched at the last moment to Beaulieu River. Apart from a very rough Friday night the weather was perfect and those who did not pay too much attention to the forecasts had a really good weekend. In all some 14 boats attended.

During the summer there was a great deal of cruising activity and our members ranged over most of the Continental Waters as well as those of Ireland and Scotland. As encouragement to those of us who did not venture afar, brief details of but a few of the cruises undertaken were :-

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| <i>"Tubthumper"</i> | Maurice Hope enlisted the aid of his trailer and ferries to travel to Holland with his pocket cabin cruiser and cruised extensively on the Dutch Canals. (600 miles). |
| <i>"Lalji"</i> | Hugo Walford. The Channel Islands, Brittany and return via Falmouth. (458 miles). |
| <i>"Hephzibah"</i> | David Balme and Family. Many ports en route to Corruna and back. (1800 miles). |
| <i>"Jorem V"</i> | Derek Steele-Perkins / Frank Sarson. The Channel Islands, South Brittany and return visiting some 24 harbours and anchorages. (1000 miles). |
| <i>"Gallivanter"</i> | John Paterson and Family. The West Coast of Scotland to the Hebrides and back. (1500 miles). |

There were, of course, many others and the foregoing summary of cruises undertaken during the year together with the account which follows of *Cheemaun's* travels are but an indication of the extent to which members range afar from their home waters. It is therefore surprising that the number of entries received for the Cadiz and Quains Cups is so low; there are many occasions when hiding one's light under a bushel is wholly appropriate and one can only admire the modesty, which clearly limits the extent of participation in these annual competitions. On the other hand, those who do not venture far from home would be inspired by a more vigorous interest in these two major trophies and everything for which they stand, and in this connection you are reminded that there ..is yet time (entries by January 31st, 1977) for the log of last summer's cruise to be submitted.

It will come as no surprise that Jack and Anne Bryans have this ye-yr again taken *Cheemaun* on an extended cruise and their choice, after a cruise to the West Coast of Scotland in 1975, was North Brittany and round the corner into the (Bay of Biscay as far as Pornic. An account of their journeyings makes interesting reading and a précis of this will interest many of our members familiar with these waters.

Cheemaun's Cruise, 1976:

At the outset a jammed throttle when going alongside for fuel in Yarmouth caused some consternation but in the event swift and seamanlike action saved the day, fuel was taken aboard and *Cheemaun* then made for Studland where she lay overnight before departing the next day (June 28th) for Port Blanc. Though supremely calm, conditions were hazy for the crossing leaving Guernsey and Les Hanois well to port; "Stuffy" (per pro Dowding) the Kelvin Hughes Mk17 radar proved useful in the haze and the awkward approach to Port Blanc was safely accomplished. After a peaceful night Les Sept lies were inspected at close quarters en route to Camaret and the Brittany Coast was closed to the west of Perros. As the Chenal du Four was approached the wind freshened to Force 5/NE and shortly thereafter the auto-pilot packed up so that most of the passage had to be helmed by hand, and arrival at Camaret was logged at 2145 on Wednesday, June 30th where *Cheemaun* lay at anchor until her departure on July 2nd since the marina under the breakwater was rather small.

On leaving Camaret course was set for the Raz du Seine via the Toulinguet Channel but poor visibility necessitated the continuous use of "Stuffy". However, about half an hour after passing thorough the Raz visibility dropped to zero and Audierne provided safety for the night. Next day the fog eventually cleared and a good passage to Presque Ile de Quiberon under radar was made, thereafter through the Teignouse passage into the bay and eastwards for Houat where *Cheemaun* was anchored in a superb and familiar little bay at the east end of the island. Next day (July 4th) with rather better visibility and calm conditions, course was set for the Villaine River where the lock system (opened twice daily only) necessitated a 21 hour wait before entry and after passing Roche Bernard the anchor went down some five miles further upstream in fresh water. Next morning it was back to Roche there to wait for the lock gates to open at 2000 and to spend a quiet night below in tidal water; Jorem V was also sighted at this point in the cruise. On July 6th course was set for Pornic and after an easy trip and a day of superb weather *Cheemaun* was made fast in the marina.

It was here that a crew change took place and Anne departed by air for three days in London. As many will know Pornic has a1l the amenities, including a pleasant beach for bathing and on Anne's return *Cheemaun* left for the Auray river

(July 10th) there to meet up with *Anahîta* (Derek and Anita Hobson) and to secure to a laid mooring. In addition to exchanges of hospitality it is recorded that the skippers of the two yachts spent some time bird watching (shore waders, of course). Next day course was set for Ile au Moines and a favourite anchorage; Houat was intended as the next call but an unfavourable wind made this difficult and it was decided to weigh for Halides by Quiberon where a good mooring was provided. Next day an early departure for Lorient was made and after an uncomfortable passage *Cheemaun* drogue anchor under the citadel at Port Louis.

On July 14th a perfect trip along the coast to Benodet where a buoy close to Silver Dee (Charles and Jean Ryall) was picked up ; *Anahîta* was also in company and "visits" between the three yachts then followed. On July 16th *Cheemaun* with the Ryalls embarked, went up the lovely Odet River for tea to return to her mooring that evening and all then had an excellent supper aboard *Silver Dee*. The following morning was spent ashore with the Ryalls and Hobsons in Saint Marie, the afternoon being taken up with the serious business of making passage to Morgat on the northern side of the entrance to Douarnenez Bay, where *Cheemaun* was anchored as safely near to the beach as possible. On the evening of July 20th *Cheemaun* sailed for Camaret where she anchored close under the shelter of the breakwater since conditions were fresh. it was intended to visit Rade de Brest next day, but the very lumpy sea in the Chenal du Four resulted in a change of plan so that the night was spent in L'Aberwrach at a point up-river just before Paluden and a delightful meal ashore was the reward. Course was set through the Malouine Channel for Ile de Batz where, after a rather late lunch, the trip was continued to Port Blanc. Thereafter a brush only marred the return to Lymington with H.M. Customs at St. Peter Port. A foul tide on passage from Lezardrieux caused such a delay that it was decided to anchor in Petit Port just west of St. Martin's Point where two nights were spent. On reporting to Customs on the first morning, the book was thrown at Jack, as the only places where landing is permitted in Guernsey are St. Peter Port and St. Samsons. It is understood that as Jack has been seen about of late, he is still a free man. But be warned. . . .

In all this cruise amounted to some 900 miles in length. Apart from poor visibility on the outgoing passages, the failure of the autopilot and the high temperatures which imposed strain upon electrical installations, this was a thoroughly trouble-free trip and an extremely enjoyable summer cruise.

We have recently heard from one of our American members, Arthur Noehren, who on his twenty-two day passage from the Canaries to Barbados, achieved hull speed for fourteen days under storm jib alone ! He is now in the British Virgin Islands and expects to return to the U.K. in 1978.

CRUISER RACING:

Following the popularity of the first Congressional Cup competition run by this Club in 1974, a second meeting of this event was held during a cold weekend in March and top class helmsmen from different spheres of the yachting scene came to Lymington for the event which, owing to the kindness and generosity of their owners, was sailed in Contessa 32's. Much hotly contested match racing took place in the western end of the Solent. Unfortunately, the wind failed on the second day, preventing the completion of the full programme and Phil Crebbin won the Congressional Cup, recently presented by a generous club member. As will be recalled, he subsequently represented this country in the 470 Dinghy Class at the Olympic events sailed on lake Ontario. The Warm-up Series of races for cruisers mounted jointly in conjunction with the Lymington Town Sailing Club was repeated for the second year. Though the entry was moderate those who competed confirmed that they found the racing valuable by way of tuning up for the season. The series will be repeated in 1977, it is hoped with growing popularity and as before, the aim will be to set short courses so as to finish before the Bar closes! Our annual Solent Points race was held on the Saturday after Easter. It attracted the normal early season entry of average numbers. Bruce Banks sailing his modified One Tonner, Windsprite, won the Bacon Trophy. The next day the Club ran level-rating races but the entry was disappointingly small. In 1977 we shall be the Club responsible for co-ordinating the Solent Points Championship series; this task is taken on by clubs in the Solent in turn and it will make demands upon the time of our Secretary and his one-girl team !

During the first weekend in May we held our annual race to Poole when Mike Corlied kindly provided his Nab 35 *Langalena* as Committee Boat. The event was not well supported in comparison with recent years although, as usual, the Parkstone Yacht Club was most hospitable to those competitors and others who did participate. Regrettably the timing of the return race did not fit with the tides and it is hoped that next year with improved timing, we can encourage a larger entry for this annual short passage race which provide an enjoyable weekend's sailing as well as a pleasant evening ashore.

On Friday, May 21st, the Royal Ocean Racing Club Cervantes Trophy Race, started under arrangements made jointly with our Club from a line in the vicinity of the Lymington Spit Buoy. Rendall Clarke kindly provided *Quiver VII* as Committee Boat for this race, as he also did most generously throughout the season for a number of our other major events. Discussions have been held with the R.O.R.C. on the possibility of starting and finishing an offshore race from Lymington next year but at present opinion is against this owing to "the tidal gate" effect of the Hurst narrows and its effect upon competitors finishing.

The Wednesday afternoon races this year again attracted only a small entry. Some of the more regular competitors were the crews of ladies who turned out and raced with notable skill throughout the season in *Blue Heron* and *Greenshanks*. However, an innovation has been the quite well supported introduction of Thursday evening cruiser races aimed at providing midweek sailing for those who cannot escape from their work in time on Wednesdays. It is hoped to repeat this series next year from the end of May until the end of August.

During the Spring Holiday weekend Invitation races were organised for level rating yachts of the 1Ton and $\frac{3}{4}$ Ton classes with the aim of providing an opportunity for tuning-up prior to the selection of the British boats in these classes for International representation. A number of yachts, both local and from as far afield as Plymouth and the Channel Islands, came to compete.

Helmsmen from this Club have distinguished themselves in a wide range of level rating and handicap racing this season, both at National and International level. Amongst others, the Rogers brothers and Bill Green with *Karate* and David May with *Winsome Blue* represented this country in the 1 Ton Trophy Races held in Marseilles and finished 8th and 10th respectively. In the 1 Ton Championships held in Plymouth, Richard Bagnall came 2nd sailing *Golden Delight*, with Harvey Bagnall, Nicholas Davies and Simon Van de Byl in his crew, and was within less than one point of winning this hotly contested event; it was in this series that Peter Webster's *Liz of Lymington* had the misfortune to be dismasted.

In the $\frac{1}{2}$ Tonners Mike Pocock in his yacht *Starlight* designed by himself, was overall winner of the R.O.R.C. Class V points championship and winner of the King's Cup. In $\frac{1}{4}$ Ton racing, Peter Bruce had had an outstandingly successful year, having won the Junior Offshore Group Championship, the Solent Points Class V and the Saluki Salver in addition to a number of other notable achievements.

Our Members were also very successful in the Solent Points Championship, and *Sasha*, *Sanjola*, *Tomic* and *Genie* all took first places in their respective classes.

In team racing the Club has had the distinction of winning the Methuselah prize for the team event in the Island Sailing Club's Round the Island Race for the third time. The team was again organised by John Adams and was comprised of his own boat *Sanjola II*, *Genie* (Peter Bruce) and *Starlight* (Mike Pocock). In the competition, which prevails, this is a most notable achievement and owners and crews deserve the warmest congratulations. As regards the Southern Inshore Trophy the Club team consisted of *Karate*, *Sanjola* and *Genie* which finished In third place out of nine competing clubs.

Many other members have raced with success throughout the season as far afield as Southern Ireland and the Western Isles (*Sasha*, *Assassin*, *Gallivanter*)

in the R.O.R.C. Biscay Series (*Flecknoe*) and locally in the West Solent Cruiser Racer Association.

The attraction of events organised by the West Solent Cruiser Racing Association was apparent in that entries for the 1976 series showed an encouraging increase of 10 per cent over those of 1975. It is very much hoped that more of our members will participate in this very enjoyable series next year, particularly among the owners of Contessa 32's and 26's, when there will be 18 races. Yachts will be divided into two divisions according to size and a feature will be that racing will be divided into three series of six races each so that a total of four separate prizes will be available to competitors. In 1976 the W.S.C.R.A. winners were:-

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| IOR Open Class | <i>Sanjola</i> | (J. R. F. Adams RLYC) |
| Cruiser/Racer Division | <i>Billet</i> | (J. E. Williams RLYC) |
| Non-rated Division | <i>Tiree Two</i> | (R. A. Young RLYC) |

The Round the Island event by sail and motor for the Ware and Power. Trophies was held on September 18th under a modified formula, based on experience from last year and aimed at providing more equitable for the true cruiser. Owing to the light conditions, the engine limit allowance was increased in order to give yachts a better chance of finishing the course in daylight. The Ware and Power Cups were won by George Tinley in *Fjord* and J. McRobbie in *Stroller II* respectively. Entries for the race have been growing annually. A number of Ideas for improvements in the rules have again been put forward or next season which should thus still further the interest in this popular event. The possibility of applying similar rules to the biennial race to Le Havre during the Spring Holiday next year is also under consideration.

An unusual event took place in July when as a result of an approach made to the Club earlier in the year, the Oxford and Cambridge sailing match was fought out in X's . The Class Captain, Sir Arthur McDonald, mustered a nucleus of race officers and boats were lent to our visitors by a number of trusting owners. The series was very keenly contested, only decided after an exciting finish in the last race, and Oxford carried off the honours. The two teams greatly appreciated all that was done for them, both afloat and ashore and it is to be hoped that we will again be asked to support this very enjoyable event.

The Potter Ship race, after a series of light weather days in recent years, was held in conditions of squally showers with winds gusting to Force 6. In spite of a particularly heavy rainstorm one hour before the start, some 50 yachts came to the line. The trophy was won by George Tinley in his "X" boat *Anitra*. In fact the "X" class distinguished themselves this year by taking the first six places in the overall results. As a result of severe congestion at the weather end of the line and a certain lack of understanding of one or two of the fundamental rules of racing by some competitors, alternative arrangements for starting the race in future years will now have to be ..

considered. The aim will be to provide a starting line which does not have one end more clearly advantageous than the other, but it is also hoped that member will ensure that they understand the basic rules before entering this race! “

“X” ONE DESIGN CLASS:

Notwithstanding the reference to dictatorial disposition of “the Editor” in the next paragraph, he takes this opportunity to record his whole hearted appreciation of Gerard Coma's devoted attention to the writing of this section of the Bulletin, a task he has undertaken since 1958.

Inevitably in the report that follows tribute must be paid to individuals. In so large a fleet (40 plus) and the limited solace allowed by the Editor for the “X's” the decision as to who deserves a mention has not been easy and apologies to any member who feels affronted by his or her omission are most willingly conceded. However, the standard of racing by a Division can only be judged by its performance in Open events such as Cowes, in the West Solent Regattas and, to a lesser extent, in team racing against other Divisions.

At Cowes, Ray Williams in *Tortoise* (X 165) won the Captain's Cup in a field of 72. Also he added the Cowes Town Regatta Grantham Cup to this major triumph. (It is worth mentioning that he won the Captain's Cup in 1967). Our then Vice-captain, Joan Braithwaite, in *Merlin* (X 160) did remarkably well once again, to finish 3rd overall. George Tinley in *Anitra* (X 52) was 6th and Philip Husband in *Misty* (X 163) 16th. These four were our counting yachts. Special mention must be made of Joan's bitter disappointment in the Hiscock Cup (raced on the Saturday before the start of Cowes Week proper) when she got the winning gun as reported in the national press the following day, only to be told later that she had been disqualified for being over the line at the start. However nothing daunted, and very typically she showed her worth with a 2nd, 4th, 5th and 7th during the week as a whole.

In the all-important Phillipson Shield, we were narrowly defeated by Parkstone, to be runners-up among the six Divisions. In the Team Race Shield, Lymington beat Yarmouth in the first round but succumbed to Parkstone in the semi-final. So, taken all round, we had nothing to be ashamed of in our showing during Cowes Week, in fact rather the reverse.

In the Regattas in the West Solent there was a marked improvement over the last year. At long last more members made the effort to race on both sides of the Solent, although there is still room for improvement in this field. Conditions for winning the Allot Cup are so chancy, (e.g. cancellation because of weather; failure to reach the Yarmouth line on time due to strong tides and light winds; the number of starters, etc.) that it is imperative for members to race in all six races so as to allow for two discards since the winner of the Cup is the yacht that scores the most in any four races. This year George Tinley wrested the Cup from Yarmouth, last won outright by

Lymington in 1961 by the Creagh-Osbornes. Having won the Cup, George then rubbed in his superiority by winning the "X" Race on the second day of the R.A. Regatta at Yarmouth, that particular race not counting for the Mott Cup. *Spray* (X 138) a Yarmouth yacht that had won the trophy four years running, was runner-up with *Ilex* (X 130) Drs. M. and P. Rowan and G. Ansell was third, one point only behind *Spray*. There was then a block of five Yarmouth yachts which emphasizes the importance of full turn-outs by Lymington for this series of races.

In other Open races, *Ilex* won the Persephone Salver (sailed at Lymington) and *Tortoise* the handsome Whitaker Cup in the Lymington Town Regatta CCX" race. So again, taken overall, it can be claimed that Lymington had the edge over Yarmouth for the first time for many years, the architect being George Tinley. However Yarmouth, numerically half the size of Lymington, are extremely competitive and are always a force to be reckoned with. There can be no let-up by Lymington next year!

In local racing (the Points Series) 1976 was George Tinley's year. As with Godfrey Palmer in 1975, George won the Cock Boat, the Hotham (Wednesday Points) and the Jade Cups (Saturday Points) as well as the Sunday Cup. In addition to his many other successes George won the Gerald Gray Cup (Gins Farm) and the Potter Ship ; his record for this year, like Godfrey's before him, was quite remarkable and *Anitra* richly deserves the congratulations of the whole Division.

The exceptional weather resulted in good turnouts for the Wednesday and Saturday Points Series, in excess of twenty starters being quite' common. The yachts *most likely* to get "squeaks" were *Anitra* which goes without saying; *Oyster* - always a threat; *Mollymawk* (X 135) - consistently good and manned by a formidable, cunning and very experienced pair of oldies" in Arthur McDonald and Chris Biddle; *Tortoise* who needs no introduction; *Ilex* with a full complement of the medical profession; *Xanthus* (X 56) with William, Valerie and the Commander; and Richard Smith, firstly in *Xenia* (X 162) which he later sold to Alastair Easton in exchange for *Josephine* (X 62). In the offing and ready to pounce on any errors by the above yachts were *Misty*, *Estelle* (X 27 the Atkinson's), *Sans Souci* (X 153 L. H. Lewis), *Ariel* (X 37 the Woodwells) and a rapidly improving *Xenia* and *Merlin*. The remainder of the fleet had good racing and occasionally surprised themselves and others by getting a "squeak". *Cariad* (X 114 David Markby) with two first is an example.

Apart from our defeat by Parkstone at Cowes, the Division did well in Team Racing, beating Yarmouth, Itchenor, L.T.S.C. and Parkstone (at Lymington). However, having watched the Oxford v. Cambridge match, sailed in our "X's" the Division has a lot to learn in this rather specialised form of racing and steps are being taken during this coming water to improve our performances next year.

As reported earlier, the Potter Ship race, sailed in appalling weathers produced the amazing result of the first six yachts being "X's"! *Anitra* was the winner, with *Oyster* and *Xanthus* third. Only once before has the Potter Ship been won by an "X".

The annual Invitation Race having been postponed due to Force 8 conditions, was held a week later in ideal conditions. This event was thoroughly enjoyed by the guests and was won by Doug sailing *Josephine* with Fred Woodford the runner up in *Tortoise*. The Vice Commodore assumed the responsibilities of Race Officer and Mrs French presented the trophy. This race was instituted by Harry Goodhart, being organised by him for several years and Terrance Gossage has now taken over the go work most successfully.

After eight years as Captain and Vice Captain Sir Arthur McDonald is giving up the Captaincy of the Division, although of course, he still remains Chairman of the "X" Class Technical Committee. Space, again, does not allow a full account of what the Division owes him during his long term of office. His racing record can be seen on the Boards of the Club stairway and can be read in the present and past Bulletins but the example and leadership he has shown in everything connected with the Division is what he will be remembered for. He always found time to help and encourage newcomers and to say "well done" when deserved. He was a first-class Committee Chairman and above all a second Sambrook Sturgess on the racing rules. His knowledge on this vital subject he is now taking pains to pass on to all members. Joan Braithwaite takes over from him, a natural and excellent choice, and she is joined by George Tinley as her Vice-captain. What more can the Division want than these two backed up by the all round expertise so readily available in our Division.

Table of Results - Cup Winners 1976

| SERIES: | 1st | 2nd | 3rd |
|---------------------------------------------------------|-----------------|----------------------------|----------------------------------------------------------|
| Cock Boat | <i>Anitra</i> | <i>Mollymawk</i> | <i>Xenia</i> |
| Hotham Cup . | <i>Anitra</i> | <i>Mollymawk</i> | <i>Josephine</i> |
| Jade Cup | <i>Anitra</i> | <i>Ilex</i> | <i>Tortoise</i> |
| Sunday Cup | <i>Anitra</i> | <i>Ilex</i> | <i>Sapphire</i> (Bill Tyzack and Donald Symington) |
| First Half Points - Saturday (May 1st to June 26th) | <i>Tortoise</i> | <i>Ilex</i> | <i>Misty</i> |
| First Half Points - Wednesday (May 1st to July 14th) | <i>Anitra</i> | <i>Mollymawk</i> | <i>Xenia</i> |
| Allott Cup | <i>Anitra</i> | <i>Spray</i> (Yarmouth) | <i>Ilex</i> |

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| INDIVIDUAL | | | |
| Helmsman's Cup | | | Richard Smith |
| Ladies Cup | <i>Oyster</i> | | Shirley Palmer |
| Crews Cup | <i>Xenia</i> | | Anthony Buckle |
| Single-handed Cup | <i>Mollymawk</i> | | Christopher Biddle |
| Gerald Gray Cup | <i>Anitra</i> | | George Tinley |
| Wade Cup | <i>Anitra</i> | | George Tinley |
| Maiden Cup | <i>Madcap</i> | | The Martins |
| Whitaker Cup | <i>Tortoise</i> | | Ray Williams |
| Marriage Handicap | <i>Not awarded</i> | | |
| Potter Ship | <i>Anitra</i> | <i>Oyster</i> | <i>Xanthus</i> |
| Persephone Trophy (Lymington) | <i>Ilex</i> | | |
| Autumn Series | <i>Josephine</i> (10 points) | | <i>Cariad and Oyster</i> (11 points each) |

“420” CLASS:

The fortunes of our members and the support we have had has varied throughout the year. While the racing enjoyed by the handful of crews who have taken part regularly has been close and competitive, it is important that participation should be greatly increased so that standards of performance can be more readily sharpened. Not that our “regulars” have done badly - four of our members have competed successfully in National events, three of them at International level also - but a greater number of competitors generally equates with improved performance on the part of individuals and in turn, improved personal performance reaps its reward in terms of enjoyment and the overall health of the Class as a whole.

It was good to see new faces and boats on the water before Easter and in particular Nick Kirkman and Henry Browning have both improved their skills throughout the year. The Spring Points Series ran for some five weeks covering the Easter Holidays and the numbers turning out were encouraging. The weather or the series was wild and the racing good, the Spring Trophy being won by a narrow points margin by John Furlong in Jobber from Harry Roome sailing *Warlord*. The weekend before Easter the Club hosted the 420 Class Youth Championships in which entries were very sadly smaller than anticipated. Olympic courses laid in the Solent provided competitors with good racing and our thanks are specially due to Gabriel Clay whose yacht *Fubbs* was the Committee Boat. In winning the last race Andrew Brewer of

Parkstone Yacht Club was the successful contender for the Trophy present by Mrs. Helen Tew and her family in memory of her husband John.

Racing began again in July after the Summer Term. Unfortunately numbers were down on Easter for both the Wednesday and Saturday Points Series. This was due to a number of reasons, the main problem being that people were away at different times. Thus there were a few occasions when only two or three boats were racing. However, the Regatta at the end of August attracted more boats, even though the 420 National Championships were held over the Bank Holiday weekend. Good weather prevailed throughout July and August and the racing that took place was enjoyed by all who took part.

Summer Racing Results:

Wednesday Trophy: *Movin' On* (Henry Brownrigg)

Runner-up: *Sir Sid* (Nick Kirkman)

Saturday Trophy: *Roaring Forty* (Tim Stevenson)

Runner-up : *Movin' On*

Edmund Single-Handed Trophy: *Jobber* (John Furlong)

Runner-up: *Alice's Restaurant* (Giles Beattie)

Tar Barrel Trophy & Crew's Race: *Not sailed*

Maiden Trophy for Best 1st Year Helmsman: Henry Brownrigg.

As mentioned earlier, those who have sailed with us have this year again competed with success at National and International levels. Harry Roome, John Furlong and James Tew have all had a good season, in particular Hazy, who won two meetings. At the National Championships at Grafham Water Sailing Club, they were 8th, 10th and 11th respectively out of 51 entrants in an extremely close event. Also, at the World Championships in U.S.A. in July, James repeated his 1975 success by finishing again 2nd in the single-handed event, and in the main Championship, he was 15th and 2nd British boat. At the European Championships in Dun Laoghaire, in August, John Furlong was 31st out of 55 entrants.

Thanks must go to the Club for its support of the Class and of the various events throughout the year; also to those who have officiated either as race officers or as rescue boat operators. It has been a year of contrasts; while numbers have been low, people have enjoyed the sailing generally, but every effort must be made to increase the numbers of boats in the fleet for next year. It is hoped also that the L.T.S.C. will compete with us in 1977, and we look forward to seeing others also. It does, however, need to be understood that if the 420 is to survive as a viable class in this Club young members and their parents must support it by investing in 420's, as opposed to other types of dinghy so that effective competition may be possible.

DINGHY RACING:

Once again, it is appropriate to start by expressing the gratitude of the Club to those members who have given their time during the season to assist in the organization and running of the races. This includes all types of racing - not only for the dinghies themselves but also the rescue fleet and the effort it demands. Alan Roxbury, who has organised the rescue fleet in recent years with great skill and success, has now handed over to Denis Cunningham who has turned out in his yacht *Fandancer* for numerous events throughout the season both with the rescue fleet and on other occasions. Our thanks are also due to a great number of individuals who have given their time and expertise helping in a variety of ways, whether on the pier, in the dinghy park or in the finishing box, so that our sailing events are a success. Nor can we conclude this paragraph without expressing our appreciation of the work of our hard-pressed boatman, Doug Baverstock, and our thanks for his tireless help and good humoured support throughout a season of ever-increasing length.

One other general aspect of our racing organization deserves mention. This is our radio net which has operated for some years due to the generosity and enthusiasm of Jack Stray. Sir Arthur McDonald has now kindly volunteered to help with this technical work, and we have just ordered two new Seavoice radios, so that the communications essential to proper supervision may be improved.

Easter Meeting

The Easter Meeting began as usual with the Team Racing on Good Friday in Fireflies. Eighteen boats, from eight clubs, took part. Dr. Nicholas Davies was unable to be present to run the racing as in previous years, but a brother-doctor from St. Thomas', Dr. Peter Rowan, very efficiently took his place. The racing was run on "The American Tournament System". For six clubs this takes 5 rounds. the clubs taking part were St. Thomas' Hospital, Itchenor, Wembley and Laleham. A team from Loughborough College partnered a team from Cambridge University and similarly one from Parkstone joined up with one from Castaways. The tournament was won by Itchenor, who took the Richmond Trophy whilst the "2nd Chance Trophy*" went to Wembley.

Having regard to the economic situation and what is involved in the cost of transporting dinghies, the attendance of competitors at the Easter Meeting was really very satisfactory. There were nearly 180 entries, though not all of them sailing in every race. There were 29 "420's", 27 Fireflies, 20 Moths, 18 Handicap I, 16 Cadets, a dozen each of OK's, Handicap II and Handicap III, Lasers and Fireballs, and nine each of Ospreys and Twelve-Foot Nationals, but a rather disappointing entry came from the Merlin Rockets.

Annual Regatta:

Entries for the dinghy section of the Annual Regatta this year were less than half as many as usual. This may be partly due to the number of rival meetings going on elsewhere. Only the Cadets and middle handicaps contributed a fair attendance. In the "Young Persons" races which opened the meeting, the numbers were also down half dozen 420's were led in by Tim Stephenson. In the young peoples Mirror Races *Mlnno* (Tom Fish, LTSC won with two first and a third. The leading Cadets were Toby Collyer, Jonathan Jerky Wade, David King and Richard Howard. In the Laser races, firsts were gained by Christopher Chitty, David Lindsell and Luke Gatehouse. The Ospreys were won by Duncan Macrae of the Town Club and Herbert Rand maintained his leadership in the Oxy Birds as did John Claridge his superiority in the International Moths. Tim Stevenson repeated his success over the few 420's left here and Richard Creagh-Osborne showed us that he can also sail a Mirror! The ten boats in Handicap II were led by two of the first Solo competitors. N. J. Pocock, T. Smith and Christopher Chitty each got a first in the Scows. The Pursuit Race for the under nineteens was held as part of the Young Persons Regatta on the Friday morning over the usual course in Oxey Lake. The starting times for each class are worked out very much from the previous year's finishing times, and therefore a good performance may make it more difficult for a boat in the following year. The first two boats home were the 420's sailed by Tim Stevenson and M. Flanagan. They were followed by a Moth sailed by Simon Allen and another 420. Then came at one minute intervals, five Cadets and a Mirror sailed by Tom Fish of the Town Club. The Scows were unfortunately started too late - an unjust penalty for doing well last year!

Match versus Walhampton School:

An enjoyable match took place on Sunday, June 13th in Mirror dinghies against Walhampton School. Teams of four dinghies represented each club, our team being organised by Mrs. Pocock, a Committee Boat provided by Mike Pocock and, after the event, tea kindly provided outside our Clubhouse by Walhampton School. After some close racing, the School won by ½ a point.

HOUSE MATTERS:

Clubhouse:

Maintenance of the Clubhouse has again been the main priority, but a major re-organisation of the space at the Northern end of the Club has been carried out, on both the ground and first floor levels. On the ground floor this has provided a small staff room with associated cloakroom facilities as well as additional storage space for the caterers' food stocks and equipment. A new staff entrance on the northern end of the premises gives access to a staircase leading directly into the kitchen complex. On the first floor a new and more spacious larder has been provided together with a

re-arrangement of the servery area. New hot cupboards, ventilation systems and refrigeration equipment have made major contributions to the domestic facilities in an effort to match the demands of a greatly increased membership since the former installations were provided. However, as with other aspects of the space available to us, we are hard pressed to satisfy the pressures exerted and at the same time to maintain standards which are acceptable.

Bar:

With regret, Derek Vick had to resign from his post as Club Steward for medical reasons, and his assistant, John Seal, has assumed the duties of Club Steward. As a result of greatly increased demand for "real" beer, as distinct from "keg" we now have on offer four real and two keg beers. Once again our permanent and temporary (Bar staff have given excellent service throughout a very busy year when new Club records were set for bar sales.

Catering:

Mr. Brooks and his team in this, the fourteenth year of his catering contract with the Club, have maintained good fare at our many and varied functions, at very reasonable cost to members in spite of inflationary pressures. It has been an exceptionally difficult year in the Kitchen as our competent staff has had to work in very difficult circumstances with contractors' men disrupting their catering routine. Our thanks are therefore particularly due for all that was done on our behalf to sustain our Dining-room service.

Cruising Dinner:

This, our second formal dinner in the winter programme, was very well attended and took place on February 21st. One of our distinguished members, Sir John Donaldson, managed to find time to be with us as our principal guest, notwithstanding the very severe pressures, which are a part of his daily life, and those attending were entertained by his amusing and brilliant observations upon the vagaries of cruising.

Le Havre Visit:

This year it was again the turn of our many friends from Le Havre to visit Lymington at Whitsun and the crews of some fifteen boats, supported by a substantial "shore party", were our guests. Past experience has shown that an excessively full programme for these occasions is subject to marked disturbance since many of our visitors welcome the opportunity to go shopping and with this in

mind some of our member's practical assistance by providing transport. Entertainment was therefore confined to mid-day drinks on the Sunday when each visiting skipper was presented with a memento ashtray, followed by a somewhat crowded Club lunch of traditional English dishes.

Members are reminded that it is our turn to visit Le Havre over the Bank Holiday (not Whitsun) 1977. As a matter of interest there is an extra holiday on to Tuesday to commemorate the Queen's Silver Jubilee.

Painting/Photographic Display:

A second annual display of paintings and photographs by members was held in the Clubhouse in October, and prove an even greater success than the first. The display was beautifully arranged and organised Angela Sainsbury and Pam Boxer, and resulted, incidentally, in a contribution of £88 to R.N.L.I. funds.

The Annual Dinner:

The Annual Dinner was held on November 20th with Captain Miles Wingate, Deputy Master of Trinity House, and his charming wife as our principal guests. We were privileged to hear something of the work of Trinity House in the several spheres of its responsibilities.

Super Dances:

An innovation this year has been the series of informal supper dances held on Saturdays. These have provided a three-course meal with waitress service at reserved tables, and dancing until midnight. Those who have attended have found the evenings enjoyable and they are being repeated in the coming year, but less frequently. Attempts are also being made to avoid dates clashing with other events locally.

Winter Activities:

To our usual winter programme of lectures, Cruise planning evenings, wine suppers, New Members' parties and a "Yacht Race Game" event, we have again arranged for the inclusion of a Cruising Dinner. Last year's proved immensely popular and the next will take place on February 26th, 1977, when our Guest of Honour will be the Commodore of the Royal Cruising Club, Captain Colin McMullen who will be accompanied by his wife. Tickets for the dinner will be available to all members but if over-subscribed those who were unsuccessful in the draw for our Annual Dinner this year will be given preference.

Although details of the events which are to take place are set out in the 1976-77 Winter Programme, members may like to be reminded that the last of these will be the Fitting-out Party scheduled for Saturday, April 2nd, 1977.

Stones Printers, Milford.