

BULLETIN 1977

FLAG OFFICERS

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BRIGADIER D. R. L. BRIGHT, O.B.E.

EDITORIAL

What a splendid year it has been. Although we may have been justified from time to time in grouching, notably about the weather at home and, in some cases, abroad, 1977 has been a year of rejoicing and encouragement. Her Majesty's Silver Jubilee as our Sovereign has been marked by a daunting series of tours and visits of exceptionally imaginative scope both at home and overseas. Her subjects, wherever they may be, have demonstrated with affectionate loyalty the gratitude they feel for all that She and the Royal Family represent in our daily lives. For our part the Club was fortunate to be able to participate as but one of the many spectator groups afloat at the Spithead Review of the Fleet on June 28th when, as the Royal Yacht steamed down the lines of assembled ships, we toasted the Queen and sent Her on her way with "three cheers". There were also present in their own yachts numbers of our members and it was a matter of great regret that because of the limitations of space we were unable to assemble a greater number of us aboard the *Poole Belle* whose crew so ably ensured the success of the day.

And encouragement? Not only has it been a year in which several of our members have distinguished themselves in many ways afloat, as recorded later in this Bulletin, but the Club itself continues well supported and financially buoyant. Indeed, such is the pressure upon us and as a consequence of its concern that the aggravations of over-crowding in the Clubhouse should be kept within bounds, your Committee has introduced a waiting list which is supervised within a given total of membership.

At this point it seems appropriate to devote some thought to another aspect of crowding; because the location of the Club at the western end of the Solent confers great advantages, we are periodically asked to support the activities of other clubs or associations. Aware that these events result in some inconvenience to our own members, the Flag Officers and Committee only approve those which are of the greatest importance within the national ambit of yachting or which do not obtrude unduly upon our own programme. Our standing as a Club suggests that we should be both hospitable and co-operative and it is in this spirit that approaches made to us are viewed.

For many years it has been the aim to maintain a sensible balance in the range of activities undertaken by the Club so that we can maintain a year-round programme which appeals to all sections and age-groups. Herein, it is believed, lies the secret of the Club's strength and in a period when stringency has borne heavily upon the fortunes of other clubs up and down the country, the support of the membership which we enjoy has been crucial. Costs have inevitably increased and are likely to continue upwards though there are signs that the rate of increase may be slackening – let us hope so.

In large measure however our financial strength has been the product of our Treasurer's advice and personal interest in the well-being of the Club. Ian Glass has devoted many hours and an enormous amount of effort in discharging the responsibilities which he assumed in 1974 and we all owe him a great debt of gratitude; his sound judgement and prudence have been instrumental in furthering the interests of the Club and the work he has done has been of the greatest assistance. Another element in the improvement of the financial position has been the greatly improved takings by the bar helped, of course, by the consistently high standards of our caterer, which have sustained regular use of the Club. A further source of strength has originated in the considerable amount of "self-help" provided by volunteers of many practical skills – the savings effected as a result of their labours are substantial.

Members will recall that a year ago special measures were under consideration by which the cost of replacing the inner pontoons should be met; in the event it has proved possible to finance this undertaking from revenue. A contract has now been let and new pontoons to an improved layout and of greater stability will be installed early in 1978. Last winter it became apparent that the Club launch, built in 1927, was in need of replacement and Doug is currently engaged in completing the fitting out of his new charge which, in a brief ceremony on the slip, he named "*We're Here*" in the presence of an assembled group of admiring spectators.

For some time past it has been the opinion of your Executive Committee that the Club's "Rules and Regulations" were in need of revision and throughout the latter part of the year this rather tiresome task has been in hand. In due course the members themselves will have to focus

their attention on this issue since the Rules may not be changed without the approval of those attending a General Meeting of the Club; when completed a re-draft will be circulated with the associated notice of such a meeting. It would be premature at the moment to discuss in detail the changes which are under consideration but members will recognise that unless the Rules governing the constitution of the Club and its management are adequate, the role of the Executive Committee may well be hampered.

There is another matter of which members should be aware. Very sadly the theft of members' property still occurs from time to time, the removal of periodicals from the Reading Room continues and some thoughtlessness about the interests of others is sometimes apparent. We cannot expect our hard-working Secretary to deal single-handedly with such problems, though he does all in his power to sort out difficulties as they arise – this is a problem in which we must all play our part and, if suspicions are aroused, report them promptly.

As already mentioned, it has been the willingness of members to assist in all manner of ways with the running of the Club's extended programme which has ensured the measure of success enjoyed by us all. Our thanks are due to those whose time, skills and professional expertise have been so valuable and one might be forgiven for mentioning but a few of our helpers by name. For example, Denis Cunningham with his yacht *Fandancer* has co-ordinated rescue work throughout the season; Rendall Clarke's *Quiver VII* has been committee boat on innumerable occasions, both for this Club and for the R.O.R.C., and we have benefitted this year from a team of three new race officers, Bill Becher, Norman Wardle and Sammy Samuels who, between them, have taken on in particular the management of the Wednesday and Saturday afternoon races for cruisers and "X" boats throughout the season. And then there are all those seldom-sung heroes and heroines whose devoted labours do so much to make the Clubhouse so comfortable and attractive.

It was, of course, in February last that in anticipation of several months absence abroad following his retirement, Howard French tendered his resignation as our Commodore and this was accepted with understanding. Happily, Chris Bowen, who has long been a member of the Club and had previously served both on Committees and as a Flag Officer was willing to assume the responsibilities of Commodore so that continuity was assured.

Many of our longer-standing members will have heard with great sadness of the death of Captain M. H. Eveleigh. Formerly a Secretary of the Club, he will be remembered with affection and gratitude for the devoted service he gave.

Finally, we continue to be indebted to our staff for all that they do towards our comfort and support. To our Secretary, Howard Lewis, and his able helpers we offer our grateful thanks and good wishes for the coming year and beyond.

The "Relief" of the Needles Lighthouse, although occurring at the end of the preceding year, has come to be considered as starting the next year's cruising pattern. Thus, on the Saturday before Christmas 1976, some eighty boats from Lymington River escorted the main Yarmouth Lifeboat, Coxswain Dave Kennett, to the Needles where the parcels containing Christmas fare were successfully landed. In addition, on learning through Radio Solent that no money had been raised for the Nab Tower Keepers' Christmas celebration, £20 was diverted from our funds for their benefit and this, combined with £20 worth of groceries donated by Tesco (Lymington) and a contribution from the Selsey R.N.L.I. Ladies Guild ensured that those who keep watch over the eastern approaches to Portsmouth and Southampton, were not forgotten. As always, the Royal Solent Yacht Club and the inns of Yarmouth opened their doors to our crews on the return from the Needles – their welcome, and indeed that accorded us by Charlie and his team in Yarmouth Harbour, was as warm as ever.

1977 was the R.L.Y.C.'s turn to visit the Le Havre Yacht Club. Despite very poor weather, some twenty boats managed to arrive in Le Havre during the Spring Bank Holiday weekend, while on the Sunday our yachts dressed overall in honour of the Queen's Silver Jubilee and made a colourful display, despite a Force 9 gale and pouring rain. The weather however did nothing to diminish the kindness and hospitality accorded to our members though plans made by many for short cruises in company to such delightful spots as Barfleur and Ouistreham had to be abandoned. In particular our thanks are due once again to Claude Tissier for his untiring efforts on our behalf and we look forward to Whitsun 1978 (not our Spring Bank Holiday weekend) when our friends in Le Havre will be visiting us once more in Lymington.

Not many weeks later and following their protracted preparations several of our members set out on their various long summer cruises. Many thousands of miles were covered and included passages to the Azores, Spain, Ireland, Scotland, the Baltic, and the Channel and Atlantic French Coasts. We have also heard that the Sarsons have reached Barbados on their way to the Carribean in *Jorem IV* and very much hope that on their return we may be given the story of their doings. It is, of course, quite a task to produce an account of passages made, but members will appreciate that without contributions such as these your Editor is not well placed to ensure that others may share the pleasures of "armchair" cruising. Many owners enter the broad outlines of their cruises in the Cruising Book which is in the Chartroom and this provides a partial record of members' activities, but that is all – incidentally, entries for the Cadiz and Quains Cups are due at the end of January, 1978. These trophies were won by W. D. O. Watton in *September Moon* and Martin Walford in *Lalji* respectively for excellent cruises in 1976 and the results were announced at the very successful Cruising Dinner which

took place in February, 1977. Two "Lentune Pens" were also awarded to two of our younger members, Lucinda Mann and Jennifer Pocock, for descriptions of cruises made with their parents. In future one pen only will be awarded for the best log submitted by under 15 year olds. Again, these must be entered by the end of January, 1978.

Two meets were held at the end of the summer. The first was a very successful dinghy cruise organised for members' children by Graham Mann and others. Sailing their dinghies in company and under escort they slept under canvas at Newtown and in spite of some harsh weather returned to their hum-drum daily lives with memories of great adventure and courageous exploits! It is very much hoped that a similar event will be possible in the coming year. The second was, of course, a less spartan affair at Goathorn - though not without its excitements. A Force 5 - 7 westerly on the Saturday deterred many owners but the crews of the 15 boats which assembled there felt that the effort was well worth while; as the Trukline ship *Dorset* entered Poole that evening her Master (Gordon Renshawe) flashed our assembled fleet with her signal lamp and on making VHF contact he sent best wishes to all those present.

CRUISER RACING

The year has once again been an outstanding one for the achievements of Club members in both team and individual events. Their successes have been as noteworthy in the sphere of international competition as they have in events pitched at a slightly lower key and pride of place must surely be given to Chris Dunning who, as Captain of the British Admiral's Cup Team, skippered his latest *Marionette* with distinction and led our team to victory. Included in the team was, of course, *Moonshine*, campaigned by Jeremy Rogers and Bill Green, with Peter Bruce and Phil Crebbin included amongst her crew - the outstanding boat in the team, *Moonshine* narrowly missed winning the Fastnet, being second to the American, *Imp*. Our warmest congratulations to all who contributed to the great successes of these two boats.

Hearkening back to sailing of perhaps more local importance, our Club programme of cruiser racing events has been completed on the pattern established during the past few years. The Spring Series, run jointly with Lymington Town Sailing Club, continues to attract only the more hardy early-birds, but is very popular with those who take part and meets a need to provide an opportunity for early season tuning up. An early event of increasing importance and interest, namely match racing run on the same lines as that of competition for the Congressional Cup in the United States, again attracted helmsmen of established national reputation to compete against one another in Contessa 32's during mid March. For those not altogether certain of the general form of match-racing, it can

best be compared with the match ladder system familiar, say, in a tennis club in which a series of matches between pairs of individual and invite helmsmen determines the eventual winner at the top of the ladder. As an event it provides unusually good spectator appeal for those who are interested, and will be taking place a month later in 1978, in the hope that the weather may be sufficiently kind to encourage greater numbers to come out and enjoy the fun. As an aside it may be said that such are its attractions, there is every likelihood that the Royal Lymington Match Racing Series will be televised next year. In 1977 the Olympic dinghy helmsman Phil Crebbin, who has recently become a member of the Club, was the winner for the second time.

Our annual Solent Points Race, which is traditionally the first of this thirteen-race series, took place on April 23rd without undue excitement and seemed to be enjoyed on a brisk and windy day by all competitors except an unlucky few who suffered damage to masts and gear. Incidentally, this year we have been the co-ordinating club for the whole series and the Annual Meeting of all S.P.C. Clubs, with the prize-giving and reception, was held in the Club in late November.

An extended programme was completed by the West Solent Cruiser Racing Association (WSCRA) for their 1977 championship. Although the four races run for WSCRA by this Club attracted rather less entries than last year, the highlight of the series has been the greater acceptance of the West Solent handicap system and the significantly larger number of entries from non-IOR yachts. To encourage the owners of non-IOR yachts it has been decided that next year (1978) both IOR and non-IOR yachts should compete together in two classes divided by size, but that within these classes there should be separate prizes for the two divisions (IOR and non-IOR), as well as a prize for the overall winner based on West Solent handicap. It is of particular interest that both the Royal Southern Yacht Club and the Island Sailing Club have initiated racing this year for unrated yachts using the WSCRA "formula" as the basis for their handicap system.

But to return to the successes of members, in the Round the Island Race our Club team comprising *Silver Jubilee* (Richard Bagnall), *Giant Killer* (Mike Pocock) and *Country Girl* (Richard Smith) won the Island Sailing Club Methuselah Trophy; this was the third consecutive year in which the Club team has carried off this trophy which is an outstanding achievement. Equally outstanding was the individual success of *Silver Jubilee* in winning the Gold Bowl in this the Silver Jubilee Year of Her Majesty's reign (with *Country Girl* second). For the third time in four years we have won the Southern Inshore Trophy Team Race, run annually in October by the Royal Southern Yacht Club. Our team, which was a truly "Club" team, were a number of owners and some of our most experienced and successful crews concentrated on the three selected boats - *Jiminey Cricket* (Rex Wardman), *Silver Jubilee* and *Country Girl*. In both cases much work has been done behind the scenes in organising boats and crews by the untiring efforts of John Adams.

That great favourite, the "Ware and Power" navigational competition took place in mid-summer this year and the course round the Isle of Wight was completed on a particularly windless day. In a keenly contested event the large and small classes were won by *Nabob* (Adrian Bevis) and *Bacchante* (Arthur MacDonald) respectively. In contrast, the Potter Ship race was sailed in a force 5 - 6 westerly (gusting 7) which did not deter a large and mixed fleet coming to the line, amongst which were no less than ten "X" Class competitors that completed the two circuits of the course in conditions which were boisterous in the extreme. *Nabob* persisted in her winning ways and carried off the coveted Potter Ship in triumph.

Next year the Jubilee Trophy presented in the year of the Club's 50th anniversary by Mrs. Hammond will again be awarded to the Club yacht achieving the best overall result in the R.O.R.C. Restricted Division. It is intended that this trophy should be similarly awarded in future.

In conclusion it is worthy of mention that David May has been selected to Captain the British team of three yachts in the Southern Cross series in Australia this winter. He will be racing his yacht, the 1977 Admiral's Cup contender, *Winsome 77*. We wish him and the team good luck and enjoyable sailing in the Southern Hemisphere.

'420' CLASS

Although a series of races were organised the turn-out for them has been disappointing. It cannot be over-stressed that unless new supporters of the Class are found, the diminishing fleet will make it increasingly difficult to provide worthwhile racing in 420's. An urgent plea is therefore directed towards all parents, and others, to do their utmost to encourage former Cadet, Mirror or other young sailors to come forward and support the Class in the coming year.

The Easter Regatta was, however, well supported by some 28 entries and Harry Roome emerged as the winner and later went on to become the British Champion in the contest held at Parkstone in August. Perhaps as a result of the events taking place at Parkstone our August Regatta was not strongly supported and the Beaulieu 420's were a very welcome addition to the number of competitors on that occasion.

"X" ONE DESIGN CLASS

This has been a memorable year for the Class in many ways, not least of which is the fact the "X's" have raced from Lymington for no less than fifty years. The Lymington "X" Division was born on May 28th, 1927 by the then Commodore, Mrs. Perkins, G. Beesley and Admiral Carden.

There were then seven boats of which 18 and 23 are still with us but with changed names. There is an unexplained gap during the War years and in 1947, under G. Upjohn, C. Goodhart, L. Southern, C. Stewart, J. Hotham and L. Byrne, there was a revival although the minutes do not state the number of boats in the fleet. In 1949 there were 7 races in the season. 53, 92, 93, 94 and 62 were racing then and are still going strong. Numbers have gradually increased over the years so that we now have forty-one boats, the oldest being *Madcap* (No. 5) which was built in 1911 and the latest *Oyster* (No. 170). The first fifty years are over and we all look forward to the next half century!

Racing during 1977 has been variable – wind, weather and the number of boats turning out have fluctuated through extremes. Ranging from no air at all to Force 8 for Ginn's Farm we have had, as they say, the lot. The best turn-out was 28 boats and with many in excess of 20 we have had some very exciting racing with no one ever able to dominate the Class. In all our programme has included some 63 races but this does not include either those sailed on Thursday evenings or the Winter Series.

In this our 50th year two trophies have been presented to us for which we are greatly indebted. Firstly, we received a pair of candlesticks given jointly by three insurance companies with which Frank Atkinson is associated and it will be contested annually in a single race, this year being won by Arthur McDonald. And secondly, our Club presented a magnificent cup, the Jubilee Cup which will be awarded annually to the overall winner of the races sailed in the Club Regatta held every year in August; with great regret the Cup did not stay with us this year – helmsmen, please note! Turning now to yet another trophy which is linked with the Lymington Division and this Club in particular, Sam Southern and his wife Joan, were for many years amongst the most ardent supporters of the Class; it is only right and proper therefore that we should record here that Joan (now Joan Barnes) has presented a cup for competition on the last Sunday of Cowes Week in commemoration of many years of participation in events held there.

This year Cowes provided us with a particular stimulus. For the first time the Division and its members won the Captain's Cup (*Anitra* No. 52), the Team Shield (*Anitra*, *Ilex* No. 130, *Merlin* No. 160 and *Tortoise* No. 165) and the Phillipson Shield in which the performance of four top boats counted daily – those contributing were *Anitra*, *Ilex*, *Tortoise*, *Merlin*, *Xanthus* No. 56, and *Misty* No. 163. This was a great year for our Golden Jubilee.

And while on matters of record, it will be sad if Gerard Combe and his partner Hook Sangster sell *Blue Phantom*. After all, Gerard has sailed with us since 1950 and, as we recall with warm gratitude, for many years wrote in his distinctive style the "X" Class notes for our Bulletin; not far behind him as an ardent supporter is Ray Williams who, though not associated with this Division throughout, has twenty-one years to his credit.

Finally, we have been very fortunate to have three splendid Race Officers who have set us most interesting courses, making full use of the buoys and testing our abilities. We are also lucky in Doug Baverstock who does so much to keep us out of difficulties in many ways.

RESULTS:

Royal Solent Regatta – Sunday: 1st *Ilex* 130 – Drs. Rowan, Rowan and Ansell.

Royal Lymington Regatta – Sunday: 1st *Ilex* 130.

Lymington Town Regatta – 1st *Oyster* 170 – G. Palmer.

Hurst Regatta – 1st *Sirius* 148 – B. Nock & J. Cooper.

Royal Lymington Regatta – Overall winner of the Golden Jubilee Cup: *Skiffle* 143
Mr. & Mrs. J. Flanders.

Whitaker Cup – *Oyster* 170.

Cowes Regatta – **Captains Cup** – 1st *Anitra* 526 – Tinley.
3rd *Merlin* – J. Braithwaite.

Phillipson Shield – **Cowes Week** – Lymington Division.

Team Race Shield – **Cowes Week** – Lymington Division.

Cowes Week – **Town Regatta** – *Anitra* 52.

Wade Cup – *Ilex* 130.

Ladies Race – Mrs. J. Southern (now Mrs. Barnes) 135.

Marriage Handicap – *Ilex* – Dr. & Mrs. Rowan.

Birthday Candlesticks – *Mollymawk* 135 – Sir A. McDonald & Col. Biddle.

Sunday Series – *Madcap* 5 – Mr. & Mrs. Martin.

Persephone (Lymington) – *Betox* 110 – Mr. & Mrs. C. Campbell.

Persephone (Yarmouth) – *Anitra* 52.

Single-Handed – *Oyster* 170.

Maiden Cup – *Sirius* 148.

Crew's Cup – Richard Tinley 52.

Ginn's Farm Bace – *Oyster* 170.

Invitation Race – *Josephine* 62 – P. C. Burnside.

Cock Boat Cup – 1st *Anitra* 52; 2nd *Merlin* 160; 3rd *Oyster* 170.

Jade Cup (Saturday Points) – 1st *Merlin* 160.

Half Points Cup – *Mollymawk* 135. Runner-up *Ilex* 130.

Hottam Cup (Wednesday Points) – 1st *Anitra* 52.

Half Points Cup – *Merlin* 160. Runner-up Cup – *Mollymawk* 135.

(Helmsmans Cup not awarded – Insufficient entries).

Winter Series – *Black Pepper* 150.

DINGHY RACING



Easter Meeting

The weather was once again kind for this time of year and on the whole the winds were gentle and the large rescue fleet was not severely extended except on the final afternoon when a number of craft were in difficulties. The meeting attracted the normal large fleet of dinghies, with a total entry of some 180 boats – almost exactly the same as 1976. Although the “420” fleet was a little under its previous strength, other classes, notably the Lasers, were slightly larger. The meeting started with Team Racing in Fireflies on Good Friday. Eight teams from clubs in the South of England took part and after some close racing, the tournament was won by Laleham, with Itchenor second. This competition was organised jointly by the two doctors, Peter Rowan and Nicholas Davies, and seemed to be thoroughly enjoyed by all who took part. The Good Friday Trophy for “420’s” was won by Andrew Brewer and the Hot Cross Bun race by M. Steele.

Annual Regatta

For the second year running this attracted only a small entry, although, apart from the Ospreys who were taking part in the National Championships, the numbers in individual classes were basically unchanged from last year. Winds were mainly light and fluky except on the final day of the Junior Regatta when there was a stiff breeze which provided some testing sailing for those young people who ventured out. This included the pursuit race for Under-19’s, which turned out to be the highlight of the Regatta, providing an exciting finish with a win by Andrew Maskell in a Mirror dinghy. John Barton was second in an O.K. and Richard Chitty third in a Scow. It is worthy of mention that the Pursuit Race, which has been run annually for some years is a masterpiece of organisation by those concerned. We are particularly indebted in this respect to Colonel Davies who is in charge of the complicated starting procedure and who, we understand, normally spends the previous evening with a wet towel round his head checking through the timings and lists of starters.

In the main Regatta on the Saturday and Sunday, the fast handicap class was dominated by Mick Alexander in a 5-O-5, the remaining placings being taken by a Fireball, an Osprey, a Kestrel and a 5-O-5. In the class of eight Lasers Richard Chitty and Charles Taylor-Young each had two firsts. Out of some twelve in the 420 Class, James Tew, Andrew Roberts, Tim Stevenson and Denis Bates all gained firsts. The small handicap class was won by the International Moths with Toby Collyer gaining three and John Claridge one win. In the class of some seventeen Cadets firsts were achieved by Edward Creagh-Osborne, Richard Howard, and David King (two). In the Scow class honours were evenly split between Richard Chitty and R. Greville Williams with two wins each. A class of eleven Mirrors produced keen sailing with both parents and young at the helm – two wins by Commander Graham Mann and two by Jane Pitt-Pitts and her daughter, Lucy. In the Junior Regatta, which this year

followed the main regatta, Tim Stevenson had two wins and William Campbell one in the "420's". In the Scows Richard Chitty again had two wins and Robin Greville Williams one. In the Mirrors Andrew Maskell from Marchwood got three firsts. In the Cadets in a fleet averaging sixteen boats the winners were Jeremy King, Richard Howard and Philip Brewer.

Next year we shall be returning to the pattern of previous years for our Annual Regatta, with races for the Juniors on the Thursday and Friday of Lymington "Week" followed by our main Regatta on the Saturday and Sunday. Plans are afoot to arrange "fun" sailing for the young in dinghies in the enclosed waters of the lakes and saltings during the school holiday period next season. Parents and Juniors should watch the notice board for more information in due course!

Finally, an item which must be recorded is that a new member of this Club, Tony Blatchford, has achieved remarkable success in winning the National Osprey Championship for the fourth year running. In recognition of his achievements he was also awarded the Jack in the Basket Trophy which each year is presented to a member under 30 years of age whose performance in any sphere of sailing has been outstanding and in this he has our warm congratulations.

HOUSE MATTERS

The principle function to be held in the Club in the Spring was the Cruising Dinner, at which Captain Colin McMullen, Commodore of the Royal Cruising Club and his wife were guests of the Club. Other events have included a number of informal supper dances. These are based on a Discotheque, playing music suitable for "oldies", and a set price table d'hôte menu. Those who book get a reserved table on the dance floor decorated with flowers. Those who do not book can still attend the dance, but, if they eat in the Club, must do so in the dining room under normal arrangements. After considerable debate the House Committee has decided that importing a waitress service for the reserved tables is not worth the extra expense and trouble involved. Everyone, therefore, including those who have booked their table on the dance floor, get their food from the servery in the normal way.

Our New Members Parties have been held and a number of Clubs, Associations, and individuals have held functions at the Club. The Barbecue at Hurst on Saturday, July 23rd, proved a night to remember! Three hundred people attended and the wind was force 8 - 9. Thanks to *Gallivanter* and her owner and crew, the barbecue kit and Peter were delivered to Hurst and got away again at the end of the evening! A special mention must be made of the Jubilee Review at Spithead on Tuesday, June 28th. The Club chartered the *Poole Belle* for the occasion, and 180 members filled it to capacity. Mr. Brookes provided an excellent cold lunch, the bar was well patronised, and the Queen's Health was drunk as she went by in the Royal Yacht. The weather could have been better but might have been far worse, and the whole day was voted a great success.

Once again the Annual Dinner which took place on November 19th was a great success and our thanks are due to all the many helpers who did so much to ensure that the Clubhouse, and in particular the dining room, was so attractively decorated. Our principal guest was Chris Dunning who, as mentioned, elsewhere, was the Captain of our Admiral's Cup Team – it was clear from the scope and humour of his speech why his selection as Captain had been made! Accompanied by his charming wife and other members of the Team and their wives, their presence marked a great year for British yachts and yachtsmen.

The Dining Room provides good food at economic prices and has been much used through the season. It is regrettable that the layout of the kitchen and dining room are such that difficulties in both service and self-service are inevitable on those occasions when a lot of people are present. The House Committee have been looking at this problem very closely for over six months and we hope that one more (final?) alteration to the partition between the dining room and kitchen will improve matters. The basic problem, however, will always be with us whenever the Club is crowded. The Bar is booming and sales have surpassed all expectations. This is a very welcome development as it both provides the Club with much needed revenue, and also shows that the bar is being well used by members, which is what it all ought to be about.

The Club Lottery has now been running for over a year and has produced significant sums of money, which are a great help. In fact, more than £800 has been spent on the new curtains for the library, and Committee room, from the lottery fund. The proportion of the total membership which subscribes to the lottery is, however, smaller than had been hoped. A member who supports the lottery is, in effect, increasing his subscription for the benefit of the Club, and, at the same time, having a mild gamble which can produce significant prizes. Some members have made a steady income out of the lottery over a period! Current vital statistics are: Subscription of £2.00 per month or £24.00 per year; *monthly* prizes: £50.00, £25.00, £15.00 and three of £5.00 each. Any member who does not at present subscribe, and is interested, should get in touch with the Secretary. Should the number of subscribers increase the value of the monthly prizes will also increase in proportion. You cannot accumulate unless you speculate!

During the latter part of 1977 and the first half of 1978 the House Committee hope to be able to carry out significant improvements as follows: the alteration to the partition between the kitchen and the dining room, the provision of new curtains already referred to, and the institution of an annual cleaning of the Club public rooms by a firm specialising in this work. We also hope to be able to enlist a team of volunteers who will carry out maintenance of the Club premises on a self-help basis. In addition a repair has been made to the roof, a re-organisation of the bar is under consideration and a number of other improvements are being planned.