

# BULLETIN 1979

## FLAG OFFICERS

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## EDITORIAL

Clubs should never be confused with pubs: their objectives are different. It is our first rule, unaltered since our foundation, that we should "promote and encourage racing and sailing"; that is our purpose. The clarity of the rule-writers camouflages the size of the task we attempt every year; the sport is one of the few in which neither age nor money needs limit enjoyment and our Members' interests are as diverse as the yachting scene. Some sail around the world alone, others picnic at Newtown; some dominate the world's toughest Ocean Racing; others race their Cadet dinghies, and some prefer the role of spectator.

The international yachting press have long since recorded the details of who won our match racing promotion, the Royal Lympington Cup, but events don't just happen and nowhere is recorded the hours spent by the Steering Committee of members who contrive that eight identical yachts with famous helmsmen, all converge at exactly the right moment. The outline plan for this event is established but the refinement of every detail goes on; the start line between two buoys, the course and the Jury Committee (with the addition of a distinguished member of the R.O.R.C.) were all improved this year.

Similarly with the Macnamara Bowl Competition. Amidst the euphoria of the prize giving with pretty Dutch girls handing round cheese, smoked eels and gin it was too easy to forget the efforts of the members who set up the competition and to overlook unostentatious generosity; it probably was not apparent that the Dutch competitors had been ferried across the Channel, that their yachts had been scrubbed and their on-board food given by Club members.

In all the events which we promote the proportion of organizers to competitors is unexpectedly high; for our Easter Dinghy Regatta there are three hundred competitors whose fun is created with the help of one hundred members. It is a unique regatta, predominantly for the young,

coloured with traditional features, the dinghy park and launching system, the start line beneath the bar windows, the best rescue fleet in the country and questionably the most boisterous discotheque of the year. The organizing teams remain substantially unchanged from year to year; they have expertise in their tasks and they are successful not only on the water but also around the Clubhouse. There are many apparently thankless and unattractive jobs performed by members without which the Regatta could be a disaster.

This year, as always, we have promoted events for small boats: the Keyhaven and Hurst Cadet Squadron which has come to our Junior Regattas for twenty-one years continues to thrive and will always attract those who appreciate organized sailing. We promote events for large boats; after a lapse of forty years the International 12 Metre Yachts have raced from this Club. For constancy there is the X Boat Racing Calendar stretching from April to October.

A 1930 Club Regatta programme has been returned; for race number one the first yacht listed is the *Britannia* owned by His Majesty King George V; then there were only two courses available to the Race Officers; the one involved a buoy off Swanage and the second took the fleet to Ryde; 1979 course setting is a much more complicated affair involving hundreds of variations of route and we are ever grateful to our Race Officers for their successful efforts to satisfy our competitors. In yacht race management, as everywhere else, there is little that is startlingly new; the *Britannia* and her contemporaries started from a line between Lymington Spit Buoy and a Committee Boat.

The Club tries to offer encouragement to every boating endeavour. If you want to buy a boat and if you want to go to the Earls Court Boat Show the Club runs a charabanc express door-to-door; there is just no cheaper or more comfortable way to reach London. If you want really economical and fun boating the Club is the base from which the Sioux Consortium operates whereby for only seventy-five pounds a member can become part-owner of a steam boat. Seminars take place on heavy weather survival, cooking at sea, reefing, radio direction finding and life rafts.

Prizes, serving traditionally both as reward and encouragement, are awarded not only for every aspect of racing but also for cruising. This year we have benefitted immensely by the gift from Colonel Brownlow of two silver trophies.

Complacency is the rot of endeavour. The Sailing Committee is aware that whilst needle racing is adrenalin to a few it is boring to others and they are making efforts to re-instill a fun element into a sport which has become in parts scratchy. Exact repetition of a sailing programme can also be numbing and it is good that next year we are to organize the National Championships for the Europe dinghies.

The skills we have for race management are considerable, but on occasions we benefit from co-operating with others. Without W.S.C.R.A. cruiser racing would be very thin. To the R.O.R.C. we are grateful for the opportunity they give us to assist them start from the river mouth some of their more prestigious races. With our neighbours, the L.T.S.C.,

we share the responsibility for organized sailing in the river and we are proud of the total absence of any acrimony of any sort between us. For the benefit of our cruising members we have recently arranged full reciprocity with the Royal Hong Kong Yacht Club, the Royal Western Yacht Club in Plymouth and the Royal Northern and Clyde Yacht Club by the Gareloch.

As our purpose to promote and encourage sailing is clear so is our debt to Doug Baverstock. Some of us are concerned with one or two facets of our activities; he is concerned with everyone - whether it is buoy laying for the Solent Points Championship or organizing a lecture room for 200 members on a winter's evening, it will be done with friendliness and skill.

But the same rule which adjures us to "encourage sailing" also demands that we "maintain a Clubhouse for the benefit of our members," and here again the rule-writers make the task look too simple for with every diverse yachting interest there must be some link with an attractive Club building.

In the library this year we have drunk our home brew beer, taught our children to tie knots, understand the Solent tides; we have listened to the first girl to sail alone round the world, held our picture show and have drunk our coffee after lunch.

The Bar is the meeting place of the members and hence the centre of the Club: at no time in the Club's history has it been a more enjoyable place and a large measure of its success must be attributed to John Seal, our Steward and the staff. We will fail if it is empty for too long and we will fail if it is endlessly congested. Eight years ago the planners of the Club, with foresight, calculated that the building could serve a membership of three thousand and that is our total today. At this time the Committee have ceased the election of new Full Members though Family Members growing up are elected every month. Strenuous efforts are being made to ensure that all space in the building is being used to advantage and the critical balance between our commitment to our members and to yachting at large constantly examined.

The versatility of the kitchen needs some listing. Dinghy sailors eat sausages, chips and Mars bars in a tent; members lunch on roast beef in the dining room; parties require canapes; crews require sandwiches and sometimes in the evenings every place is taken for a five course dinner. Let us be sure that our gratitude to Mr. Brookes and his workers remains properly expressed.

Flowers-in-vases, carpets, pictures and curtains are not obsolescent and thus far we have furnished the Clubhouse upstairs without linoleum and excessive plastic. For even in a fast changing world the canon that a man's Club is an extension to his home remains true; rooms must be arranged where possible to achieve this end without hindering the purpose for which the Club exists. Attention to detail, vital to our sailing reputation, is as necessary within the Clubhouse. This year the hall floor has been resurfaced, the library chairs and cushions recovered, dimmer switches installed in the main rooms and the outside railings revarnished.

It is nearly incomprehensible that we have thieves in the Club yet it has to be reported that every year Reeds is stolen from the Chart Room and periodicals removed from the Library; in fact next year the Almanac is just not going to be bought. Of the periodicals stolen it must be deduced that there is more than one thief as both *Yachts and Yachting* and *Blackwoods* have on occasion gone and surely no one reads both.

Detailed scrutiny of the Club's financial affairs does not belong here. That the Club building is now valued at well in excess of a quarter of a million pounds is the product of inflation on an excellent building in a special site; it is therefore not unreasonable that increased Entrance Fees for new members are to be proposed at the 1980 Annual General Meeting. Club finance is in many ways no different to any other finance; VAT increases, inflation, repair bills assail us as everyone else.

There exists a danger in a Bulletin analysis such as this to divide the Club; there is a Bar, a Pier, a Dining Room, an organization for starting races, facilities to encourage cruising: the list is long but each is inter-dependent. If one falters it is to the detriment of all; if one succeeds we all benefit; and the unifying link to all of these is the Secretarial System - to adjust slightly the politician's claim "We've always had it good here."

At the end of the Annual General Meeting this year there was presented to a member (himself an Olympic yachtsman, formerly Chairman of our Sailing Committee and Rear Commodore) who has done much to promote and encourage sailing, our only tangible token of gratitude for services rendered, our Club ashtray: his short speech ended with the words "... actually I've enjoyed it all, it's been fun."

In 1979 this Club could never be confused with a pub.

## CRUISER RACING

The Club's calendar of events for Cruiser Racers seems to stretch further each year, largely thanks to the members who kindly involve themselves and their yachts in the race organisation.

We are proud to be associated with Jeremy Rogers and *Eclipse*, the winner of our King's Cup, and we congratulate him on not only being the top yacht in the Admiral's Cup Series and second overall in the Fastnet Race, but in addition for being nominated RORC Yacht of the Year. We much appreciate his racing under our burgee and also his valuable contribution in the Club's teams for the Round the Island Race and the Inter-Club Team Championship.

A crestfallen owner and crew of *Wellington Too* arrived in the bar after the last Solent Points Championship race and it was written all over their faces that they had been narrowly beaten into second place for the series in the very competitive Class 5: we congratulate Eric Drake, who is also a stalwart in our Club teams, and he has been awarded our Saluki Salver.

The Royal Southern Yacht Club made a private bet that the Royal Lymington Yacht Club would not win the Inter-Club Team Championship again, but *Eclipse* and *Wellington Too* with the assistance of Steve

Polliack's *Amandla Kulu*, sailed by Peter Bruce, ensured that the Club was triumphant once more. Our team in the rating band under .9000 TMF in the Round the Island Race, *Wellington Too*, *Billip* (Eric Williams) and *Goodness Knows II* (David Sanders - sailed by Mike Pocock) also proved invincible, winning the Methuselah of Champagne for the fifth time.

The season started on March 11th with the Spring Series of six races, organised in conjunction with the Lymington Town Sailing Club, followed immediately by our Solent Points Championship race which was sailed in a brisk west to north-west wind over a course which took the yachts out into Christchurch Bay. The Bacon Trophy was won by Sir Maurice Laing's *Loujaine*.

Our race to Poole has recently only attracted a small number of yachts but this year, by reason of the fact that the race was included in the WSCRA fixtures, twenty-five competitors with an easterly wind barely gave the Committee boat, David Watkinson's *Plinlimmon*, time to lay the finishing line before they finished very closely bunched to give George Nunn a win in *Shillong*. The Parkstone Yacht Club were extremely hospitable and their kind members collected competitors from Poole Quay and transported them to the Clubhouse.

The Ware & Power competitions produced a disappointing entry, partially due to the fact there was an acute shortage of fuel in the Lymington River at that time. The course was eastabout, leaving the Island to starboard, with a finish at the Clubhouse. The Power Cup was won by *Bacchante* (Sir Arthur McDonald) and the Ware Cup by *Tin Hau* (A. J. Weeden), and the contest against the Bar Yacht Club was won by the home side.

Ren Clarke's *Quiver VII* is a familiar Committee boat in the early part of the season, and the Race Officers for the Royal Lymington Cup enjoyed her comfort once more for the rigorous weekend of match racing for the Royal Lymington Cup in May. The new OOD 34 yachts, most generously loaned by their owners, proved to be ideal, and with top helmsmen from the U.S.A., France, Sweden and Ireland as well as from this country, the matches were highly competitive. Dick Deaver carried off the Cup to the United States and John Oakeley was the runner-up; it may well prove to be quite a job to get the Cup back on this side of the pond.

The Club was invaded by ladies for a weekend of races in June for Macnamara's Bowl. Brian certainly started something two years ago when he suggested to a boatload of mademoiselles that they came over from France to race against the *Blue Heron* Wednesday afternoon girls' crew. A baker's dozen of thirteen yachts came to the starting line on the Saturday afternoon including competitors from Holland, Ireland and our own West Country and East Coast. The last race, in a force 6, proved the ladies to be highly proficient and the yachts returned to harbour unscathed with relieved crews who thankfully tucked into clouds of Geneva Gin which the Dutch girls generously produced at the Prize-giving where Angela Woods and Jane Pitt-Pitts were the popular victors. Contessa 32 owners who kindly lend their boats need have no qualms about the

condition in which they will be returned. With enquiries already from Canada, Italy and Yorkshire, it looks as though Brian Manby will have a job to get everyone into one photograph in 1980.

At the request of the Contessa 32 Association we were pleased to organise racing over the weekend following the ladies races when *Joker*, this time sailed by her owner, Peter Bankes, was well up in the batting order.

The Wednesday afternoon Cruiser Race Series was won by Rosemary Taylor in *Blue Heron*. There is no doubt about the fact that these races are used for practice by the ladies prior to the Macnamara Bowl event in the early part of the season.

The three 100 mile short offshore races attracted only a few entries but the obvious enjoyment of those who took part has encouraged the Sailing Committee to include the races again in the 1980 programme. Ken Robinson's *Mickey Mouse* swept the board, taking not only the Firanjo Cup, kindly presented by Rex Wardman, but the Chloride Trophy as well. *Mickey Mouse* also featured in the results of the two weekends of racing organised by the Club for the OOD 34's, as did Rex Wardman's *Firanjo*. News has filtered through that Rex has now purchased a larger *Firanjo* in which he plans to take part in the 1981 two-handed Trans-Atlantic Race and we wish him luck.

Thursday Evening races are definitely in the "fun" race bracket - they end in the bar in a very relaxed fashion. This statement by no means belittles the merit of Roger and Sue Hawkes' overall win in *Icebreaker*.

A number of members have expressed the view that we do not have enough "fun" racing such as the Potter Ship Race, won this year by Peter Wilson in *Dragoon VII*. The Sailing Committee are currently discussing other such races which will cater for members who are not dedicated racing types but enjoy a "jolly".

The season ended with three weekends of racing for Twelve Metres, requested as a crew-training exercise for *Lionheart*. They are hardly Cruiser-Racers but certainly added to the colour of the West Solent scene.

The Club shared the anxiety and concern of all yachtsmen and yachtswomen for the safety of the Fastnet Race competitors in the appalling storm and were truly thankful that all members taking part returned home safely with their yachts. We extend our deepest sympathy to the relatives of those yachtsmen who did not return.

Eileen Caulcutt

## CRUISING 1979

As usual the cruising year starts with the previous year's "Needles Lighthouse Relief". The fleet was once again blessed with good weather and, despite rather unfavourable tides, a large number of yachts were able to watch superb handling of the Yarmouth Lifeboat by its Coxswain Dave Kennett, as he delivered our parcels to the keepers.

A certain amount of money is saved each year from our members' lighthouse subscriptions so that every now and then a more permanent

present can be given to the keepers. A few years ago we presented a colour television and this year a music centre. This was handed over personally after Christmas by the Commodore to the senior keeper on duty on a "raft" in Alum Bay made up of the Yarmouth Lifeboat and a member's boat.

We were fortunate to have Dame Naomi James as Guest of Honour at our Cruising Dinner when she presented the Cadiz Cup to Michael Cozens and the Quains Cup to John Gaynor for the best cruises of 1978. In addition, the Lentune Pen was awarded to Jenny Mann for the best log of a family cruise written by an under 16 year old. The greatest number of logs to date were entered for the two cups. Judging was not easy, as the standard of the cruises and of the logs themselves was very high.

The cruise planning evenings in January and February were as popular as ever and undoubtedly spur owners on to explore new fields. These evenings combined with the Chart Room make the planning of cruises easier and pleasanter. The chart room has considerable up-to-date material that is worth studying. We are sad that we have had to discontinue providing a copy of Reeds because for two years running, the book has been stolen within a few weeks.

It was the Royal Lymington Yacht Club's turn to visit the Le Havre Yacht Club this year. Our usual bad luck with the weather reduced our fleet to about 12 boats. However, the event was most successful and it was particularly encouraging to see several of our members who had not been before. These members incidentally also succeeded in lowering considerably the usual average age of this gathering! We would like to thank the President of the Societe des Regates du Havre and his members for an excellent weekend.

Our boats once again covered a considerable area during the various cruises which took in passages to Norway, the Baltic, the Mediterranean, a double Atlantic crossing, and the completion of a world circumnavigation. In addition there were numerous visits to the coasts of North and South Brittany, Normandy, the West Country and Ireland. As far as we know our yachts travelled over 40,000 miles. We also know that a number of cruises were carried out, but not recorded in our cruise book in the Chart Room. This book has two main functions; first to enable us to keep track of our members' activities and, secondly, to enable others to discover to whom they can go to for advice about various areas. So please enter your cruises.

The one disturbing trend noticed recently, is the general sloppy flag drill by all yachts. Regrettably the R.Lym.Y.C. is little better than the average. The kind of thing seen in Brittany this year - defaced ensigns worn with no burgee at all. One boat, Lymington based, but *not* R.Lym. Y.C., flying a Breton flag only as a courtesy flag. Courtesy flags flown below such flags as R.N.L.I. or R.Y.A., etc.; ensigns not being lowered for the night. Finally, our Club burgees being flown from cross-trees and not mastheads. We appreciate that "masthead broccoli" makes hoisting burgees to mastheads difficult, but a way can always be found. The excuse that this is now the general pattern is not really good enough. Whatever other clubs may do, let us do our thing correctly. The other

thought for those who fly other courtesy flags such as Breton and Normandy - information suggests that this may not be so popular locally as is possibly believed.

The Goathorn Meet had unfortunately to be held once again at Beaulieu. A bad forecast for the Saturday (subsequently proved to be completely wrong) forced us to change the anchorage. Such changes are made purely to keep the fleet together as much as possible. We feel the meet is more important than the actual location. In the event, some 19 boats had a very enjoyable time in Beaulieu River, possibly one or two "rafts" may have discovered the benefit of mooring correctly.

A further meet was planned to take place at Brighton to watch the 12 metre racing. The weather was poor and so attendance was thin, but those that got there enjoyed themselves, so it may be a possibility to follow up. Perhaps in non-Le Havre years? Views, please.

The Committee wishes good cruising for 1980 with fair winds and no fog.

**Brian Macnamara**

## **LYMINGTON X DIVISION- 1979**

The Lymington Division of the "X" Class is alive and kicking. With over 40 boats on our list, the peak of the season came at the end of June, beginning of July, when up to 26 boats came to the platform. The season was slow getting off the mark. The foul weather of early Spring forced many people behind-hand with their varnishing. The stuff just will not go on when the temperature is below 60°P. Once into June things picked up quickly and 35 boats took part in racing during the season.

A strong contingent sailed off to Cowes Week which virtually constitutes the X-boats' national championships. This year there were a record 82 entries which included 16 from Lymington. So half of the operational population of X-boats in the country were competing. George Tinley, our Division Captain, came home with the coveted Captain's Cup, the Harold Hayles Bowl, and the Frank Beken Trophy as well as being overall winner. Eric Williams won the Hiscock Cup and the Royal Motor Yacht Club Cup. The Lymington team won the Team Race Shield and only missed capturing the Phillipson Shield as well by a whisker. This result must be considered highly satisfactory.

We sailed three team races in the early part of the season. Against Parkstone and Yarmouth at home and against Itchenor away. We were beaten in all of them, but not by much. The apres sailing at George and Carol Tinley's and at Mike and Pommie Rowan's after the home matches was most successful. Our team had a very enjoyable day at Itchenor but we had some trouble in keeping off what appeared to be ubiquitous mud which may have had something to do with the unfavourable result. Better luck next time!

Donald Symington has completed his stint as Vice-Captain and Nick Dover has taken on the job. We owe a lot of thanks to the R.Lym.Y.C. staff who help us in so many ways. The after-race tea parties enable our members to get together regularly and meet each other over large cups of



post mortem. And the office help us with administrative and other chores. Bill Becher and his stalwart band of race officers go out to the platform in all weathers to set the courses and fire the guns. They deserve our grateful thanks. At the end of September we try to show our appreciation in some small way by holding the Invitation Race. This is when the people who are involved in helping us get the chance to see what it is like to sail an X-boat. An exercise in role reversal so to speak. This year the race was ably sailed and won by Doug Baverstock.

At the end of the season proper comes the Winter series in October. There was not a great deal of wind but gorgeous Autumn days and there were plenty of boats out. Fourteen started on the 20th October so there was no great rush to put the boats to bed.

The Lymington Division of the X Class is in good shape and raring to get to grips with the competition in the 1980's. To this end a trial "go-fast" symposium is to be held in November to help us take our yacht racing seriously in the face of the ever improving standards of competition we are bound to meet at Cowes.

One cloud has darkened our horizon. It is sad to record the death last Autumn of Molly Rymer. She was a keen X-boat sailor in *La Mouette* for many years and a friend of many members. She will be missed by all.

Nicholas Dover

#### XOD • LYMINGTON DIVISION, 1979

- Cock Boat Cup - X.165 *Tortoise* (R. J. & E. J. Williams)
- Jade Cup - X.165 *Tortoise* (R. J. & E. J. Williams)
- Jade Runner-up- X.135 *Mollymawk* (Sir A. McDonald and Col. C. Biddle)
- Jade Half Points - X.130 *flex* (Drs. M. & P. Rowan and Dr. G. Ansell)
- Hotham Cup - X.52 *Anitra* (Mr. & Mrs. G. Tinley)
- Hotham Runner-up- X.165 *Tortoise* (R. J. & E. J. Williams)
- Hotham Half Points - X.161 *Mayday* (J. M. Cooper)
- Crews Cup - X.160 *Merlin* (Titch Littlejohn)
- Ladies Race - X.156 *Gleam* (Mrs. Tracey)
- Single-Handed- X.135 *Mollymawk* (Col. C. Biddle)
- Family Handicap - X.170 *Oyster* (G. Palmer & Miss S. Palmer)
- Dean Maiden Cup - X.92 *Persephone* (R. A. Field)
- Snnday Points - X.130 *flex* (Mrs. M. & P. Rowan and Dr. G. Ansell)
- PersephoneSalver (Yarmouth)- X.110 *Betox* (Mr. & MTh. C-CamptJe11)
- PersephoneSalver (Lymington)- X.165 *Tortoise* (R. J. & E. J. Williams)
- R.Lym.Y.C.Wade Cup - X.165 *Tortoise* (R. J. & E. J. Williams)
- R.Lym.Y.C.Jubilee Cup - X.165 *Tortoise* (R. J. & E. J. Williams)
- LymingtonTownRegatta - X.9 *Zest* (R. Smith)
- The Allott Cup - X.165 *Tortoise* (R. J. & E. J. Williams)
- The Candlesticks- X.52 *Anitra* (Mr. & Mrs. G. Tinley)

### DINGHIES

It is surprising that more members do not sail dinghies; whilst there is a ten year waiting list for river moorings there is still just space in our dinghy park; costs in every way are minute compared with keel-boats

and dinghy sailing has an in-built fun factor. Racing is organized throughout the year for those who want it! At the same time there are plenty of brands of dinghies which are highly unlikely to capsize and can happily cruise four people any day here in Little Sole!

Two trends have continued this year which started many years ago. Firstly, the keen racing crews trail their dinghies from event to event every week-end and thereby enjoy the best possible competition; this year good results have been achieved by Titch Littlejohn with her 420, Mike Corbin and his Osprey, Jim Prower and his Moth and Hugh Bates with his go-fast catamaran. Secondly, as with the keel-boats, sailing is not synonymous with racing; anyone has only to go down Lymington River at a week-end to see all sons of craft, Scows, Prams, Wayfarers, Lasers, belonging to members who just enjoy sailing.

The Club's Easter Regatta has for long been an established date in the dinghy calendar. Colonel Jardine has given an expertise and enthusiasm to the event which has insured that it is never dull for either competitors or organizers. The Good Friday team racing for Fireflies was as usual arranged by the Doctors Rowan and Davies; regrettably the latter has sailed off to America and will be unable to assist next year. Judi Hurley and her sister kept the entries and results in perfect order and the whole regatta organization simply worked well.

The Summer Regatta, extending for the children over four days, produced a complete range of wind strengths which tested the ability of everyone including the rescue fleet. It is interesting to walk around the Club and dinghy park at lunch time on a Regatta day for at this time can be seen some of the detailed work put in by members in order that the day is a success; without the launching ramp marshals shambles would develop and boats just couldn't launch; without the low-profile presence of the House Committee the stair carpet and bar floor would be ruined; without Hugo Walfords' disc system we wouldn't know that all the competitors were safely back on dry land.

Lists of who has won what are carefully recorded in our local paper. It is a matter for reflection that some years ago the Club produced four members of the Olympic Yachting team; next year all our hopes are pinned on Phil Crebbin and Tony Blachford in their Soling keel-boat campaign which they are pursuing with determination.

New this year's series of Thursday Eleven O'Clock races for children; (the tide is never quite at this time nor is it ebbing at great speed). Atrocious weather bedevilled the race to Ann Littlejohn some racing did take place and it is quite obvious that a lot of younger members enjoy their Lasers.

Looking to the future: the Club is materially fortunate. We have a good dinghy park, a launching ramp (thanks to the Harbour Commissioners), suitable Club launches, comfortable changing rooms and a sympathetic Sailing Committee whereby what members want in reason they can have. Many existing members do in fact dinghy sail, though their regular racing takes place with our neighbouring clubs; and most encouragingly, new members, whole families of new members have been elected, multi-boat families.

Derek Pitt-Pitts

## SAILING FOR THE YOUNG

This has been a disappointing season for "young persons sailing" but perhaps some lessons have been learnt. Last year's lake sessions may have been popular with parents but those in charge generally felt that little useful instruction was received due to the supervision required for the number of children involved for which the Club and the instructors carry a very heavy and onerous responsibility.

For this reason it was decided that instruction should be carried out by individual arrangement between parents and instructor but very few such arrangements have been made during the season with any of the Club's volunteer instructors.

During the summer there was a tragic fatal accident involving the Ferry and a dinghy at Yarmouth. Many parents feel that the same could very easily happen anywhere and at any time in the Lymington River due to the amount of traffic. Perhaps we should accept that it is not a suitable stretch of water on which to teach under-teenage children (unless they are accompanied by a competent person in the dinghy with them). The lakes are quite definitely safe but are only accessible at certain states of the tide. Given adequate support and participation by parents there is no reason why the lake sessions could not be held again next year but not with the aim of providing any form of instruction: more a banyan!

Sadly, the Mirror summer camp at Newtown had to be cancelled due to a block booking of the site by a London youth organisation for a whole eight week period. The Club has booked the site for next year and arrangements are in hand.

Christopher Gwyn-Evans

## LE HAVRE VISIT

Wise heads in the Bar had been predicting for days that the Le Havre visit would yet again be dogged by bad weather. Some said it was too early in the year, some said it was too far for a weekend, yet others said there were prettier places to go. In view of the forecast many boats decided against the crossing, including Sir Derek Steele-Perkins' *Jorem*, which was to have carried the Commodore.

The few who left Lymington on the Friday, including Rendall Clarke's *Quiver* carrying the Secretary, Brian MacNamara's *Tamare*, and the Gwyn-Evans' *Canzonet*, had a fast and fair crossing. Those of us who set off after lunch on Friday, with an already-falling barometer, were less fortunate. Soon the pleasant sailing breeze which had lifted our spirits as we set out developed into a vigorous force six, ever-freshening, until we began to wish we could reef down still further Brett Johnson's one-tonner, *Irish Mist*, in which we were sailing. Sometimes, between bouts of seasickness and in the off-watch hours, tossing and pitching in my bunk, I remember feeling that Le Havre really was a very long way from Lymington.

The discomforts of the crossing, however, were soon forgotten as we entered the Inner Harbour. We had tied up alongside *Canzonet*, and were

reviving in her cosy cabin with hot cups of coffee or something warmer, when Howard Lewis arrived to welcome us. He advised us to visit the Yacht Club as soon as possible where our French hosts had organised an elaborate rota of members to look after every Lymington boat which had braved the crossing.

The hospitality was outstanding: ere",,; of all twelve boats were entertained to drinks and dinner by individual members of the Le Havre Yacht Club. Our host, who had a ~cholson 35 and little English, nevertheless welcomed us with a memorable dinner at the Yacht Club. A remarkable self-senice hors d'oeuyres table stretched two sides of the dining-room, offering us temptations of oysters, moules, langoustines, crevettes, frui~e-mer in great variety, besides delectable cold meats and salads. As we ate our feast at a table overlooking the sea, we watched a splendid but ominous red sky darkening into night.

But it was without regret that, owing to gale warnings, we delayed our departure for a further day. At the formal reception, the President, M. Pesle, thanked us for travelling so far to be with them, and remembered the warm welcome they had received in Lymington. Words of thanks and farewell from Rendall Clarke were made on our behalf; a bouquet of roses presented to Mme. Pesle. Then, for us, a leisurely walk back to our boats along the rue Monet.

Warm hospitality, which is the essence of friendship; convivial marina parties on the British boats; those sea-foods and the first strawberries of the year with thick Normandy cream; the Renoirs and the modern tapestries in the Musee de Beaux Arts: these are my lasting memories of the Le Havre visit of 1979.

**Rosemary Taylor**

## **THE ROYAL LYMINGTON CUP**

"Put the protest flag up, will you, please?" "But .... " "No, not like that. Get it so that it will fly immediately you pull the tape off" - and we were hardly past Harpers Post.

Match racing at Lymington was beginning in deadly earnest and this year with a truly international cast. Was it the Americans who added that extra element of competitiveness? At any rate this year we were really lucky in having two top class American helmsmen, as well as top representatives from France, Ireland and Sweden to compete with three of our own top men, and what a series!

Not many members of the Club have been in the very lucky position of representing owners who had so kindly lent their boats for the series and yet been unable to take part themselves. Here was I doing it for the third time. This year not in our very dear Contessa 315 but in Jeremy Rogers' super new OOD 34s. Wonderfully fast and exciting boats to give the best possible racing.

This year racing was to be over three days, if necessary. For the competing helmsmen and their crews the first event was on the Wednesday night to draw for boats before a Thursday session to get to know them.

The racing to start on the Friday. For the Club it was the culmination of months of preparation and an enormous volume of effort. What a wonderful Club we have, and how much we owe to those members who put in so much magnificent work that keeps our Club second to none. Just think what goes into that journalist's phrase, "Race organisation was at all times impeccable." The boats to be borrowed, again, how much we owe to those kind owners. Sponsorship to be found. Where are the crews to stay? Whose boats will help the Committee and countless other tasks? Come Thursday night it all has to be there.

On Thursday night so was I, and very lucky to draw one of the two Americans, Dennis Durgan, straight from his winning of the American Congressional Cup from which our own match racing series developed, as my helmsman. His crew - yes, they were good and not one of them over the age of 27. Our bowman, "L.J." had only successfully helped to defend two America's Cup series!

Friday and that protest flag, what had I let myself in for? No, not once did we protest against another. What a joy to sail with a crew who knew absolutely what they were doing, were well mannered to the opposition, and respected the fact that their boat was someone else's treasured possession. They did not even shout at me!

What of the racing? Well, I am sorry but I cannot tell you much about that. I was far too busy! From all accounts it must have been a wonderful series to watch. The excitement of the start, with boats circling madly, holding head to wind, just waiting and waiting - perhaps the other man will make a mistake. They do you know. Even the experts. What on earth made Peterson and Durgan both go back and re-cross the line? No recall was fired. Had they not read the sailing instructions?

What on earth was that Irishman protesting about? "L.J." blowing his whistle vigorously. Simultaneous tacking? He could not have hit us even if he had tried!

What a wonderful series. What exhilarating racing. The best man won, of course - mind you, without the tide might we not have beaten him?

Thank you, Club and Secretary, if you want an owner's representative next year it just so happens that I have the time off from the office.

Sebastian Chamberlain

## STEAM LAUNCH "SIOUX"

During the summer of 1978 a syndicate was formed, under the leadership of Graham Mann, to acquire and operate a steam launch. Eventually steam launch *Sioux* was discovered for sale at Poole. The engine was very old, built about 1900, but hull and boiler were new. A trial trip revealed the fact that there were at least four quite fundamental faults in the engine-boiler installation, but it was felt that the task of putting these right would provide interesting occupation for some of the mechanically minded members of the syndicate and would not be unduly expensive. So, *Sioux* was bought and brought to Lymington by road.

The "lay" members of the syndicate were naturally very keen to have a go with her as soon as possible, she was therefore launched on arrival, and put into service. Hindsight suggests that this may have been a mistake as many members of the syndicate may have lost interest, having gained the impression that *Sioux* was no more than an unreliable toy, barely capable of getting as far as Jack in the Basket and back, given a bit of luck and plenty of time. At that *time* her performance was very poor. She was very slow, unnecessarily noisy for a steamboat and troublesome to operate.

During the winter and early summer 1979, a number of repairs and modifications were made to the engine-boiler installation. Some of these were quite fundamental. For example, the original propeller of 17" pitch was replaced by a specially designed one of 40' pitch, an increase of nearly 250%.

These modifications have transformed *Sioux's* performance. Last year when she attended the Steam Boat Rally at Beaulieu, she had to be escorted. In fact, she was towed from Lymington to the Beaulieu River by an auxiliary yacht. This year she went to Beaulieu River Rally under her own steam both ways, taking less than 2 hours for the journey from the Bucklers Hard Marina to the R.Lym.Y.C. pontoon. Not bad for an 18-ft. displacement boat of our type. Even so there are at least three more modifications which can be made to improve her performance and handling qualities still further. She is already absolutely reliable as the following contribution from Brett Johnson makes abundantly clear.

"My first trip during May was when six of us went out at lunchtime with a tray of smoked salmon sandwiches and a number of bottles of sparkling white wine. It was all in aid of impressing the District Manager to one of the big five Banks who enjoyed a huge dining-room, a butler and a waitress and I felt that we had to respond by giving him some special hospitality in Lymington in return. I invited the two local Bank Managers concerned and together with a well-known local stockbroker and estate agent, Helen and I took our Very Special Guest for a trip up Lymington River. Our guest took the helm and managed to use his other hand to hold his wine glass, eat his sandwiches and make commanding gestures from time to time. We enjoyed lovely sunny weather. After going up to the town quay we then steamed all the way down to Pylewell Lake and returned to the Club feeling very much better for the sun, the company, the wine, the food and (in particular) for the very *specialness* of actually chugging up and down Lymington River in a steamboat.

Later on during the summer I was at the Club with Helen and the children one weekend when we bumped into Roy and Rosemary Taylor and their children who were also down at the Club having lunch. It was a lovely sunny day and we decided, on the spur of the moment, to take *Sioux* out. I checked the diary and nobody else had made a prior booking. I made the appropriate entry in the log book. Again, one of us bought some coke and white wine from the bar whilst the other got up steam. Seven of us then scrambled aboard and we steamed down the river and through pylewell Lake. The weather was glorious and the sea was calm so we went across the Solent to Yarmouth. There were a number of "X"

boats out enjoying themselves and we had to steer carefully around them. We gave the ferry a whistle and it hooted back. The harbour master in Yarmouth pushed his cap back and pointed up river: we tied up alongside a number of dinghies just by the bridge and went ashore for tea. Returning to *Sioux* it was only a matter of minutes before we got steam up again and then surged back through Yarmouth Harbour twisting through the anchored yachts and causing much amusement as we whistled to indicate our changes of direction."

Brett Johnson

It would be a pity for the *Sioux* project to fold up for lack of support before we have even completed the process of developing the engine-boiler installation to give her the optimum performance of which we know she is capable.

Sir Arthur McDonald

## S.B.A. RALLY, BUCKLERS HARD

1st/2nd September, 1979

The annual rally for steam-launches organised by the Steamboat Association of Great Britain took place again this year in the lovely setting of Beaulieu River over a glorious sunny weekend.

Some twelve different launches were present, varying in size from one large, solid, steel-hulled yacht about 50 feet long to two small river launches some 12 feet in length. Cruises in company, competitions and picnics ensured that this well-organised event was once again a success.

Three *Sioux* owners participated on the Saturday and a further four on the Sunday and an enjoyable weekend was had by all.

It was gratifying to see how well *Sioux* stood out among all the other participants, not only on account of the excellent conditions of the hull, boiler and machinery, but also for her faultless performance over the weekend. In addition, she was the only launch to have arrived by sea - R.Lym.Y.C. Pontoon to Bucklers Hard in under two hours.

Graham Mann

## HOUSE NOTES

A great deal has been done to renovate, maintain, and improve the Club premises during the last year. Gas central heating has been installed, and a new stair carpet laid, woven to a special design featuring the Lymington Ship. The entire North window behind the bar, which was rotted through in many places, has been replaced. The layout of the bar itself has been changed to give better working space, and improved facilities for the storage of wine and serving it at correct temperatures. An electric hoist has been installed to take bottles from the cellar to the bar, without the necessity to use the stairs, and the old wooden ill-fitting door between the bar and the balcony has been replaced.

Mention must be made of the Club do-it-yourself team, operating under the guidance of Bill Becher. They have redecorated all the Club, except for the dining-room and offices, carried out a very expert repair of the balustrade leading down to the forecourt from the balcony, and done many other useful jobs. It has been said that this team has saved the Club £3,000 during the year, and this is certainly no exaggeration.

Denys Brook-Hart arranged for the Club Seascope to be renovated and most generously provided a new frame as a present to the Club

For the dining-room a signalling system has been installed, which together with order pads on the tables, helps to prevent the build-up of queues in the servery entrance during supper.

We cannot leave the subject of the restaurant, without a mention of Mr. Brookes' eightieth birthday, on Labour Day, when the Club entertained him and his family at a "Vin d'honneur", to be followed shortly afterwards by the award of the B.E.M. to Mr. Brookes in the Birthday Honours List.

The Barbecue this year had to be cancelled. It became apparent that the date clashed with a National dinghy meeting run by the Hurst Castle Sailing Club, and it was clearly impossible to make the preparations required without interfering with the organisation of the Regatta. A search of the Club's overcrowded calendar failed to find an alternative date.

The entertainment programme has followed similar lines to those of previous years and no one can say that the Club house is not fully used.

The Annual Dinner for 1979 is almost on us as these notes are being written. The speaker will be Sir Hugh Casson. At the cruising dinner, held earlier in the year, Dame Naomi James was the guest speaker.

The children's Christmas party, held last year after a lapse of a number of years, was a success and is being repeated. Another party for junior members of the teenage community is also planned, and will probably be held in the first half of January.

Finally, a plea to members. The Club staff make every effort to keep members informed of what is going on. Programmes, bulletins and information sheets are distributed and a galaxy of notices decorate the notice board. However, they do not seem to get read! We occasionally meet disgruntled members, who suddenly decide that they would like a quiet supper at the Club, and on arrival find that some major function is on, and the Club premises are packed from cellar to ceiling.

So please read the hand-outs and notices, and stay grunted!

**Douglas Bright**