

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1981



PATRON

Her Royal Highness The Princess Anne, Mrs. Mark Phillips, G.C.V.O.

OFFICERS OF THE CLUB

Commodore: Major-General C. W. Woods, C.B., M.B.E., M.C.

Vice-Commodore: N. I. Bond-Williams, Esq., C.B.E.

Rear-Commodore: R. S. E. Chamberlain, Esq.

Rear-Commodore: Mrs. E. Caulcutt

Editorial

“Three cheers for our Patron, Princess Anne” – the rousing finish to a great day, with the Potter Ship race the excuse – and the visit of the Princess the focus.

The Commodore, in inviting Her Royal Highness to present the prizes on October 3rd, 1981, emphasized our welcome and affection for her. In presenting the prizes to a long list of winners and runners-up – some with armfuls of assorted silverware – her good humour and dignity combined to make it a day that none of us will forget.

Earlier in the day, with Ren Clarke, his crew, and *Quiver* all immaculate, Princess Anne arrived, and escorted by the Commodore and Angela, took heed of Henry Tudor’s “Now sits the wind fair – and we will aboard,” joining in one of the more robust Potter Ships for some years. Being an active and successful “eventer” seems a good training for handling Genoa sheets – our Patron is certainly not a passive figurehead, but displayed real enthusiasm and energy for the club and its sailing. We all look forward with pleasure to her next day’s sail with the Club.

As a footnote, how splendid to see *Quiver* sail away from the pontoon with no sound of diesel, or even of command. A suitably dignified departure for the most royal.

But the Potter signals the virtual end of the Summer sailing season. The year before, moving so swiftly as nowadays years seem to do, has been notable for some major successes by club members in sailing competitively and in cruising all over the world’s oceans. And those left at home have found plenty to do. Culminating in major decisions affecting the Clubhouse and finance.

Some, alas, have gone on their last cruise. We said goodbye to George Edwards – so long the Club’s secretary. He stood at the centre of our affairs for so many of the formative years that followed yachting’s recovery from the second World War, and ensured that our progress was deliberate and positive. George did as much as anyone to secure the firm foundation of membership and club management upon which we now rely.

Others, too, have left us – all friends and all sadly missed.

Rear Commodore Caulcutt – Eileen to all of us – of course reports on the Club’s sailing activities and successes. She, I know, will forgive me if I underline some of the successes she has on her list. In a victory year, as well as an Admiral’s Cup year, we all congratulate Phil Crebbin on his achievements as skipper of *Victory*, one of the British team. The Fastnet attracted many entries from club members, achievements brought honour to the club. Prominent among those were *Solent Oyster* (John Bassett), and *Misty Star* (Mike Corbin). Both were highly placed. But these are your “Argosies with portly sail, like signiors and rich burghers in the flood – or as it were the pageants of the sea – who overpeer the petty traffickers that curtsy to them do them reverence as they fly by them with their woven wings.”

The traffickers who race Round the Island, exchanging miles for leagues, also brought credit – with the Methuselah Trophy won in the annual sporting event with the largest individual participation! (except perhaps the London Marathon).

And then, at the other end of the scale, club members, several of them, took part in the Two-Handed Transatlantic Race. Among these it would be hard not to mention Rob James, Rodney Barton, Mike Pocock, Kitty Hampton and Liz and Anne Hammick.

All races hinge on skilled and accurate navigation – but none are more complex in their demands on navigational decisions than power assisted sail. This year we ran a series in conjunction with the Royal London Yacht Club, and the Royal Southern Yacht Club – next year the Island Sailing Club will also be a partner. Our partnership with these clubs is one we value, as we do all our links with yacht clubs around the world.

For those of our members who choose to visit distant shores it has been a good year, too. Weather conditions in the Channel and the Western approaches have not suited everyone, but many of our members cruise far and wide into all sorts of climates. The R.Lym.Y.C. members taking part in a flotilla cruise in the Ionian may have been surprised to see two club pennants flying on yachts lying alongside each other in Levkas in the Greek Ionian Sea. If so, this was no more surprise than I felt when Gwen called out “Bill Woods is out there, and he looks as though he is going to berth here.”

Leonard Wesson made it single-handed to the Azores and back. It would be unfair to ask if he ever “would have given a thousand furlongs of sea for an acre of barren ground, long heath, brown furze, anything,” but I am sure that any of the members who reached Houat in Quiberon Bay might have to say “the boat is chafing at our long delay, and we must leave too soon the spicy sea pinks and inborne spray, the tawny sails, the moon.”

The Atlantic now seems to be a similar challenge to members as Cherbourg once was – many of us accept it and succeed, not least Colin McMullen and his “mature” crew.

All of this sailing activity, whether racing, cruising, or dinghy regattaing makes great demands on many members for shore based support as race officers and afloat in rescue, mark and referee craft. The part that they play is every bit as important as the skippers, crews, cooks and navigators. The club always needs more!

Ashore we have also had our hands full. The imminent collapse of the clubhouse verandah, and the northern section of the river wall; the demands from authority to raise the height of the wall; the need to bring the kitchen and cloakrooms up to modern standards of hygiene; has been engaging the energy of flag officers for a year or two. This year was the critical year, with decisions on action to be taken, and finance to be arranged. Happily both are going well, and practical progress can be seen.

The dining room view has been improved, and the room enlarged. The forecourt has been extended and enclosed by a new and robust river wall. The

critical point has been reached in designing, planning, and estimating the cost of the new building work. At the time that this is being printed the Club's Executive Committee will be facing major decisions. The interest of members has been encouraging, their support financially beyond optimistic expectations.

For those of us who have devoted time, effort and professional skills, to those matters it will be a season yet before "the waves lie still and gleaming, and the lulled winds seem dreaming." None of this would have reached its present, one hopes satisfactory, state without the active efforts and participation of Howard Lewis, his staff, "Brookie", John and Michael.

Mr. Brooks, whose eightieth birthday was honoured by the club two years ago, has finally decided that he will be retiring in January, 1982. Michael Webb is accepting the considerable challenge of succeeding him, notwithstanding the fact that his kitchen will be in the hands of the builders for several weeks right at the start of this term. We salute Mr. Brooks once again for the way in which he has established the R.Lym.Y.C. as a premier club. John's bar is also to be disrupted – please be patient with him then – and all the "aggro" will find its way, as usual, to Howard. We know he can handle it.

Enough, scribe, to ship! and – "if rough Neptune rouse the wind to wave the azure main, our paper, pen, and ink and we roll up and down our ship at sea."

Sailing

As sailors we can never be wholly satisfied with the weather and this year was no exception. Firstly, there was a long period of rotten weather, too much wind and rain and too cold, and then long sunny days carrying with them fog and lack of wind. A strong contingent of Royal Lymington members raced in Cowes Week, which must go down in its history as the most frustrating ever.

This club did not vary its sailing programme in 1981, nor are any changes planned for 1982. The Sailing Committee believes that the programme holds the right balance of different types of racing such as special racing – Match racing and All-Lady Crew racing; Popular Event racing – the Spring Series, the Solent Points Championship, Short Off-shore races, races for OOD's and Contessa 32's; Sail and Power competitions such as the Ware and Power Cups; Fun races – the "Fun" race for families, the all-comers race for the Potter Ship at the end of the season; hardy annuals – the Easter Dinghy Open Meeting, the Junior and Club Regattas in August; finally, XOD Class racing, the details of which is covered under a separate section of this bulletin from which you will see that the Lymington Division "does us proud" as a club.

As many racing yachtsmen become more and more jealous of their reputations the number of protests increase and are more keenly fought. Sadly, there is a very small minority who try to skate round the yacht racing rules. This club has no

objection to protests – protestees, protestor, and Protest Committee members learn by protests – but we will not tolerate any form of cheating.

The racing season at Lymington spans from mid-March to early December and there is no doubt that the Spring and Autumn series attract more and more entries each year. The attraction seems to lie in the ability to leave your yacht in one port for several weeks and to enjoy the post race socialising in the bars, getting to know your opponents and swapping news and views. The Spring Series entries totalled over 90 and many of our members enjoyed an early start to the racing season.

The number of dinghies which arrive from far and wide for the Easter Dinghy Open Meeting are always higher when the Easter date is late and consequently this year a near-record entry of 225 dinghies took part. In spite of ever present anxieties about racing in a busy river with frequent ferry services, the Sailing Committee in their post-mortem discussions decided that the meeting is here to stay but even more precautions must be taken to ensure safety of competitors. The co-operation which the club receives from the ferry Captains and their crews is much appreciated.

Our Match Racing Championship for the Royal Lymington Cup will this year be remembered by the number of protests it generated. The close proximity of the yachts in this type of racing is bound to cause red flags to be flown and this should not be regarded as lack of sportsmanship. If this country is ever to win the coveted America's Cup our helmsmen and crews must know their yacht racing rules backwards and also know what they can do and what they cannot do in the complicated pre-start manoeuvres. Sadly, Phil Crebbin was unable to take part due to a wrist injury but once more George Tinley sportingly agreed to step in at the last minute and very effectively too, as he won four of his matches. Unfortunately, the weather dictated that the planned second series of matches had to be curtailed and so the winner was decided on the first series and Harold Cudmore won the championship for the second year in succession with John Oakley and Robin Morgan (U.S.A.) as joint runners-up.

At the end of the season the OOD 34 Owners Match racing was sailed in strong winds and for the first time produced a dead heat at the end of the series. This resulted in a sail-off between Bruce Banks and Roy Taylor, the former finally taking the Firanjo Cup.

The Contessa 32 weekend of racing in early May was won by the R.E.Y.C.'s *Right Royal of Upnor* on the Saturday and by Richard Burley's *Moongirl* on the Sunday.

Our Solent Points Championship race in June provided added interest as it was also a trial for the British team for the Admiral's Cup, with our sights directed towards our member triallists David May and Chris Duning in *Mayhem* and *Marionette* and also Phil Crebbin as the helmsman of the successful *Victory*. The Bacon Trophy for Classes 1 and 2 was won by *Yeoman XXIII* (Robin Aisher) and the Andrae-Jones Cup for Classes 4, 5 and 6 by *Smiffy* (T. & J. Smith).

The club narrowly missed winning the R.O.R.C. Inter-Club Points Championship Trophy, the four yachts which contributed most points towards our second

place were John Bassett's *Solent Oyster*, Sir Peter Johnson's *Innovation*, David May's *Mayhem* and Graham Walker's *Indulgence*. Members who race in R.O.R.C. races are especially asked to enter under the name of this club so that we can win this prestigious trophy.

On two occasions the club combined with other clubs to form a series of races. *Yachting World* provided a trophy and prizes for the overall winners of the Island Sailing Club's Poole Bar Buoy race, the Royal Southern Yacht Club's Wight by Night race and our Owers race. It proved to be a popular series and Tony and Bunt Taylor won in *Smokey Bear*.

The second was a "Sail and Power" series in which we again joined with the Royal Southern, and also with the Royal London Yacht Club. Because of anomalies in the scoring system for the overall Charles Le Roi Challenge Cup which was given by Geoffrey Van-Hay, the sponsors, the result had already been decided before the calm September morning when 21 yachts roared off under power from the platform line for the Ware and Power Cups. Those who had worked out the maximum use of the tide and spent most of the race sailing rather than motoring scored this year (but this is not always the case) and the winners were: Ware Cup *Tin Hau* (A. J. Weeden); Power Cup *Bacchante* (Sir Arthur McDonald). The race was tremendous fun and is highly recommended as an entertaining day out on the water for the less serious racers.

Five delightful ladies from Ireland joined the British ladies to race for the Macnamara's Bowl. Twelve boats took part and as always a number of "support" boats were in evidence. Trish Ford from the East Coast was a convincing winner and won all four races, and Jeremy Rogers made a large wooden spoon at the last moment as a consolation prize.

In the Island Sailing Club's Round the Island Race which had a record entry of over one thousand yachts, our team of *Smokey Too* (Tony Blachford and Partners), *Tomic* (T. P. Husband) and *Garnele* (P. B. Ruston) won the Inter Club Methuselah Trophy for the smaller half of the fleet.

The Annual and Junior Regattas in August produced a disappointing number of entries, particularly in the dinghy classes where once more the Cadet Class was the best supported. But the weather was kind and Dame Naomi James, who was recuperating from the appendix operation which kept her from the Two Star Trans-Atlantic Race, kindly presented the Coronation Cup and the Cocked Hat Trophy to W. Moore at the very informal prizegiving for the Cadets on the final day.

The Langtry Cup for Class 1 IOR cruisers was won by *Fracas* (M. Marcou), the Harkaway Cup for Class 2 IOR cruisers by *Smokey Too* (Tony Blachford and Partners), the Sharpie Trophy for Class 1 Non-IOR cruisers by *Debatable* (Hugh and Dennis Bates), the Cruiser Challenge Cup for Class 2 Non-IOR jointly by *Presto* (J. Webb) and *Greenjacket* (Brig. D. R. L. Bright) and the Unimarine Cup by *A Toute Vitesse* (D. W. Cox).

Whilst all this was going on, no fewer than six of our members took part in the Two Star Trans-Atlantic Race - Rob James (who with Chay Blyth in *Brittany Ferries G.B.* were the overall winners), Kitty Hampton in *Wild Rival*, Rodney

Barton in *Black Jack* with Mike Pocock who designed her, and Anne and Liz Hammick in *Miss Alfred Marks*. The Hammicks were awarded the "Jack in the Basket Trophy" – awarded to the outstanding young yachtsman/woman of the year – for their double Atlantic crossing.

All our members will wish to thank Vernon Sainsbury for representing us so effectively for twelve years as a Harbour Commissioner, for much of the time as Chairman, and to be grateful to Ian Blick for taking on this onerous task.

The organisation of our racing does not just "happen". It is the combined work of many members who lend their yachts as Committee boats, Mark boats and Rescue boats, many others who spend hours on the Platform and Committee boats as Race Officers, and more who give us the benefit of their expertise in the Protest Room. We are very much indebted to them.

Eileen Caulcutt

Cruising 1981

Our Cruising year started with a stormy 1980 "Needles Relief." Force 8 - 9 gales prevented any attempt at taking the parcels to the lighthouse. However, some 50 plus boats managed to arrive in Yarmouth around opening time and to scuttle home later in the day. The parcels were duly delivered the Saturday before Christmas with half a dozen or so club boats escorting the Yarmouth lifeboat in Force 7 and a lumpy sea. The only advantage in such conditions for this occasion is in the pleasure of watching Dave Kennett, coxswain of the lifeboat, handling his craft right up to the lighthouse steps.

The Guest of Honour at the Cruising Dinner was Maldwin Drummond who presented the various cruising trophies. The Cadiz Cup to Gabriel Clay for his cruise to North Norway, the Quains Cup to Mike Pocock for his South Brittany and the Senior Brownlow Cup to Freddie Coates for a cruise to Stockholm and return via the Gote Canal. The Junior Brownlow Cup went to Jennie Mann for a log describing her family cruise to North Brittany. All the young contestants for the Junior Brownlow Cup were awarded a Lentune Pen. The Cruise Planning Evenings were as successful and well attended as ever. Is it really thirst for knowledge or just sheer nostalgia? Anyway they will be continued, and even extended in early 1982.

During Spring Bank Holiday weekend the Le Havre visit was, as usual, a great event, despite the inevitable bad weather. About 9 boats managed to brave the conditions and their crews were well rewarded by the hospitality of the President of the Societe des Regattes, M. Robert Pesle and his club members. We are looking forward to their return visit during Whitsun (not Spring Bank Holiday) 1982.

Despite an appalling summer, our members cruised far and wide. Those leaving in June and July met with fog, rain and bitterly cold winds. Even in South Brittany these winds appeared to reach where no other wind apparently could. Nevertheless, our boats covered a known 59,000 miles. We are sure there were

other distances achieved but not recorded. We know that two sisters and at least two other members made double Atlantic crossings in their boats. There were single handed cruises to Malta and return and to the Azores and back. Passages were made to the Baltic and Finland, Scotland, the Mediterranean, Spain and, of course, to Normandy, North and South Brittany, and to Ireland and the West Country. We would ask anyone making a cruise to fill in the cruising book in the chart room, which provides a record of Club activities and a reference for advice for members who are seeking new fields. For those who have not yet discovered, the chart room has a wealth of cruising information with R.C.C. Foreign Port Information folios which are as up to date as can reasonably be expected. Our cruising activities must put us among the leading clubs in the country in this particular field.

On 29th July 1981, there were 9 British yachts in Camaret, 6 of these were R.Lym.Y.C. and all were dressed overall in honour of the Royal Wedding. Parties were held in various boats and at the appropriate moment all hooters and other sound-makers were sounded. One female crew member of a French boat apologetically explained that as they had nothing with which to make a noise she would do her best with her pressure cooker.

For the first time in three years we were able to have our Meet in the scheduled place. Due to bad weather we have had to hold it in the lower reaches of Beaulieu River for the last two years. This year 27 boats were able to assemble at Goathorn in the very last stages of the one good spell of weather during the second half of August and early September. We only hope that we can have a repetition of this luck next year.

Lying in the inner basin in Le Palais, Belle Ile, this year one could not help being impressed by the standard of "harbour" stow of the French yachts. Too often we see, in British yachts, sails sloppily stowed, warps in disarray, the falls of which are left on pontoons or on neighbouring yachts instead of stowed on the parent boat. Particularly noticeable was that all rigging was securely lashed back so that it would not "frap." Marina berths are made hideous enough by the sound of banging rigging, but what becomes intolerable is when these sounds are inflicted into a peaceful anchorage or berth. Tying rigging back securely is, surely, better for the rigging and spars and could also be considered social grace. Incidentally, "bungies" are no use for this purpose.

The best of luck for 1982 with peaceful "frapless" anchorages, and soft red sunsets.

Brian Macnamara

The Value of Cruising Logs

A member's cruise may win the Cadiz or Quains Cup – the log read by other members may save a grounding on an uncharted rock, or lead to an idyllic anchorage on a summer's night.

Some members place their logs in the Cruising room, more would be welcome. This year's *Cheemaun's* log, from Jack Bryans, is there to read. It is worth quoting a few passages.

"I found that my new chart had the description of St. Mary's light and the leading lights into Milford Haven incorrectly shown, although, he it noted, Reed's had them correct. . . . After passing through the outside buoys we were intending to make for Dale Roads but on approaching I noticed, on the radar, a bay just short of Dale which looked a perfect anchorage; and so it was. . . . It was 01.55 which was nearly five hours later than my planned ETA. In daylight the anchorage proved to be all that it had appeared to be on the radar so we closed the shore and anchored about a cable off. There is an ideal little beach on which to land at any state of the tide ('ware cow pats!)."

". . . Dunstaffnage is a very convenient and well sheltered bay and almost surrounded by land but has very little space in which to anchor . . . Only two or three miles north of Oban, this bay provides some lovely scenery. To the west is Dunstaffnage Castle which can be seen through the trees and visited by arrangement. To the north east there is a lovely range of mountains which are set off to their best on a sunny day with cloud shadows moving over them. . . ."

"We cast off from Dunstaffnage Pier at 11.05 and set a course westward for the sound of Mull passing between Lady Rock and Lismore Lighthouse at 11.50. At 13.00 we reached the narrow entrance to Loch Aline and at 13.20 anchored with 10 fathoms in 20 feet at the head of the loch near a small jetty on the east shore. This proved to be a fascinating place with only very little activity. . . . So many sailing directions tell you to anchor immediately to starboard after the narrow entrance. This is not, in my view, good advice unless you are only making a very short stay. It is far more attractive up at the other end which shallows out but is quite clean and good holding ground. All you have to do is sound in. Leading lights are shown on the chart for the entrance to Loch Aline but we could not see them, nor indeed are they necessary. The channel is properly buoyed and the entrance is easy to find. . . ."

"There are only four lights visible, Pendeen, Longships, Seven Stones and in the distance Wolfe Rock. Of these, the last two are of no practical use. All you have to do is to leave Pendeen light to port in the white sector of Longships to avoid the rock shoal area between Cape Cornwall and Longships. With Longships on your port quarter you have a clear run to Runnelstone and thence to Lizard Point. . . . The period HWD-5 to HWD-3 is ideal for the passage round, but a study of the tide charts shows that you can't have it both ways, and you soon get a foul tide coming from Lizard Point. In the event we gave Runnelstone a wide berth and made Lizard Point before the west-going stream reached unwelcome proportions. . . ."

Lymington "X" Division - 1981

Another season of X-boat racing has come to its close, the thirty-fifth since C. R. M. Stewart purchased X.41 *Sphex* and sailed her to Lymington to re-start the division in 1946. The division was originally founded by Admiral Sir Sackville Carden, K.C.M.G., in 1927 with X.11 *Charlotte*, later re-named *Boatswain Bird*. *Charlotte* was one of the original first batch of X boats built by Woodnutt in 1911 at a price of £48.12s.0d. Only two of this batch are still racing, one of them, X.5 *Madcap*, very successfully in the Lymington Division in the capable hands of Greg and Tiggy Ansell. The records show that in 1931, when the division consisted of 10 boats, the show suddenly folded up. If any club members can recall the reason for this incident this correspondent would be grateful to hear from them. It was curiously sudden. The Minute Book, started in 1927, reports a general meeting held at 3 p.m. on Saturday, March 14th, 1931. Three new members were elected and a sailing programme including team races agreed. The meeting closed at 3.55 p.m., laudably brief, and after this no more meetings, and no explanations.

Our division continues with about 35 boats. In spite of poor weather early in the season numbers in the teens attended at the starting line. Four team races were sailed against other divisions and we won them all except one at Itchenor against Itchenor. Here our people have trouble with the geography. There is a lot of mud!

The Tinley Kicking Strap was adopted by the Class Association this year and most people seem to find this innovation an improvement, especially when approaching a leeward mark which entails a gybe in close company. This is another manifestation that the X Class is able to keep up with new sailing technique. The kicking-strap problem has bedevilled the class for years because of the shape of the cockpit coaming.

Cowes Week was not such an exciting event this year as it has been known to be because of a general lack of wind but not of tide. The Friday race caused some confusion to say the least. Apparently when the starting gun fired someone tripped over the lanyard of another gun and that fired too. When no flags appeared there was uncertainty. The Race Officer fired a maroon to signify a general recall and nearly shot down a hang-glider. The last of the inter-divisional team races had to be sailed in a flat calm. A course of about six hundred yards was set which took about an hour except for George Tinley in *Anitra* who found a private wind and did it in ten minutes. Lymington won the Team Race Shield but Parkstone gained the Phillipson Shield. The Captain's Cup was won by George Tinley though Eric Williams in *Tortoise* pressed him hard.

There are some changes at the top in the Class Association this year. Joan Braithwaite and Ray Williams relinquish the Captaincy and Vice-Captaincy after a three-year stint. They both deserve our thanks for their untiring and highly successful efforts to keep things running smoothly and preserving the character of the class. Ray Williams first appears in the second edition of the class handbook dated 1956/57 and his name has appeared in it ever since and, hopefully, it will continue for some time to come. George Tinley has relinquished the captaincy of the Lymington Division with Richard Field elected to succeed him. George has

done a lot for the Lymington Division not only in the field of system hardware, such as his kicking-strap but also in the way he has managed to jack up the general level of helmsmanship to a standard of competence higher than might otherwise have been the case. Every X-boat sailor now looks upon beating George as a real feather in his or her cap, though not all that many achieve it. Carol too, has supported the class both by crewing for her husband regularly and by her management of many social functions.

This year has seen the retirement from our ranks of two more long time stalwarts. Donald Taylor raced his X.68 *Southwind* for many years. He was vice-captain of the Lymington Division in 1964 and captain from 1965 to 1967. He was elected an honorary life member this year when ill-health compels him to give up. John Coates' name appears in the first edition of the class handbook in the Itchenor Division in 1955. In 1964 X.93 *Margaret* transferred to the Lymington Division where she has sailed ever since. John is to be congratulated on 25 years of X boating. And happily Margaret seems to be going to stay with us in Lymington.

When the racing season is over and boats have been put to bed for the winter we plan at least a couple of "get-togethers" in the close season. Last winter we held a seminar with Bob Fisher to explain the racing rules and answer questions, and another with Mike Ure to hear about the latest in sail-making technology. This year we have done something different. Thanks to Ray Williams, George Tinley and Chris Harridge, who very kindly supplied transport, we ventured across to the George in Yarmouth for a laying-up supper party. A good time was had by all in spite of the light drizzle making the passage home slightly difficult. Later on we hope to hold a session to discuss long-range plans for the class into the future as we have every intention of seeing our division lasting well into the twenty-first century. We'll be seeing you!

Nicholas Dover

Macnamara's Bowl

Eleven Contessa 32s, each crewed by six ladies, turned out for the fourth running of the Macnamara's Bowl on July 4/5th.

At the briefing on Friday night, the Rear Commodore (Sailing) had to obtain special dispensation from the other participants for one boat to carry a seventh crew member, this being a 14-week-old baby.

This year for the first time, four races were sailed allowing for one discard. It was a series of mixed fortunes and weather, although the clear winner emerged as Trish Ford from the East Coast sailing *Roulette* owned by Bob Cowper, but borrowed for the series.

The first race on Saturday was sailed in 10-15 knots of wind. One boat, *Binkie II* (Rachel Nuding/Jacque Cooper) spent some time on the mud east of Lymington, while *Roulette* sailed on to finish first. *Silver Sovereign* (Sheila Mary Barry from Ireland) was second and *Emblem* (Mimie Currey, a first-class dinghy sailor) was third.

A breeze filled-in for the afternoon race in which three boats retired. *Silver Sovereign* had a crew needing stitches in her hand, while *Alycane* (Fiona Rogers) had to put her foredeck crew – Margot Fee – ashore after she had been hit in the eye by the genoa clew.

The other retirement, when lying second on the final beat, was *A Toute Vitesse* (Pamela Yates) which lost her mast when the cap shrouds gave way. The winner once again was *Roulette*, followed by *Blue Heron* (Rosemary Taylor, who had borrowed her old boat back from the new owner for the series) and *Cantilena* (Jessica Nunn).

In drizzle and fog the eleven boats set off on Sunday morning against strong spring tides. The girls off *A Toute Vitesse* having very kindly been lent another Contessa, *Zay Zay* to complete the rest of the series. On the second beat a port and starboard collision occurred between Peter Dunford's *Chico*, being sailed by June-Marie Clarke, a former Quarter tonner skipper, and *Cantelina*, the latter retiring. *Roulette* made sure of winning Mac's Bowl by coming home first yet again.

Spinnakers were banned for the final race sailed in choppy, wind-against-tide conditions, and all the participants agreed that this was an excellent Committee decision, bearing in mind that all the boats were borrowed for the event. Although sure of victory, Trish Ford confirmed her supremacy by finishing first yet again. *Counterpoise* (Sue Hawkes/Mary Lord) took the runner's-up prize by crossing the line second and Mimie Currey brought *Emblem* home fifth to take third place.

The Macnamara's Bowl now goes to the East Coast and while enjoying smoked salmon brought over by the Irish team and quantities of wine, generously supplied by Tesco Stores Ltd. (it lasted for three days drinking), Trish Ford gave warning that she would definitely be back in 1982 to defend the bowl. The Wooden Spoon challenge trophy, four foot long, made and presented for the first time by Jeremy Rogers, went to *Gollywobbler* (Ann Fraser) for coming eleventh.

RESULTS:

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|------------------------------------------------|-------------------------------------------------------|
| 1st <i>Roulette</i> (Trish Ford) | 7th <i>Silver Sovereign</i> (Sheila Mary Barry) |
| 2nd <i>Counterpoise</i> (Sue Hawkes/Mary Lord) | 8th <i>A Toute Vitesse/Zay Zay</i> (Pamela Yates) |
| 3rd <i>Emblem</i> (Mimie Currey) | 9th <i>Alycane</i> (Fiona Rogers) |
| 4th <i>Cantilena</i> (Jessica Nunn) | 10th <i>Binkie II</i> (Rachel Nuding & Jacque Cooper) |
| 5th <i>Blue Heron</i> (Rosemary Taylor) | 11th <i>Gollywobbler</i> (Ann Fraser) |
| 6th <i>Chico</i> (June-Marie Clarke) | |

W.S.C.R.A. 1981

W. S. C. R. A. 1981 concluded with the cancellation of the Beaulieu - Lymington race due to the adverse weather conditions, two other races in the series were cancelled for the same reason in what may be called a rather windy year. The W.S.C.R.A. handicap Divisions were better supported than the I.O.R. but a final total of 45 boats entered for the events. The separate Regatta Series of six races was well supported, each club, R.Lym.Y.C., R.Sol.Y.C. and L.T.S.C. including two races in their Regattas. This series also attracted some eminent visitors, notably at the Royal Solent the two top One-Tonners *Justine* and *Indulgence* and for the Lymington Town the complete Hong Kong Admiral's Cup team!

In the Championship series of 20 races, things ran on in the traditional manner, *Ayala* grounded hard on Black Rock, sundry others did the same at Hurst, an occasional buoy went "walkies" and several yachts had their topsides redecorated in the new I.A.L.A. buoyage colours. Fortunately the greatest damage was only to pride.

The Association's Annual Dinner was held on November 7th, at the L.T.S.C. The guest of honour was Mr. Dilks of the West Bromwich Building Society, who have been a major sponsor of the event over the years. The prizes were presented and amongst the major prize-winners were *Icebreaker* (Roger Hawkes) and *Smokey Too* (Tony Blachford and Partners).

The thanks of the Association and all competitors must be given to our generous sponsors and to the clubs and race officers, without whom the whole event would be impossible.

For the 1982 season, it is thought that the Regatta Series will retain the same format as 1981 but that some modifications will be made to the Championship Series to provide greater competition and to give variety to the event. Enquiries for 1982 should be made to any of the member clubs or to The Secretary, West Solent Cruiser Racer Association, "Sentosa," Ronneby Close, Oatlands Chase, Weybridge, Surrey.

Roger P. Hawkes

Fun Race 1981

Only one race was held this year mainly due to the difficulty of arranging dates when at least some junior members of the club are at home and able to participate.

Five boats took part. The start was at anchor on the platform line with sails down and engines off. One blast on a hooter saw all boats get away to a flying start under full sail and engine except for *Buckshee* who fouled her anchor. Apart from one boat (obviously determined on achieving the best time) the rest waited for *Buckshee* at the first mark. Then followed man overboard drill with the added incentive of picking up another boat's lifebelt and making off with it. This drill

involves some very close manoeuvring and buckets were filled with sea water to drench the crew of any boat coming within range. After rounding Sowley we had a fast reach to Newtown where a member of the crew from each boat had to collect a pebble from the beach by whatever means. James Young on *Canzonet II* swam the distance in order to avoid the necessity of inflating a dinghy.

From Hampstead Ledge to No. 6 Admiralty boats were required to lower their mainsails and hoist a jury main. Undoubtedly the most proficient at this task was *Charmed Quark* (also good at sailing backwards).

Throughout the race a fender with note attached to sign was *passed* from boat to boat whilst underway. This added to the excitement and any crew member who had not been drenched during the man overboard drill can hardly have avoided becoming so with fender passing.

I cannot remember who was declared to be the overall winner; it really is of no consequence.

The 1982 Fun race is to be held on Sunday after the barbecue – July 18th, 1982. It is really a family event suitable for all generations and designed so that speed under sail is of little advantage. Any boat protesting against another boat is likely to be disqualified and the handicapping system is strictly at the discretion of the race organiser and is never disclosed to participants but considerable allowance is made for the age of the crew – either low or high average age.

Chis Gwyn-Evans

House Notes

This year has seen the start of the major alterations and improvements to the club. The most notable of which has been the opening up of the southern end of the Dining Room. It is a great improvement and certainly enables anyone taking their luncheon at that end of the room to keep an eye on what is going on on the River. Thanks to Edward Pratt, our keeper of the fabric, and his team, there was no major disruption of the club activities while the work itself took place. Indeed on the Saturday that the job was finished a successful dance was held in the evening.

For the most part, the house activities have continued much as before. We have introduced snack lunches in the bar and lighter dishes on the lunch time menu, such as omelettes and quiches. We are trying to keep up with the changing requirements of members, so any fresh ideas will be welcomed, and where possible put into use.

The Laying-up Party saw our very first visit by a West Indian Steel Band. I am quite sure it won't be their last.

The continued quiet success of so much that goes on in the club, owes that success to those unsung members who give so much of their time to help. Thank you indeed.

However, what has happened in the club during the year pales into insignificance with the news of Mr. Brooks' very well deserved retirement at the age of eighty-three. Alan Brooks was born on the 1st May, 1898 in Cornwall. Son of a farmer, and one of eight children he started in the catering trade as a young boy working for the local baker. He left home at the age of twelve to go to sea as a cook's boy and soon worked his way up to ship's cook who, in those days, in emergencies would double up as the ship's doctor. In the Great War, he took part in many sea battles and was involved in the Murmansk and Archangel expedition to Russia. He still today reminisces with Brigadier Pearce-Smith, who was a young officer there at the time, about their experiences.

After the First World War he learnt many of the finer points of his trade by working abroad on the Continent, in the Americas, and with the Union Castle Line. When the Second World War came, he was seconded to the Ministry of Food. After the war ended he joined the special catering section of N.A.A.F.I. and travelled all over the country running functions in military establishments for V.I.Ps. He met many members of the Royal Family and also heads of the Armed Forces as members of the club will testify.

Mr. Brooks was appointed caterer of the club in 1964 under the then Rear Commodore, Derek Hobson. In those days to serve forty lunches on a Sunday was an exception. With the increased membership and use of the club, it is greatly to his credit that we can still count ourselves as being one of the best fed clubs in the Solent.

In 1978 Alan Brooks reached the heady heights of his eightieth year and was honoured by Her Majesty The Queen, being awarded the British Empire Medal.

Mr. Brooks, thank you for all you have done for the membership of this club over the years. We shall all think of you with gratitude and affection. We wish you all health and happiness in your retirement.

Sebastian Chamberlain