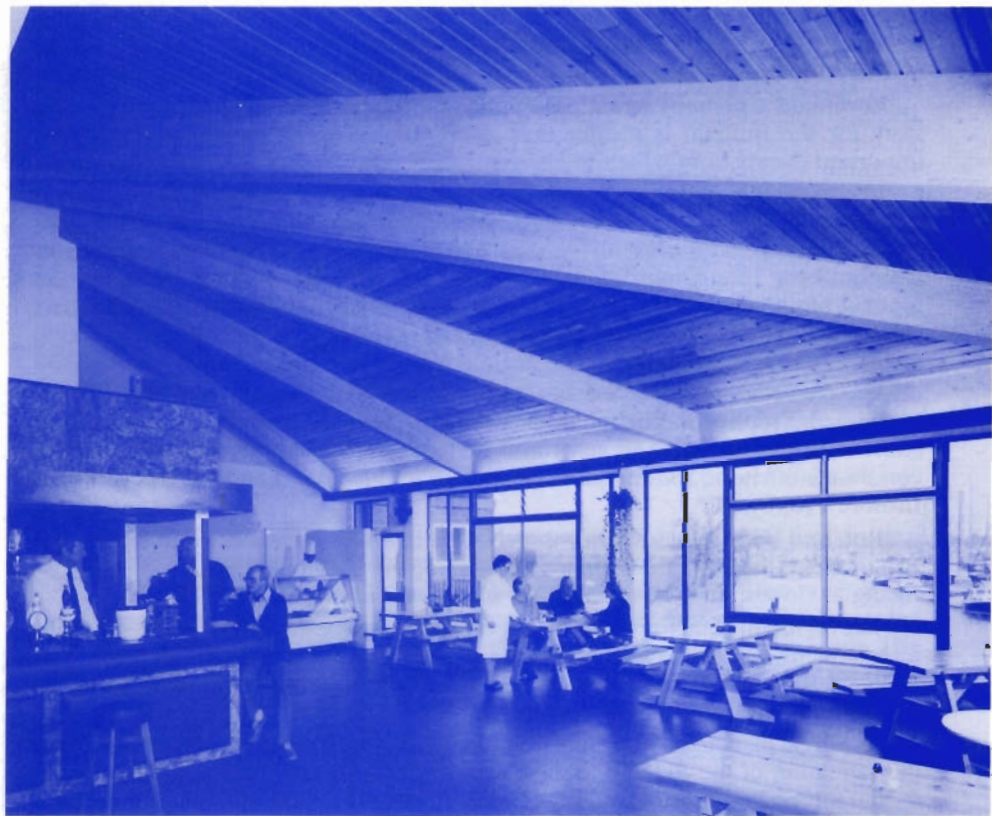


BULLETIN 1982



Patron:

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

OFFICERS OF THE CLUB

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

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

Rear-Commodore: Major P. R. Wilson, C.D.

Editorial

"The best news is that we have found our ship which, but three centuries since, we gave out splits, is tight and yare and bravely rigged as when we first put out to sea."

Of all the maritime events abounding in the Solent, the raising of the wreck of the *Mary Rose* must be the outstanding story of 1982. Witnessed by early rising Club members from their boats, and by the idle – or the busy – on television, the slow and exciting process came as a new climax in this story of persistent endeavour. The Club has shown continual support for, and interest in, the *Mary Rose*; members have contributed funds and we have heard first-hand accounts of her discovery on the sea bed and the progress towards final restoration.

Fortunately, perhaps as well, as in this year the problem of choosing a leading story for the Bulletin is greater than ever with so many major successes and important events from which to choose.

In competitive sailing we could choose between the match racing for the Royal Lympington Cup, the ladies racing for the Macnamara Bowl, our members' successes in ocean racing and the X's, no less than two Methuselahs for the Round the Island Race and the Inter-Club Team Racing; Round Britain saw Lympington "in the money" and the Tall Ships Race could not escape. Keen followers of yacht racing will know that all these events rank as most important in the European yachting scene.

Blue Point, Countdown, Solent Oyster and *Spartan*, together won the Martin Illingworth Trophy for the Club in the RORC's Interclub competition – a sustained effort in a very demanding sport and not made easier by the season's weather conditions offshore. *Solent Oyster, Countdown* and *Crystal* then won the Southern Inshore Trophy.

Rob and Naomi James deserve special mention for their success in the Round Britain Race, as does Eric Williams for winning the Captain's Cup in the "X" Class racing at Cowes; and the team of X's which won the Philipson Shield.

The highlight of racing organized by the Club must be the Royal Lympington Cup match racing between invited helmsmen of world standing. Our visitors came from America, Australia, Ireland and Italy as well as Britain and when the America's Cup is won one of these men will most probably have won it.

At a great distance, a maritime event in which Club members played their part, the liberation of the Falkland Islands, consumed our attention and our support for our forces. The return of the Task Force, mostly to Portsmouth, gave many of our members a welcome opportunity to sail out and greet them. No one will forget the emotional temperature raised by seeing the return of *QE2, Canberra, Hermes*, all the supporting fleet to Spithead and Southampton and home.

But our members do not all content themselves with racing – the Lympington Bugee – and defaced Red Ensign – have been seen far and wide and to my observation correctly hoisted. The annual migration to the north and west coasts of Normandy and Brittany have taken place successfully and without too much bureaucratic interference. Members have increasingly realised, and used, the advantage of what amounts to a reliable and modestly priced charter by sailing with

Mediterranean flotilla sailing clubs; the signs point to an increased growth in flotilla activity. As a close observer of the flotillas in the Eastern Mediterranean I see that there is much to be said for them.

With all the racing successes, the successful cruises, and much distant sailing the 1982 season has been exceptional – and the sailing continues . . . *“tonight beneath the dripping bows, where flashing bubbles burst and throng the bow wash murmurs and sighs and sighs a message from the angels song.”*

1982 has also seen the completion of the building contracts initiated last year. The seawall now provides a strong and imposing boundary to our enlarged site – the old kitchen verandah very nearly fell down just before the wreckers came in to knock it down – the replacement is built and has been christened the “River Room”, and the whole of the catering “offices” have been rebuilt, relaid-out and re-equipped.

The cost and quality of the work, and the design itself were dictated by the members – the realisation of them achieved by a dedicated group of Committee members who undertook at times the very difficult duties of clerk of the works, HVAC engineer, civil and mechanical engineer, surveyor, interior decorator and foreman of the do-it-yourself team. In addition everyone was a progress chaser, an ombudsman and a pourer of oil onto troubled waters. The Club’s architect, Malcolm McDonald, produced a design which is universally admired, the contractors, Dunfords, quoted and stuck religiously to their contract. Both businesses are run by members of the Club and we are particularly grateful to them. We had help from other professional advisers – the cost of which might be thought to be our main extravagance. The Club’s greatest debt of gratitude is due unstintingly to Edward Pratt, Ian Blick, Sally Potter and Dick Legat. By their efforts the Club was saved a huge sum; without them the results would have been poorer and certainly delayed.

The most difficult problem the Building Committee had to face was the design of the “the divider” between the Members Bar and the River Room. It still is. A dozen or more different schemes were studied, of which at least two would have pushed our expenditure well over budget. The requirements are not easy to meet. Everyone agrees that it must be possible to combine the two rooms on special occasions. The atmosphere of the Club bar must be preserved and improved, especially for these winter evenings when few members use it. Its siting must be flexible so that one room or the other may be enlarged or reduced. It must be sound proof, substantial and attractive. It must permit members in the bar to have some benefit from the light and outlook through the north-east windows, otherwise the bar would be less well lit than formerly.

The solution finally adopted is admittedly experimental, and is expected when complete to meet most of the needs. Meanwhile, the provision of the new facilities has provoked healthy questioning of the role of the Club, the needs of its members and how best to meet them. The questioning also extends to the duties of members – their responsibilities towards each other – to be respected if any club is to survive.

Some wish it to remain true to the exact blueprint of the Club as it was when they first joined it. I joined in 1958; not very many of our members joined sooner. I liked the Club I joined, but I confess to liking it better now for a hundred and one reasons all to do with growth and change. Some others wish it to cater for their own particular

needs and give the impression, perhaps unwittingly, that they have no regard or sympathy for those whose needs are different. When the Club decided on its rebuilding programme in 1981 one of the considerations that everyone agreed was important was that those members with families should not feel denied the use of the Club because the accommodation did not permit them to bring their children with them. The River Room was designed so that families could come, together, and enjoy their food and drink together.

It has been very encouraging to see young families coming to the Club and many members have told me how much they appreciate both the accommodation and the new style of catering. But hostility towards them may lead to a veto if some members allow their guests to interfere with the enjoyment of others. Young guests are particularly vulnerable to criticism, and no one wants to hedge the Club around with any more rules and do's and don'ts.

But there are other and perhaps more significant long-term questions one can ask about Club policy. Is it right, for example, to accept advertising promotions as financial sponsors for Club racing? The Royal Lymington Cup races are now accepted as the cordon bleu of European match racing. The Club's reputation in world class competitive yachting is much enhanced by it – but it costs money. If it is to continue in its present style without sponsorship members would have to find the money through increased Club charges. Would this be less welcome than the occasional advertising display in or on the Club building?

And have members a serious and predominant opinion on allowing sponsorship to associate us with tobacco and drink? I confess that I don't know, and those who have mentioned it to me seem to be a small minority. Your Committee can only act sensibly on your behalf if it knows your views.

Views on the longer term development of the Club are more important still. I happen to think that the balance in the Club's activities between the various forms of racing, cruising and social activities is about right – with the members showing their preferences by their support of this or that activity. But is the range wide enough? Should we be thinking now about a possible major growth in do-it-yourself yacht maintenance? Is there a role for the Club in providing some of the more elaborate and costly maintenance equipment on a co-operative basis? Should our lecture programme include instruction in the skills required? Our own D.I.Y. programme of work in the Clubhouse shows that many of these skills exist within the Club – do we envisage the encouragement of active co-operatives of skills? And how will yachting develop? Is the attraction of the flotillas likely to lead to less cruising in the Channel, the Baltic and Biscay so that yachtsmen specialise in the trail-and-sail one design racing boat? Is there a need for another Club class boat complementary to the X's?

The answers to these questions would help us to plan the future resources of the Club with more certainty of getting it right. The enlarged Clubhouse, with its very useful covered area of forecourt has many features which could be adjusted to meet any foreseeable change in members' needs, so we should never feel restricted by it.

Enough of this, thinking is hard work (and that is all I am asking you to do).

1 Sadly, I have to mention that this year again we have suffered the loss of old friends and valued members. Of these, John Perkins, a Club Trustee and former Commodore, is a special loss to the Club. He will be missed for his expansive and genial personality. The Club is indebted to him for a series of acts of great generosity over the years.

Also, it was sad to lose Mr. Brooks so soon after his retirement as Caterer to the Club. We hope that the engraved silver salver that the Club presented to him will be treasured by Mrs. Brooks and remind her of the great relationship built up between him and the Club, which we all enjoyed.

During the year Doug Baverstock, the Club boatman, celebrated the 25th anniversary of joining us. The Commodore presented him with a silver antique Boatswain's pipe on behalf of the Club. As usual the Club would have been a poorer place without Doug's cheerful competence, as it would without John Seal and Michael Webb.

In addition to his regular duties – performed with the right mixture of panache and detailed efficiency – John took the lead in the D.I.Y. team's effort in constructing the new and splendid bar. We are grateful to him, and to Michael Webb whose initiation as new Club Caterer has been punctuated by pneumatic drills, electricians, plumbers and concreters. No caterer could have had a more drastic eight months with his kitchen and dining room being changed about almost daily.

However, most of our problems are now behind us. The Treasurer seems surprised and happy that our overspending was minimal. We have Club accommodation now that must equal the best in Western Europe. The scope of its use has widened the Club's horizons. The members who made the financing of it possible see their reward – and it is to the members we look to decide how we make the best use of it.

*"What if some little pain the passage have
That makes frail flesh to fear the bitter wave?
Is not short pain well borne that brings long ease?"*

*"And all I ask is a merry yarn from a laughing fellow rover
And quiet sleep and a sweet dream when the long trick's over."*

And this is the end of the Club's 60th year!

N. I. Bond-Williams

Sailing

The range of sailing interests of our members continues to be as wide as ever. The cruising activities are covered in the Captain of Cruising's report which indicates that despite the indifferent weather, there was much mileage covered and an increasing number have taken advantage of flotilla holidays in Greece, Turkey and Yugoslavia – a very good way of sailing far afield when the time available is short.

In the racing field the programme has been very much the same as has been established over recent years. Our racing starts with the Spring Series which is run

jointly with the Lymington Town Sailing Club. The total entry is now over one hundred every Sunday from mid March until late April and there is much enjoyable sailing by a wide variety of rated and non-rated yachts.

Our first dinghy event is the Easter Meeting and this year this was run with some difficulty. The alterations to the Clubhouse and the forecourt meant that we could no longer have a marquee on the forecourt as we normally arrange at Easter and there were obviously difficulties within the Clubhouse itself as far as catering was concerned. Nevertheless, with the help of the Lymington & Pennington District Council, we were able to lease the Lymington Swimming Baths and use their facilities for changing and for modified catering. As a result, the Meeting went on very much as usual and our experience suggests that we may well seek the same indulgence from the Local Council in future years. There was good racing enjoyed by the usual classes but the total number of entries was only 150 compared with 250 of the previous year.

Immediately following the Easter Meeting the Club faced the task of organizing the now internationally prestigious Royal Lymington Cup Match Racing Championship. This was supported by Long Life Beer and the interest in the America's Cup caused us to invite competitors who, in the main, were connected with this event. The eventual list of helmsmen came from this country, from Ireland, Italy, Australia and from America and were all outstanding helmsmen in the match racing field. The weather was not entirely suitable but the competition was nevertheless completed in very difficult conditions with Harold Cudmore of Ireland once again winning the Royal Lymington Cup. The event is only possible through the generosity of owners and the Club is grateful to the OOD 34 Association and their owners for making available their yachts for this exciting match racing series.

We are also indebted to our sponsors and to North Sails who hire us sails, to various manufacturers such as Brookes & Gatehouse, Lewmar, Stearns, Kemp Masts and Watermota, who carry out servicing of the yachts to ensure that they are as even as possible; to the Lymington Yacht Haven for providing berths, and to J. C. Rogers for general support. This particular series is of very great interest and is internationally well thought of. It needs a tremendous backing from members of the Club and we are always anxious to get more members involved. Before the event we ran a race for OOD 34's so that in delivering their boats to Lymington they at least were able to have a race on the way.

The dust of the Lymington Match Racing Series was allowed to settle before we were involved in the Ware and Power Competition which involves sailing round the Island with the use of engine permitted with certain penalties. This was part of a Series of four races, supported by Gcoffrey Van Hay, Wine Shippers, which were run by the Royal Southern Yacht Club, Royal London Yacht Club and the Island Sailing Club and ourselves, but unfortunately the Series did not attract as many entries this year as we might have hoped. This was due in part to the indifferent weather when the four competitions were either scheduled to take place in gales or flat calms. Nevertheless, those who took part had great fun.

Our Solent Points Race this year was in June and unfortunately the weather was again unkind to us. The wind was not at all as forecast and we were faced with a

constantly changing and dying wind and eventually fog. The result was that we had to shorten the various classes in different parts of the Solent and although results were obtained the race was less satisfactory than we would have wished.

The WSCRA race the following day was equally frustrating as far as the weather was concerned, but again, results were obtained.

In the Round the Island Race in mid June the Club's results were quite outstanding. We won both Methuselahs for the team trophies. In the large boat class, *Solent Oyster* (John Bassett), *Countdown* (John Cantrill) and *Crystal* (Richard Bagnall), represented us and in the smaller class, *Smokey Too* (Tony Blachford), *Tomic* (Tom Husband) and *Masquerade* (Michael Pocock) were our team. This is the first time that any Club has won both Methuselahs.

At the end of June we ran the Macnamara's Bowl Series for lady crews in Contessa 32's. Although competitors are finding greater difficulty in borrowing boats there was nevertheless a turnout of ten ladies' crews, including one from Norway. They intend to come back next year and to bring reinforcements with them. Excellent racing was enjoyed in fairly robust conditions and a delightful crowd of ladies were most welcome to our Club. The event was won by Jessica Nunn in *Cantilena*, kindly lent by Brigadier Prickett.

The beginning of July saw the Owers Race being run by this Club as part of the Yachting World Triangular Series which is run jointly with the Royal Southern Yacht Club who run the Round the Wight by Night Race, and the Island Sailing Club who this year ran an Eastern Approaches Race. Conditions did not favour light-hearted racing and the number of finishers was small.

Whilst all this was going on Rob James and Naomi were winning the Round Britain Race in their Colt Cars trimaran which had been christened on our pontoon earlier in the year. Rodney Barton and Peter Johnson also took part in the Round Britain Race in *Blackjack*, Kitty Hampton in *Quest*, and Michael Cozens in *Gemervescence*.

Entries in the Annual and Junior Regattas in August were disappointingly small. The Cadets were the largest class – the Cocked Hat Trophy going to J. Young and the Coronation Cup to S. Perham. The Cruiser races were part of the WSCRA series.

The OOD 34 Match Racing in September had first class racing on the Saturday despite an adverse weather forecast, but was abandoned on the Sunday due to gale force winds. The racing on Saturday had, however, provided an outright winner, which were the Army Sailing Association entry, *Redcoat*.

The Potter Ship in early October attracted a very large fleet as usual. For those who managed to get round Black Rock in reasonable time before the wind dropped it became a race – for those who did not it became either a backward passage race towards the Needles or kedging in seven fathoms or more. The Potter Ship this year is being cleaned by Mr. & Mrs. J. R. Day who sailed a Lymington built Elizabethan 31, *Pace*.

In the final competition of the season our team of *Solent Oyster* (John Bassett), *Countdown* (John Cantrill) and *Crystal* (Richard Bagnall) won the Southern Inshore Team Trophy which really gave the Club an outstanding record for the year as we also won the Illingworth Trophy (the Inter-Club Team Championship) in the

RORC races; the yachts concerned were *Blue Point* (Mr. & Mrs. John Burton), *Solent Oyster* (John Bassett), *Countdown* (John Cantrill) and *Spartan* (R. Keeling).

As well as these results, the "X" Class, as will be seen from their own report, won the Philipson Shield in Cowes Week and Eric Williams won the Captain's Cup. The weather prevented them contesting the team trophy but the Club still hold this trophy from last year. They also won all their team races.

Other excellent results were recorded in the Two-Handed Round the Island Race by *Smokey Too* - Tony Blachford - and *Crystal* with the Bagnalls who were second and third overall respectively.

In a different field David Gay and Robin Bryer represented us well in *Royalist* and *Joli Brise* during the Tall Ships Race.

In America, Phil Crebbin is heavily involved in the challenge for the America's Cup and the Royal Lymington Cup in 1983 will be very much aimed to support this challenge.

Throughout the season the Thursday Evening races for cruisers and XODs, organized by Ann Littlejohn, have continued to be well supported. The series was won by *Smokey Too* (Tony Blachford and partners).

As far as 1983 is concerned there have been some modifications to the Solent Points Championship programme which have combined certain weekends to enable crews to socialize as well as race. We are combining with the Royal Solent Yacht Club for a West Solent Weekend at the beginning of September. We shall run the race on the Saturday and the Royal Solent will run a race on the Sunday.

To give some variety to the programme the Royal Lymington intends to run a passage race to Dartmouth at the Spring Bank Holiday whilst the cruising fraternity visit our friends at Le Havre. In addition we intend to run a cruising meet at St. Vaast, over the August Bank Holiday, as well as continuing with our Goathorn Meet which was so successful this year.

Away from the racing field Nick Davies and his wife have sailed away from the U.S.A. across the Pacific and are now in Australia; they will, no doubt, have a fine tale to tell when they return. In the meantime there is an excellent account of many aspects now in the Chart Room at the Club which makes most interesting reading.

On the other side of the world Geoffrey and Joan Francis, who left last April, have spent another summer completing many miles of cruising in Greece and Turkey. They are now back and intending to resume their cruising next April.

To wind up the racing season for 1982 we had a successful Cruiser/Racer Prizegiving on 23rd October when the major prizes of the season were presented. The prizewinners were as follows:-

Power Cup	<i>Silicon Ship</i>	G. W. Holmes
Ware Cup	<i>Tin Hau</i>	A. J. Weeden
Andreae Jones Trophy	<i>Scorpio</i>	P. K. B. Gatrill
Bacon Trophy	<i>Highland Fling</i>	I. A. S. Laidlaw
Cruiser Challenge Cup	<i>Sjohast</i>	J. Goodfellow

Sharpie Trophy and
Unimarine Cup
Harkaway Trophy

Cantilena
Smokey Too

Brig. A. J. C. Prickett
Messrs. Blachford, Boyland
and Strickland
M. Marcou
Mrs. J. Braithwaite
Army Sailing Association

Langtry Trophy
Jubilee Cup
Firanjo Cup

Saga
Merlin
Redcoat

At the Annual Dinner on 20th November the King's Cup for the best results in RORC races and the Saluki Salver for SPC races were presented by Mr. & Mrs. J. Burton, *Blue Point*, and the Jubilee Challenge Trophy to Group Captain R. B. Wardman for the best results in the restricted class in RORC races which he achieved in his yacht *Firanjo III*.

The running of this programme of racing is not done without the involvement of a large number of members who lend their yachts and who act as race committees. We can never have enough helpers so during the winter months we intend to run discussion evenings. These will be designed to train senior race officers as well as the many other helpers required to conduct our races and regattas. We must have back-up for the many helpers who have given their time and effort for many years and we are indebted to them.

Finally, a major event in our own waters was the return of our gallant ships and crews back from the South Atlantic. Many of our yachts went out to welcome them home. The most moving day must be the day the *QE2* sailed through the Needles Channel being met by Her Majesty the Queen Mother aboard *Britannia*.

Peter Wilson

Cruising 1982

Each successive year cruising activities increase with more of our members taking part in one aspect or another. 1982 was no exception and of course started, in fact, at the end of 1981, with the "Needles Relief". About eighty boats congregated off the Needles lighthouse the weekend before Christmas to see the Yarmouth lifeboat, under Coxswain Dave Kennett, deliver the parcels bought from the subscriptions of Royal Lymington Yacht Club members and other river users. The day itself produced beautiful weather and a calm sea but was in reality a brief "window" sandwiched between severe gales. How much longer this event will go on we do not know but automation of the light does not seem to be imminent.

Two of our main cruising awards were well contested. The Cadiz Cup is awarded to the writer of the log of the best cruise of the season and the Junior Brownlow Cup to the best log, describing a family cruise, written by a member's child under fifteen years of age. The Quains Cup is awarded to the writer of the log of the best cruise carried out in twenty-one days or under. Regrettably there was no suitable entry for the 1982 award. The Cadiz Cup was awarded to Leonard Wesson for a splendid single-handed cruise to the Azores and back, and the Junior Brownlow Cup to Suzanna Gwyn-Evans. All junior entries received a Lentune Pen.

In addition the Senior Brownlow Cup can be awarded by the Committee for any outstanding feat by a member in any sailing field where there is no other award or when the participant is a close runner up to a major award. In 1982 it was awarded to Dr. Carnegie for his cruise to Finland.

The second half of the winter was, as usual, taken up with the Wednesday evening cruise planning evenings. Several lectures were given by experts covering such fields as radios and radio aids, ropes, etc. The major part, however, covered the five main cruising areas of Normandy, Channel Islands, the West Country, North Brittany and South Brittany. These events were very well attended. In 1983 we intend to increase coverage by adding Holland, S. & S.W. Ireland and West Scotland.

The Le Havre Yacht Club should have visited us during Whitsun 1982 but we asked them to postpone this until 1983 as the Club was in the throes of the building extension. We had looked forward to welcoming their members during Whitsun 1983 but their own association with the Bosham Sailing Club precludes this. They have therefore asked us to visit them in 1983 and we have accepted their invitation for the Spring Bank Holiday weekend.

Cruising during the Summer was marred by some very patchy weather. Those getting away in May did get some settled patches but in June and July departures found everything, including gales and fog. Nevertheless, our boats wandered far and wide maintaining our reputation as an all round and very active club. We tried a new initiative in "Touchpoint 1982." There were selected places in each cruising area where members could meet if they were so inclined. However, it was not a success, perhaps due to the generally poor weather, so will not be repeated. However, we would stress that where members' boats meet up in various places every effort should be made by members to visit one another.

The annual Meet was held at Goathorn in Poole Harbour in beautiful weather and was a great success, with twenty-eight boats attending. (It was unfortunate that the gin pennant on a prominent Club official's boat was flown upside down - presumably indicating that the bar was empty!) During 1983 we intend to increase this type of activity by including a Meet at St. Vaast during August Bank Holiday. The normal Goathorn Meet is scheduled for September 10/11th. Details will be put on the notice board at the appropriate times.

We are glad to say that the general flag and ensign drill has improved. Regrettably we see, too often, defaced ensigns worn with no burgees at all, mostly by other clubs, but our club is not guiltless. It would be nice to see all our flags hauled tautly up to the full extent. Recently a Club boat was seen with her defaced ensign on a very loose halyard at half mast up the mizzen. Members are reminded of the Club rule that our defaced ensign may not be used unless the burgee is worn at the masthead or superior position. If burgees must be flown from cross trees then a plain Red Ensign must be used.

The best of luck and weather for 1983 and may the Gin Pennant always fly from the other man's boat.

Brian Macnamara

Lymington "X" Division - 1982

This season has seen the Lymington "X" Division thriving as never before. More than fifteen boats came to the line on thirty percent of the Wednesday races, and more than twenty turned out in more than thirty percent of the Saturday races. And our thanks go to our valiant corps of Race Officers who set many interesting courses which contributed to interesting and challenging racing. Even in the Autumn Series we had eighteen starters at the Club line including one visiting boat from Parkstone and one from Cowes. Some of these later races were pretty boisterous affairs and the Parkstone boat unhappily lost her mast.

This season has been characterised by a great variety of weather conditions. Instead of the usual preponderance of westerly and south-westerly winds we have had a lot of north-easterlies and south-easterlies and not a few calms. All no doubt due to the eruption of Mount St. Helens, which we can hardly blame for causing the Solent tides to rage unabated; even on the day when the X fleet struggled to round Sconce in a full spring flood. Your correspondent had to make five passes at it before scraping round and some never got round at all. Sconce must have been doing all of four and half knots that day!

Lymington had a very successful Cowes Week in spite of the shortage of wind. Eric Williams carried off the Captain's Cup, and the Division won the Phillipson Shield and retained the Team trophy because the races were "calmed out." Only eleven of our boats did the whole of Cowes Week but of these, four finished in the first ten and seven in the first twenty of the overall results. This must be considered a highly creditable tally; but competitors will look back on Cowes '82 as "character building." The Thursday race provided a course longer than that set for the Dragon Class but with a roaring spring ebb and no less than three looped marks. One boat rounded the fourth mark and returned to receive a gun. Three and a half hours later the Committee shortened the course.

Nearer home we sailed team races against Parkstone, Hamble, Yarmouth and Itchenor, and won them all. There was close competition for the Allott Cup. And on a hot summer afternoon Richard Smith was seen to have stopped his combine harvester while he peered over the Solent to see who was leading over at Yarmouth. There was a happy result in the Crew's Race, won by Lady Mary McDonald, with Sir Arthur as her crew.

In the Autumn Series, packed with incident, it was observed that Rob James, of round the world race fame, having braved the rigours of the Southern Ocean and Roaring Forties, gained the signal honour of being the only person this season to fall off an X-boat into the murky waters of Lymington River. They say that swallowing too much of that stuff is not a good thing. There are rumours about that Ian Howlett, when he has achieved the America's Cup, is about to embark on an even more challenging task - tangling with the Lymington Division of the "X" Class.

We were sad to hear of the death of John Perkins, the senior Trustee of the Club. In 1927 he owned X-18, then called *Nefertiti* but now called *Michelle* and still operational at Lymington. John Perkins and *Nefertiti* were founder members of the Lymington Division and *Nefertiti* was the second of a line of eleven X-boats built by

the Berthon Boat Company. The last of these was X-38 called *Exile*, built in 1928, and now racing at Parkstone. It may not be generally known that Captain Steele-Pilcher, the doyen of the X-Class, now in his nineties, and who sails the currently penultimate X-Boat, X-180 *Sans Peur VII*, was also a founder member of the Lymington Division in 1927 with X-31, then called *Friol* and now sailing at Parkstone as *Mimosa*. Another of this original fleet was X-23, then called *Bryn* but now called *Starlight*. She is now up for sale in Lymington and we should be happy to see her back in the fray. The twenties were days when traumatic changes were afoot and talk was of "marconi rig." In 1921 the gaff-rigged boats had brown sails. In 1922 they had white sails and the class insignia and numbers were introduced. There have been no innovations to the boats this year.

We tried an experiment in the recently completed Autumn Series. Instead of passing the river posts on their required sides we decided that they could all be ignored except for numbers ten and eleven. Only a few of the fleet ran aground but no doubt the vote at the next general meeting will express approval or otherwise.

It is in summers like the recently expired one that many people will have noticed how bad the fouling is in the river. The river does, of course, discharge large volumes of rain water and this must considerably reduce the salinity. When this combines with higher temperatures the rate of algae formation must be phenomenal. It didn't seem to matter what the thickness or toxicity of the anti-fouling paints used were, one just knew that scrubbing should have been done about every week. This is a real problem in a competitive fleet like ours because scrubbing either has to be done at the mercy of the tide or the cheque book. Roll on the day when we can have a quick lift out at the proposed Club hoist at any stage of the tide and follow half an hour's hard work with a couple of circuits round a pint of Pompey and a sandwich in the River Room. There would be precious few protests in such a race! Incidentally, this season has been remarkable for the small number of protests and general good humour all round. It bodes well for the continuity and esprit of the Lymington Division. See you all on the line next season.

Nicholas Dover

W.S.C.R.A. 1982

Apart from the Regatta Series this year's starters for individual races ranged from eleven to twenty-five yachts, a slight drop on last year's average. Notable was the drop in support for the IOR class, the difference appeared to have elected to sail in the WSCRA Handicap classes, in view of this changes are being considered for next year. The Regatta Series was well supported for all the clubs and will probably continue in much the same form next year. Generally, the weather was kind, plenty of sunshine but some of the longer races fated by lack of wind.

Members attention is drawn to the fact that WSCRA racing is for all abilities, it is not the West Solent's equivalent of the SPC, and is open for all to compete. The WSCRA Handicapping System on actual performance gives everybody the opportunity to be a winner, and if you do too much of that, a loser?

The WSCRA Committee, composed of delegates from all the West Solent clubs, is constantly reviewing the racing and puts forward suggestions to the clubs to

improve or vary the events. Equally, suggestions from individuals are welcome and often acted upon.

The arrangement of having a central organising club, this year the LTSC, has, after a few initial hiccups, worked well and will continue next year.

The WSCRA Annual Dinner and prizegiving will be at the Royal Lymington Yacht Club on November 27th and our guest of honour will be Major Peter Snowden of the Cowes Combined Clubs, a personality well known to yachtsmen in this area.

Roger P. Hawkes

House Notes

What a year! And yet despite all the turmoil things have carried on much as normal and from our very busy programme only the visit of our friends from Le Havre had to be postponed until next year. That this could have happened during such a major building programme is a very great credit to the Caterer, Michael Webb and his staff and the Steward, John Seal, and his staff.

Unfortunately, the remarkable success of the year was marred by the sad news of the death of Mr. Alan Brooks, our Caterer from 1964 until last year. Our deepest sympathy goes out to his wife and family.

The new extension is now fully operational and already proving its worth. It is so very rewarding to all those who have worked for so very long and so hard to see the Club being so well used. Perhaps once again the Club can truly be called a family club. The River Room, as it is called, is a wonderful sight to see now that so many of our members can feel free to bring their children with them. However, I would ask you all to remember the quiet enjoyment of other members and ensure the good behaviour of your children.

It is unfortunate, but it is a fact, that there is a small minority of members who forget that this is a Club. Other members must be considered. Children under the age of eight years of old are not members of the Club. It is incumbent upon their parents to remain with them and keep them under control. Likewise, it is not fair on other members to bring up prams and pushchairs into the River Room. Please leave them downstairs. The last thing in the world that my Committee wishes to do is to impose rules and regulations for those people for whom the River Room is of major benefit. Please help to make sure that we don't have to.

Whilst I am on the subject of behaviour can I also please remind members bringing their crews into the Club that they are also subject to the Rules of the Club. It has been very forcibly born upon us during our neighbouring club's Autumn Series that very many people treat our Club as open house. *If this is allowed to continue we shall lose our license.* Members bringing their crews into the Club as guests must sign them in.

Guests are guests; they are very welcome but they are not allowed to buy drinks at the bar. As I write this I have in front of me a copy of the "Club Mirror." It comments

on those Clubs seeking an easing of the regulations regarding visitors but goes on to point out that we already enjoy a not inconsiderable freedom from "official control." The police, for example, do not have an automatic right of entry into a club whereas they do in the case of a public house. This does not mean that we have anything to hide from the police but it would be tragic if we were to lose our freedom all because of the thoughtlessness of a very small minority. Please respect your Club and fellow Members. The River Room is a great success; please help to keep it so. The Caterer is, in addition to his traditional luncheons, providing a wide range of lower cost luncheon dishes that are proving highly acceptable. It is most gratifying to see so much use being made of the Club. For example, on the day of the Ladies' Luncheon, when the Library, Committee Room and Sun Lounge were full to bursting with some eighty-six ladies, the Dining Room and the River Room were also full.

Indeed, in view of the success of the Ladies Luncheon we are arranging for another in the Spring on May 10th.

Thanks to the River Room more people were able to come to the Laying Up Party and enjoy the delights of the West Indian Steel Band. Thanks to the River Room we were able to accommodate an additional 24 members at the Annual Dinner. Although they could not see the top table and our Guest of Honour, Robert Hardy, they were able to enjoy the excellent dinner that Michael prepared as well as enjoy our guest's speech over the loud-speaker. How delighted we were to be able to welcome Robert Hardy and his wife, especially in this year of the recovery of the *Mary Rose* in which project he has been closely involved both in fund raising and as a leading authority on the English long bow, many of which have been recovered from the wreck.

The winter programme is as full as ever, lectures, cruise planning evenings and special suppers. All as popular as ever, Happily this year we have been able to fit in the Christmas Supper again as well as the teenagers' disco. And, of course, we shall once again be holding our biennial yacht race game. If you have not yet enjoyed such an entertainment it is an evening to remember.

Yes, the Club continues to provide a broad spread of facilities and entertainment for a very broad spread of membership, which I believe are second to none. The River Room has enormously increased our ability to provide members with what they require from their Club.

The major alteration to the Club has inevitably produced some teething problems. A number of our members have quite understandably felt that the friendly atmosphere of the old bar has been lost. It will certainly be sad if we lose the support of any of our older members. With the accommodation we now have it must be possible to meet the requirements of both old and young.

Sebastian Chamberlain

THE ROYAL NATIONAL LIFEBOAT INSTITUTION

As a policy the Club has always supported the RNLI. The best way for individual yachtsmen to give support for the RNLI is by membership of *"Shoreline"*.

It is thought that a surprising number of yachtsmen may not be aware of *"Shoreline"*. Leaflets can be obtained from:-

John Bryce, Esq., 6 St. Anne's Gardens, Lymington (Tel. 74927)
or from the Club Office.