

ROYAL LYMINGTON YACHT CLUB

BULLETIN 1986



Titch Blachford celebrates her second victory in the Macnamara's Bowl event. 1987 will see the tenth event in this popular series, which in 1986 drew 100 lady competitors from 3 countries.

P A T R O N

Her Royal Highness The Princess Anne, Mrs Mark Phillips, GCV0

OFFICERS OF THE CLUB

Commodore: His Honour Judge Michael King

Vice-Commodore: Mrs E M H Caulcutt

Rear-Commodore: Dr J D Rogers

Rear-Commodore: Dr B S B Wood

When writing my contribution to the Bulletin these last 3 years, I have never had the pleasure of being able to say "what marvellous sailing weather we have enjoyed this year". Nevertheless the achievements of our members have been notable.

'Members' cruising activities have covered a large part of the Atlantic, the Mediterranean and the Baltic, extending from Halifax, Nova Scotia to the Azores, the Western Islands and Oslo and in Turkish waters. The new membership flag has been an undoubted success judging from the number that have been sold by the Secretary's Office. Four yachts in the Two-handed Transatlantic Race were sailed by members; another member raced in the Three Peaks Race: members were in the prize money in almost every Class in Cowes Week; and various team events were won in the name of the Club, not least the Viyella Cup.

A Junior Sailing Fund has been started with the 1,000 guinea Viyella Cup prize money to assist our sailors of the future in the training programme which has been set up by the Rear Commodore Sailing. What a bonus it would be if the Fund grew large enough to produce an annual income for this purpose. Generous members please bring out your cheque books! In life we are always being asked to subscribe to this and that, but have you thought perhaps of leaving a bequest to the Club in your Will? Or you might consider leaving the Club Debentures you hold to the Junior Sailing Fund?

There have been a number of comings and goings by Club staff during the year and we were very sad to lose our Steward, John Seal, after his gallant fight to overcome his illness. Members were able to contribute to a fund which was given to his widow, Vivienne. There have been changes in the bar and office staff, but not, thank goodness, in the boatmen staff. We welcome all the newcomers and hope they will be happy in the Club and preserve the happy atmosphere which has prevailed in the past.

Subscriptions are to go up.

For years we have thrived by increasing the membership numbers, benefitting by the extra entrance fees and subscriptions. Inevitably this had to stop at some point and now we are feeling the pinch. We have spent a great deal of money in recent years increasing the facilities by the addition of the River Room, enlarging the forecourt, converting the Old Sail Loft, creating a new workshop for the boatmen, purchasing a computer and new Club tenders etc. We are consequently faced with a large number of 'housekeeping' jobs to bring the Clubhouse up to the mark, and we have to maintain the new facilities too.

This is no reflection on the work of the DIY team - they toil endlessly for us and save us hundreds, if not thousands, of pounds each year, but they simply cannot cope with everything.

So, in order to keep the pot boiling, subscriptions have to increase substantially.

We are told that there are many people waiting to join the Club. It may be some time before the Waiting List clears and we can accept applications again. When this happens we must be sure that we only propose candidates who are actively involved in yachting and will help the Club.

The Sub-Committee who have brought our rules up to date need a pat on the back. They have spent hours of their valuable time on the task and we are very grateful to them.

I would like to thank the Flag Officers, Committee members, members and members of staff who have helped me with deeds and advice during my term as Vice Commodore. I have had two spells 'down under' during this time, seven weeks in Auckland, New Zealand, and now four months in Perth, Australia. I am proud of the reputation that our Club commands in these far off countries.

One final plea: please be sure that you show that you are proud to be a member of the Royal Lympington Yacht Club by flying the burgee, and particularly in the River and the vicinity of Lympington. There is little that gets up one's nose more than a member's yacht alongside the Club pontoon flying the burgee of another club!

Eileen Caulcutt

SAILING

The season has been a good one for the Club, quieter than some on the racing side, but members have made some remarkable passages. Liz and Anne Hammick cruised across the Atlantic in Wrestler of Leigh. Mike and Pat Pocock raced Blackjack across and cruised back via Canada, the Azores and N W Spain, and Hugh Marriott made a successful single-handed passage to the Azores and Portugal in his 28' Charmed Quark. Several other members competed in the Double-handed Transatlantic Race.

The Royal Lympington Cup was won by Peter Isler from a very competitive field including young New Zealand 12 metre skipper Chris Dickson, who was second. The Club has two members, Phil Crebbin and Chris Law, in the crew of White Crusader.

The Royal Yacht Squadron's Viyella Cup was won for the Club by Nick Ryley and his crew; Chris Rustom, Paul Clifford, David Alan Williams, Gordon Stredwick and Simon Cousins.

Not only did they bring back the handsome trophy that now dominates the landing, but also 1,000 guineas which have been donated to the Junior Sailing Fund. We must make every effort to keep this trophy.

I think that the Squadron has used the considerable sum of Viyella sponsorship money very wisely by promoting an event for the ordinary yacht club member rather than putting yet more resources into the grand prix end of yachting which is already beyond the reach of most of us. The more money from sponsors that can be passed down to the grass roots level, the better for our sport.

There is more and more money available, and as the racquet we need for our sport is so expensive, wise use of sponsorship by the Club is important. I am sure that if we do not find ways to turn sponsors' money into both satisfied club sailors and satisfied sponsors, other clubs will.

Junior Sailing has gone from strength to strength this year, with an encouraging increase in dinghy racing at the week-ends. In July the Club was recognised as an RYA Training Establishment under Chris Beeton as Principal. This has given us a standard to work to and maintain. The RYA were impressed by the Wednesday training for local children. They believe that the Club is unique in providing this and they hope that other clubs will follow our example. Teaching children to love sailing needs many pairs of eyes as well as hands. Regular helpers are urgently needed on Wednesday afternoons, Saturday afternoons and Sunday mornings and occasional help is also very welcome.

I should make it clear to parents and other potential participants that the weekend dinghy racing events are not part of the Club teaching scheme, which is confined to Wednesday afternoons. The teaching sessions are carefully controlled and supervised to RYA standards with safety boats in close attendance. The weekend racing is also supported by safety boats, but the supervision is exercised at the group rather than the individual level. No special supervision is provided at weekends to those who come down as Club members to sail their dinghies for fun without racing, and parents should be aware of this. It is sad but true that some other river users have been quick to assume that every dinghy which capsizes in the Lymington River, or gets in the way of the ferry, is evidence of inadequacy in the Club's supervision of junior sailors. The river is of course available to anyone who wants to sail a dinghy, whether he is a club member or not. It is also regrettably true that the presence of dinghies tied to the pontoon has come to be associated solely with the junior sailing scheme. This is true only for four hours each Wednesday afternoon: dinghies using the pontoon for the other six and a half days of the week signify only Club members using the club's facilities.

There is mounting pressure on yachtsmen by bureaucrats to have some form of certificate of competence, such as is already compulsory in some European countries. We are doing what we can to resist it in this country, but for those who would like to prepare themselves for the worst, the Club can help you. Chris Beeton is qualified to examine for RYA National Certificates and we can lay on courses for those who are interested. We have already run a Sportsboat and Rescue Certificate course and Doug is an RYA-approved instructor. Any member interested should speak to Chris Beeton, John Woollett or myself.

The Club is enjoyed by its members because of all the sailing and social events and facilities that it offers, but I think that its reputation around the world is largely based on its sailing programme.

This cannot be run in isolation from what is happening in yachting elsewhere. We need to adapt and if possible provide vision and leadership wherever we can.

Jonathan Rogers

CRUISING

The past cruising season got off to a poor start as far as the weather was concerned, and it was not until mid-June that there was an improvement, which lasted until late July. Nevertheless there were some notable cruises. Mike and Pat Pocock in 'Blackjack' took part in the Two-handed Transatlantic Race and then returned via Canada, the Azores and N W Spain, covering 7,500 miles in all. Sir Bernard Scott, in 'Condor of Beaulieu', went to the Azores and back via Falmouth, a total of 3,512 miles. Sir Peter Johnson in 'Highwayman' went to Marstrand and back and took part in the Skaw Race, covering 2,000 miles, and Terry Gerald in 'Triculette' covered 1,800 miles whilst participating in the Three Peaks Race established in memory of Major Tilman. In all, there were 57 entries in the Cruise Book, adding up to a total of 45,320 miles. However, there are still many members who do not enter their voyages in the book. It is not only the more adventurous cruises that should be entered, but any voyage to destinations over 60 miles from Lympington. This enables us to get a complete picture of the Club's offshore activities, which is a useful guide for future planning.

Goathorn Meet

This took place at the May Day holiday weekend and was attended by 8 yachts, in spite of a gale warning and the cancellation of racing due to 48 knot winds. The prospect of oil drilling on Furzey Island may make the surroundings less attractive and impose some restrictions: nevertheless it is a good target for the beginning of the season, and will be repeated in 1987.

Le Havre Visit

At Whitsun it was the turn of the Societe des Regates du Havre (SRH) to visit us. 12 SRH yachts came over and were berthed on the Club pontoon and in the Yacht Haven, whilst Denys Pelfresne, the President, and Henri Basset, the International Relations Officer, came by ferry. An enjoyable Vin d'Honneur and lunch took place in the Clubhouse, many old friendships were renewed and others formed. The SRH is the oldest yacht club in France and the 13th oldest in the world. They are celebrating their 150th anniversary in 1988 and have asked us to postpone our next visit until then to join their celebrations. We are planning another meet in France for the 1987 Spring Bank Holiday week-end, probably at Courseulles.

Visit From St Vaast

For several years we have urged the Cercle Nautique de la Hougue (CNH), with whom we have reciprocal membership, to visit us, and this year they chose to do so on 14th July, as part of their 'Rallye Solent'. 8 yachts arrived and were berthed on the pontoon and we had a most enjoyable dinner together in the Clubhouse, though sadly - because of the date - a number of members, who would have liked to welcome them, were away cruising. Those attending included Alban and Janine Davy, the President of CNH and his wife. We understand that they intend to make their visit an annual event in mid July.

Meet At St Vaast

Our return visit to St Vaast and the CNH took place during the August Bank Holiday week-end. Forty Club yachts were present, including the Commodore and the Rear Commodore House, and some 90 members joined the CNH for drinks and dinner at the Fuchsia Hotel on Saturday 23rd August. On Sunday there was a team race in 320s in the harbour. Our team was managed by Michael Thoyts and captained by Hamish Macnamara, with members in a wide age bracket. We won and were presented with a cup which is now established as an annual challenge trophy between our two clubs. The imminence of 'Hurricane Charlie' led some boats to leave ahead of the coming storm on Sunday, but the rest were weatherbound until Thursday, and were well looked after by our French friends.

In 1987 the St Vaast Meet is programmed for the week-end 22 & 23 August. This is the week-end before the Bank Holiday and may not be so convenient for some members, but is necessary because the French holiday period finishes at the end of August and many CNH members will have left by then.

Winter Activities

The Needles Relief in 1985 took place on the Saturday before Christmas, but gale force winds meant that only 6 yachts of the 70 who had intended to come made it to the lighthouse.

The lifeboat made two attempts to deliver the parcels, but in the end this had to wait until the next day. There was excellent television coverage, including the national news. About 40 yachts made it to Yarmouth, and enjoyed the hospitality of the Royal Solent and various hostelrys. By the time that this Bulletin is published, the 1986 Needles Relief will be over, and we will be a year closer to the time when the lighthouse will no longer be manned. We must then find another focus for this winter activity through which we, as yachtsmen, can express our appreciation of those who contribute to our convenience and safety.

The Cruiser Evenings in the first part of the year were well attended, particularly the talk on Normandy by Claude do Fontenay, the Vice-President of the SRH. This year we are again following a similar programme, but we would welcome suggestions for new ideas for 1988.

Cruising Awards

The Cadiz Cup for 1985 was won by Anne Hammick for the beautifully presented log prepared by her and Elizabeth of a cruise to the West Indies and back in 'Wrestler of Leigh'.

The Quains Cup was awarded to Major Bill Ingall for a 3 week cruise to Spain and back, and the Senior Brownlow Cup went to Douglas Ridout in 'Wild Otter' for his cruise to Yugoslavia and Venice - 4,200 miles in 5 months, and over 80 anchorages. The Junior Brownlow Cup was awarded to Amy Chamberlain and Lentune Pens were won by Polly and Katy Gleadell.

Future Developments and Questionnaire

The Cruising Sub-Committee has been enlarged with the object of becoming more responsive to the requirements of members, but to do this we need to know what members want. Some of this is achieved by personal contact, but in a Club as large as ours we also need to get an overall picture. It would help therefore if members who are interested in cruising in the widest sense, no matter how modest they may consider their activities, would complete the enclose questionnaire and take or send it to the office.

Amongst subjects that we have been considering recently, are the proposals for a one-design Cruiser-Racer, a Decca course, a Sea Survival course, the testing of flares and ways of assisting members working for RYA qualifications to acquire the necessary sea-time, as well as chart room improvements.

There are a number of matters which are liable to affect all of us who sail offshore, which we are watching closely with a view to influencing proposed changes. Electronic and visual navigational aids, weather forecasting, qualifications of crews and regulations affecting the use of yachts at home and abroad are all subject to alteration and we need to be aware of what is going on.

I am now a member of the RYA Cruising Committee and therefore in a better position to do this and to make our views known. I hope that members who have encountered problems, particularly with overseas regulations, will let me know so that I can take up the matter.

Cruising Dinner

The Cruising Dinner last year was held on 8th March and the principal guest was Ralph Hammond Innes. This year it will be on 7th March 1987 and the principal guest will be Sir Peter Gadsden. May I remind everyone that if the dinner is over-subscribed, as is likely, priority will be given to those who have recorded their cruises in the Cruise Book.

Finally, good cruising in 1987 and remember to enter it in the book.

John Woollett

Cruising Captain

LYMINGTON "X" DIVISION

'Always there!' as the lady wails at the end of the now famous sea soap - but there the likeness ends between it and the Lymington 'X' Division - though Jack Rolfe must surely approve of them - real, wooden, boats! We usually are there - at the top of the league in the 'X' Class at Cowes Week - but thank goodness most of us are neither dead, ruined, nor crossed in love!

Its been a good season at Lymington with averages of 15 starters on Wednesdays, 18 on Saturdays and 8 on Annie's Thursday evenings. The Sunday series was not well supported so it has been decided to suspend it for next season. This will allow some days for the special races normally sailed on Saturday mornings or for re-sailing races abandoned for no or too much wind. Richard Smith won the three main prizes in X-5 'Madcap', perhaps appropriate in her 75th anniversary year, but the other honours were distributed between 12 other boats. This demonstrates the highly competitive nature of the division, with Joan Braithwaite winning the Wednesday Half-points Cub in her brand new boat X-183 'Condor'.

The season was not without incident. A freak day in July hit the fleet with a series of N W squalls. The Lymington fleet got safely through them but at Yarmouth Harry Minchin's boat 'Perdix' capsized and sank. She was salvaged later, covered in Japanese seaweed.

Later on, at Yarmouth Royal Solent Regatta, Bob Nock in X-102 'Whiskey Johnnie' was about to cross the finishing line from 'Black Rock' when, while passing the pier, he was struck on the head by a fish-hook which embedded itself in his scalp. He had to be rushed ashore and have surgery to get the thing out. You have to watch out by that pier: its not unusual to have a rain of weights pitter-pattering on your mainsail.

Having survived 'Hurricane Charlie' in August, 3 September brought another N W gale. An incoming ferry was blown off course coming round the corner, swung outwards and side-swiped 6 X-boats on their moorings. Repairs to two of them will be quite expensive; the others not so serious. Fortunately there are still some good shipwrights around Lymington.

Fourteen boats competed at Cowes Week in a fleet of 73 in a broad spectrum of weather ranging from gales to calm. We lost the Team Race final, and so the Shield, to the Itchenor Division, which leaves a blank space on the bar wall. This aberration must have been due to the weather which was quite the foulest for a long time. There was very little wind but it poured with rain the entire day from mainsail up to mainsail down. Under these conditions, and with the Solent slop, people were not in the mood to watch the wind-shifts. Never mind, overall we won the Philipson Shield by a handsome margin. James Wallrock sailing X-3 'Silhouette' won the Hiscock Cup in very hairy conditions, even though he nearly lost it by signing the declaration sheet on the wrong dotted line!

Barry Dunning, X-119 'Lone Star', won the Steele Pilcher Salver and the Frank Beken Trophy to chalk up the incredibly low series total of 8.5 points, while Richard Smith, X-5 'Madcap', won the Veteran X-boat Trophy with 9 points. Philip Grundy, X-176 'Crumpet', now Captain of the Lymington Division, won the Sam Southern Cup, so a fair whack of the silverware has come back to Lymington. It is too bad that the overall result for the Captain's Cup, the premier individual trophy, can only be termed provisional because of an appeal to the RYA. The wind faded in the latter part of the last Saturday race and a Committee vessel had to be on station to finish the White Group classes at Peel Bank Buoy. A late finisher protested the direction in which the finishing line had to be 'crossed'. Finishing, as we have now discovered, is not quite as straightforward as it might seem when the RYA definition of finishing is given priority over all other considerations. The protest is now in the last stage of final appeal to the RYA. This cannot be heard until December, so the winner of the Captain's Cup cannot be announced before January.

Whichever way the appeal goes, not everyone will be satisfied and it may well become a cause celebre. Those of us who go yacht racing these days who think we can just get by with the RYA little red rule book and the occasional plaintive cry of 'Starboard' or 'Water' have another think coming.

We must ask Santa to put a copy of Mary Pera, Sambrooke Sturges, Elvstrom and the Interpretations of the 1YRU in our stockings, as well as get a good lawyer!

At the end of its 75th anniversary year the 'X' Class is in great shape. 3 and possibly as many as 5 new boats may be under construction. At least one of these may be joining the division. The inflational and financial constraints on new building may be phasing out so the problem once again will be moorings.

The other divisions are after our blood, so even if we cannot quite afford 30 mainsails, 58 genoas, and 62 spinnakers as the Kookaburras are reported to have, we must look to our tuning. The minimum weight of the boats in our fleet has been found to be 1,240 Kgs, stripped of all loose gear but otherwise fully rigged.

The Class Association did not see fit this year to modify the specification change that was passed last year banning the use of epoxy resin. All the indications seem to be that boats that have received treatment with this material have benefitted from it and no single instance to the contrary is on record. One wonders where we go from here, because the ban means that the owner of a leaky old boat is not going to be able to paste it together properly into one piece and so compete with those who were lucky enough to pre-empt the rule change.

In case readers have not seen a copy of Courvoisier's 'Book of the Best', edited by the Earl of Litchfield, they may be interested to know that in the activity headed 'Sailing' one of the best is at Lymington, 'an exclusive little town' at the Royal Lymington Yacht Club, and in - you guessed it - the 'X' One Design Class!

Nicholas Dover

MACNAMARA'S BOWL

A light-hearted atmosphere characterised the 1986 Macnamara's Bowl week-end. This was typified by the banner displaying the legend 'Owners' Enclosure' on Roger Hawkes' 'Icebreaker' which, manned by husbands, J24 owners, boyfriends and even babies, accompanied the racing fleet in the role of supporters' boat.

However the racing was in deadly earnest, with Titch Blachford back in 'Hedgehog' after a year's maternity leave, attempting to wrest her trophy back from the 1985 winner, Debbie Gorrod of Hamble. It was quite a family affair: baby Christopher was out watching with Tony, while mother Annie Littlejohn assisted Chief Race Officer, Eileen Caulcutt on David Lewis's 'Rumpus'.

A record entry of 20 boats representing UK clubs, Holland and Canada gathered at the Clubhouse, and were generously berthed free at the Yacht Haven. Despite light winds, the competition was to a high standard, with Ruth Rhodes of Brighton (2nd overall) providing Titch with strong opposition. The innovation of a practice day had helped those new to Solent tides. The Dutch sent over an armada of 4 boats, with the popular Hanna Zuiderbaan-Schoen (3rd overall) taking home the new Overseas Trophy, which had been presented by the UK J24 Association. The Rogers 'Wooden Spoon' was re-presented this year and awarded to 'Hi-jack' for consistently coming last in a very sporting fashion.

Michael Webb and his team who served an excellent supper for the dinner-dance had difficulty finding enough chairs for the record number of competitors, supporters and helpers. Doug and his assistants provided their usual unflappable service on the water, while the ever-patient office staff worked away efficiently, putting in a request for interpreters next time. We may be calling on volunteers fluent in French, Dutch and even Japanese!

Roy Taylor's rescue boat was fortunately not needed in that capacity but was most useful as a photographers' launch. Pierre Rostand's luxurious 'Formanda' proved to be the perfect boat for entertaining our sponsors, Esso Petroleum.

At the prizegiving the Commodore carried out one of his most onerous duties when, assisted by Reg Clay, Manager of Esso, Fawley, he kissed all members of the winning crews. Titch Blachford, now twice winner of the Macnamara's Bowl, later also received the Jack in the Basket Trophy from HRH The Princess Anne, at the Annual Dinner. Our thanks to the hard-working Sub-Committee and many helpers who contributed to the organisation of this event, not least to the J24 owners without whose boats there would be no racing, and to Thompson, Heath and Bond, who once again provided skippers with insurance.

We look forward in 1987 to the 10th anniversary of Macnamara's Bowl in the knowledge that women's keelboat racing, once almost unknown, is now firmly established in many countries' racing calendars.

Organising Committee: Ros Bond, Titch Blachford, Jenny Collyer, Rachel Nuding, Carol Tinley, Rosemary Taylor.

Rosemary Taylor

Staff

The sad loss of John Seal emphasised how much we had come to depend on him not only for supervising the bar but for the smooth running of the Club as a whole. We are all very grateful for the help from Michael Webb and from Jean Wade in making up for some of the gaps in service over this period. Now that John McPhee has taken over we are getting back on to a more even keel.

The Old Sail Loft and Junior Room

These, the brainchildren of James Horsfall, are now fully operational and with the industry and imagination of Jan Brice their walls are a worthy testimony to the Club's past history. Further memorabilia from Members, whether gifted or on loan, would be most welcome.

Fabric

Edward Pratt retired as Keeper of the Fabric after many years of service and he remains a great help as a memory bank of what went on in the past and what we have to beware of in the future. The energy and enthusiasm of his successor, Michael Walton, is already becoming apparent. Projects of maintaining the structure and decorating or protecting it are in hand 'as soon as money becomes available'.

The above phrase could be an excuse for the House Committee to do nothing, but we cannot take this line as events overtake us in the form of leaks, rot, subsidence and just simple dirt. So far this year two bar windows have been replaced, the central heating has been largely re-piped and the flat roof covered. Re-decoration of the main hallway, stairs and Ladies Cloakroom have been completed. The floor of the Ladies and the back bar have needed re-tiling.

In order to restore the building to a state from which normal annual maintenance can keep pace, retiling the pitched roof, further drainage to the crane area with a watch on subsidence in the forecourt and some more exterior painting will be necessary.

Of more interest is our intention to improve the shower area in the Ladies Cloakroom so that wet suited juniors can undress on drained duckboards and avoid leaving the 'Powder Room' area awash. The men's showers and lavatories also suffer drainage problems at times of dinghy racing and this is under consideration.

Furnishing and Equipment

Obvious candidates for early replacement are the bar carpet, its chairs and those in the Library, probably when that area comes in for routine redecoration. All this has been kept in check so far by the dedicated DIY team under Douglas Marsh who keep propping things up as they fall or break down, and these unsung heroes deserve our warm thanks.

A slide projector has been purchased to help out with lectures and an overhead projector is envisaged for Cruising Evenings.

Last year it was decided not to retain the gaming machine, which was considered objectionable on various counts, but to examine ways of increasing the income derived from the Lottery. Perhaps those members who like a flutter would join or increase their stake in the Lottery. Forms on the board or by post from the Secretary.

Attempts to improve the public address system are being energetically pursued. It works so long as the gathering keeps quiet but it cannot overcome background chatter once people's interest starts to wander. Members please note.

Club Programme: Innovations

This has followed the same general pattern except that a Vegetarian Dinner has been brought in just after the Winter Solstice as a form of penance and we will have to see how it goes. Every Saturday has been filled with a special occasion and some members dislike this as it cuts out the spontaneous visit to the Club for a meal with some friends or even alone. It is not however easy for the Caterer to cope with such uncertainty in the Winter and the House Committee have gone along with that view.

Stewarding by Members at busy times: An Enjoinder

At Regattas, Solent Points Series, discos etc, Committee Members and other valiant folk volunteer to try and check that only those people who are entitled to use the Club do so. They do not do this to sublimate a frustrated power complex, although some Members - fortunately very few - seem to think so and resent being asked if they belong. With 3,000 Members on the books no one person can possibly know more than a small minority and this may well include some of the most senior Members. If the Club wishes to retain its use exclusively for those entitled to it (and keep its licence) please cooperate with those who have given up an hour or so for your behalf.

Committee Membership

Carol Tinley retires after three years devising with Michael Webb our varied and usually appreciated menus and I am very grateful to her for dealing with this so efficiently.

As already mentioned Douglas Marsh has propped up the Club with his DIY team and he also will be much missed for his counsel in this and related matters. The remaining House Committee Members and the new ones to be appointed are ready to receive suggestions on any matters within their purview. Complaints should be directed to their Chairman who is quite accustomed to receiving such and might even get something done about them.

Ben Wood

POSTSCRIPT - EILEEN CAULCUTT

Our Vice-Commodore, whose words appear at the beginning of this bulletin, has been in Fremantle since September as one of the Challenge Club's observers for the elimination series to select a challenger for the America's Cup.

The following is a summary of a press release issued on 27th November 1986.

Eileen Caulcutt - Special Award for Service to Yachting

LONDON, November 27th - The Vice-Commodore of the Royal Lympington Yacht Club, Mrs Eileen Caulcutt, today received a Special Award for Service to Club Yachting under the Silk Cut Nautical Awards Scheme.

One of the best known and respected names in yachting circles, Mrs Caulcutt was selected for the award by a panel of judges chaired by Chay Blyth, for her outstanding services to the Royal Lympington Yacht Club and yachting generally.

The Club Secretary received the Award on behalf of Eileen Caulcutt from the Rt Hon John Stanley, Minister of Defence for the Armed Forces, at a lunch given by the sponsors at the Savoy Hotel, London.

The scheme, which is now in its third year, was designed to reward those who have made an outstanding contribution to the nautical and marine world in one of the following areas: Seamanship, Rescue, Club Yachting Service, Design and Yacht Racing.

Eileen Caulcutt, who has been Vice-Commodore of the Royal Lympington Yacht Club since 1984, has been the club's Senior Race Officer for the past ten years. She also served with distinction as Rear Commodore Sailing, from 1979 to 1981.

Eileen's formidable enthusiasm and energy also led her to serve on the RYA Race Management Committee and she has been Senior Race Officer at various international events including Antigua Week. She also has a high reputation as a compiler of sailing instructions as a result of her association with the Solent Points Championship.

Since 1976, she has been Chairman of the Steering Committee for the Club's Match Racing event, which was originally based upon the US Congressional Cup series.

The first event of its kind to be held outside the US, the Westerly Royal Lymington Cup has achieved a very high international reputation.

With over 3,000 members, the Royal Lymington Yacht Club also has a large cruising membership, and is active in many other aspects of yachting, from dinghy regattas to helping to run the inshore races of the Admirals Cup Series.

John Guillaume

Acting Editor