

THE REV. V K C LOGAN'S HISTORY.

Some Notes about the Lymington River and Yachting
With rather Special References to what is now
The Royal Lymington Yacht Club 1914 -1968

Archivist Comments: These Additional Notes on this page are intended to assist the reader.

This History by the Reverend V. K. G. Logan regrettably is incomplete, as it appears that only Copy No. 1 had the pictures and some graphics.

However it does contain quite a lot of very interesting History and fills some of the gaps missing in the Club's History due to the Great Flood of 1989.

This Rev. V K C Logan may well have been the local Vicar in the 1920's. But when he wrote his History in 1968 he lived in Winchester and so it must have been quite an expedition to re-visit Lymington in his later life before the Motorway.

Some slight anomalies:

The mention of the 12' Pram is not to be confused with the 14' Lymington Pram. It may well be that a 12' earlier version was on the river before Dan Bran built the first 14' Pram in 1925. [See these Pages 1 & 9]

See also references to Dan Bran & Capt. H H Nicholson –
Page 20 50th Anniversary Book – also on Website Archives.

Dan Bran's Boatshed:

Located on the old sea wall on the corner of the seawater bathes overlooking the river. See 50th Anniversary Book.

Members Contribution:

The accuracy of this History has not been checked. It is not intended to be discourteous to Rev. Logan's memory – but it seems that reading his History that it was done under some duress and difficulty. He was writing over 40+ years after some of the events. As he was one of the few founder members he possibly was asked to write a piece for the Archives without the benefit of notes, or help and local assistance.

Any extra information any Member has that can verify or otherwise any of this narrative will be of assistance to the Club Archivist.

SOME NOTES

ABOUT THE LYMINGTON RIVER

AND YACHTING

WITH RATHER SPECIAL REFERENCE

TO WHAT IS NOW -

THE ROYAL LYMINGTON YACHT CLUB

1914 to 1968

BY: V. K. C. LOGAN

FOREWORD

I am deeply conscious of the fact that there are many people much more competent than myself, who could have produced these notes, so I shall be grateful for any constructive advice, and for more information. I only write them, because so far as I am aware, no one has yet done so, and it is desirable that things should be recorded on paper, pending the possible production of some form of history by someone else at a later date, and before things are entirely forgotten.

These notes are produced from the following sources, for which I am most grateful:-

- | | |
|-------------------|---|
| Before 1914 | The Encyclopedia Britannica, and various guide books. |
| From 1914 to 1938 | Mostly from my own personal memory. |
| After 1938 | From some personal memories.
From Club records.
From a large number of conversations with various people. |

To those who read these notes, I apologise for including personal items of interest, but I rather want the notes to be my own 'souvenir' of a very happy time: if they are also of some interest to others, then I am glad that this is so.

CONTENTS

	<u>Page</u>
1. Preamble - General	1
- Lymington	1
2. 1914 and The Lymington River	
Sailing Club No. 1.	2
3. 1921 and The Lymington River	
Sailing Club No. 2.	2
4. The Lymington Yacht Club	4
5. The Royal Lymington Yacht Club	5
6. The Lymington Rowing Club	5
The Lymington Town Sailing Club	5
The Salterns Sailing Club	5
The Keyhaven Yacht Club and Hurst	5
Castle Sailing Club	6
The 9th Lymington Sea Scouts	6
7. Appendices:-	
* I. Club of Officers	7
* II. Club Membership of the R.L.Y.C.	8
* III. Some notes on Racing Classes	9
IV. Sketches of Club Badges etc.	10
V. 'Logan' boats on The Lymington River.	10
VI. Addenda and Corrigenda.	11
 * Appendices I, II, and III are regrettably incomplete, because of missing Club records, and faulty memory. Appendix III has been prepared by persons, other than myself, more competent to write on this subject.	
 <u>NOTE:</u> In the illustrated editions, photographs will be found on the orange pages. Other editions are text only. Appendices are on the blue pages.	

PREAMBLE

YACHTING IN GENERAL

Yachting has been defined as the art of using boats of any kind for sport or pleasure, and I think it can be safely said that prehistoric man did not go yachting although he did use primitive means of water transport when it was vitally necessary.

The water to him was full of unknown perils, and therefore to be avoided.

The same thing probably applied to the ancient Briton. Whether or not the Vikings were sometimes Yachtsmen, I do not know, although of course they were brilliant seamen.

The Romans may have yachted on the mediterranean in summer, but I doubt if they did round the coasts of Britain.

Pleasure boating certainly existed in the 18th Century, but was confined to Kings, Princes, and other illustrious persons; it was not until the 19th Century that it began to become a pastime as we know it today, and even at this later date it was confined to the wealthy, and Clubs were few and far between.

The Cork Harbour Water Club was founded in 1720; it is now known as The Royal Cork Yacht Club.

In 1812 was founded the Yacht Club of Cowes by some fifty boat owners. It has now become The Royal Yacht Squadron.

By 1833 there were some 30 Yacht Clubs round Britain and 1200 to 1300 yachts of one sort and another. According to such records as I have been able to study, none of the 30 were at Lyminster, but there may well have been one before this date.

As far as I remember, there was an occasion in 1923, 24, 25, when the late Dan Bran showed me a very tattered Lloyds register of Yachts and drew my attention to a Lyminster Sailing Club whose Burgee was white, with a red rose thereon.

I greatly regret that I did not at the time take more notice of this, and therefore do not know what was the date of the Lloyds Register, and cannot therefore find out more about it, without a great deal of research, for which at the moment, I have not time.

LYMINGTON

There is no doubt that there were yachts based on Lyminster at the end of the 19th Century, but again belonging presumably to very wealthy people, and they were probably large craft used for cruising.

In 1912, when I was a boy I was given a punt which I used on the river at Roydon, where my father then lived. This punt had been made by a certain Major Stevens, who then lived at Passford Cottage; it was named 'Mudlarklet' and I always understood that it had been used as a tender to Major Stevens' yacht named 'Mudlark' and that it had been given to me because he had built a more suitable tender, for himself. It had a tarred bottom and green top-sides.

By 1914 I used to overhear talk of boats called 'prams' (later called scows) to distinguish them from a later larger craft which was given the name pram.

1914 AND THE LYMINGTON RIVER SAILING CLUB

At the beginning of 1914, fourteen people of whom my father was one, founded a Lyminster River Sailing Club. The original members were joined by four more shortly after the start, making a total of 18 members. A handbooklet was produced, giving a list of members and rules. The Captain was Captain H. H. Nicholson (later of Creek Cottage); there was no Commodore. Captain Nicholson, who was a great seaman was regarded with great respect, and in the years after World War I, with great affection, especially by the younger members for whom he did so much, to help them with sailing.

This club was really a racing club for prams, although in between the weekly races (held between May 15th and August 15th) members cruised about the river, and the solent, and when the weather was suitable, going as far afield as Yarmouth, and Newtown in the Isle of Wight.

There were also some pram owners who were not members of the Club. Prams were built either by Dan Bran or by the Berthon Boat Company, and if I remember correctly, cost under £20 complete.

I have included a very brief account of their details in the Appendix.

The first World War started on August 4th 1914 and closed down the club, even before it could have its final race of the season, or its first Annual General Meeting due to be held in the autumn of that year.

The club subscription was to be 10/- per annum payable on Lady Day, and from this prizes were to be awarded at the end of the season.

At this time, although I did not go afloat myself with my father, I was taken two or three times a week in summer to the Lyminster Baths, and I do vaguely remember a few yachts larger than prams being pointed out to me.

Yachting was still very much a private venture of the few, and I observe that Guide Books, even as late as 1924, do not mention any form of boating although they do mention the baths and swimming.

To the general public at large, Lyminster was only a 'jumping off point' for the Isle of Wight.

1921 AND THE LYMINGTON RIVER SAILING CLUB

As soon as my father and others returned from the war, they acquired boats, and although we no longer lived near Lyminster, we spent many summers in, or near.

My father acquired an ex Lee on the Solent one design, which we named 'Water Wagtail'; the 1914 pram was also resurrected, and her name changed from 'Loganberry' to 'Water Rat'. We rather liked a little uniformity, and followed the line taken by a family I believe called Young, all of whose boats were named 'Kitti-something'. In particular I remember 'Kittiwake' and 'Kittihawk'. The punt 'Mudlarklet' was also resurrected as tender to 'Water Rat' and 'Water Wagtail', both of which were moored off Dan Bran's slipway. The Harbour dues were 5/- per boat per year, and were collected by the Harbour Master (a Captain Harper) who pursued one in a duck punt for this purpose.

As there was no club we invented a burgee - viz: a green pennant with a white border and a white ball in the centre. Later when there was a club this design, only in square shape, became the Logan racing flag, and personal flag and was registered as a design with Lloyds.

Those sailing on the river did not know each other, and could at first only look at each other with curiosity; soon we waved and shouted greetings, and eventually some names and addresses were exchanged. As a result in the Autumn of 1921 Major Cyril Potter, O.B.E. took a lead and invited all who might be interested to his house. Major Potter lived at 'Blakes' a house now known as 'Ferry Point. He had a number of boats and was a member of the Royal Yacht Squadron. At this meeting, which I attended, he proposed the formation of a Lymington River Sailing Club. The proposal was unanimously agreed to and in the Spring of 1922 there came into being a Lymington River Sailing Club (second Edition).

There was weekly racing for prams and also for a handicap class; starting was from Major Potter's motor cruiser 'Wendy', his skipper (another Captain Harper) firing a shot gun into the air.

During 1922 a new class of boat arrived in the river, and by 1923 there were seventeen of them, with more at Yarmouth. These formed themselves into a club, and were called Solent Sea Birds. They were delightful, especially for the young as they were almost uncapsizable, even if the main sheets were made fast. They were built at Cowes, and cost £80 each - complete. A more detailed description of them will be found in Appendix III but they were half decked and 18 foot length over all and sloop rigged.

My father purchased one and she was named 'Water Witch'. I was able to race in every race for the class, when in the neighbourhood, and with the aid of a few necessities, to camp aboard her and so to cruise locally.

When I was not in the neighbourhood, a friend looked after her and raced her.

The highlight of that season was probably the Lymington Town Regatta held on August 16th, 1922 which included not only races for L.R.S.C. boats but also for a great number and variety of visiting boats, together with many other events both interesting and amusing.

Both 'Water Rat' and 'Water Witch' raced and one of them won a prize.

On April 3rd, 1923 an Annual General Meeting was held at Major Potter's house and at this meeting it was learned that the then coastguard boathouse (there had been an earlier coastguard boathouse at Dan Bran's shed and slipway) was available for renting. It was unanimously decided to rent it, and to fit it out as a club house. To do this, folding tables and chairs were purchased, and partitions were erected at the back of the building. I do remember two doors, one labelled 'galley' and the other labelled 'Ladies'. The first Steward and Boatman was a Mr. Scamlon, an ex-stoker R.N. Refreshments were very simple - tea made on a primus stove, biscuits and I think beer and minerals. The subscription went up to £2. 2. Od for new members (it had been £1. 1. Od) - half price for non boat owners and suitable reductions for non port members and junior members, etc.

Great events at this time included a Solent Classes Racing Association Regatta as well as a Town Regatta, the latter including a race for the J Class boats.

In 1923 through the kindness of the Commodore (Major Potter) I was able to invite the Cambridge University Cruising Club to hold their Marine Meeting at Lymington from August 27th to 31st. Their Commodore was H. Yale Oldham (tutor of King's College).

The event was notorious, because of an almost total disregard of local advice on the first day; collisions with the ferry were frequent, and various minor disasters occurred, much to the upset of young L.R.S.C. members who had lent boats for the occasion.

However by the end of the event harmony was restored, and a dinner was held

at The Angel Hotel.

On Saturday, August 28th, 1923 The Club held its first Regatta. This was highly successful, and included races for many classes including the 18 ft. International Class.

During the next ten years (1928 to 1938) a number of things happened which I cannot date with any precision, because I was only in Lyminster for a few weeks every year; I therefore record them in the order that they come into my mind.

The Club adopted a burgee, the design of which has remained unchanged in spite of the fact that at its inception, there were many complaints about its similarity to the Norwegian flag: a red pennant - blue cross - white cross with the Lyminster ship in the centre of the cross. Later a Neptune crown was added in the hoist. A number of the original members formed the club into a Company, and then took out £100 shares, which they gave back to the club, so that the club was able to buy the premises instead of renting them. (The names of these members done in illuminated gold leaf, and in a suitable frame, were duly recorded for posterity. Sometime after World War II I found this item had been thrown out. At the time, I did not worry: I now think it was a pity).

Many people replaced their sea birds with other craft mostly West Solent Restricted Class. I replaced 'Waterwitch' with 'Scoter' a small cabin cruiser 27 ft. LOA with small cabin. The few remaining sea birds now raced in the handicap class.

The club adopted a cap badge:- a round shield, defaced at the top with a fouled anchor: within it The Lyminster ship and below the letters LRSC. A large edition for men, a smaller one for ladies, and one set in a miniature merchant navy 'wreath' for professional Skippers. At the time some members made great objection to the shield being defaced by the fouled anchor, saying that this was heraldically incorrect.

A club mess uniform was designed, and a coloured drawing of it exhibited. It consisted of a double breasted navy blue dinner jacket with royal blue facings, and the Skipper's badge mounted on them. Club buttons of black, with a Lyminster ship in a round shield were also produced, and have remained unchanged till today except for changes of letters underneath. I do not think that the mess jacket was ever ordered by anyone, although the younger members greatly coveted it. I personally never saw one either at the first club dinner or the first club dance.

Members subscribed money to add a floor to the club (the roof is original having been jacked up course by course). Upstairs was a lounge-cum-ballroom with an alcove stage for a band; and downstairs, a bar, ladies' room, gents' room with bath, and a forecourt, and a small galley, all done with wood partitions. The old sloping boat launching slipway was replaced by a pier. This was a great asset as the slipway had to be scrubbed down after every high tide. A suitable flag staff with signal yard was also provided, and signal cannons were also bought.

A new steward was appointed - a Mr. Francis (a former Royal Marine) and his wife, Mrs. Francis, acted as Stewardess, and simple meals could be obtained if ordered in advance. Mr. and Mrs. Francis constantly obliged everyone, and were greatly liked. In those days, there were bells labelled 'Steward' every few yards, and whenever someone rang a bell, Mr. Francis appeared at the double. He also acted as boatman and gunner. All who knew him were very sorry to hear of his death after illness, during World War II, and deeply sympathised with Mrs. Francis.

The Club changed its name to The Lyminster Yacht Club, and the subscription went up to £3. 3. Od, with an entrance fee of £3. 3. Od for all new members.

The club was now established with regular racing, much cruising and its own annual Regatta.

A further extension was added in the form of a north wing on land purchased from the Corporation; there was a forecourt in front, and at the back on what is now the Corporation Car Park was a club dinghy park. The interior was entirely re-arranged to give better and bigger accommodation. A starting platform was built out in the Solent so that for Regattas it was not necessary to use a large yacht for this purpose.

In 1926 His Royal Highness The Duke of Gloucester became Patron of the club and the name became The Royal Lyminster Yacht Club.

Permission was obtained for a club red ensign, with the Lyminster ship surmounted a Neptune Crown in the fly.

Here at this point my memories cease because I was out of England, overseas from 1938 till 1945, and except for one visit in 1946 I did not return to the club till 1955.

The Second World War closed the club and the premises were taken over by the Fire Service, but I have heard that a small group of senior members kept together by lunching once a week at the Mayflower Hotel.

However one day in the summer of 1946 I did visit Lyminster, and I was walking round the empty building, when I met Captain Mostyn Williams, who told me that the club having been de-requisitioned, he and some other members were trying to get things going again. To cut a long story short, with very hard work, they succeeded. (Much of the hard work was, I believe, done by members themselves, in view of the rationing of paint, materials and labour at this time).

Racing and cruising began again, and surpassed former standards. Various Social Events were started and grew successfully; lunching at the club became a regular thing for those who lived locally. The work done by Mr. and Mrs. Francis was now done by a staff of barman, cook, boatman, etc. The bells were disconnected and finally removed.

Now in 1968 the building is being further modernised, and further enlarged, and because no fresh land is available the enlargement is over the original forecourt. Although the work is incomplete at the moment of writing these notes, one can see that the result is going to be very good.

During the years the club badge has been changed - no longer 'a fouled anchor fouls it'. It is simply an oval shield containing at the top Neptune's crown, below it the Lyminster ship and the letters RLYC.

The mess jacket is no longer heard of but there are suitable badges for putting on to the lapels of an ordinary dinner jacket. The present subscription is £5. 5. Od with a £10. 10. Od entrance fee for new members but with reductions for junior and family members.

No account of Yachting, (bearing in mind the original definition) on the Lyminster River would be complete, however brief, without mention of the following:-

The Lyminster Rowing Club, which must have been a competitor in the Town Regatta of August 22nd, 1923. And

The Lyminster Town Sailing Club, a very live club with headquarters at the Bath House and holding its own Regatta: it was started in 1946. And

The Salterns Sailing Club, started after World War II for youngsters. And although not on the river yet within the Borough

The Keyhaven Yacht Club to which I belonged for two or three years before World War II. And

The Hurst Castle Sailing Club - a more recent foundation. And
The IXth Lymington Sea Scout Group.

To my shame I know nothing much about the five clubs, but perhaps someone will supply me with information which I can eventually add in the form of an appendix. But I do know something of the Sea Scout Group.

They were founded by the late Mr. Robert Hole, and he and Mr. Claridge ran the group in most excellent fashion from about 1923 till the Second World War. When I was in Lymington, being myself a deep sea scout (as well as being a scouter on land) I used to help them. I think that they were given 'Mudlarklet' eventually. On many occasions such as Regattas, the boys helped the RLYC. I rejoice to know that they still flourish. Sea Scouting is the use of boats for pleasure or sport; that is why it is included.

Lymington River Sailing Club - 1914.

Captain:	Captain H. H. Nicholson.
Hon. Secretary & Treasurer:	Major A. O. L. Kindersley
Lady Member:	Mrs. R. L. Bayliff
Hon. Starter:	The Rev. F. S. Trevor-Garrick

Lymington River Sailing Club - 1922.

Lymington Yacht Club.

Royal Lymington Yacht Club.

Patrons - 1926. His Royal Highness the Duke of Gloucester.

<u>Admirals:</u> 1939 to 1953	Major Cyril Potter, O.B.E.
1954 to 1957	Colonel C. H. Guest.

Commodores

1922	Major Cyril Potter
1937	The Hon. Mrs. C. Brownlow
1939-45	Major Cyril Potter
1946	Colonel C. H. Guest
1954	Major W. Martineau
1955	Major W. Hall
1958	Cmdr. J. Bryans
1964	P. J. Perkins
1968	S. H. R. Clark.

Vice Commodores

1922	Major General The Rt. Hon. J. B. Sealy, M.P.
1926	The Hon. Mrs. C. Brownlow
1937	Colonel C. H. Guest
1939-45	Captain B. H. Goodhart
1947	Major W. Martineau
1954	Cmdr. J. Bryans
1958	Sir Via Marshall Comb
1963	Cmdr. J. R. Bryans
1968	H. Goodhart

Rear Commodores

1922	The Hon. Mrs. C. Brownlow
1926	Admiral Sir Sackville Carden, K.C.M.G.
1931	Colonel C. H. Guest
1937	Major H. W. Hall
1939-45	Major H. W. Hall
1946	Major W. Martineau
1947	C. D. Fullerton
1950	H. D. E. Barton
1953	General Robb and H. Goodhart
1954	H. Goodhart
1958	Cmdr. Brown and D. R. Hobson
1963	Cmdr. Brown and Air Marshal Sir Arthur McDonal
1968	Lt. Col. R. H. Brook and A. V. Sainsbury

Hon: Secretaries, Secretaries, Hon: Treasurers; Treasurers

(dates and order not known)

Mr. Cyril Potter:	Frank Collins:	C. A. Armitstead:	Captain
Mostyn Williams:	Comdr. W. Wroughton:	Mrs. Hewitt:	Mrs. O'Sullivan
Captain M. Eveleigh, R.N.:	Sqdn. Ldr. G. Edwards:	Colonel G. Mallett	

APPENDIX IICLUB MEMBERSHIP

1914	18	1958	953
1923	130	1959	1033
1924 - 1948	Not known	1960	1170
1949	703	1961	1267
1950	740	1962	1313
1951	786	1963	1382
1952	779	1964	1400
1953	798	1965	1509
1954	840	1966	1589
1955	883	1967	1645
1956	913	1968	
1957	899		

The 1914 Pram or Scow

12 feet long: $\frac{1}{4}$ decking forward: clinker built: centre board:
lug sail rig:- beam feet.

The Solent Sea Bird

18 feet long: 6 feet beam: $\frac{1}{2}$ decked: centre board: pig iron
ballast: Sloop rigged: roller reefing: foresail capable of being
used as a spinnaker.

Note: The 14' 0" Pram was clinker built,
with foredeck & side decks and
quarter rigged with a jib.

APPENDIX V'LOGAN' BOATS ON THE LYMINGTON RIVER

PERSONAL FLAGS

- 1912 'Mudlarklet' - a punt.
1913 'Loganberry' - a scow

-
- 1924 'Water Rat' formerly 'Loganberry'
'Water Wagtail' - an ex Lee on Solent one design.
1925 'Water Witch' - a Solent Sea Bird.
19?? 'Scoter' - 27 ft. cabin cruiser-cutter rig.
Scoter is a Norwegian sea duck so she might have been
renamed 'Water Duck' (14 ft. Mahogany dinghy as tender).

-
- 1956 'Water Boatman' - an ordinary 8 ft. mahogany dinghy converted
into a miniature motor launch with emergency
sail.
1960 'Water Sprite' - 18 ft. outboard Motor Cabin Cruiser.
(10 ft. plywood sailing dinghy as tender)
sold in 1963.