

SNIPPETS OF INTERESTING STUFF

Gleaned when Scanning the R Lym YC Bulletins from 1946 Onwards.

Club Bulletins were the forerunners of the PotterShip PLUS other Archival Material

1. **1946 Bulletin** Shortage of Gin – Members felt this was a great problem – In 1936/40 All those who could sail or had connection with the sea were drafted automatically [more or less] into the Royal Navy - RNR or RNVR IN 1938-40. If they were commissioned it was more less a natural that a Pink Gin was one of the tipples in the Wardroom. But not so easy to obtain in the years immediately after the war.
2. **Bulletins** - Evening Lectures – even in the late 1940's was a R. Lym members favourite – so it not that unusual that it continues right up to now in 2007.
3. **Bulletins** - *Lost where this article was written* - **Concern for the Junior Members** “– that they should receive as much help & Tuition as possible” – IN SAIL TRAINING - See Bulletin 1949
4. **Bulletins** “that if you can sail a Firefly at Lymington you can beat the world elsewhere.” A fact that still has a great deal of weight now in 2007. Bulletin 19 Bulletin 1946 Page 4 ????
5. **Bulletins** “. Never before in the history of the Club have so many Members achieved so much in such a variety of yachts; and never before has the weather been so consistently unkind at weekends.” 1950 Page 2
6. **Bulletins** - An interesting fact that the above phrase referred to - Two brothers - Creagh-Osbornes – well I think if my memory serves me right they were the forerunners of more than one set of 2 brothers who also did the same. [Bagnells & Jardines]
7. **Bulletins** - A reference to building over night accommodation for Weekend & non Lymington Members – Great idea – We could have built over the existing Car park at First Floor level with parking under & dormitories & room accommodation above. - Bulletin 1946 Page 4 Check ????

8. **Bulletin 1950 Page 2.** *“Starting Platform had to be saved from collapse”* – a problem that seems to never go away –
9. *“we have secured the services of a Lady Caterer Housekeeper, who will supervise and control, with the aid of the Secretary, all matters relating to the social amenities of the Club.”* I am very sure Mark Fishwick would be very able to Administrate the Social Amenities bit if required – But not too sure he would be enamoured with the idea that his Successor was a Lady. **Bulletin 1950 Page 3.**
10. *“The **Annual Dinner**, on the other hand, is an established affair which may perhaps appeal more to those who are long in tooth and purse.”* Bulletin 1950 Page 3. **Nothing changes.**
11. *“**1950** has turned out to be an outsize season. Never before in the history of the Club have so many Members achieved so much in such a variety of yachts; and never before has the weather been so consistently unkind at weekends.”* Page 2 – Does anything change ?
12. *“**Lectures and Lecture Suppers** continue to provide really first rate fare; they too have come to stay.”* 1950 Bulletin Page 4 they got it right then – why should we change it.
13. *“Our imperturbable Steward continues to preside with his customary good humour.”* 1950 Bulletin Page 4 – Our 2007 version is straight out of the same mould - a brilliant one - Pity about his golf.
14. *“The "X" Class continues to thrive and great satisfaction has been expressed in the modernisation of the rig, which took place last winter ;”* 1951 Bulletin Page 2.
15. *“but, since the total Membership of the Club continues to rise steadily and has gone up by sixty in the past year to 790, the Committee are not unduly worried by this loss of income.”* 1951 Bulletin Page3. Interesting to note membership up to 790 – none to sure of the financial aspect A loss would seem to be a gain of 60 more subscriptions. Think Gill Baron would particularly like to see this particular Bulletin copy. Many reference to how finances were manoeuvred to benefit & protect members from government taxation. - 1951 Bulletin Page3.
16. *“**Lymington Harbour Board.** The formation of this body, which is in future to control the destiny of the Lymington River, is of the greatest importance to local Yachtsmen. - It remains to be seen whether, in these days of financial stringency, the improvements*

which have been planned will be put into effect. The Club is well represented on the Board but some of our older members will watch future developments with an interest not entirely devoid of cynicism born of previous experience in the history of the River." 1951 Bulletin Page3.

17. "Last season favoured the early birds, for by the time the real workers had started their holidays in August, the weather had broken, irretrievably and finally. The year which (officially) ended with the Potter Ship Race went out with a fresh-to-strong breeze in a sub-arctic temperature." 1952 Bulletin Page2. Who said anything about Climate Change then.
18. "Colonel The Honourable O. H. G. Guest was re-elected Commodore with acclamation for a further period of 8 years". 1952 Bulletin Page2. They breed them strong in those days!
19. "That this meeting considers the catering to be an amenity of the Club and should be continued, but that the subsidy from the general funds is excessive and should be limited to £800 per annum ". 1952 Bulletin Page2 – At last the Club in the 21st Century is doing it better & not relying on a subsidy for Catering.
20. "Admiral Sir Percy Addison who stood by the Club as Honorary Secretary during the war years, and held it together at a time when people's minds were on other things:" 1952 Bulletin Page2. **A possibility that the Offspring of this Admiral may have some knowledge of where the RLym's Pre-1946 Paperwork is stored. As he was not called up – assume that he was a Great War Veteran. Might be able to find the Club Membership Book for the period between 1946 & 1952 to trace his home. Job for**
Archivist !!! Failed to achieve a successful result.
21. "The combined Net Profit of Bar and Catering for the past year has been £496, which compares most favourably with the figure of £236 for the previous year. During 1952, 6466 main meals were served compared with 8286 and 6457 in 1951 and 1950 respectively." 1952 Bulletin Page7 – Interesting figures – if one corrected for Membership numbers – the main meal covers were modestly good I think. If one did the same for the Takings & adjusted for inflation for present value – it must still look good.
22. "**Club Improvements.** Perhaps first place should here be given to the 'National Park'— a 70ft. by 35ft. strip of extra land, which is situated behind the Club and is rented from the Council. This has been fenced and laid with gravel for the exclusive use of the National and Firefly Dinghies, and has proved a fine asset to this keen class." 1953 Bulletin page 2- wonder where this was? Guessing it was probably situated where our existing Kitchens are now. The club developed from the Original boathouse now the Race Area with the Library above in an up river direction.

23. **Archivist Yeoman's Comment:** *Having scanned up to 1959 & onwards - read most of our Clubs History after 1946 - cannot help but feel proud to be a member. Look forward to reading right through to when I became a member in 1986. - I have an uncomfortable feeling that most of our Club's History from the 1914 - 1922 period thru to 1946 period was destroyed in the dreadful floods in 1989. There is strong feeling that the Club has always had that potential to grow. There is also a very strong feeling that "the Young" shall be taught to sail, the Racing Cruiser movement has been very strong. Never an inkling of the Club was becoming a Drinking Luncheon Club. Sailing was the raison d'etre. In what ever form came up. The competitive racing feel has shown itself time & time again- the Club has always been in the forefront of Competitive Sailing Nationally and elsewhere.*
24. 1958 Bulletin: I have picked out key points which strike me as important milestones [can't have knot stones] Page 1: "wet summer" BUT "been a very successful yachting season and ashore there has been a great improvement in the general catering arrangements. Financially, the Club is in a much stronger position than it was this time last year." & most importantly ".Ad hoc - arrangements were made to teach our young Members to sail during the summer holidays. The pupil response was most encouraging, some forty (odd) taking advantage of the opportunity offered"
25. "1958 Bulletin Page 2: "George Senior has sold "Tantalus" and has bought a new Folkboat, built by the Berthon Boat Co." A fact not widely known these day,"
26. 1958 Bulletin Page 2: Evidence that the XOD Class Team racing was going strong long before 1958 in Cowes before Cowes Week started
27. 1958 Bulletin Page 4: "and Reels the second Saturday, during the winter months." Take that as Highland Reels.
28. 1959 Bulletin Page 1 "Your Editor (wearing his Vice-Commodore's hat), would like to thank all those Members who helped him in this year's instruction, in particular Tony Hibbert who did sterling work in his "home-made" lake at the Salterns." Local members would have forgotten or never new that it was a R Lym Member who created the Salterns Sailing Lake.

29. 1959 Bulletin Page 4 “The various other social occasions—Fitting-out and Junior Dances, Potter Ship and other Parties, **Reel** Gatherings, Music and Bridge Afternoons—were all well patronised, although the dances were down in the number of Members attending, compared with last year.” Afternoon Bridge – wow. How decadent is that !!! “**Lectures** are planned for the first Saturday and Reels the second Saturday during the winter months, starting in October.”
30. 1960 Bulletin Page 7. “As was anticipated, the Prams are handing over to the **G.P's** for regular racing, but they remain an excellent, and invaluable, boat for *ab-initio* instruction.” I wonder where all the Prams went & I remember seeing a picture of one.
31. “A paragraph in Club history was written on 30th September when, for the first time ever, an "X" won the Potter Ship Race. Congratulations to the winning yacht "Zest" (Harry Goodhart and Robin Hutchins).” 1961 Bulletin Page 4 – have a passed the News to Chalkie & Roger Wilson.
32. “**Lymington River Clubs Joint Committee:** At the instigation of the Commodore, this Committee was set up in October, 1962, to represent the views of the Clubs in all matters effecting amenities afloat and ashore and to bring these to the notice of the appropriate Authority. Mr. P. J. B. Perkins (R.L.Y.C.) was elected Chairman, with representatives from the L.T.S.C., Salterns S.C. and the Lymington Rowing Club. The Secretary is Squadron Leader G. D. Edwards, (R.L.Y.C.)” 1962 Bulletin Page 1 – An interesting concept that might be useful in the 21st Century – late 1st Decade – even if it is re-inventing.
33. Land acquisition by the Club again – “**Dinghy Park:** The Club managed to acquire a little more land for the dinghy park and was thus able to accommodate the 12-footers which used to be in the forecourt. It is proposed to install a 'wash' at the entrance to the park, with hosepipe and drain. Provided the Borough Council approves the run of the drain, this should be ready for the Easter Meeting” 1962 Bulletin Page 2.
34. 1963 Bulletin Page 1 – The Good & the Bad News in 1963 – “The highlight of the year was the calling of a Special General Meeting under Rule 15 to consider spending a vast sum of money on Stage III of the Club Improvements Scheme. It reflects great credit on the Improvements Sub-Committee that the scheme was passed unanimously and our thanks go out to Frank Webster for all the hard work he put into the planning of it. The "low" of the year was our failure to scotch the new bye-law introduced by the Harbour Commissioners whereby it becomes an offence for sailing yachts to obstruct the Ferry. Our objections to the Minister of Transport through both the Royal Yachting Association and the Lymington River Clubs Joint Committee fell on deaf ears and the bye-law was approved.”

35. Bulletin 1964 Page 1 “No sooner were the new kitchen and dining room in full operation than the Executive committee set up a sub-committee, consisting of its four newly elected members, to investigate "the future facilities likely to be required by members of the Club during the next ten years and how best to provide them" How enlightened was that –we are benefiting from our predecessors forethought.
36. Bulletin 1964 Page 1 “The Borough Council wish to enlarge the Bath Road car park and provide dinghy parks for the clubs and visiting yachtsmen. To this end they are in the process of acquiring, by Compulsory Purchase Order if this becomes necessary, all the land adjacent to the sea wall from the present car park to the Sea Scouts' headquarters. This includes most of the Mayflower Hotel garden and the area at present leased to the two clubs as dinghy parks. Plans of a proposed layout were sent to the Joint River Clubs committee for remarks. A revised layout, as a result of these remarks, was agreed. However, in view of the Club's very advantageous agreement with the present owners, it has been pointed out, privately, to both the Mayor and to the Town Clerk that their scheme has little attraction for either club and we must hope that, when the negotiations are completed, we can come to some reasonable terms with the council..” Interesting – wonder what would how it would have planned out now if the Council Idea had been supported.
37. 1964 Bulletin Page 2 “ The Club has become affiliated to the Solent Protection Society.” The Club moves into a different more responsible role & realms of influence.
38. 1965 Bulletin Page 1 “The Borough Council's scheme to enlarge the Bath Road Car Park is delayed by their negotiations over the purchase price of the land they require. The District Valuer is involved and that department is not noted for its speed of action. If Loan Sanction is also required the Credit Squeeze may cause further delay. Considering the present car park has spaces for 125 cars and the attendant sold 300 season tickets this year, members who did find room to park were lucky.” Interesting facts about the carpark.
39. 1965 Bulletin Page 9 “The most lucrative annual prizes for young members of the Club are those of the "Peter Andreae" Competition. This year's event was saddened by the news of the death of the donor, Herman Andreae, a Life Member of the Club. In memory of his son, Peter, who was lost at sea in a yachting accident before the First World War, he presented a sum of money, the dividends from which were to form the annual prize for a competition amongst members under twenty-one years of age.” The History of this Trophy will possibly interest subsequent winners.
40. 1965 Bulletin Page 10 “**Lymington Pram Class:** At present no satisfactory substitute for these boats has been found and they remain as popular as ever in certain sections.

Unfortunately, as replacements are unobtainable, owners are reluctant to sell and a state of "stalemate" has been reached. It would help the Class if any owner willing to sell would notify the Class Captain before letting their boat go out of the area. This year the passages through the Lakes from Keyhaven to Pitts Deep were explored. The only obstruction found was Pennington Sewer which is now much higher and should only be crossed at high water and then with care. *Osprey, Jane* and *Ariel* have returned to Lymington bringing the number of boats in commission up to twenty". Not sure I have ever seen one of these one time popular 14ft dinghies – know they had a foredeck and narrow side decks. Pity they did not survive into the fibreglass era.

41. L.R.S.C. COMMITTEE MEETING June 2nd 1923 –

Archivist's Notes:-

- a. *It is assumed that the term "Club" meant Major Cyril Potter's Conservatory situated off Undershore Road.*

42. FOUNDATION STONES LAID IN THE PERIOD 1922 & 1923.

Information gleaned from the Minutes of those General, Sailing & Committee Meetings held in 1922 & 1923

- a. Appointment of a Commodore, Vice Commodore & Hon. Secretary.
- b. It had sprouted 4 Committees
 - i. General Committee.
 - ii. Sailing Committee.
 - iii. Sourcing of a Club House Committee.
 - iv. PR Committee to see if Members were up to paying for a new Club House or Club Boathouse.
- c. Racing was very much a fundamental Club activity – These were for a variety of Dinghies & Keel Boats.
- d. Starting & Finishing Lines Established.
- e. Employment of a regular Boatman to take Members to their boats & also to bail & clean boats.
- f. Regular Social Life as Members at the Club House. Established – this was in the Conservatory at "Blakes" - Major Cyril Potter's house off Undershore Road.
- g. The present Club House site was located – At that time it was owned by the Admiralty – the old Coastguard Boathouse. [Presumably requisitioned during World War One. Intensions finalised to rent at £20 pa and to open negotiations to buy.
- h. Basic Catering provided by the Boatman.
- i. That a strictness of entry to the Club for the right sort of persons – not necessarily snob reasons – more that the prospective Member should be a proper yachts person.
- j. Plenty of evidence that the Club was open to both Women & Children.

- k. There was a Fundamental Club Rule that dictated that there had to be a minimum of 2 Ladies on the Club General Committee. *[Not something that applies now as in recent years this rule was scrapped]*
- l.*
43. At L.R.S.C. Special General Meeting August 15th 1923 present was a Col. Logan who might be the author of the Logan History of the Club – Ex Winchester address.
 44. **Catamaran Handicapping** – Club Bulletin 1966 p2 :- “There were twelve entries for the Ware Cup, including *Kilovar II*, a Catamaran, which presented the handicappers with a difficult problem. This was solved quite arbitrarily, by adding the lengths of the two hulls together, for handicapping purposes.”
 45. **ADMIRALTY FERRY CREW ASSOCIATION** Club Bulletin 1966 p10/11 - During the late war a vast number of small craft were taken over by the Admiralty or were built to their order. They all had to be delivered to their bases or to pools from which they were shipped abroad.

Anymore Past Snippets of Info will be recorded when the Bulletins 1966 to 1986 are scanned & .pdf'd.

Anthony B Ruffell 6th December 2007
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