

potter ship



Bulletin of
the Royal
Lymington
Yacht Club

No.4 Spring 1991

OLYMPIC CHALLENGE

Stuart Jardine challenges to be Britain's representative in the Star class at the 1992 Olympics



The road to qualifying for the Olympics is long and hard. It is every sportman's dream to qualify for a place in their country's team. Sacrifices are plentiful both physically and mentally and now, financially.

The Royal Lymington Yacht Club can boast a success in the Olympics when, in 1988, Bryn Vaile won Gold in the Star Class. The next Olympics will be in Barcelona and this time we hope that another member will be representing the

Club and, of course, Great Britain.

Lt Col Stuart Jardine is 57. Why does he feel that he can beat the possible six British boats to gain selection? Well, apart from anything else, Stuart has been selected and raced in two Olympic Challenges already. The first was in Acapulco in 1968 and the second in Kiel in 1972. Here he won a race and finished a very credible 7th overall.

Stuart is making sure he is physically fit. Owing to some knee problems some years ago, you will not see him jogging the streets of Milford on Sea; instead you will find him weight training in a gymnasium. To be successful in any sport physical fitness is a must, but mental fitness is as important. With the experience of the National and International regattas in which Stuart has competed, the mental side should be well taken care of.

Stuart will be joined in his Olympic Campaign by local yachtsman Philip Lawrence, who has extensive yachting experience in many different types of dinghies and racing boats.

Certainly 1991's sailing diary looks busy for them as, not only will they be campaigning the Star in

various European venues, but also defending a few trophies in the J24 circuit.

There are six British Star campaigns currently seeking selection, which is a credible turnout for Britain. Stuart and Philip feel they both have the extensive experience that will obviously help in their campaign for selection.

Olympic campaigns are expensive and Stuart and Phil are looking for a sponsor to help them with transport, new sails and the inevitable extras!

We wish them both the best of luck in their selection and also their sponsorship.



Photo courtesy of RYA

Potter Ship

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THE ANNUAL GENERAL MEETING

The 1991 Annual General Meeting was attended by around 150 full members. The Commodore thanked the retiring members of all the Club's committees and welcomed the new members for their terms of office. It was also a new era for two other members, the retiring Rear Commodore Sailing (David Proudlove), who of course will have time on his hands now, and for Sally Potter, who is about to have very little time on her hands for the next three years!

In his retiring speech David Proudlove said the following: "I just want to say how much I have enjoyed my tour of duty as Rear Commodore Sailing, in spite of some rather rough water in early days ... I surmise that probably most members who have served as Flag Officers of our Club would say that they leave with a mixture of relief on one hand and sadness on the other - and I am no exception.

I want to pay tribute to all who have helped to make my task a fulfilling one.

The Flag Officers under the leadership of our Commodore have been a happy band.

Personally I have been particularly well served by Captains of Cruising and Racing together with a Sailing Committee who have, without exception, been willing to assume tasks to help not only sailing but the Club as a whole. And it is for this reason above all that I take certain

satisfaction on their behalf in achievements over the past three years.

The Club could not be more fortunate in having as my successor Sally Potter, who has already given much service to the Club, having been Captain of Racing until just one year ago. And I know that she will not only be a wonderful Rear Commodore Sailing but will also have the willing support of us all as she performs her duties with the devotion and charm of which we are all aware.

I also welcome Tony Blachford as Captain of Racing in succeeding Stuart Jardine. Tony is well known to all and I am sure he will ably follow Stuart.

Finally, I want to express a warm personal thank you to all the staff of the Club, both on the water and in the Clubhouse for help and assistance so willingly given.

We have good reason to be proud of the Royal Lymington Yacht Club, and I would like to wish all members good sailing with fair winds."

On the General Committee we say a sad au revoir to Terry Gerald, John Groom and James Beattie, who have put a lot of their time into the Club; our thanks are extended to them. They are to be replaced by three equally hardworking members, Malcolm MacDougall, Christopher Knox and Philip Grundy. We wish them well for the next three years.

HRH The Princess Royal Attends Cruising Dinner

The Cruising Dinner is an important event in the Club's calendar for it marks the end of the cruising year and the award of the cruising trophies. This year we had the added pleasure of being able to welcome our Patron, Her Royal Highness the Princess Royal, who kindly agreed to attend. Members will recall that her planned visit last year had to be cancelled.

It is customary at this event for the Captain of Cruising - currently Desmond Dewhurst - to re-live the year's achievements. In 1990 the total distance cruised by those who entered details in the Cruise Book was 67,000 miles, of which eight boats exceeded 2,000 miles. Mike and Pat Pocock in 'Black Jack' headed the list once again. They sailed up the west coast of Canada to Alaska then down to Mexico. They leave shortly to continue their voyage across the Pacific. Barry Pritchard in 'Canaan' crossed the Atlantic to the West Indies and is now wintering in Key West, Florida. Peter Ogilvy-Stuart has just arrived in Antigua and will be talking about his voyage next winter. Other members sailed to the Mediterranean, Spain, France, Ireland, Scotland and the Baltic. Closer to home there were the usual Meets and

cruises of a more gentle nature.

The Cruising Log competition awards were presented by HRH The Princess Royal.

The winners of the Cruising Log competition were:

Cadiz Cup-John & Margaret Hines
Quains Cup-Ben Wood
Senior Brownlow Cup-Ian Gornall
Fenn Dawn Cup-Bruce Kilpatrick
Junior Brownlow Cup-Rebecca Lees (aged 10 years)

Ted Hawkins



© Noel Bond Williams

XOD NEWS

Rules Made More Watertight!

Modern one design yachts now come complete with class rules, and even so there are frequent "discussions" about what is right and what is wrong. So the question of deciding what is and what is not an X boat has given rise to many a heated debate.

Thus it was that with considerable interest some sixty seven members gathered in Hamble in November 1990 for the XOD Annual General Meeting. The class has been in existence for eighty years, and Lyminster boasts a fleet of forty three boats. High on the list of items for consideration was a recommendation from the Technical Committee which would allow the use of epoxy - a modern material - as a hull coating.

For years the argument has raged. Epoxy would solve winter maintenance problems; may be, but boats would rot more quickly because water would be trapped in the hull; not a problem said others, salt preserves the wood. Then it was said that putting epoxy in the seams would result in hull stress leading to the fracture of frames; alright, but some boats were so old that without modern treatment they could not be sailed at all. The arguments rolled on.

The need for a ruling was highlighted when Richard Smith (RLymYC) sailing Madcap, X 5, won the Captain's Cup at Cowes in 1988. Here was an old boat, extensively restored, winning the premier series for the class. The point at issue was that Madcap had been treated with epoxy at a time when the material had not been banned. Was it right that other boats in need could not be similarly treated?

The Technical Committee were finally convinced by John Lacey, one of their members, who built a test rig and showed that rigid seam-fillers would not do. He persuaded an epoxy producer to formulate a flexible seam-filler especially for X boats. This convinced him, the Technical Committee, and a majority of the members that the problem was a problem no more.

Like all good apostles, John willingly undertook to visit individual X boat fleet

meetings before the AGM, where he preached the good news. So it was that on 17 November 1990 there was a better than 75% vote in favour of allowing epoxy coating of hulls for all X boats more than fifty years old.

Another result of this AGM was that the minimum weight limit has been revised upwards from 2750 lbs, which few boats could attain, to 2875 lbs (1304 kg). This gives hope to those owners of mahogany boats which had to carry 64 lbs of lead weight.

Lyminster Division AGM

The Divisional AGM was held on 28 October 1990. Philip Grundy has now served a four-year term as Division Captain and has handed over to Richard Webb. Philip now jumps out of the frying pan and into the fire as he has been elected Captain of the Class. We wish him well with these onerous responsibilities. Derf Paton is our new Vice Captain, and we shall wait and see how the X Class is to celebrate the 80th year of its existence. All the evidence points to a flourishing future.

More Competition - new boats in the fleet

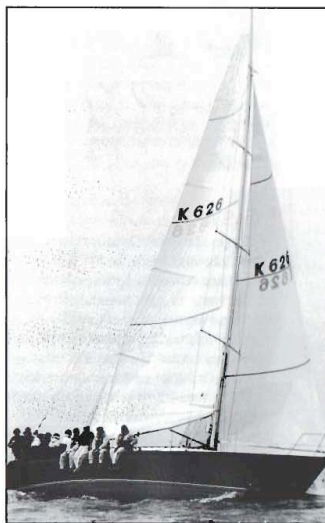
The combination of John Cooper and Reg Clay has now evolved into two parties. John is set to campaign Reg's former boat Xenon whilst Reg is going to campaign John's former boat Extra. Great rivalry is afoot. In the meantime, Phil Husband will soon be taking over his superb new boat Judy (X 191), which is being hand-crafted by John Perry at Southsea. Judy is reported to be unbelievably beautiful. Martin Humby will be racing Phil's former boat Misty. There will be a great deal of talent in the Lyminster fleet.

Xodus

Spare a thought for the ten teak built X boats, with metal spars (!), which were built by Woodnutt's between 1948 and 1960. These were supplied to the Kuwait Oil Company for the use of their staff at the Cumberland Yacht Club, Kuwait. Latterly they were reported to be in rather a run-down condition, but, who knows, if they can survive the attentions of Stormin' Norman and his boys, perhaps someone in the Royal Navy might bring them home. That would be something!

Richard Webb & Nick Dover

Racing Notes



Old Mother Gun © Max

Solent Circuit

The Royal Lyminster Yacht Club's members have had a successful end of the year's racing in the Lyminster Town Sailing Club's Allied Lyons Solent Circuit.

Of the seven race series, only one race was abandoned due to lack of wind. Simon Collyer sailing Cantilena took the overall prize of the Manulife Trophy winning Class 6 with five 1st places.

John Mitchell in Old Mother Gun was first in Class 1 followed by Brian and Pam Saffery Cooper's Flying Dragon, and third was Stephen James with Jacobite. In the J/24's Stuart Jardine with Stouche and Andy Roberts in Just Enuff were 1st and 2nd. In Class 5 Peter Bruce with Owl beat D. Sizer in Browzer Too into second place.

New Year Racing Successes

By the middle of January 1991, The Royal Lyminster Yacht Club was delighted to hear of two major racing successes.

Chris Law, who has been out of the racing scene for some years, won a major

yachting event in Fremantle, West Australia. The event was the Etchells 22 World Championship. Chris bought an Etchells only a few weeks previously, naming it The Ashes - obviously hoping he would have more success than the cricket team. He found a couple of hefty crew including Aran Hansen (19 stone of him) who many people will remember as one of Chris Dickson's match race crew in past years, and went out and beat such America's Cup stars as Dennis Conner, Peter Gilmour and John Bertrand. Well done Chris.

Just after that, Michael Peacock launched his latest Admirals Cup Contender, Juno V, in November, shipped it to Key West in Florida, and competed in the 50ft World Cup series. This is a highly competitive seven race series, where many of the 1991 Admiral's Cup contenders meet for the first time. Once again there were some highly respected America's Cup skippers in this

series, and Juno, skippered by Mike McIntyre, definitely showed that she is one to be watched this summer. All credit to Mike Peacock and his crew, especially as Juno had only completed sail trials in the Solent days before her departure to the United States.

New International Umpire

John Doerr, who has been a judge for several of the Lyminster Cup series and the World Championship of Match Race Sailing, has been appointed an International Umpire. He joins Bryan Willis, the only other British Umpire, to become one of a very elite group in the world as this status is only achieved after a lot of hard work and dedication. John is going to find life busy, especially at the Royal Lyminster where his services are likely to be called upon frequently.

The Royal Lyminster Yacht Club Spring Series

Remember it starts on 17 March.

The Setley Cup

Brer Rabbit watched, amazed, from underneath a convenient gorse bush in the heart of the New Forest one bright December morning.

There is much to be proud of in our yacht club. Few others that I know - and I know a few - can boast the breadth and depth of membership activity pursued by our own, from meets in St Vaast to dragging the local kiddywinks out from under the churning screws of the Yarmouth ferry; from shepherding an entire fleet of Oppies all the way to Newtown (and what a vast voyage that must be, if you are seven-and-a-half years old and your yacht is seven-and-a-half feet long) to shepherding a fleet of the world's titchiest prima donnas round a world championship match racing course. Our club bows to none in the matter of expertise on the water.

Of course, the Royal Lyminster has long been innovative. It was the Royal Lyminster - non other - that introduced on the water observers to the esoteric scene called match racing, at a time when the scene was degenerating from an on-the-water contest to an in the courtroom farce. From the Royal Lym's observers (adopted with alacrity and gratitude by the

rest of the world's match race yacht clubs) grew on the water umpiring, the biggest single revolution in yacht racing since the adoption of a unified set of world-wide racing rules - which, for those younger Potter Ship readers who may not have realised it, happened as recently as 1958 (stand fast all those who remember when a yacht close-hauled had right of way over a yacht running free, irrespective of which tack either was on).

The Setley Cup (like the kiddywinks sailing, the Match Race Umpiring and indeed the Bar on Sundays) is not limited exclusively to members of our Club. Others may join in and frequently do, but it is a funny thing how anything to do with yachts, even yachts limited in size to 66 centimetres overall (that's twenty six inches, or just over two feet, in old money), finds at its heart a hearty core under a blue burgee. Despite the McEwens changing the date (we know that Luke McEwen is guardian of The Rules, but that does seem to be taking privileges a trifle far), you could not have found more Royal Lyminster members upon our blasted heath that chilly December day. A positive practice of doctors, to start with; a brief of

barristers; at least one bed of nurserymen and, to my certain knowledge, at least one journalist of a certain type. A man was bitten by a dog (you don't get much of that at your average yacht race) and there was also a father who had only finished building the boat the night before. And here's a thing; he had only started building the boat the night before. Surely the rules (they are few, but they exist) declare that this is a contest for model yachts sailed by children (the underlining is not merely mine, it is in the rules).

Sailed by children indeed. Another father was seen rushing up to any child who looked even vaguely unattached, thrusting a model yacht into his hands and saying 'Here you hold this. Put it in the water and push when I tell you.'

Have you ever noticed how many adults it takes to

supervise one child sailing a model yacht? Like Christmas, the Setley Cup comes round but once a year. Just as well. A Dad has to go to work, sometimes.

Brer Rabbit



Junior Sailing 1991



Looking Forward To This Season

The Junior sailors have been tremendously encouraged by the kindness, help and support they all received in 1990. Jonathan Rogers' Wednesday sailing continues this year, offering the chance for any youngster over 8 years to discover the joys of "messing about in boats". This year we will have six new indestructible moulded Optimists, thanks to the superb generosity of so many members, who have contributed to their entire cost. Our thanks to you all, both those who have given generously to enable this purchase, and to the helpers, on and off the water. We are training more instructors and rescue-boat drivers, (Jonathan is now an RYA National Coach), and have bought two secondhand Wayfarer

dinghies to enable more advanced instruction, (to RYA levels 3 & 4) on Saturday afternoons, for a selected group of children, and to enable adults - even the staff - to make progress this year. Our tremendous fleet of Cadets will be even stronger this year, as we are building four brand new boats to world-class specification, one of which will be for sale shortly, complete... (contact me if you are interested). Advanced race-training will be organised by Richard Lovett, the Squadron Captain.

New this year will be a class for less race-orientated members' children on Sunday mornings, who will be organised by Peter Moore into a fun-on-the-water

group. Let him or Annabel Nurton know if you want your child or grandchild to put to sea with this fleet. Cadet sailors will be racing and race-training on Saturday p.m. and Sunday a.m. as usual, starting on 10 March (!). Wednesday sailing starts on 10 April.

Older children may well join in the Monday evening Firefly racing planned by Stuart Jardine, who masterminded the purchase of a fleet of these lovely boats, which members have snapped up, and are currently restoring. Shades of the fifties! Plenty of fun, without too much athleticism, for all ages.

The Easter Regatta is not far off, so check the wetsuit (or drysuit) still fits the growing sailor. Remember the water reaches a minimum temperature in April. Children must be protected against cold if they are to be safe and happy. We have a hand-out on the subject, available from the office.

This year looks set to be one of lots of well-organised fun for the younger sailors. Volunteer help ranging from Saturday tea-and-cakes to driving wet rescue boats (in the rain) is always most welcome. When did you last take four keen kids out in a Wayfarer?

STOP PRESS:

Titch Blatchford has generously offered to train our top juniors in the art of getting

the most out of a J 24. If you are up to it, this could be a step to the World Championship! There will be two separate weekends of training. Thank you Titch.

All in all, we look forward to 1991 in the best Club in Britain.

Tom McEwen

MACNAMARA'S BOWL 1991

BEDS-N-BERTHS REQUIRED

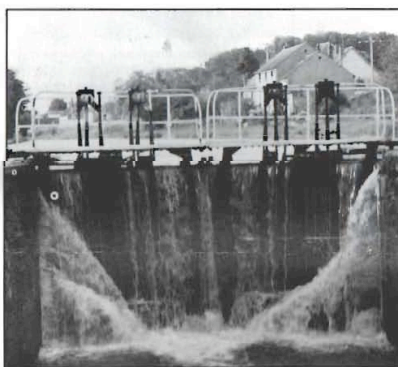
Once again, particularly with the impending visit of our Patron, The Princess Royal, the Macnamara's Bowl is expected to attract sailors from far afield. Over the years members have very generously helped by offering spare beds to competitors who have to travel from a distance. This year we would like to ask for a little bit more help.

If you are going away cruising anytime over the period from 6 - 9 June and have a berth in the Yacht Haven, can you lend our CHS competitors your berth for three or four days?

Various crews may require beds; they need not necessarily be all together, although it would of course be preferable.

If any member is able to provide either or both please contact BERTHS - Jane Wormald 672578 and BEDS - Alice Macnamara 672589.

Cruising the Upper Saône



by traffic lights in a one-way system. Ports and moorings are reasonably frequent, notably at Port-sur-Saône, which is a cruising centre with fuel, water, chandlers and numerous shops and restaurants; Rupt (the first tunnel), Soing (excellent for an overnight stop); Charentenay - with one of the best restaurants on the river, l'Auberge Paris, with its own moorings and quay, and the best 'pochouse' (the fresh-water fish stew, the Saône's answer to bouillabaisse) I have ever

Members taking their boats through the inland waterways of France to the Mediterranean should investigate the Upper Saône if time allows - it is one of the most beautiful and interesting cruising grounds in the whole of France. The upper reaches - from the junction with the Canal de l'Est near La Basse-Vaivre down to St Jean de Losne, the junction with the Canal de Bourgogne and the Canal du Rhône au Rhin - are reminiscent of the Thames at its most beautiful, and, except at the height of the holiday periods, practically deserted. A further advantage as compared with the Thames is that the numerous locks are automatic, controlled by radar, photo-electric cell, or by simply twisting a bar suspended in mid-stream.

The area traversed by the Upper Saône is really 'la France profonde'. Little seems to have changed since the 50's and most prices will come as an agreeable surprise after more touristy regions. Here, apart from such useful cruising centres as Port-sur-Saône, near Vesoul, Gray, and St Jean de Losne, most of the frequent villages that dot both banks are the end of the road, the river having served all transport needs for centuries. The river itself has been improved for navigation, and apart from the locks and cut-offs (biefs) to avoid rapids, the upper reaches boast two tunnels of monumental design - neither are more than a kilometre long, and are controlled

eaten, at a price including the patron's beaujolais, that reminds one of happier times. Dominating this reach is the Chateau of Ray, the grounds of which, perched over the river, make an agreeable walk from the new landing stages in the short stretch of navigable river that leads upstream from the tail of the lock cut. Upstream from Charentenay, you can navigate the river to Soing; the steeply-wooded right bank contains the largest heronry in this part of France.

Below Charentenay, you can either follow the river, or take the cut-off, which contains a lock only in use when the river is in flood. Port de Savoyeux can supply fuel and water and overnight moorings. Supermarket and restaurants are a bike ride away, or you can arrange for a car to collect you to take you to one of the local restaurants. Gray is a boat-hire centre, with a lively small town. The lock is tucked away under a bridge on the left bank. Mantoche provides good overnight moorings in a typical village with a pleasant river frontage - but there is not much else available there. After Heuilly-sur-Saône is

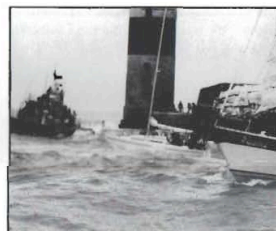
the junction with the Canal de la Marne a la Saône, which leads to Langres and eventually Paris. You can moor at Pontallier, but it is worth going on to Auxonne, famous for its old town and its restaurants. Finally, you arrive at St Jean de Losne, another cruising centre, with boatyards, fuel supplies, shops and restaurants. St Jean is the junction for the Canal du Rhône au Rhin via Dole and Besançon (careful, there are hazards when the water is low), and the perhaps too celebrated Canal de Bourgogne.

It is difficult to describe the Upper Saône without superlatives. At all seasons, the countryside is remarkable - long, rounded hills, wooded reaches, hanging shaws, typical stone villages, chateaux, old bridges and mills. Navigation is easy, especially if you pick up the illustrated guide to the river at one of the ports, the river is wide, there are enough locks and tunnels to enliven progress, and to offer those contacts with the shore that add to the pleasure of inland cruising. Food, either bought in shops or eaten in restaurants, is a gastronomic delight, and you are close enough to the Beaujolais and Burgundy to benefit from local prices. Calme, luxe et volupté are the keynotes of a few days spent exploring the region - and for that, a boat on the Upper Saône is the ideal means of transport. See you there!

Tim Chilvers



NEEDLES RELIEF CHRISTMAS 1990



© Nick Freeman

Saturday 22 December saw the dawn of a pretty grey day, but, to the delight and surprise of the skippers of the 63 Club boats who had entered their names, with their 324 crew, to participate in the 28th celebration of the Needles Relief, it also started with the most docile weather forecast that we had been offered for at least a week beforehand.

The flood tide seemed to be running a good deal stronger than expected, but those who left Lymington at around 0900 made it to the Needles in time to witness the efficient and faultless transfer by breeches buoy of the Christmas fare destined for the lighthouse keepers with greeting from all the participating yachtsmen - in fact, one parcel did take a momentary ducking, but Doug Baverstock's bomb-proof packaging saved the day - while the Rescue Helicopter approached over Tennyson Down and joined in the action.

The transfer of goodies over, the fleet ran down-wind and down-tide to Yarmouth, some to eat on board, some to the local pubs, which had been forewarned of the invasion date, and a huge contingent to the Royal Solent, who, as usual, were wonderful hosts and provided an excellent curry luncheon to a packed dining room. Many members saved their strength for the evening's traditional steak and kidney pudding dinner back in the Club in Lymington, which was also served to a packed house.

Take note - the Lighthouse will still be manned next Christmas, and the Needles Relief will be on Saturday 14 December.

Terry Gerald

Behind the desk ...



Mud and Ferries

One is getting more expensive - the other threatening to be larger

Two subjects have been looming over the winter routine: mud and ferries. One sign of concern has been clouds of black smoke seen rising from the chimney of the rumour factory, some of which the following paragraphs may help to dispel.

First, the mud. It belongs to the Crown, whose estate is run by the Crown Estate Commission, who for many years took little interest in it, and the seabed was leased to harbour authorities, yacht clubs and the like at nominal rents determined by the District Valuer. The impost was so small that there was little argument over the principles from which it was calculated.

Shortly after 1984, cries of pain from Cowes warned that the CEC had woken up to the earning potential of Solent mud. A substantial increase was imposed for the renewal of the lease. In 1989, the lease of the mud on which our starting platform stands came up for rent review and we felt the first puff of the rising wind. Instead of

a courtly letter from the District Valuer asking for ten percent on top of the £75 we were then paying, we got a brusque note from an agent requiring us to pay the going rate for 'industrial' land - asserted without explanation to be set by the market at £550. We argued that land whose price was set by the market usually has drainage and road access, but in the end we had to settle for a 100% increase - even though there is no market for underwater sites in the Solent.

Early in 1990, we were told (by the same agent) that the front of the clubhouse was a deep-water marina, whose rent should be based on the income from filling it with yachts and charging 'market' rates. The rent would be not £130 annually, but £2550. This computation was so bizarre that we asked if we might first discuss the principles to be used in assessing mud values, such as the depth of the water, the use to which it was put, whether planning permission existed or was likely to be

given for a marina and whether access was possible overland. This led nowhere: 'the market' was to be the sole jury. Meanwhile, the Harbour Commissioners had been engulfed by the same storm, so we linked arms and turned to joint agents, who are carrying on the campaign on our behalf. The outcome remains to be seen - but the days of £130 rents are probably gone forever.

Then there are the proposed new ferries. In spite of rumours to the contrary, they have not yet been built, and the ferry company has recently sent us a consultative document seeking our reaction to their proposals.

The Club can only object on grounds within its competence - that is, by reference to the impact of the larger vessels on the freedom of members to go about their legitimate business on the river.

Major-General John Groom has agreed to take on the job of co-ordinating the Club's response, and will keep you informed via the notice board. But there are other grounds on which members may wish to act individually, notably the effect on the town and the New Forest of the passage of 40-ton lorries. These are not points on which the Club can legitimately claim to have voice, but if they concern you personally, write to your MP.

Jonathan Hutchinson

House Notes

The House Committee has as its main responsibilities the maintenance of the Club and the social events provided for members.

To start with maintenance, the overall programme is now well in hand with the Ladies Cloakroom, Bar and River Room servery areas completed. What is not obvious to members is that considerable improvements have been carried out to the kitchen areas both above and below stairs. This has been partly necessary to comply with the new and stricter hygiene regulations. Old wooden cupboards, shelves and work surfaces have been replaced by stainless steel units, and full height tiling has been fixed to most walls. The result is that the preparation, cooking and servery areas for food are now efficient, clean and modern catering areas.

The House Committee have considered final plans for two areas. First an improvement to the Library - that multipurpose area that doubles as lecture theatre, meeting room and dining room - for completion during the Summer, and second, at last, improvements to the Gentlemen's Cloakroom. These two schemes, plus the work already completed, will cover the budget allocation for this financial year.

Preliminary planning is already in hand for next year's budget. The main project under consideration is an improvement to the Dining Room to include decoration and lighting, together with the provision of a modern carvery unit to display food, speed service and bring the standard of this servery area up to the new River Room standard. In addition, consideration is being given to a new bar shelf storage and display unit behind the servery area, new chairs and tables in the Library to reflect its multipurpose use, replacement of the flooring on the ground floor, and finally general decoration where required.

By the end of the next financial year, the Club will be in good decorative order and with modern facilities.

Turning to social events, the current

Winter programme must be one of the most extensive arranged for the Club. The choice ranges from a selection of entertaining lectures arranged by the Cruising sub-committee to formal dinners, with a variety of events in between, including speciality dinners, music and low cost food, poetry reading, discos and a Casino night.

Because the programme is arranged many months in advance - next Winter's programme, which will be along the same lines, is being prepared now - opportunities sometimes occur to put on an additional event at short notice. These additions, or any alterations to the existing printed programme, are displayed on the main noticeboard. Some events that the House Committee are responsible for, such as slipway and car park duties during regattas, and Christmas decorations, are labour intensive. If any member would be prepared to offer their help on these occasions, it would be helpful if they would register their name with the office so that they can be contacted at the appropriate time.

Running such a full programme in the Club requires a great deal of organisation, particularly with the movement of tables and chairs before and after an event, and also the demands of a wide range of catering needs. It is only with the loyal support of John McPhee and his bar staff, and Michael Webb and his kitchen staff, that such an intensive programme can run so smoothly (usually!). Thankyou.

Finally, the House Committee have been concerned for some time about the provision of snack meals in the evenings. It was provided towards the end of last year on a regular basis but with little demand at that time. It has been decided to restart snack meals, on certain nights, in the near future, and the Committee hope that members will support these occasions so that snack food can become a regular evening feature throughout the year.

Sandy White

A RACE OFFICER'S WATERLOO

Normally our Race Officers are a cheerful bunch, usually ready with a friendly greeting. Should, however, you meet one tearing up the Club pontoon with a self absorbed serious expression, it could be that they have been doing a session on Baverstock, our dinghy racing and training boat at the end of the river.

Baverstock has no loo! Long periods aboard her starting and finishing several race sequences can suddenly seem painful and unending and the concentration seems to flit from "was he flying a protest flag?" to "why did I finish off the hot coffee from my thermos flask?" We just wondered whether any Club member had a discarded portable loo in their garage or attic that they would like to donate to our worthy helpers. If so, please drop a line to the Club addressed to The Baver-Loo Appeal.

WINTER LECTURE PROGRAMME

Not so many years ago it was customary to hold Cruise Planning evenings when a relatively small number of members sat at tables with their charts and pilot books to plan their next summer's cruise. As many as six of these planning sessions were held each year. Gradually, perhaps to the disappointment of some, the Cruise Planning evenings became more popular and necessarily developed into Cruise Planning lectures; they also became more frequent. These lectures later evolved further, until now the emphasis seems increasingly to be more towards mid-Winter entertainment rather than planning next season's cruise.

In 1989 it was felt that each Cruise Planning Lecture was attempting to cover too much ground and that it became impossible to make more than a passing reference to a port or to an anchorage if the lecture was to be kept within the allotted time. The number of lectures was therefore increased by holding some of them in November, which had not previously been done. In the 1989/90 winter, attempts were also made to hold some lectures of more general interest on Fridays and Saturdays so that Members who work during the week could find time to attend.

We now hold some 26-27 lectures or practical demonstrations each year, and it may be felt by some that this is going over the top. Happily, so far, the main feed back has been enthusiastically supportive, and happily also we have within our membership a surprising number of yachtsmen who are experts in their field. To-date we have only explored the edges of this pool of talent, so there are many possibilities for the future.

However, in order not to lose sight completely of the beginnings of Cruise Planning, we have instituted this year a Cruising Conversation where, instead of bringing their own charts and pilot books, members can come and discuss their plans with those who have recently visited the area and already have the necessary charts and pilot books available before them.

There is always a great danger that our ideas become stale and boring. May we please enlist your help to keep on prodding us with new ideas and fresh viewpoints so that our lecture programmes for future years will meet with your approval.

Desmond Dewhurst

Winner 1990 Photographic competition- William Payne



YOUR PHOTO OPPORTUNITIES

We need photos for the Potter Ship. Some of you have been willing to show us your photos, but we would like to see many, many more - Club events, cruising holidays, members' yachts racing or even

of members themselves, all are suitable - however, we won't publish unless the person involved agrees! Send your pictures please to Rachel Nuding or Carol Tinley