

# potter ship



Bulletin of  
the Royal  
Lymington  
Yacht Club

No.8 Spring 1993



The Club is running a number of interesting new racing events this season. There are three one-off events, and two that we hope will become an important feature in our calendar. The one-off events are the International Etchells Class National Championship in June, The J24 Summer Cup over the August Bank Holiday weekend, and a Youth Keelboat Regatta in September.

We are particularly pleased to be hosting the Etchells Nationals. Not only is it acknowledgement of the increasing stature of the Lymington fleet, but also the Club's ability to run efficiently a major championship for an important International Class that boasts such skippers as Dennis Connor and Peter Gilmour amongst its past World Champions.

The Youth Keelboat Regatta in September will be run in co-operation with the RYA, as the Club contribution

to the RYA Year of Youth Sailing, and will be sailed in J24s. We hope that a number of our own Juniors will be taking part and further developing their talents.

Our two Club events will be run in response to an increasing demand for "not so serious" racing.

Without doubt, our two most popular events are the Thursday Evening Series and the Potter Ship. In recent years there have been disappointing turnouts for the Club Regatta, but we are almost overwhelmed on Thursdays. So, this year we will be running the Club Regatta over four midweek evenings, with appropriate post-race entertainment.

Finally, there is the Cruiser Pursuit Race in early September. Despite its boring title, the race should be tremendously exciting for competitors

and spectators. The race, for the Barklie Henry Challenge Bowl, will sail over a Pottership type course and will be for Pottership type boats. The difference, though, is that there is a staggered start and hopefully a mass finish with the first across the line being the Winner.

Tony Blachford - Captain of Racing

Above: Start of the 1990 Potter Ship--if the handicaps are right, then the finish of the cruiser pursuit race should be similar. Below: The Barklie Henry Challenge Bowl, presented to the Club in 1931



## THREE TRIES TO THREAD THE NEEDLE

With the long range forecast indicating force 10 or more there were considerable doubts as to the viability of the 1992 Needles Relief and cancellation would have been particularly disappointing as the "last" relief, in the present format, was once again taking place. After the forecast, the weather on Saturday was a pleasant surprise though a NE 4 to 6 with bursts of cold rain did not make ideal sailing

weather and it was therefore pleasing to see that most of the 79 boats, whose owners had contributed to the presents, were at the Needles for the transfer from the lifeboat. The sea SW of the Needles was flat, which was fortunate as a faulty batch of line throwing rockets (replaced the following day?) made it necessary to use a heaving line to rig the breeches buoy rope. With the number of craft going close in to the lighthouse it is fortunate that only one vessel hit the wreck and required towing back. A few burly crews sailed back to the Solent but the majority used engines, some boats being concerned that any heeling might delay the the production of warming drinks.

With the North Quay not being available for yachts to lie alongside in Yarmouth, the Harbour Master and his staff were kept busy transferring crews ashore and, whilst the pubs were not over crowded, the lunch at the Royal Solent was fully subscribed and an excellent curry was had by those who had managed to buy a ticket. So far as we are aware only one person tried to go swimming on the way back to their yacht. Latest information is that we may well all be taking part in the 'last' relief again this year but if the lighthouse is not manned in December 1993 we shall still find an excuse for a sail and lunch in Yarmouth on the 18th!

James Beattie Captain of Cruising

## From The Commodore

In case there is any doubt in the minds of members about the system being operated by the boatmen this season, I will try to explain why its introduction has been thought to be advisable.

Our shoreside activities cover everything from juniors, to our senior cruising and racing and international match racing.

It is a problem to strike a proper balance between these varied activities if the boatmen are being individually tasked by members on an ad hoc basis. Consequently it has been decided that requests for major work or assistance on the waterfront must be booked in advance so that the overall work requirement can be properly programmed for the satisfaction of all concerned.

It is not intended, or even possible, to impose a rigid bureaucracy.

If, for example, a member has to crane his boat out at 1900 hrs on a Friday, or a race has to be started at 0500 hrs on any day - just complete a simple form in the Club Office, giving details, in advance. The service will then be made available if at all possible and if it does not clash with anything else.

It is hoped, of course, that the number of requests for action at such hours will be limited. If a service (such as ferrying to yachts) is wanted at short notice, and boatmen are not to be found, speak to the Office, who will try and solve the problem.

If you encounter any difficulties please consult the Committee or Sub-committee dealing with your activity, through the normal channels.

However, I am sure that with your help and co-operation this system can be made to work to the satisfaction of everyone and that we will all enjoy a happy and congenial sailing season.

Peter Wilson



## A Letter to the Editor

Dear Pottership,

Most of the readers of this magazine do not need to be told that boating is a wonderful sport and recreation, and brings great pleasure to a multitude of people. The British have a great seafaring tradition.

Unfortunately, in Great Britain one of the biggest drawbacks to the expansion and development of the sport has been the word "yachting".

From its original roots describing a Dutch sailing vessel, this word has slowly evolved to invoke in many people's minds elitism, the class system, decadence even. The long vowel is ripe for parody by stand-up comics.

In the popular reports on Cowes Week the activities are always described as "yachting", building the picture of an activity that is not for the man in the street. Our sport is misunderstood.

In contrast, it is interesting to look at the Committees involved in the day-to-day business of the Royal Lyngington - those who really know what it is all about. None are yachting committees; they are Sailing or Cruising or Racing or Junior or House.

It is interesting to note that the United States Yacht Racing Union has recently

changed its name to United States Sailing. They believe that their interests are best served by appealing to everyone and by getting people to go sailing.

Perhaps unfortunately our national body is called the Royal Yachting Association - now there's a title to put off anybody who is struggling to understand our sport. However, they do not refer to themselves as the RYA in any but the most formal contexts, and the recent RYA "Get afloat" campaign was essentially practical and all-encompassing.

We should make efforts to change the image of 'yachting' so that the man in the street realises what a wonderful world can open to adults and children in a sport and pastime which is as wide reaching, involving and satisfying as any.

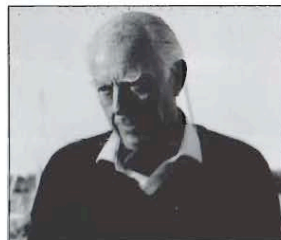
The Royal Lyngington has always been a leading Club and I would argue that it is one of the most excellent in the land. Once again let us show the way forward in this wonderful sport. The members should move that the Club be called the R Lym S C - the Royal Lyngington Seafarers Club.

Sincerely  
Nick Ryley

### Editor's Note:

More letters to Pottership on this and other themes would be welcome.

## CAPTAINS OF CRUISING



I was exceedingly lucky to have Ted Hawkins as my predecessor. He had charted a course ahead marked with clear way points requiring me simply to be sucked along in his most capacious wake. I was equally fortunate in inheriting a sub-Committee which has been outstandingly kind, helpful and supportive, people who have never hesitated to keep me on the straight and narrow when I showed signs of deviating from the well-charted course ahead. I have also been most fortunate in having the very loyal support of the cruising membership who, it seems, have kept coming to the Meets and have attended Lectures in ever increasing numbers.

Like most Club appointments (unlike the Treasurer, the Secretary and the Editor of Potter Ship) I soon found that the job involved having responsibility

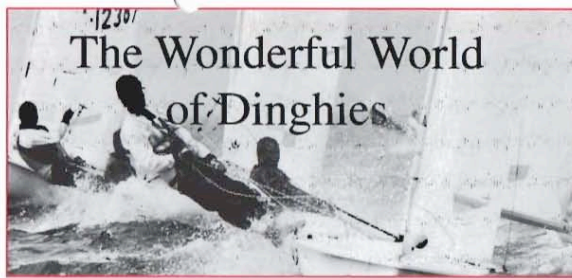
without power, which as everyone knows has been the prerogative of the Eunuch throughout the ages. Nevertheless I have thoroughly enjoyed being Captain of Cruising and would be happy to continue as such, but it was not to be.

In any event, my successor, James Beattie, is far better equipped for the task than I.

He has been a member of both the Executive and Finance Committees and now serves on the Sailing and Junior Sailing Committees and, which is more, unlike myself, is a redoubtable sailor in his own right. I am sure he will enjoy the experience as much as I have. In any event it may be of some comfort to him to know that in some harems at least, to the consternation of a few and to the delight of many, some eunuchs can enjoy it too.

As for the future, I once again have the pleasure of following in the wake of Ted Hawkins. I am sure I will find the course ahead as clearly plotted as heretofore. I only wish that I had half his charm, half his ability to manage people, and indeed, half his ability, but I will do my best.

Desmond Dewhurst



### WEDNESDAY JUNIOR SAILORS

Wednesday Junior Sailing recommences on 31 March 1993. Each session will last from 1400hrs to approximately 1730hrs. All local children, over eight years, are welcome, but parental permission is essential.

Since this popular scheme was started, in the summer of 1984 by the then Rear Commodore (Sailing) Dr Jonathan Rogers, 1660 children have benefited from the facilities provided by the Club. The small payment of £1 also covers tea and a doughnut!

The lasting success of Wednesday Junior Sailing depends on the continued enthusiasm and support of Jonathan Rogers (RYA authorised Principal) and his willing teams of helpers, dinghy instructors, rescue boat crews, 'tea ladies', marshalls and monitors: some 20 in all, every Wednesday afternoon, from 1330 hrs.

Last year, 40 parents (out of 200 newcomers) offered to help. All were contacted by letter. In the end, just TWO (neither Club Members) joined the Wednesday afternoon helpers.

Enthusiasm, pertinacity, and an adequate knowledge of dinghy sailing on the part of the instructors (not necessarily RYA qualifications) are the principal requirements for the helpers, who so generously give their time. Financial support also is always welcome. The fact that some 1200 of the 1660 children are out with the Club, suggests a good case for grants from local bodies.

The 1992 register of Wednesday Junior Sailors mustered 350 (233 boys, 117 girls = 2:1), with 200 newcomers - almost the same for the past four years. Club Members' children and grandchildren number 78 and a further 5 are Junior Members. Thus, Membership representation is approximately 24%.

In 1992 attendances numbered 1770 - 110 more, in two fewer weeks (20) than in 1991. The average Wednesday attendance has been 88. Approximately

200 children have attended more than 2 or 3 times. The average age of children is 11 years and the revenue from sale of doughnuts and RYA books was more than £1600!

Children, on checking-in each Wednesday, are 'marked' with a self-adhesive paper spot, to assist instructors in identification of their capability: White spot = Beginner (knows nothing); Yellow = knows a little; Red = Has RYA Level 1 certificate; Green = Has two or more RYA certificates.

On peak Wednesdays during term-time in May and June and in the first weeks of the summer holidays, attendances are particularly keen. Thus, Red and Green spot children are firmly encouraged to 'advance' to the equally popular and successful Weekend Junior Sailing, on Saturday afternoons and Sunday mornings. There, they join enthusiastic groups of more advanced children, in a very active and enjoyable programme that continues throughout most of the year.

Please let the Captain of Juniors or the Club Office know if you would like to help, in any way, the Club's splendid Junior Sailing ventures.

### DINGHY PARK TO COST LESS

There is some good news for 1993. The Sailing Committee has reduced the Club's charge for dinghy parking to £50, of which £20 is the Harbour Commissioners concessional charge for annual launching. There will be more room. The Club Optimists are moving to the new pontoon; regular dinghy sailors, particularly those taking part in the Monday evening racing, should be able to use the Balance Pond area with our Junior Section.

### MONDAY EVENING RACING FOR BIG PEOPLE!

It is planned to continue the informal Monday evening dinghy racing starting on the 10th May. There are signs that the Firefly fleet could be substantially increased. Titch Blachford is planning to join with a number of others.

### SPARE DINGHY EQUIPMENT

Stuart Jardine has a Topper which he is hoping to do up and sell for the Junior Fund. The problem is that it is missing much of its equipment, in particular the centreboard and rudders. If anyone has any odd bits of Topper in their garage or attic that they are willing to donate please ring Stuart on Lyngington 644728.





## Ann Littlejohn to be Club Historian

The General Committee is pleased to announce that Ann Littlejohn, who has been a member since 1946, has kindly consented to take on the duties of Club Historian. The first task is to collect all the papers which have accumulated over the years. The information as it stands today had been carried forward in the past by Jan Bryce and we owe her a great deal of thanks for the hard work she has done.

Commodore

## SAILING FOR THE DISABLED

For some years disabled holiday makers from the Avon Tyrell Centre have been given an afternoon's sailing by Club members during August. This year, we want to extend this scheme to include local physically handicapped people and we hope a number of



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Nineteen ninety two wasn't much of a cruising year, unless one started early or contrived, as some did, to cruise in sunny climes. In home waters the wind seemed always to be coming from where one was going (even Newtown!) or was replaced by rain fog or both; not a new phenomena, just worse. Certainly, for those embarking on voyages from early June onwards, the sails were more frequently furled, in whole or in part, than they were set, to be supplanted or supplemented by the engine, pushing all the sailing paraphernalia through contrary winds at an inadequate speed. Throughout, uncomplaining crews sat stoically at the wheel, in clammy oilies, doing their best to convince themselves that it was all jolly good fun, or wishing that their skippers (husbands) had taken up knitting. Meanwhile, the skippers were in the warm below, "navigating" and secretly wondering why, if motoring was to be the norm, they didn't have a vessel which did it properly.

Such subversive thoughts were not much helped when Letitia Jean steamed serenely by, with Desmond and Joanna waving their friendly greeting from the heated comfort of their saloon, both as immaculate as ever in comfortable summer clothes and without an oily in sight.

## Cruising 1992

Some considerable time later, when tired and wet one reached the destination and the crew was struggling with anchor, warp fender and what have you, there came the clatter of an outboard going too fast, or the gentle splash of oars (before he got his new outboard) followed by a familiar hail and invitation to drinks on Letitia Jean, "In five minutes".

This scene took place not only at Club meets; wherever one went, the seemingly omni-present Captain of Cruising was there with a similar greeting, apparently knowing everyone's cruising plans, and perhaps checking up to ensure that one had stuck to them, despite the weather!

The Cruising Sub-Committee is all about providing help and encouragement to those going to sea and the cruising book in the chartroom, not always completed, is sufficient evidence every year of the remarkable number of sea miles, both near and far, that members cruise. But when the boats are put away for winter the pace hardly slackens as Wednesday after Wednesday, not to mention Fridays and Saturdays, from November to March, the winter lecture programme unfolds.

One sometimes wonders whether the list of hazards compressed into a 45 minute précis of a 45 hour journey doesn't convince some never again to venture outside the Solent!

But fortunately the Captain of Cruising is there, with his very special sense of humour and mastery of

understatement, to put things back into perspective.

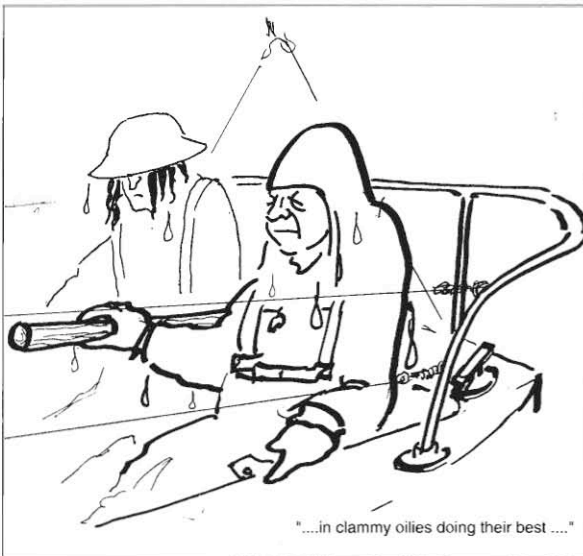
Neither the season's cruising events nor the winter programme of lectures happen on their own. The Cruising Sub-Committee causes them to happen; and no one more so than its Captain, arranging the venues, the social events, recruiting the lecturers, providing for their needs, meeting, hosting, introducing and thanking, all with apparent easy-charm and good humour. Of course, it's not quite like that. The events only go so well because Desmond and his Committee have put in hours of detailed thought and work beforehand, to ensure that things go as well as they invariably do.

We are very lucky to have had Desmond as our Captain of Cruising and also that he married Joanna, who ensures that Letitia Jean is moored safely (rubber gloves permitting!), in good time to prepare the warm (in all senses) welcome with which she and Desmond always greet us. Perhaps they will now give us the opportunity to entertain them, though they will have to give us time to park and clean both ship and selves, if we are to achieve the standards they have set.

We thank them both for the very special contribution they have made to the Club, and especially to the cruising scene, during Desmond's years, first

as a member and then as Captain of the Cruising Sub-Committee. We look forward to the friendly wave for many years to come and hope that as they glide by they will judge our tinge of green as little more than mal de mer. We are, of course, also delighted that the Vice-Commodore's pennant will now fly from Letitia Jean's masthead and hope that it will continue to flutter over our cruising events, as it has done from Barada's.

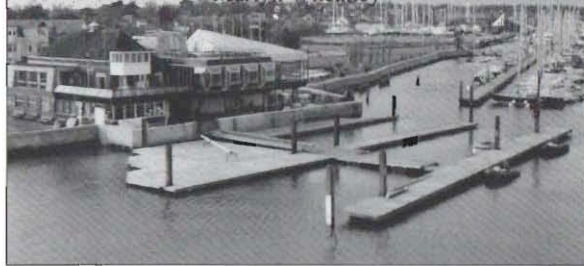
John Groom.



"....in clammy oilies doing their best ...."

## House Matters

by  
Martyn Wheatley



Our Winter programme is now in full swing with the majority of clubhouse events being well supported.

Members are making more use of the Dining facilities, particularly after the Wednesday and Saturday lectures when over 100 members regularly stay for Club supper or use the Bistro. Full details are posted on the club notice boards.

The Art Exhibition run by Mary Follet and Lady Boxer was well supported with 110 exhibits and £585 was raised for RNLI funds.

Over Christmas, both the Christmas Dinner with carol singing and the New Year's Eve Dance were a success with both events fully booked.

The Junior section held their Junior Yacht Race Game on 2nd January again well organised by Doug Baverstock and his team. The Childrens' Christmas Party was well attended and this year's Father Christmas did a splendid job!

The Spring Series now has a new format with racing over four weekends from 28th March to 18th April on each Sunday, plus two Saturday races on 3rd and 17th April. In addition social events will be arranged on the Saturday evenings.

The 1993 RNLI Ball will be held at the Club on Friday 2nd April. Entry is by ticket £30 each. Tel: 675334 and 673473. That night normal use of the

Bar and Dining Room will not be possible.

The sea wall and forecourt extensions have now been completed together with the re-organisation of the area under the Bar and River Room. This will provide better storage for Boatmen's equipment in conjunction with a permanent workshop and also give better access to the changing rooms.

A roofed-in and lockable outboard motor enclosure is being provided adjacent to the entrance by the seawall. All this work has received Planning Approval! With these new facilities we hope to keep the forecourt area clear and tidy for members use with tables and seating overlooking the jetty area. More use will be made of the forecourt space starting with a Barbeque & Dance on the evening of the official opening of the new pontoons and tide gate, by our Patron on Saturday 8th May. Further details will be posted on the notice board.



## Seagulls Counted

Many sailors are keen observers of natural history, and especially of birds, so it is hoped that a note or two about local wild-life will be of interest.

Taking part in the National Gull Count in January, Eddie Wiseman, Senior Ranger, HCC, counted gulls coming in to roost near Lymington Yacht Haven. During a two hour spell, he counted some 1800 gulls, mainly black-headed gulls but also about 30 common gulls and a few herring and greater black backed gulls, some 3000 were counted at Keyhaven in the same period.

A half per cent of the world population of breeding pairs of black headed gulls breed in Hampshire. They can be commonly seen on the Lymington marsh, and are recognisable in winter, when their heads are white, by a black flash behind the eyes.

Marilyn Holmes



Castaway and I thoroughly enjoy our sailing whatever the English weather. Try then to imagine our joy during twenty days of brilliant sunshine, following winds, with an unreefed main for three thousand miles and you get some idea of the perfection of trade wind sailing in the 1992 Atlantic Rally for Cruisers, or ARC for short. Add to this scenario flying fish, battered and breadcrumbed for breakfast, one metre of Dorado for supper one night, dolphins for company and an odd whale for excitement, and.....well, there we go...perfection.

Castaway had sailed down to Madeira in one hop during September, on to Tenerife, and was left for six weeks in Puerto Colon marina to allow for a trip home to work. Rejoining her in mid-November, with two of my sons, Richard and Dom, allowed a few days of family pottering with Carol along to look after us, and thence up to Las Palmas to join the gathering ARC fleet for a week of pre-start frivolities. Parties, good company and time to virtual up and do all those odd jobs.

Then at last the "off". A starting line, which you had a job to cross on starboard (the tourist board had laid that on, so it was to be off the promenade!), and 110 boats under collision at sea rules threatened general chaos, but amazingly, (rather like the Lymington XOD fleet!!) everyone survived apart from the odd clout here and there. The fleet split to go either north or south of Gran Canaria as the mood took. With an unseasonal southerly wind and Castaway and her crew's dislike of going to windward, we went north, and subsequently got a good reach down between the Islands.

Brilliant moon, gentle rolling sea, light breezes behind. Could this be the Atlantic? By next day only a few boats were visible, and as we gradually left the islands of Tenerife, Gomera and Heirro behind, only the odd sail remained. Another brilliant night and lo, we were alone at last. Ten days of absolute bliss followed, with fifteen to twenty-five knots of wind, east south east, running goosewinged with a small electronic autohelm operating the vane arm of our servo wind pilot steering. The only snag was that its black finish appeared to make it overheat and my electronics engineer son Richard had to dismantle and repair it several times. Fighting sunburn, having problems with bedsores from all the time off watch (three hours on and six hours off with our crew of three) life settled into an enjoyable haze. From here on we would forget what day it was and have to check the log book from time to time!

Castaway is a simple boat. The good lady in the ARC office fell about laughing after offering deliveries of meat deep frozen to discover that, not only did we have no freezer, but not even a fridge. Our theory, amply proven in practice, was that we would live very happily on tins or pre-prepared M&S type meals for a matter of three weeks. Also, being great tipplers, we

## CASTAWAY'S ARC



Above: Castaway in Marigot Bay St Lucia Below:

"...twenty five knots of wind...running goose winged under autohelm..."



could even make do with slightly warm beer and whisky. Certainly the wine was always at room temperature. The more gadgets you have, the more there is to go wrong, so keep it simple was our motto. Funnily enough later on in St Lucia we always offered guests ice in their drinks having collected a bagfull every day for our cool box, whereas often on more sophisticated boats the fridges couldn't cope with ice due to the heat!! For the record, three of us used a total of 25 gallons of water in eighteen days, and we carry fifty with ten spare gallons in cans. Our one and almost only catastrophe was during cooking duties one night when the toad in the hole was ejected from the baking pan. Most of the toads finished up behind the cooker while the "hole" part took to the floor! It was only later in St Lucia when we lifted the floorboards that we found the remaining batter.

To resume the voyage then. The wind went soft with quite violent squalls. These squalls could be seen coming with their attendant clouds from miles away, night or day. A shift of wind perhaps thirty degrees, a bit of a blow, five minutes warm downpour and twenty minutes later back to normal. Weather forecasts obtained daily on the SSB Atlantic net and repeated on our own ARC net, appeared to us to have no actual relationship to the weather at all. There is an opening here for some entrepreneur to set up a service. All you would need is half a dozen tapes of typical trade wind conditions. We often thought this is all

we were hearing!

Some fifteen days out we had a couple of exciting nights and even put a reef in the mizzen, achieving our best day's run of 170 miles. This rather bore

out Castaway's overlaid state because she has done close on 200 miles when she is trying. The Americans enlivened this part of the voyage by issuing a warning to keep out of a vast area of Atlantic south east of Cape Canaveral as they were dropping missiles there that night. As we were just entering it we thought it prudent to alter course (can't go anywhere these days!) and were rewarded by seeing a missile launch with bits and bobs dropping off.

A grandstand view of the moon's total eclipse on a rolling moonlit sea was another memorable night, but eventually all good things have to come to an end, and St Lucia appeared in the dawn of 19th December. A warning call to radio ARC manning the line 24 hours a day meant that we got a friendly hoot, and were efficiently directed to a berth in Rodney Bay Marina to be met by a right royal welcome. By tradition everyone already there blows their horns at a new arrival (yes, even at night) and you are presented with a bowl of local fruit and rum punches by courtesy of the marina, with spare bottles of rum and fruit juice for top ups and lots of bonhomie from previous arrivals completes the scene.

The final delight is the people of the Island. Wide smiles and nothing but friendly welcomes from a people proud of their Island and who believe they live in paradise. Who are we to argue with that?

What then follows is another story, but we can thoroughly recommend anyone with the time available to take part in this quite delightful trip.

George Tinley

### THE 1993 ROYAL LYMINGTON CUP MATCH RACING CHAMPIONSHIP

*Many top ranking skippers from around the world have expressed an interest in competing in this event.*

The Royal Lymington Cup Committee thought it beneficial to re-state the aims and objectives that it has set for this event. They are:

- To conduct an international match race sailing event, attracting the best standard of competitors from around the world to compete with Britain's best match racers.

- To organise the event through the available resources of the Club, utilising the racing skills and talents of members to the benefit of the sport of sailing.

- To contribute to the evolution of match race sailing by developing aspects of the event to maximise its appeal to competitive match race sailors and crews, with the best possible standards of equalised match racing yachts and equipment.

• To conduct the event in a manner compatible with requirements of the membership of the RLymYC, the interest and regulations of the Royal Yachting Association, the World Match Racing Conference and the IYRU.

The Club will seek to optimise funding support from all parties able to assist in meeting the cost of the event. In this regard the Club considers it a priority to cover the costs resulting from the sailing objectives expressed above, following which available funding will be contributed to prize money and enhanced facilities. Other requirements for funding not directly related to the excellence of the event on the water should not be allowed to manipulate the nature of the event or down-grade its match racing quality.

Nick Ryley Chairman





## Behind the desk...

Looking back over the seven years through which I have enjoyed the view from this desk (actually, it is not the original desk - the first was washed away by the flood) it is possible to see that considerable changes have occurred in the club. Most of the building has been refurbished and the furniture replaced. The waterfront has been completely rebuilt and greatly improved in layout. Very nearly the whole of the kitchen has been renewed. In other words, not much of the structure that was here in 1985 is still here, and from what I hear I judge that most members agree that renewal has brought improvement.

The club's income today is nearly 5 times what it was in 1985, and it is of course those extra resources which have made the changes possible. The membership which generates the income is slightly smaller than it was then, but the astonishing thing has been the growth of activity. Consider two examples (outside sailing, in which the quickened pace can be felt more easily than measured). Then, there were four lectures and a dozen cruise planning evenings in a winter, attended by twenty or thirty members: this winter has seen 30 lectures, attracting an average audience of 80 plus - itself a testimony to their quality. Then, we ran about 35 committee meetings a year: this year there have been upwards of 80 of which I have been aware, all of them witness

to the participation of members in the affairs and wellbeing of their club. And they are not the same people meeting over and over again: I don't know how many members have attended one or more of these committees, but the number is certainly large.

All this increased activity has had its effects, not all of them welcomed by all. We have no more space than we did, (though better layout has helped at the edges) and competition for shared resources such as boats and manpower has intensified. There was a time when a committee could expect to have the clubhouse to itself on a Friday evening. Not any more. These days the programme sent to the printers at the start of each half-year contains almost no slack at all, and if you want to use club facilities on demand you are as likely as not to find that they are in use by others.

There has been one addition to the club staff in the seven years, and I remain convinced that the only sensible way to match the growth in activity is by making ourselves more efficient. We have made some encouraging progress: the task of recording and collecting subscriptions, for example, which in 1985 took two people up to three months, is now effectively completed with fewer errors by one person in three days, and the production of the electric version of the members' list to send to the printers, once the sole

task of a typist and several proof readers for three weeks, can now be accomplished by one person in less than three minutes. There remains substantial scope for further improvements, but it is not true to suggest, as it has been from time to time, that the computer is in the driving seat. It isn't and it won't be: but we intend to develop to the full its remarkable ability to remember things verbatim and to undertake boring repetitive tasks instantly, without complaint and without expecting to be paid or fed.

Two aspects of all this change are the source of concern to some members. It is often said that we are generating a paper empire, and that the administration is becoming a centralized monster.

To the first, I respond that if you want well-informed decisions from those dozens of your fellow members who meet to decide how to spend your money; if you want to find out what is happening (and sometimes, what is not happening); if you want the staff to know that they are due to serve up a meal for your function; all this and a mass of other information can only be conveyed to and between people (who sometimes, even if they work here, do not see each other for days at a time) by committing words to paper and giving the same written words to everybody who needs to know.



An awesome affair, needs clearing up!

To the second, I offer a thought (possibly from Confucius, but more likely Apocryphal): if the fleet must be ready to put to sea at full strength, then for every thousand boats awaiting new oars there must be ten thousand oars in the stores awaiting boats. If we keep resources lying idle awaiting the whims of potential users, there is a cost to be met by all members in keeping those unused resources lying idle. The only way to keep the cost of club sailing to a minimum is, as with manpower, to use what we have in the most efficient way. This must mean centralized control of resources, advance planning for their use, and at peak times a central point of direction. There is nothing sinister in this; we are just trying to ensure that those who want to use their club's common resources of manpower and material at reasonable cost are given the best opportunity to do so.

Jonathan Hutchinson

The last issue of Potter Ship reported, in Trophy Watch UK, the disappearance of the Andrea-Jones Cup. That's still missing so keep looking, but now the mystery extends with a request from the Royal Southern Yacht Club to help them find the Charles Le Roi Challenge Trophy.

### Trophy Watch UK

The Royal Southern Yacht Club presented this trophy in May 1981 and 1982 to the winners of the Solent Cruisers Race, in which four clubs were involved (R Sthm, RLymYC, RLYC and Island SC). They believe that it was won by the RLymYC in 1982. The event only ran for two years and they are now trying to trace this trophy in order that it can be reallocated.

The trophy is a goblet/champagne bucket type design, 10 inches in diameter, on a square wooden plinth with a total height of approximately 15 inches.

If anyone knows of its whereabouts please let us know on 0590 672677.

In addition, if any previous winner has a picture of it, we would like to borrow it to put into the next issue of Potter Ship to aid identification.

### The Members Art Exhibition

It was all started by Derek Pitt-Pitts in 1976 when he was a Flag Officer. He suggested to Pam Boxer that there was so much artistic talent in the club that this could be a source of revenue for the R.N.L.I. Pam took the hint and together with Angela Sainsbury set up the first Members' Art Exhibition, which has since become a regular fixture on the Royal Lynton Yacht Club calendar every October. After a while Tishy Honer took over from Angela and she and Pam organised an increasingly successful event. I took over from Tishy in 1989, and I'm delighted to say, Pam is still very much involved.

Since 1976 over £9,000 has been raised for the R.N.L.I. and over 800 exhibits sold.

There are regular and new exhibitors each year, but we feel there must be

many other members of talent who haven't yet exhibited. How about this year?

It will take place from 29th to 31st October. Exhibits should be brought to the club on Wednesday 27th October. Up to three items per member are allowed, 20% of each sale goes to the R.N.L.I. and the balance to the exhibitor. If you do not wish to sell we ask for a donation of £5 minimum per exhibit.

It is not only paintings we'd like to show - sculpture, pottery, glass engraving, model making and so on are all welcome.

If you have any queries do please ring me on Lynton 643849.

Mary Follett.

### CARTOONIST REQUIRED



Sometimes topics in the Potter Ship could be given added piquancy if only the Editor could draw. As she can't, she would like to hear from anyone in the Club who, just occasionally, would attempt to visualise her ideas in the way John Ryley has so effectively done in this issue. Names, please to the editor.

### UNDER NEW EDITOR (POTTER)SHIP

Rachel and Carol, having worked hard at producing the Potter Ship to an extremely high standard for five issues, have decided to turn their hands to other things. From a now-captivated readership, many thanks.

Marilyn Holmes has taken over as Editor. Once a professional technical Editor, she now runs a small business and sails Mainframe, a Nicholson 476, with husband Geoff. Mainframe can be seen as committee boat in the Spring Series. Many people write regularly for the Potter Ship, and their efforts are much appreciated - please keep writing. But new names would be very warmly welcomed. Long or short, serious or funny, text, and pictures especially, are wanted. Contributions, please, to the Potter Ship pigeon hole.

Marilyn Holmes

#### Potter Ship

Editor: Marilyn Holmes

Potter Ship ©

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The Editor would like to thank all those who offered articles & photographs. Our next Potter Ship will require informative and interesting articles, with photographs. Please send these to the Editor c/o the Club by early August. I will use as many as possible - space permitting.

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