

ROYAL LYMINGTON YACHT CLUB



OFFICIAL HANDBOOK

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Members: Lymington 3164 and 4172

Dining Room: Lymington 2290

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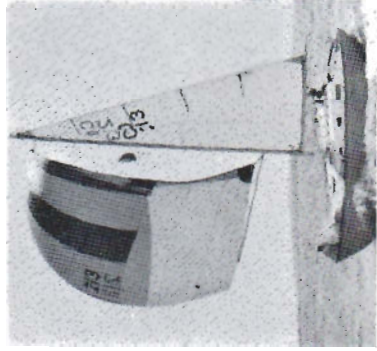
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ROYAL LYMINGTON YACHT CLUB

A SHORT HISTORY OF THE CLUB

LYMINGTON WAS A THRIVING PORT IN THE 18TH AND 19TH centuries and large sailing vessels, mainly engaged in the salt trade, plied to and fro. A few yachts are known to have been based in the river in the latter part of the last century and the early part of the present century, and the first Lymington Town Regatta was, in fact, held in 1875. There is, however, no record of the existence of any Club activity until, in the summer of 1914, the Lymington River Sailing Club was formed with 18 members under the captaincy of Captain H. H. Nicholson.

Weekly races in 12 foot prams were started but these activities were shortlived and ceased abruptly on the outbreak of war in August 1914 before the final race of the season or the first A.G.M. were held. The Club was resuscitated in 1922 under the energetic leadership of Major Cyril Potter who held the post of Commodore for 15 years and can justly be named "father" of the Royal Lymington Yacht Club.

The Solent Sea Bird Class of 18 foot half-decked sloops was introduced in 1922-23 and became very popular as an adjunct to the large 12 foot pram class. A high light of 1922 was the Lymington Town Regatta in August which included races for L.R.S.C. boats for the first time as well as for a large number and variety of visiting boats.

The Club had no premises at this time but in 1923 the Coastguard Boat House, on the site of the present Club building, became available and was rented and fitted out as a Club House. Shortly after, it was purchased; a top floor was added and the old slipway was replaced by a pier.

In 1923 the Club held its first Regatta and in 1924 the Club burgee was adopted and the name was changed to the Lymington Yacht Club. The burgee, a red pennant with blue cross, white cross and the Lymington ship in the centre of the cross has remained unchanged apart from the addition of a neptune crown in the hoist. In 1929-30 the Club premises were extended by

A roof garden over the bar affords magnificent views of the river, the Solent and the surrounding countryside.

A new pontoon landing stage affords 100 feet of deep water berths and moorings for members' dinghies.

The Club has adequate changing accommodation and stores for sails, outboard motors, etc.

Lunch can be obtained daily and suppers are available on Fridays, Saturdays and Sundays during the sailing season.

Club rooms may be hired by members for private parties outside of the sailing season with the approval of the Committee.

There is a public car park adjacent to the Club — yearly tickets, entitling the holder to use all car parks in Lymington Borough, can be purchased from the Council and six monthly and weekly tickets are available from the Club Secretary.

SOCIAL FUNCTIONS

Dances for both younger and older members are held several times a year and are always well attended.

The Club holds its Annual Dinner in November; about 150 members are usually present. There are also occasional Club Dinners on Saturdays during the early months of the year.

During the winter season, on the first Saturday in each month, there are lectures, usually with films or slides, on subjects of interest to yachtsmen. These are preceded by supper.

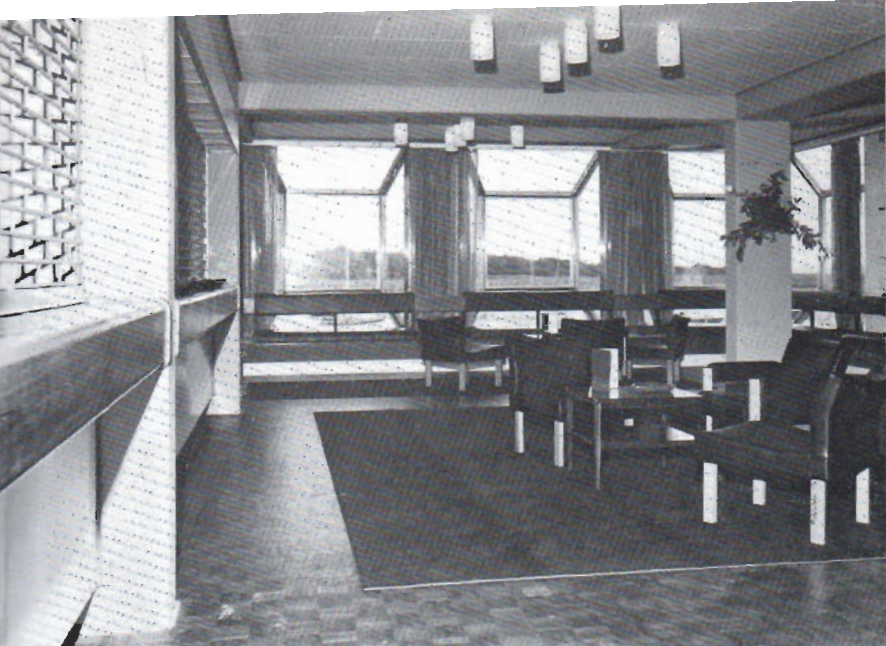
MEMBERSHIP

Rules of the Club and full details regarding membership can be obtained from the Secretary. The following abridged extracts from the rules give some information on the subject of membership and subscriptions:

Categories of Membership

Members shall be:

					£
FULL MEMBERS	Entrance Fee	..	..	..	10.50
	Annual Subscription	..	..	..	8.40
FAMILY MEMBERS (WIVES) (CHILDREN)	Entrance Fee	..	..	..	5.25
	Annual Subscription	..	..	..	4.20
	Over 8 and Under 21	..	..	..	1.05
	Over 21 and Under 25	..	..	..	3.15
JUNIOR MEMBERS	Entrance Fee	..	..	..	Nil
	Annual Subscription	..	..	..	2.10



The Lounge Bar

(Photo by Myles Cooper)

A Family Member is a husband, wife, unmarried son or daughter under the age of 25, or young person under 25 living with a Full Member acting in loco parentis.

Junior Members are young persons between the age of 12 and 21 whose parents are not Full Members.

Family and Junior Members are not eligible to vote at General Meetings.

Election

Candidates for election for either Full, Family or Junior Members must be proposed by one member and seconded by another, both of whom must have been Full Members of the Club for at least two years and must have known the candidate for a similar period.

Temporary Members

May be admitted to the Club on introduction by a Full Member and authorised by a Flag Officer on behalf of the Executive

Committee at the following subscription rates for a maximum period of twelve weeks:

For initial periods up to 2 weeks — 50p a week.

For subsequent periods between 3 and 12 weeks — 25p a week.

Reciprocal Arrangements with Other Clubs

Members of the undermentioned Clubs have the right to become Temporary Members for a period or periods not exceeding 14 days in any one year without payment, on application to the Secretary:

Royal Southern Yacht Club; Royal Southampton Yacht Club; Royal Dorset Yacht Club; Parkstone Yacht Club; Royal Naval Sailing Association; Royal Corinthian Yacht Club (Cowes); Royal Solent Yacht Club; Royal Naval Club; Royal Albert Yacht Club.

RACING

Racing in West Solent waters takes place throughout the season April to October and is sponsored by the various Clubs in the area including R.L.Y.C., Lymington Town Sailing Club, Royal Solent Yacht Club (Yarmouth) and the Keyhaven Yacht Club.

The Salterns Junior Club, situated between Lymington and Keyhaven is an active and enterprising training ground for young members up to the age of 14, racing in Moths.

Club regattas are open meetings at which any member of a recognised Yacht Club may compete whereas racing for dinghies and Club classes such as the 'X' Class which takes place regularly throughout the season is (except at regattas) confined to the promoting Clubs.

The R.L.Y.C. programme starts with an Easter dinghy Meeting and regular class racing for 420s continues throughout the holiday periods.

The 'X' Class, numbering some 30 boats and racing three times a week, has formed the backbone of Club racing for many years and shows no signs of declining.

Handicap races for cruising yachts are held on Wednesdays throughout the season.

The Club holds an Annual Regatta in August followed by a Junior Regatta for dinghy classes. At the Club Regatta and also at the Lymington Town Regatta held shortly after there are handicap races for all classes of boats and visiting yachtsmen are welcomed as competitors.



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Other R.L.Y.C. events include a Round the Island race for the Power and Ware Cups, an event in which limited motoring is allowed, and various Motor Cruiser Rallies.

The season's finale is a "menagerie" race for the "Potter Ship" trophy open to all keel boats belonging to Club members. This normally attracts about 50 entries, providing an exciting and spectacular start.

Except for the dinghy classes all races start from a line seaward of the platform at the mouth of the river and finish either on this line or opposite the Club. A plan of the racing area and marks is on pages 21 and 24.

LYMINGTON RIVER

The river is well marked with posts at frequent intervals and has no hidden dangers. Starboard hand posts are painted black and port hand ones red. Recent dredging operations have restored the minimum depth in the channel (75 feet wide at its narrowest) to 8 feet at M.L.W.S. as far as the Railway Pier.

The R.L.Y.C. Starting Platform is a conspicuous mark which can be picked up on a clear day from many miles away. The entrance to the river lies between a tall red post with a barrel top mark (Jack-in-the-Basket) on the west side and the starting platform and off-lying post with diamond top mark to the east. The water around the platform is fairly shallow and should not be approached too closely at low water. The next post, Cross Boom with a St. Andrew's Cross top mark should be passed about 50 feet on the port hand. Thereafter the easiest way to navigate up the river is to steer to pass close to the line of yachts moored on the west side of the river, leaving them to port. This course leaves Numbers 1 & 3 Posts to starboard and Number 4 Post to port.

After Number 5 Post (starboard) and Number 6 Post (port) there is a continuous line of moorings on the west side which should be left close to port as should the new red post marking Harper's Lake Channel which leads in to port of Harper's Post. Harper's Lake itself has been dredged to 9 feet and contains the 450 berth Lymington Yacht Haven marina.

Harper's Post (port) and Number 11 Post (starboard) mark the start of Horn Reach and from here up to the Railway Pier on the east and the Marina on the west, there are lines of moorings



Horn Reach



'Ilex' X Class, in Lymington
River

(Photos by Dr. Peyto Slatter)

on both sides, the channel lying between them. The R.L.Y.C., with its new 100 foot pontoon pier, lies on the west bank about halfway up Horn Reach.

Above the Railway Pier the channel narrows and turns sharply to port, lying between two lines of piles forming moorings. This part of the channel up to the Berthon Boat Company is dredged to a minimum depth of 6 feet at M.L.W.S. The channel then turns to starboard up to the Town Quay and in this reach depths of only 4 feet may be found.

The full detail of river marks is as follows:

<i>Port hand marks</i>	<i>Starboard hand marks</i>
Cross Boom*	No. 1 Post*
No. 4 Post	No. 3 Post*
No. 6 Post	No. 5 Post
Seymour's Post*	No. 7 Post*
Bag of Halfpence Post	Tar Barrel Post*
Cocked Hat Post*	Pylewell Post
No. 10 Post	New Pile*
Harper's South	No. 9 (cage) Post*
Harper's Post*	No. 11 Post*

Posts marked * are lit — red flashing lights to port, white flashing lights to starboard. Fixed red leading lights near the Yacht Club on magnetic bearing 327° mark the entrance to the river but care must be taken to break off from these before Seymour's Post is reached.

Pylewell Creek is navigable for small craft at high water and is a useful and interesting short cut when going East down the Solent. There is a minimum depth in the middle of the channel of about 6 feet at M.H.W.S., but the channel is not marked and it is advisable to explore it in a centre board boat before taking a keel boat through.

Public landing facilities are available at the new pontoon about 100 yards south of the R.L.Y.C. and at the Town Quay. There are alongside berths for visitors at the Customs House Quay just north of the oil depot and short of the Town Quay and there is, adjacent to the Town Quay, a hard suitable for beaching boats of up to 5 foot draft.

Bye-Laws

The British Railway ferries have to keep to the centre of the channel and maintain steege way. If forced to stop they may

blow ashore or on to moored yachts. A bye-law requires sailing vessels to avoid using the deep water channel in such a way as to obstruct them.

The ferries are handled with skill and consideration but they cause a pronounced wash and, at low water, a surge. They should be given as wide a berth as possible.

Water skiing and aquaplaning within the limits of the harbour are prohibited and all vessels are required to proceed at such a speed as will avoid setting up an excessive wash.

TIDAL INFORMATION

The Lymington River, in common with other West Solent areas, enjoys the great advantages of a double high tide. This takes the form of a "Stand" for up to 2½ hours after first high water before the tide starts to recede.

High water at Lymington compared with Dover varies between about 12 minutes after at neaps and about 50 minutes after at springs.

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Lymington Marina

(Photo by Dr. Peyto Slatter)

The flood tide in the river is very slack and barely perceptible at neaps but the ebb runs at up to 2 knots at springs.

The rise and fall in Lymington River varies between about 4 feet at neaps and nearly 10 feet at exceptional springs.

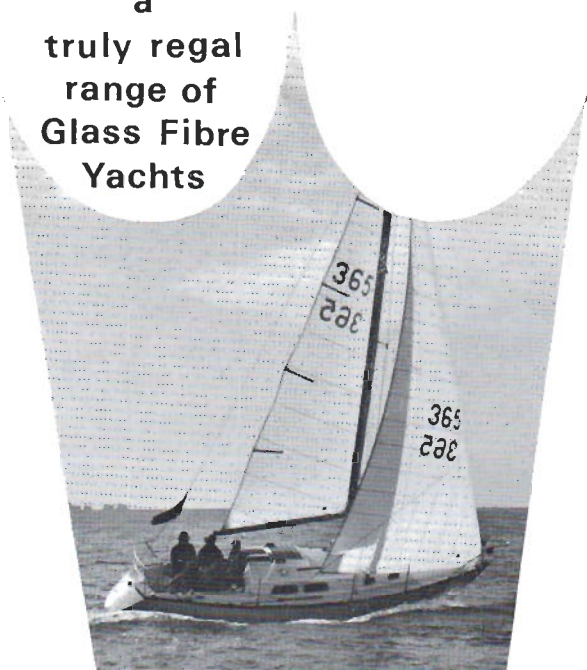
The west going tide in the Solent starts about $\frac{3}{4}$ hour before H.W. Dover and the east going tide about $5\frac{1}{4}$ hours after H.W. Dover. The tide in the channel off Hurst Castle runs at up to 5 knots at springs with overfalls which may be dangerous for dinghies.

GENERAL INFORMATION

Visitors' Charges

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TOWN QUAY AREA. Up to 25 ft. ..	20p	35p
25 ft. up to 35 ft. ..	30p	50p
Over 35 ft. ..	40p	70p
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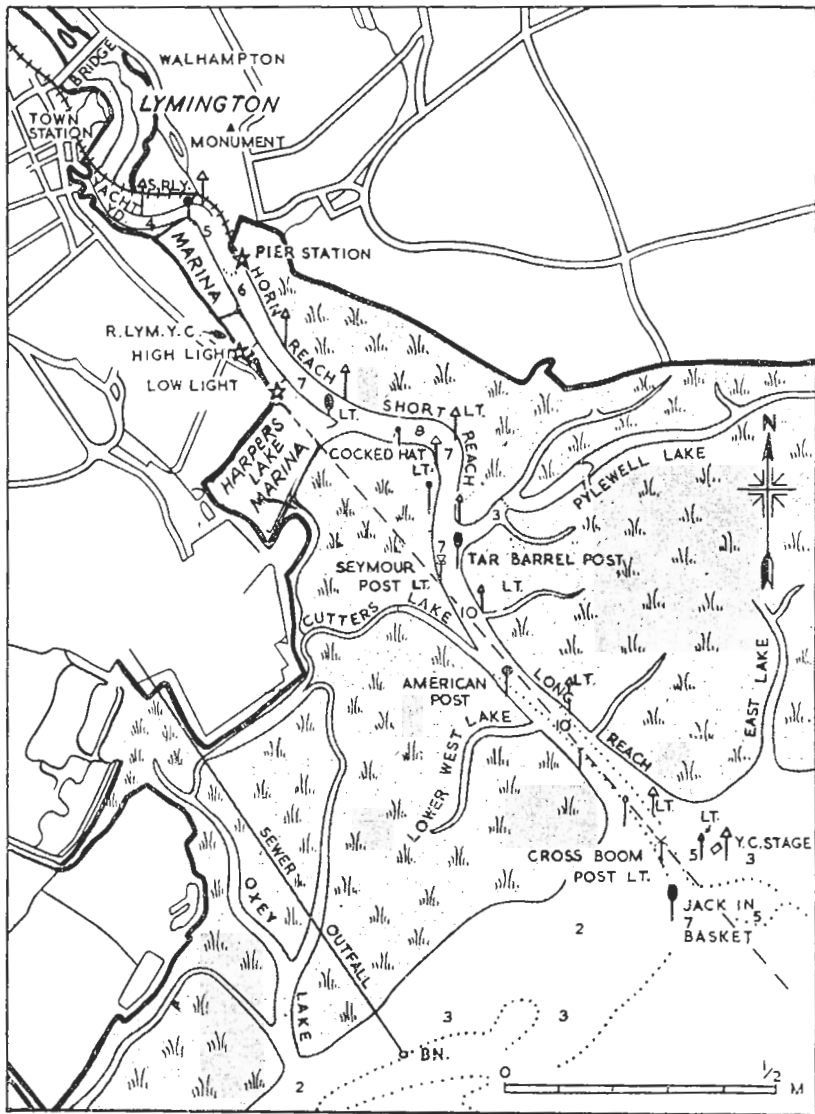


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Reproduced from British Admiralty Chart No. 2040 with the sanction of the Controller of H.M. Stationery Office and of the Hydrographer of the Navy.

Harbour Master (F. V. Woodford)

Office about 50 yards south of the R.L.Y.C.

Mooring and Berthing

CHARGES. Charges vary according to overall length.

						£
Examples: 16-22 ft.	..	..	..	..	..	17-10
25-30 ft.	..	..	..	..	..	30-00
35-40 ft.	..	..	..	..	..	37-20

Applications should be made to the Harbour Master, Harbour Master's Office, Lyminster.

Lyminster Marina and Lyminster Yacht Haven

Visitors are accepted if berths are available. Water and fuel facilities are available.

Dinghy Parking

There is a Club Dinghy Park for about 40 dinghies adjacent to the Club. The annual charge is £4 which includes launching fee.

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