

Royal Lymington Yacht Club

## **BULLETIN - WINTER - 1954**

by  
"Cross Boom."

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### **SAILING:**

Rain, hard winds, and yet more rain plus some fog, and we talked of our summer for 1954—that never came.

Certainly not an easy season to sail yachts for enjoyment and yet in spite of one of the very worst of English summers within living memory, many of us managed to get some fun and satisfaction, if not a great sense of achievement from fighting these very elements that may have caused some to feel frustrated by the continual adverse conditions that had to be battled against.

'Hope Springs Eternal"—led many to expect an INDIAN summer but again we had only gales and floods to finish up this outstanding year of bad weather.

**Ocean Racing** saw our club well represented in many fixtures led by our Vice-Commodore, and our colours flew from mast trucks in Holland, France and Spain. Once again we were placed high up that list of the Inter club Points Championship—fifth to be precise; and once again we need to thank our gallant few crack yachts for giving us such distinction, and collecting so many points with a comparatively small fleet.

The standard is very high; may the club produce more such sportsmen to get us yet further up that list in this open water-racing and, all Members, please fly our flag.

**Cruising.** Again from Holland in the East to Spain and beyond; since we were represented down in the Mediterranean.

The Cadiz cup was once more won by that outstanding West Solent 5 tonner, that so consistently seems to pull it off. This time to Spain—non-stop, and home at a cracking pace, also non-stop. Even our long distance racing fleet were most impressed at this 'Express Cruising,' "why didn't they race with us?" said one "they'd have got another cup." Congratulations little West Solent and to your plucky crew. To Spain and back is splendid sailing.

**Passage Racing.** Not so many races this year but those .d on were well supported—except by the weather. Many will remember the gale we ran in to at Poole, and a few will never forget the sail back in gale force winds. The last race out and back to Hamble was a 'wet shirt' affair, testing gear and crews—a bit of a 'soaker' but simply splendid in retrospect.

Then those other races that our craft sailed in, when representing our club in other club events. The most outstanding achievement here went to the ladies and crew of the redoubtable slipway five tonner that not only won the Royal London Y.C. Cowes to Poole Bar and back, but also the Roman Bowl in the Island Sailing Club's 'Round the Island' race—both gold cups of the highest order. We have our moments and this was one of them. Thank you little ship for all you have done for this club. We shall not forget.

**Class Racing.** Our pride is real and pardonable; since our own "X" class fleet have at long last beaten that very keen and hard sailing Parkstone division as well as the Cowes division; we still take our hats off to that very skilled and successful Itchenor division—perhaps one year we may yet head the class; we have hopes, and congratulations on what you have done by your fine season's sailing under very adverse conditions at times—shades of Cowes week!

**The 12 foot Nationals, Fireflies** and other new class dinghies. A full seasons sport here with great entertainment ashore and afloat, right through the summer and into the Christmas holidays. Club members again won three of the four principle events in the 12ft. dinghy classes, and another member won the ladies prize, a very fine achievement.

Three members of this club are building examples of the new revolutionary new class—the 505, and it is hoped it will go ahead as well as it has begun. Two of our members sailed one of these boats in the British team that beat the French at Ouistreham. And three of our club members have been selected for taking part in the Olympic trials.

It would in fact be very hard to think of this club without thinking in terms of our young 'giants,' who sail these sporting dinghies, coupled with other modern speed craft such as the 505 sailed both here and on the other side of the channel to such good effect, not only for our club, but for British prestige also.

Lieut-Commander G. H. Mann, R.N., has been chosen to take charge and race the Royal Dragon "Bluebottle" this coming season— our best congratulations for this honour to you and this club.

**The Handicap Class,** not a very strong class perhaps these days, sailed consistently both here and over at Yarmouth; they also

seemed possibly the most in evidence at the return of the Royal Yacht to our waters.

r-"s nice to see the colours of our club so much to the fore on this memorable occasion.

**The Lymington Pram** class in the face of keen competition between themselves and other more modern rivals, managed to carry through a very good season's racing, with day cruising and races to the Island and elsewhere. It is within this class that one of its members has earned a great reputation for going out and sailing, when other small craft either stay on moorings, or are being rescued from the elements. You and your class have our admiration.

Congratulations also to one of our more recent club members, who has taught himself to sail and handle his small ship so skilfully—with only one arm. Superb courage and great ingenuity; you have our highest admiration for all you have achieved.

**The Regatta** this year held at the weekend proved an out-standing success, in spite of variable weather giving every sort of sailing. The number of yachts entered definitely confirmed the wisdom of holding a weekend fixture.

The Potter ship race—the last race of the season, and always popular ashore and afloat was sailed in a hard breeze from the N.W. and provided some splendid sailing, if hard going for some of the smaller classes entered. The small 6 ton cutter that finally proved a very popular winner sailed a magnificent race, and without reefs—one of the very few to manage this.

Finally we should like as a flourishing club to offer our thanks and pay tribute to the Race Officers and Sailing Committee and Chairman who have given up so much time that others might enjoy all this sailing and allow the club to prosper. By their unselfish good sportsmanship in giving their time, they have made our sport most successful, and we do thank them for their big contribution to our Club's successful season.

## **HOUSE MATTERS.**

That "consistent headache" of the House Committee referred to in the last Bulletin, has really seemed to have been dispersed without recourse to drastic action. In fact we can say that catering has surpassed itself—having brought the original agreed subsidy down by practically three quarters. Our thanks are undoubtedly due first to the House Committee and its able Chairman, and particularly to the Lady Members who have always been our salvation, by giving so much voluntary work at peak periods, (thus saving extra wages;) and secondly a large share of the credit should also go to the whole of the Club catering Staff, who have worked so well to produce these results. The slight ache which sometimes re-appears, is when

we find we have 25 Members to lunch, of whom only 10 have booked; it takes a good catering conjuror then to produce hot rabbit out of the pot under these conditions.

We know full well it is just not always possible to book ahead. But if 'warning in' can be made, it will be much appreciated in the kitchen and all will obtain better service—plus economy.

**The Winter Programme** has been an excellent one and we are all grateful to our very efficient organiser for providing us with so many enjoyable evenings. From going back in History and tracing the Sailing ship from Conquest days up to the present time, under the guidance of Authority from the Greenwich Maritime Museum, to another night when we sailed round the world in a 16 ton modern cutter, listened to music from the South Pacific Islands as we watched the Hula Hula danced by dusky maidens, and even shut our eyes—some of us, at the almost too vivid showing of a Spanish Bull fight, that very much came into the picture. And all this achieved and presented to our Club by one of its most distinguished Cruising Members who has gained International fame.

**The Annual Club Dinner** was again attended by maximum numbers, 73 including 9 guests, the principal of which was our Admiral; in addition we had the Mayor and Mayoress and Flag Officers from our sister Club across the way, and from the R.O.R.C. as well as the cream of the R.C.C.

**The Regatta and New Year's Eve Balls** were both well attended without overcrowding, and judging by comments afterwards, were both enjoyed; what was not enjoyed, was finding water in the Club **Bar**—about six inches of it—and salt! over the whole of the ground floor, after the sea flooding had caused worse havoc to those unfortunate residents just behind the Club. Besides cutting the Club off by these flood waters, with loss to Catering and Bar profits, our electric equipment also suffered some damage. We hope to be ready for the next flood—if ever this comes, and we hope it will not. This was the first and we trust the last. What we do, however, like to see rise is our Membership; this totals around 850 as we pen these notes, and we are hoping 1955 will produce the best English Summer within living memory—it's certainly due. Success to the Club and all that proudly fly its colours.