

THE HISTORY OF WESTON SAILING CLUB

1952 to 1977

Compiled

By Barbara Hutton

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Chapter Six – Day by Day

Activity afloat must of course be backed up by a sound organisation ashore, which inevitably involves a few people in a lot of hard work. Current members should be grateful to those Officers and Committee members of the past 25 years who have spent endless hours discussing points and then carrying out the decisions, until we have reached this enviable position of a happy, friendly Club with excellent facilities in a modern Club House, in pleasant surroundings -and with relatively clear water to sail in.

Looking back it seems that 1961 was the decisive year, when the tussle over future development came to a head and the pattern was set for increased growth and activity rather than remaining a small club with a motley collection of boats and poor facilities; a decision that caused disagreement in the Committee and some resignations. That year more boats sailed regularly, all the class Open Meetings were well supported, Woolston Regatta had a very big entry, and a club magazine - "Gyba-Ho" was started, edited by Keith Paul. Also that year Mrs. Hawkyard took over and extended the catering services from the tea and sandwiches, and for the Woolston Regatta Mrs. Hawkyard and her helpers set up a 'Wimpey Bar', this was very well patronised and encouraged more elaborate catering for club events; they also made a profit of £43. This was really the beginning of the invaluable service that has been maintained over the years by the Ladies of the Kitchen, and is the one item in the Minute Book that has occurred regularly only to be praised

'Mr Small wood concluded his report by once again praising the catering facilities and expressed a vote of thanks to Mrs. Bound and her Ladies.'
(Minute Book 25.11.67)

Phyl Bound had started coming to the Club while Fred and Geoffrey were sailing and being a helpful person, gave a hand with the catering. It had been forgotten that

'Ladies who were not club members, who helped with the catering were to be Honorary members for the day.'

(Minute Book 5.4.61)

as Phyl told me, she was definitely asked for a subscription; a good job too, as then Phyl was eligible for election to the Committee and in 1966 took over as Catering Convenor from Mrs. Hawkyard, a job which she did well for 10 years helped in the kitchen by the wives, mothers and girlfriends who were not keen to sail but who did not like standing around. From the chatter and laughter that one hears through the hatches, they do seem to enjoy themselves too, even while cooking beef burgers on a hot day.

The story of the problems concerning building and development has already been told, but at the same time the Committee had many other matters to settle. Reading through the Minute Books one is



The rescue boat. Les Hawkyard, Don Harvey, Les Gardner & George Gray



The courses for the day

struck by the way the same problems occur again and again. I made a list of them, which I am sure could "be duplicated "by any Hon.Sec. reading through the Minute Book of their Sailing Club, but it should give members an idea of what must be considered to keep a sailing club running smoothly, and should recall some meetings to committee members past and present.

High on the list is the rescue boat and/or it's engine -finding a suitable boat, raising the money to purchase it, trying to find a regular and responsible operator, maintaining the hull and engine in good order, and repairing damage after misuse or an unfortunate incident such as

'.... the boat was ready to be launched, but she had several leaks and so was left on the water's edge to soak. During the night the wind changed and pushed the tide up, consequently flooding the engine with salt water. Due to prompt action by G. Gray, D. Harvey and L. Hawkyard no serious damage was caused, but it has delayed its date of commission even further.'

(Gybe-Ho 1961)

George Gray was the operator of the Launch "Tim" which served the Club foribur or five years.

Next on the list are the difficulties connected with the Officers of the Day: referred to in 1959 as 'this inexhaustible subject'. There is the question of ways of drawing up a duty roster, then seeing that it works, and compiling comprehensive instructions for the O.o.D. which may or may not be read. For many years the duty roster was printed in the programme of events, then for a short time it was confined to a few members who were experienced O.o.D's, no doubt this followed a few disasters. Now everyone racing regularly is expected to take a turn 'in the box' and recently we were lucky to have Hilda Grimmer as a willing assistant whenever wanted, who could show a newcomer the routine.

Time and time again after a race in particularly heavy weather, when the rescue service was not super-efficient, there has been discussion on a system of keeping contact between the O.o.D. and the rescue boat(s), no satisfactory solution has yet been devised, except short wave radio, and that is beyond the means and capabilities of most Clubs to maintain in working order.

The boat pound can also take up a good deal of time - the berths need re-organising, or re-numbering, the fence needs repairing, or the padlocks on the gate(s) have gone missing, this happened in 1964 and 1974, what will happen in 1984 ? The boats themselves can be in the wrong berths or are not easily identifiable, and one year it was

'.... reported that 55 spaces had been allocated whereas the pound was full, containing about 75 boats. The Committee then moved into the pound and carefully checked every boat. A number of unauthorised boats were recognised and their owners would be contacted. Several cases were discovered where neither pound fee nor subscription had been paid for some time, - the Secretary was instructed to write strong letters to these people.'

(Minute Book 8.7.65)



A hazard of the course in the early days - an Aquila Airways seaplane



Racing on a calm day

Today with over 300 boats in the pound the checking process is a long job, but it still needs to be done two or three times a year, and the 'stray' boats heaved up into the car park while a letter is written to the owner, if known. Late payment of subscription and pound fees figured in the Minutes annually until pound spaces were in short supply and the waiting list of membership began to grow, this was in 1971! • Since then very few subscriptions are outstanding after mid-April.

The entries in the Minute Books concerning Cadets seem primarily to be complaining about their rowdiness or irresponsibility, or that the Cadet Section seemed to be disintegrating. Dealings with -the local fishermen tend to come under the heading of complaints too, relations have always been delicate, and neither side considers that the other understands its needs; in recent years there has been a better liaison when big meetings are about to take place, but it is difficult to do anything about individuals who choose to tie up to marks that are in the course selected by the O.o.D.

Maintaining good relations with the Harbour Master and British Transport Docks Board is also important. The Club has always tried to co-operate, but it does happen from time to time that commercial shipping in the main channel is embarrassed by yachts and dinghies passing too close, and then all Clubs on Southampton Water are sent reminders about the need to keep clear of the channel. Other correspondence with B.T.D.B. has been about the maintenance of marks. The Club is responsible for the inshore marks and one year, some bright person decided to use up some green paint when giving 'Boundary' an annual coat: this, of course, denotes a wreck - the inspectors were not amused.

I have no information as to when the Woolston Regatta was started, presumably it was intended to make use of a local amenity -Southampton Water - and was organised with the backing of Southampton Corporation. As soon as the Club was founded in 1952, it took over the responsibility for running the sailing events and has done so every year since then. There is an annual Woolston Regatta Committee which is made up of three or four representatives from Weston and the same number from Southampton Rowing Club. The organisation has been remarkably trouble-free but there have inevitably been some problems. One that cropped up regularly in the early days was deciding on a date, this held up the printing of the club programme. Then there was the difficulty of choosing classes of entries that would suit all the boats sailed locally and yet not involve a long drawn out start; there has always been a start for cruisers, but it is a few years since any cruisers either entered or started. Also there have been discussions as to the financial responsibility that the organisers were expected to carry.

Southampton Water Sailing Association is another local organisation which has been functioning for many years. Relations between the Club and the S.W.S.A. have not always been smooth, and although Weston has remained affiliated to the Association there have been proposals to withdraw. The first was at the A.G.M. in 1959, then there was a period from 1964-66 when no club team entered the S.W.S.A. events. Later there was a spell when no club racing was organised on the dates of S.W.S.A. events and Weston boats went in large numbers

Disasters

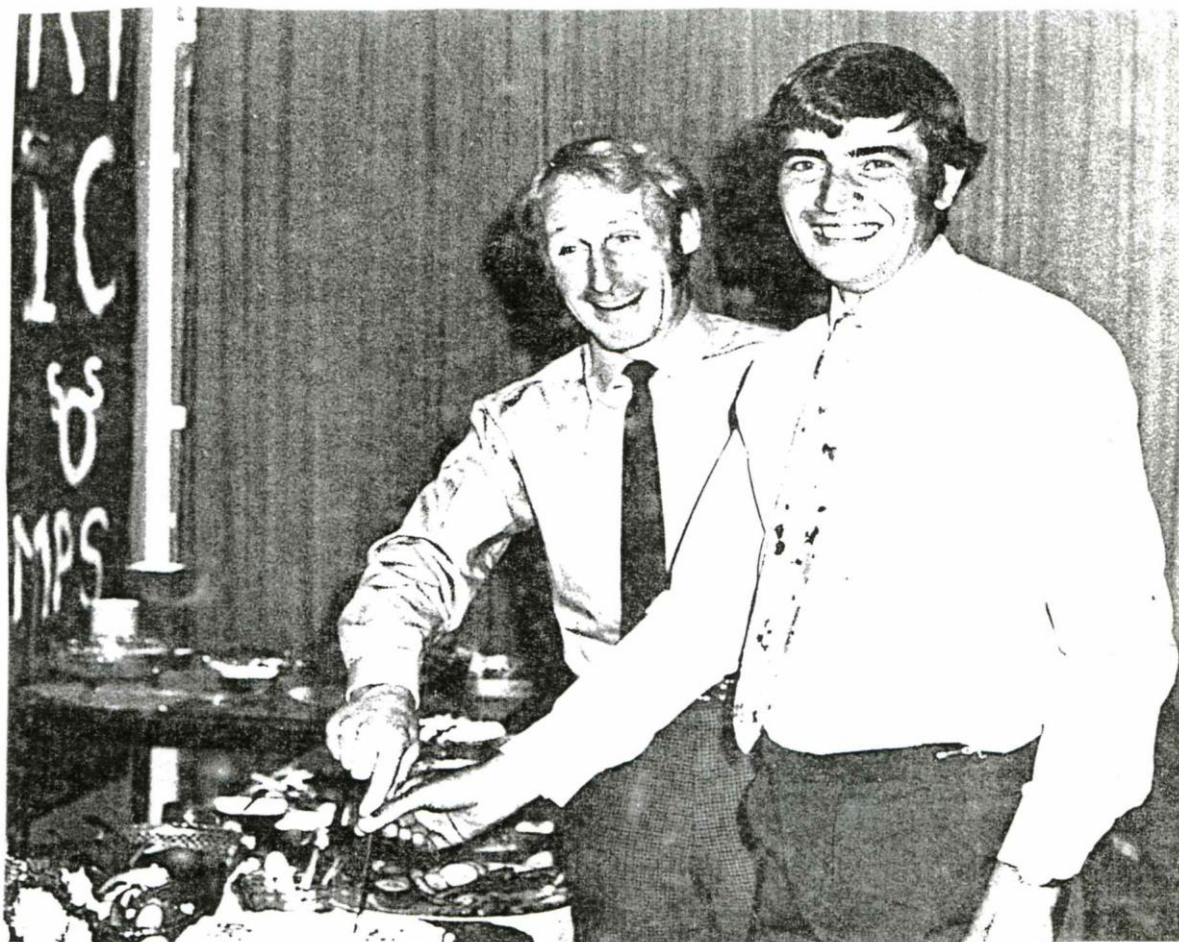


and 'swamped' them. We were then asked to send one team only and club racing was again in the programme, except when it was our turn to stage the event, "but helmsmen were reluctant to go away to represent the Club, sailing in a menagerie of classes, when there were Series' races at home with class starts, even claiming average points would not tempt them. In 1976 the Committee decided to encourage helmsmen to go to the S.V.S.A events in reasonable numbers, but to put on class races at home which did not count towards the Series¹ results. Perhaps this is a suitable compromise.

Other items on the 'regulars' list of the Minutes have been the club trophies missing, not engraved to date, or should be revalued-. The problem is now well under control since Brenda Deans sorted them out in 1970 and 71, and instituted the Trophies Book. Internal communication is also a perennial, a club magazine was proposed as early as 1958, it came into being as Gybe-Ho in 1961 and ran for four seasons. The move to Netley set the Committee talking about starting it up again in 1968, but it wasn't until 1972 that anything was produced when John Harrison, the Publicity Officer, edited and duplicated a Newsletter, three or four times a year. In 1974 John Ward and Simon Hill took over publicity and edited a printed and illustrated W.S.C. News, this was paid for partly by adverts; now printing costs have escalated so much that Jim Norfolk, the 1976 Publicity Officer, reverted to a duplicated Newsheet. The Committee have nominated a Publicity Officer from its members for many years, although Eric McGill did combine it with his many other jobs during the development period. The object of publicising the Club was achieved mostly through local papers and all those who have done the job have found that if the reports were written regularly they were readily accepted. Editors might chop a paragraph here and there, making nonsense of parts, but at least we were pleased to see the results printed. 1970/71 was the time when Radio Solent was establishing itself and material of local interest was wanted; both John Harrison and I made short recordings for them.

One last problem that may have been special to Weston S.C. has been the need to redraft the rules at frequent intervals. - it was done five times in fourteen years !

However early one arrives at the Club there is always someone ahead of you, but considering the programme of activities both on and off the water perhaps it is not surprising, as it is almost a full-time job to take part in everything. Reference has already been made to some of the social events of the Club, many of which, during the 1960's were connected with the plans for development. After the move to Netley, members appreciated the roomy club house that could be used in comfort all the year round, and the number of functions increased in both number and variety and now provides entertainment throughout the year. One can start by dancing in the New Year, watch films or slides, listen to Teach-ins or talks, play in a football match or two until the Pitting Out Supper heralds the new sailing season. There is then a full programme of racing accompanied by Discos on Open Meeting weekends, Cadet Week and holiday afternoons sunbathing or Bar Nights drinking and chatting to take one through the summer and to November, a busy month in the life of the Club, with a family Bonfire Party, the A.G.M. and some years the annual Prize-giving Dinner and Dance, the one function that cannot be accommodated in the club house. For the really keen ones there are Ted Grimmer's Keep Fit sessions through the winter,



1970 World 505 Champions Larry Marks & Vic Deschamps



Neptune presents the Commodore (Alan Haggard) with the key of the door

providing a series of exercises specially designed for sailing muscles and no doubt they help the legs also when the time comes to dance in the New Year again.

A member winning a World Championship calls for some special celebration. For Keith Paul's win in 505's a dinner was arranged in Warsash, that was in September 1962, then in September 1970 when Larry Marks and Vic Deschamps won the 505's World Championships, a Surprise Supper was held in the club house. It was a surprise for the celebrities, but members had made careful plans and the respective wives played their part in getting Larry and Vic down to the Club on a pretext. This idea was repeated in January 1974 "to celebrate Dave ' Pitman's win in the Contender World Championships held in Australia, and took place within, a few hours of his landing in the country. On both occasions at the club house a complete cross-section of members assembled and enjoyed a memorable evening, both times complete with a specially iced cake which was ceremonially cut. Excuses for holding a party are always welcome. Bert Drought organised one to celebrate Phil Cozens' 79th birthday, then there was the Club's own 21st birthday, which was held on midsummer night of 1972. It was subsequently found to have been a year too early, but fortunately Neptune could not count either as he, in the shape of Chris Averis, with attendants Alan Terry and John Haskell, arrived out of the water to present the Commodore with the key of the door. They were invited to be present at the cake cutting and to partake of one of Marianne Henry's super suppers, so long as they left their seaweed adornments at the door !

After a party, or just a busy sailing weekend, someone has to clear up. Bert Drought was appointed Bosun in 1962 and for a few years was responsible for keeping an eye on the use of club property, then once the move had been made to Netley it was necessary to have a more definite arrangement and we were fortunate that Wilf Cropp was prepared to take on the part-time job of Bosun/Caretaker, he was followed in 1972 by Gerry Philpott as Caretaker. Both Wilf and Gerry have high standards and have helped enormously to maintain the club house in good condition, despite so much use; they both put in many hours in the early morning during the summer months, cleaning the floors, hosing down the changing rooms and clearing the kitchen ready for the day's programme, to say nothing of dealing with the mounds of property that is left. Committee members are expected to do their share too and after a Disco start on the preliminary tidying and sweeping or washing up glasses and crockery. The washing up used to be a long job when, before the Bar and lounge were built, a temporary bar was set up in the kitchen and had to be cleared away before the last person went home.

One final item of information that should be recorded before it is forgotten is how we acquired our insignia. The original one of a fish on a red background had been designed for the Club by the late Elsie Sandell. During the preparations for the move to Netley it was felt that a new image was needed to go with the new premises, so a competition was started to find a suitable design. One day Angela Rocke, (now Mrs. Beckett) was looking down from the 'bridge' of the Hut onto a compass rose below, which was at the base of the flag pole. This suggested to her the black and white compass rose with the letter W in the centre, and this design was accepted at the A.G.M. of 1967.



Derek Ide explains
what to look for



Capsize drill

Chapter Seven – The Cadet Section

So far all that has been said about the Cadets of the Club has been to include them in the list of problems. I am sure that each generation gets used to being grumbled at and to being expected to clear up the pound or tidy the changing rooms as a matter of course, but as a group they are neither less nor more enthusiastic to support working parties than the majority of club members, and it would give a wrong impression if nothing was said about the contribution made by the Cadets to the development of the Club.

There has always been a Cadet Section in Weston Sailing Club, but like the Fleets it has had periods of great enthusiasm and activity and quite the contrary. It was in 1957 that the then Cadets decided to have a more formal organisation, a meeting was called and it was resolved to have monthly meetings, to start a library, to organise team races and to arrange functions and outings. The idea of the library was soon abandoned, but the other resolutions were implemented with varying degrees of support and success over the years, largely depending on whether anyone was prepared to put time and effort into getting something organised.

During 1957 Reg Pinfield made a boat for the Section to use, appropriately one of the Cadet class. This boat had its ups and downs as it was difficult to find a means of making it available, without losing control over its use. Colin Steele was one who did get a lot of use out of it and also helped with the painting and maintenance. But gradually it became another problem for the Committee and after much discussion it was sold in 1964. However, there has always been a keen nucleus of Cadets who have raced in the club Points Series' in their own or their parents boats, often with great success. It was the Cadets of 1965 who proposed and organised the Frostbite Series to extend the season, and they have been responsible for novelty races, such as the Easter Bonnet (1966). Each year there was an event exclusively for Cadets, but this was never very well supported and in 1971 a series of races through the season was substituted for it, even so only a small number took part, despite a Section today of some 100 members.

Frequent attempts have been made to increase the number of Cadets actively sailing, by introducing various forms of sail training, talks, one Cadet 'adopting' a newcomer, social events to welcome and introduce new members to the Section, a personal letter to each Cadet, provision of a crew board etc., etc. One year Bert Drought was asked to

'spark some enthusiasm into them with evening meetings.'

(Minute Book)

But by far the most successful means of arousing interest has been Cadet Week. This was an idea first thought up and organised by Zen Andrew in 1972, it was an immediate success and has been repeated each year since: it is now so popular that parents will arrange their holidays so that their children can take part in it. In the early days team racing was organised v. Millbrook S.C. and in 1963 v. Hamble



Sheila Swift



Judy Shaw

River S.C.; in 1967 a race v. Warsash S.C. was proposed but could not be fitted into the programme. Sheila Swift, Cadet Secretary in 1972/3 revived the idea and races were sailed against Warsash with Hamble River joining in the second year to make it a three-sided contest.

The original resolution to organise functions and outings met with considerable success, the first function being the annual prize-giving dance. They ran socials, Christmas parties, barbecues and car treasure hunts. It must be remembered that until 1971 there were Junior Cadets aged 14-18, and Senior Cadets 18-21, and it was the Seniors who were active both on and off the water. Several of them were car owners - of a sort.

'Latest hot-rod editions include Colin Steele's Standard 8, which goes at a spanking pace despite its decrepitude and Richard Midgley's er..... ? Pete Rogers has sold his old Riley to Mr Knox and recently purchased a small, very small Renault, which incidentally makes just as much row A car, apparently, is a necessity, whereas a boat is a luxury - "You see it's ten to one the girl friend won't go out in the boat, anyway one gets far more sailing by crewing, not being faced with the problem - shall I go out or shan't I".'

(Gybe-Ho 1963)

There seems to have been a proposal almost annually to make up a party to visit the Boat Show at Earls Court, sometimes it came off, sometimes it didn't. One year the idea of a visit to Fawley to be shown over the refinery got quite a long way, but not as far as the outing itself, maybe sitting round the stove in the old club house discussing the plans was just as satisfying.

In 1963 it was minuted by the Committee that the Cadet Committee was disintegrating, yet 1964-67 was possibly the most active period for the Section. This was when Mary O'Brien (now Mary Hay) was Cadet Secretary for two years, and then Peter Buttigieg Cadet Chairman the third year. They organised several successful dances, including the one for the annual presentation of prizes, a float was entered in the Southampton Carnival as part of the publicity campaign, and there were functions to raise money for the club building fund. The table tennis table was bought with some of their profits. Also, as has been mentioned, it was in this period that the Cadets initiated the Frostbite Series. Peter Buttigieg was one of the promoters, he sailed a 505 with his younger brother David as crew. Now and again David became rebellious and is known to have let down the mainsail and also to have jumped overboard and threatened -to swim back to the shore.

Then followed another period of comparative inactivity, until in 1972 Ken Andrew read in a yachting magazine that there was an Optimist Class Racing Association trailer of 6 Optimists which could be borrowed. Ken got the approval of the Committee to book the trailer and Cadet Week was born. Ken arranged a Series of races, 2 a day for 5 days, for Handicap or Mirror boats and the 6 O.C.R.A. Optimists were for those who otherwise would be left on the shore. John Harrison had recently built an Optimist, this was shared among Simon, Matthew and Philip, and in the middle of the week, Christopher Nevard joined in with his Optimist. It meant that everyone from 7 to

General Committee and the Cadet Secretary as a member of the Sailing Committee, this seems to work and communication is not such a problem. I am sure that recent Cadet Secretaries would have welcomed more response from the silent majority of the Section, as always it is the keen few who take advantage of what is offered. But looking round the pound before a race one is aware of small bodies wandering about in wet suits, preparing to go out, the number are of course increased by several of the Optimist helmsmen who are still below the age for the Cadet Section. The earlier they start the better it is for the Club, these are the future Fleet Captains and Commodores as well as Champions.



Phil Cozens' 80th Birthday Party

1	Keith Stout	Member of 505 Syndicate
2	Don Harvey	Former Hon. Sec. & Chairman
3	Sid Butterworth	Founder member & former Hon. Tres.
4	Keith Paul	
5	Dave Morris	Son of Frank
6	Frank Morris	Founder member, former Rear-Commodore
7	E McDonald	Founder member. Manager of Netley Boat Yard (owned by G W Powell the first Commodore
8	The late Bert Drought	Founder member
9	George Grey	Founder member
10	Harry Critchley	Founder member
11	Jeff Morris	Son of Frank
12	M Johnson	Member in early years of WSC
13	?	
14	Stan Bishop	Skipper of 12 metre "Sceptre"
15	Bill O'Brien	Founder member & former Chairman
16	Alan Haggard	Commodore 1960-72
17	Ken Wyeth	Founder member. Shipwright
18	?	
19	Mrs Will Cozens	
20	The late Will Cozens	
21	The late Phil Cozens	
22	Harry Cozens	Phil's son
23	Mrs Harry Cozens	

Chapter Eight – Club Members

Weston S.C. was started by a few sailing enthusiasts in 1952, had some 50 members with 10-15 boats in 1955; it increased to about 100 members by 1958 and 150 in 1959, reached 230 with 86 boats in 1966, introduced a waiting list in 1972 when there were 510 members and 240 boats, and in 1974 decided on a balance of approximately 500 full members and 100 Cadet members with pound spaces for 300+ boats. Those are the facts, but they tell us nothing about the actual people who joined the Club, and everyone will probably agree that membership of Weston represents a fair cross section of the community. There, have been tall ones, short ones, fat ones, thin ones, the Butcher, the Baker and the Candlestick maker, all have been welcome so long as they were interested in sailing. Some people spend most of their leisure hours at the Club, or working for it; others manage to find only a few hours a year to take advantage of their membership. It is up to each individual to give and take what he can.

It would be impossible to list all those who have contributed in one way or another to the Club and mention has already been made of several individuals in the previous chapters, but I feel that this history would be incomplete without recalling a few more names and incidents.

Early members may remember people like Bay Seagrave, a strong man, who once coming into the shore, pulled up the centreboard a bit too hard and pulled out the casing with it, he remained seated as the boat filled and sank. There was Colin Smith who had sailed a boat across the Atlantic with his brother, but when trying to get off a lee shore at Eling, banged into a moored boat and was told 'You should learn to sail that thing'. Sid Butterworth, one of the Weston Sharpie enthusiasts and Hon.Treasurer for three years, was the proud owner of a real bone shaker car and Cadets of those days may remember how they were only able to stutter their thanks to Sid after he had given them a lift. Mr Fox however travelled in style, driving from Birmingham with his wife in a limousine followed by a Dormobile trailing his catamaran, and driven by his chauffeur. The chauffeur was also trained to be ready with a tray of drinks as the catamaran approached the shore. Distance does not seem to deter enthusiastic sailors, there have always been a number of members who live a long way inland; one hopes it will continue despite the increased cost of travelling.

Among the local families who founded the Club were the Cozens. Phil was formerly a skipper of a J Class yacht and was the regular O.O.D. at Weston for several years, his son Harry, also a professional skipper, sailed and also his grand-daughter Peggy, who was an active Cadet and later Hon.Treasurer. Bill O'Brien served as the Club's first Chairman and later Rear-Commodore, while his daughter Mary was Hon.Secretary for the first six years of her married life. Bill has always been full of ideas and it was he and Alan Haggard who first suggested holding a Boat Show in Southampton. In 1965 they got the Daily Express and the Boat Builders¹ Association interested, but it was not until 1970 that the first show was held in Mayflower Park. Bill and Alan's idea had been to use the Ocean Terminal.



A trip in the Cutter in the 1950s. Betty Haggar, Margaret Wood
Bob Steele, ?, Don Harvey, Ivan Morris, Alan Hagar (Backview) &
young John Harvey



Diane Scott, Dairne Haggar (with bike) & John Prince

EASTER BONNET RACE 1986

THE OLD CLUBHOUSE



ROGER
MIDDLETON

JANET
Mc GILL

DENIS
FAITHFUL

GEOFF
BOUND

TIM
WISHART

KEN
ANDREW

GAVIN
BIRFIELD

ERIC Mc GILL
(VICE COMMANDER)

Larry Marks was not quite a family founder member, but he soon got his fiancée involved with the Club and then his parents-in-law, Mr & Mrs. Witt, and in recent years there have been occasions when the name L. Marks was in both the 505 and Mirror results. The first time Larry saw it he thought someone was being funny, forgetting that he had a sailing daughter, Lisa. The Holmes family too were not founders, they joined in 1954 Roger sailing dinghies and his father was one of the cruiser owners.

George Grey owned a 14' International, but was not a very keen racer, he liked taking out all the new female members of the Club and he also crewed in the Cutter (alias Storm) belonging to Ivan and Frank. Morris, and went with them when they cruised to Torquay. George also put in a lot of time running and maintaining the rescue boat for that dinghy sailor. Bert Drought was another member of the Cutter's crew, he was well known on Weston shore and was involved in several life-saving incidents. Wilf Cropp, who succeeded Bert as Bosun of the Club, had first been a member in 1955 resigned in 1959 and rejoined in 1965 While carrying out his duties Wilf also gave valuable advice to the inexperienced who wanted to get in extra practice mid-week, and once or twice was successful in dissuading them from setting out on foolhardy expeditions.

Several members of Weston seem to have had the urge to cover long distances in dinghies. I was told that Dick Hughes once took part in a 505 cross channel race; I am not sure if any reached France or not. In 1962 Roger Holmes entered the 505 National Championships at Hayling Island and as Hayling Island seemed

'right next door, almost. Just 20 miles of water, or was it 30?'

(Gybe-Ho 1963)

he and his crew, Jeff Bovis, decided to sail the boat round. They set off in a stiff breeze and planed almost continuously down Southampton Water, on past Portsmouth still going very fast, then round Langs tone Harbour they had to take the outer passage as it was low tide. By now there was a following sea, so they took down the mainsail, but as the wind was by then fresher, it did not seem to reduce their speed much. Past the Tower they ran in towards land in a madlong rush, until they found the entrance to Chichester harbour

'.... once past the entrance calm descended and as they beached on the smooth sand at the Club a voice said

"Did you break something, I see you came in under jib?" r

(Gybe-Ho 1963)

Some years a Long Distance race has been included in the programme. Alan Haggard recalled that in 1958 it was to the buoy Black Jack, inevitably the wind freshened during the race and there were capsizes, some of the crews Were rescued by the Isle of Wight ferry and Alan's daughter, Daren and Roger Holmes out in a Daring, were picked up by an R.A.F. launch. They were taken back to the station mess to dry off and while they were there a routine check was made of the R.A.F. craft, one was found to be missing, it was discovered a little later - sunk at its moorings. Apparently it had been like that for several days.



Jim Booth



Brothers Peter & Jim Wishart

In 1962 disagreement over the arrangements for the Long Distance race caused a major dispute in the Committee and the Chairman and Sailing Secretary resigned. In recent years the race has been re-introduced by request and those taking part, a relatively small number, seem to enjoy themselves although I think it has led to the breaking up of one or two crews!

There always seems to have been a willingness among members to help each other. One incident was related in Gybe-Ho

'Most of the banks off Weston are reasonably hard, but Mr Hunt found a soft patch to stick his mast into. The Boat was abandoned until the evening when several figures could be seen wading about in a mixture of mud and water. The boat was hauled ashore without much trouble, but the mast was more difficult. It was buried about twelve feet in the mud with the sails still on. Four people hauled on a rope while Mr Hunt levered and twisted the mast, but it wouldn't budge. As the tide dropped more helpers were able to set out and eventually inch by inch, we pulled it out. To everyone's delight and astonishment the mast was still straight and the sails intact.'

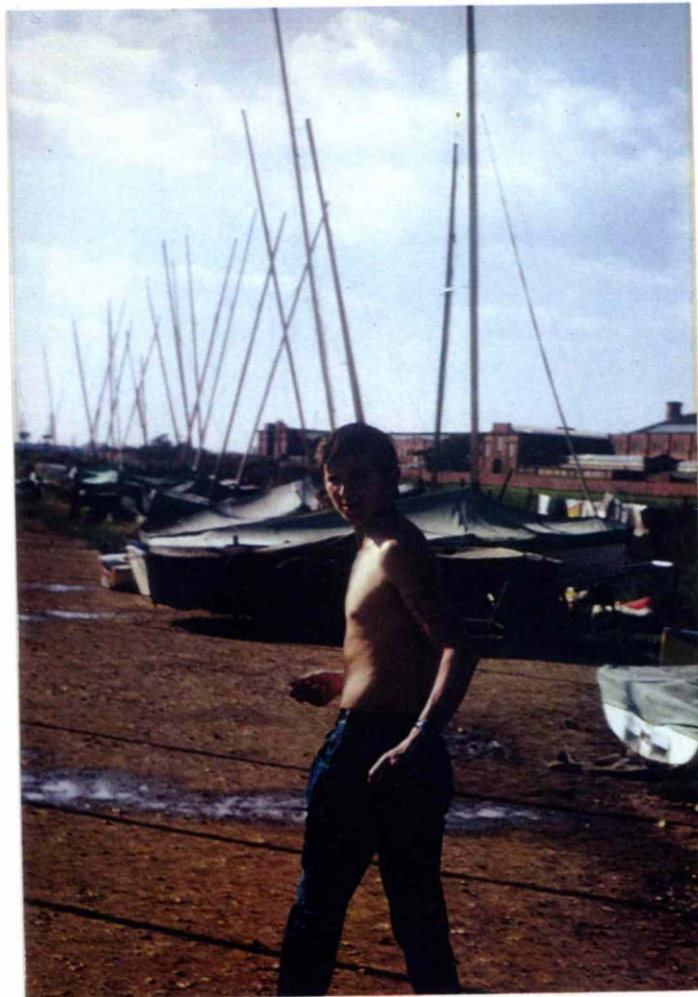
(Gybe-Ho Summer 1962)

Then I remember when Derek Ide managed to persuade enough strong men to get up early, drive to Shoreham and lift the hull of his new 1/4 tonner onto one of Larry's lorries. Derek then called in at the Club and disarmingly invited a few more who had been racing to 'Just give a hand' to get it off the lorry and into position where he would be working on it. Even moving house presents no labour problems if you ask enough Club members.

Although there are no longer any cruisers at the Club, some members still combine dinghy sailing and crewing on keel boats. Derek persuaded several keen dinghy types to go out with him once he had fitted out the 1/2 tonner "Inflation", perhaps he started them gently in the Wednesday evening series on the Hamble, but he managed to train a steady supply of racing crews. Others like Jim Warren and Bay Phillis decided eventually that they had finished their racing days and transferred all their energies to cruising in keel boats.

From the Club's point of view it is as well to know a few people with yachts who are happy to let them be used as Committee boat at Open Meetings. We have some very good friends like Gil and Ethel Buttigieg, members of the Club for a few years, Bob and Hazel Crates and the owners of the "Royal Thames Flotilla", Hugh and Neil Blishen and Terry Phelan, all of whom have been extremely generous in giving us their time and use of their boats.

Somehow the ladies seem to have been left to the end, but as a lady helmsman myself, I feel that it should be said that Weston really welcomes women members, not just to cook the hamburgers or be decorative, but on the water and in committee too. In these days of equality it should not be abnormal, but I do not think that ladies are encouraged and helped as much in all clubs. Alan Haggard's wife, Betty, was the first lady to take office and was followed as Hon.Treasurer by others. One lady who has done a lot for the Club in recent years, through both



Colin Steele, younger brother of Bob Steele



Ken Andrew

work and her personality, is Phyl Bound. She served on the General Committee for 10 years, (and was a very regular attender) with responsibility for social functions and the Galley. Many a time when the Committee after a long discussion could find no solution for a problem, Phyl would chip in with a direct, common sense approach and show the way to solve it.

One cannot name all those who have worked to make the Club what it is, putting in many hours of their leisure time (and sometimes work time too), spending hours on committee meetings or contributing in other ways. One's workday occupation is immaterial when applying for membership, but needless to say over the years advantage has been taken of particular professions or talents and the Club is grateful to those who have given professional advice or service. I have mentioned some of these members in previous chapters and I apologise to anyone who feels that their efforts have been overlooked: it is not intentional but due to lack of knowledge. Attached as appendices are a list of Officers and other factual information to date.

Working parties



Wilf Cropp, Gordon Henry & Alan Terry up the tree



John Harrison & the second slipway

Chapter Nine – 25 Years On

So what has Weston S.C. achieved in 25 years? It has grown from a small group of enthusiasts interested in boats and sailing, to a large group interested in boats, sailing and racing, particularly class racing. Facilities on shore have changed from an old Anderson shelter to a modern, practical club house, a separate starters' box, a large pound with good berths and slipways for the boats, and a private car park. Even the shoreline has changed, the reeds and grass which used to extend as far as the mouth of the Itchen died off once the refinery was opened, and the shingle does not go much lower than the high water line. There is now mud and just enough sand for a small child to build a small castle.

The sailing season has been extended, first in 1965 to include a Frostbite series and then in 1969 an Easter series to provide a full programme of racing. There are only the months of January and February left in which to paint the boats and as the Laser Fleet do not have any painting to do, they seem to continue sailing even then. The long season only became possible, of course, following the introduction into general use of wet suits.

People may still grumble about things that go wrong with the organisation of races, or an ambiguity in the sailing instructions which puts them in the wrong, but they forget how much it has developed over the past 25 years, and the greater numbers involved each weekend. Quite early on the Club earned a reputation for being able to stage a good Open Meeting and has managed to maintain it while learning to cope with anything from 6 Jumbhead entries in 1961 to 100 Mirrors in 1975. We are lucky to have benefited from the wider experience of people like Larry Marks, who got the organisers of the 1966 505 Open Meeting to use a Committee boat start and to set an Olympic course for the first time at Weston; and Tim Hockin an O.O.D. used to controlling Flying Dutchman races, who takes just as much trouble to see that the Optimists obey the rules and have a good race. Of course things still go wrong at times and there is always room for improvement, but we have kept up with the national and international developments and should continue to do so.

We have managed to maintain a Club administration run by volunteers, and the present policy is to go on that way, as once paid assistance is introduced the character of a club changes. Fortunately there have always been some members who are prepared to spend some (or nearly all) their spare time sitting on committees and dealing with paper work, so that all can enjoy a smooth organisation. There have been some members who have served year after year and then their circumstances or their interests changed and they resigned; each time this happens everyone wonders how the Club will manage without them. This is bound to happen and makes it essential to have new people elected to the committee each year to ensure a supply of volunteers and a flow of new ideas.

As the Club has grown in numbers so has the administration burden, and inflation has made the recent balance sheets seem astronomic



A beach-party at the ready



Weston in the Frostbite season

compared with the early ones. The problem has been solved by dividing up the jobs, so that now a Subscription Secretary does a lot of the routine work for the Hon. Treasurer, a Membership Secretary that for the Hon. Secretary and the bar is run by a separate committee with a chairman responsible to the General Committee. The running of the kitchen too, relies completely on voluntary help, fortunately the supply of wives and girlfriends who are happy to change from a home sink to the Club sink, has not yet dried up and members can enjoy reliable service at low prices.

One area in which paid help has been introduced is maintenance, and at present we have Gerry Philpott and Steve Gillings who look after the club house and pound. They both take pride in their job and our property is well maintained. Major building jobs are also done professionally, whereas formerly if there was any repairing, painting, cleaning etc. to be done, a working party was organised. It was probably the same nucleus of people who did all the administrative jobs too, but working together physically was not a bad way of getting to know why some argue more at committee meetings. Maybe with the cost of service increasing so rapidly it will be necessary to introduce some working parties again, so be warned. Anyway all members can help a lot by just looking out for the small things, like putting road trailers in the space allocated and not just leaving them anywhere in the pound, by taking home all their belongings or helping to lock up at the end of a day or evening, it is usually the Barman who is left to do that.

The aim has always been to improve facilities for members, this of course is what all good clubs should do, but plans and ideas are naturally limited by the funds available, i.e. the number of members paying subscriptions. I think most people would agree that Weston S.C. has used its money pretty well. Next time you feel like grumbling about some facility (or lack of) think back to what conditions were like in 1963 when Mac wrote "All Together Now". It was inevitable that once showers were no longer a dream, there were complaints about an inadequate supply of hot water. Complaints about electric shocks from the taps were more justified until they were chased to earth by Basil Brabham, and the Chairman could report

'.... it was now easier to wash up and there would be a better supply of hot water, without shocks.'

(Minute Book A.G.M. 18.11.72)

The present aims of the Committee are to promote class dinghy racing of a high standard, to keep up with the national trends and to continue to maintain and improve the facilities we have, particularly those used by the voluntary helpers; not only things like duplicators for the Hon. Secretary and double sinks in the kitchen, but also good reliable engines for the rescue boat operators and now a more weatherproof and roomier starters* box for the O.o.D.'s. The Forward Planning Committee recommend that all this should be possible-while keeping the Club at about its present size.



Weston S C in summer



and winter

It is difficult to know how one promotes a happy club and it will not usually feature as an item on an agenda. However this is one of the most valuable assets that has been built up at Weston and one that should be treasured. From the evidence of letters of resignation it seems that the first twenty-five years have generally been on the right lines, members genuinely regret having to sever their connection and say how much they enjoyed the time spent at the Club. Perhaps the disgruntled do not bother to write, but it certainly reassures committee members to receive a letter after an Open Meeting such as

'How nice to come to Weston S.C., where the organisation is good, the club members friendly and the club house and pound so neat and tidy.'

(Club correspondence 1976)

Appendix A – Olympic, National and International Champions - 1960 to 2011

Olympic Champions

Iain Percy	Gold Medal	Sydney 2000
Iain Percy & Andrew Simpson	Gold Medal – Star	China 2008

World Champions

Keith Paul	505	1962
Larry Marks	505	1969
Larry Marks	505	1970
Dave Pitman	Contender	1975
Dave Pitman	Contender	1976
Dave Pitman	Contender	1977
Geoff Whitfield	Contender (Junior)	1977
Geoff Whitfield	Contender (Junior)	1979
Geoff Whitfield	Contender	1980
Tony Smith	Contender	1982
Tony Smith	Contender	1983
Steve Daniel	Contender	1988
Steve Daniel	Contender	1989
Keith Paul	Contender (Veteran)	1993
Graham Scott	Contender	1994
Graham Scott	Contender	1995
Chris Doe	International 14	2000
Keith Paul	Contender - Grandmaster	2009

European Champions

Dave Pitman	Contender	1971
Dave Pitman	Contender	1973
Dave Pitman	Contender	1974
Dave Pitman	Contender	1975
John Wright	Unicorn	1976
Dave Pitman	Contender	1977
Geoff Whitfield	Contender (Junior)	1977
Tony Smith	Contender	1978
Geoff Whitfield	Contender (Junior)	1978
John Wright	Unicorn	1980
Geoff Whitfield	Contender	1980
Tony Smith	Contender	1981
Tony Smith	Contender	1982
Keith Paul	Contender	1983

Keith Paul	Contender	1984
Graham Scott	Contender	1992
William Lee	Contender (Junior)	1992
Keith Paul	Contender (Veteran)	1992
Gavin Hunt	Hobie 17	1994
Graham Scott	Contender	1995
Matt Snedker	B14	2002
Grant Piggott	Eurocat	2002
Olly Straker	Rs600	2006
Grant Piggott	Hurricane 5.9 SX	2007

National Champions

Keith Paul	505	1960
Keith Paul	505	1962
Larry Marks	505	1967
Larry Marks	505	1968
Peter Buttigieg	505	1969
Dave Pitman	Hornet (Junior)	1969
Larry Marks	505	1970
Dave Pitman	Contender	1971
Larry Marks	Flying Dutchman	1971
Graham Hutchings	Unicorn	1971
Dave Pitman	Contender	1972
John Wright	Unicorn	1972
Dave Pitman	Contender	1973
Keith Paul	Flying Dutchman	1973
Dave Pitman	Contender	1974
John Wright	Unicorn	1974
Dave Pitman	Contender	1975
John Armstrong	Contender (Junior)	1975
Simon Harrison	Optimist	1975
Graham Hutchings	Unicorn	1975
Dave Pitman	Contender	1976
Geoff Whitfield	Contender (Junior)	1976
Dave Pitman	Contender (USA)	1976
John Wright	Unicorn	1976
Dave Pitman	Contender	1977
Geoff Whitfield	Contender (Junior)	1977
John Wright	Unicorn	1977
Dave Pitman	Contender	1978
Geoff Whitfield	Contender (Junior)	1978
Simon Harrison	Europe (Junior)	1978

John Wright	Unicorn	1978
Simon Harrison	Europe (Junior)	1979
Debbie Gorrod	Ladies Single Handed	1979
Geoff Whitfield	Contender	1979
Geoff Whitfield	Contender	1980
Matthew Harrison	Europe (Junior)	1980
Mark Richards	Optimist	1980
John Wright	Unicorn	1980
Tony Smith	Contender	1981
John Wright	Unicorn	1981
Tony Smith	Contender	1982
John Wright	Unicorn	1982
Tony Smith	Contender	1983
John Wright	Unicorn	1983
Keith Paul	Contender	1984
John Wright	Unicorn	1984
Simon Ingham	Comet	1985
Jeremy Davey	Optimist	1985
Keith Paul	Contender	1986
Richard Vincent	Mirror (Junior)	1987
Trevor Annels	Hobie 16	1988
Dave Pitman	Tornado	1988
John Wright	Unicorn	1988
Mark Bennett	Hobie 14	1989
Trevor & Jason Annels	Hobie 18	1989
Steve Daniel	Contender	1990
Ian Southworth & David Hay	GP14	1990
Graham Scott	Contender	1991
Richard Vincent	Contender (Junior)	1991
Dave Hiscocks & Daniel Hisc	Hobie 16	1991
Gavin Hunt	Hobie 17	1991
Tim Reid	Hurricane 5.9	1991
Katrina Percy	Ladies Youth	1991
Chris Draper	Optimist (Inland)	1991
Graham Scott	Contender	1992
Mike Crane	Contender (Junior)	1992
Keith Paul	Contender (Veteran)	1992
Gavin Hunt	Hobie 17	1992
Chris Draper	Optimist (Inland)	1992
Chris Draper	Optimist (Irish)	1992
Paul Bayliss	Byte	1993
Graham Scott	Contender	1993
Mike Crane	Contender (Junior)	1993
Keith Paul	Contender (Veteran)	1993
Gavin Hunt	Hobie 17	1993
Chris Draper	Optimist	1993

Chris Draper	Optimist (Inland)	1993
Graham Scott	Contender	1994
Gavin Hunt	Hobie 17	1994
Matt Snedker	Lark	1995
Matt Snedker	Lark	1996
Graham Scott	Contender	1996
Graham Scott	Contender	1998
Graham Scott	Contender	1999
Annabel & Steve Smoker	Spice	2000
Keith Paul	Contender (Veteran)	2000
Bill Catt	Topper (Grand Master)	2000
Matt Fitch & Steve O'Connor	Shearwater	2001
Matt Causon	Nacra	2001
Matt Humphreys	Rs600	2003
Matt Findley	Byte	2004
Matt Humphreys	Rs600	2004
James Eynon	Europe	2005
Nigel Thomas	Laser Radial	2005
Grant Piggott	Hurricane FX	2006
Olly Straker	Rs600 (Inland)	2006
James Eynon	Europe	2006
Keith Paul	Contender (Veteran)	2006
Olly Stracker	RS600 (Winter Champs)	2007
Olly Stracker	RS600 (Winter Champs)	2008
Paul Webb	Laser Grandmaster	2007
James and Kelly Henson	Hobie Dragoon	2007
Andrew Sinclair & Jessica Findlay	Hobie Dragoon	2008
Toby Barsley & Garth Russell	Flying Dutchman	2009
James Ross	RS700 Inlands	2009
Grant Piggott	Tornado	2010
Grant Piggott	Tornado	2011
Iain Horlock	Contender (Junior)	2011

Appendix B – Officer of the club - 1952 to 1976

YEAR	COMMODORE	V-COMMODEORE	R-COMMODEORE	COMMITTEE Chairman	COMMITTEE V-Chairman	HONORARY SECRETARY	Honorary TREASURER	HON. SAILING SECRETARY
1952	G.W. Powell	E. French	(Japt. T.C. Broad	W.J. O'Brien		V.J. Harvey	L.C. Wilkinson	I. Morris
1953	G.W. Powell	E. French	Capt. T.C. Broad	W.J. O'Brien		V.J. Harvey	L.C. Wilkinson	I. Morris
1954	G.W. Powell	E. French	Capt. T.C. Broad	W.J. O'Brien		D. Harvey	L.C. Wilkinson	I. Morris
1955	G.W. Powell	E. French	Capt. T.C. Broad	W.J. O'Brien		D. Harvey	L.C. Wilkinson	I. Morris
1956	G.W. Powell	E. French	Capt. T.C. Broad	W.J. O'Brien		D. Harvey	S. Butterworth	R. Holmes
1957	G.W. Powell	E. French	R. Maughan	W.J. O'Brien		D. Harvey	S. Butterworth	R. Holmes
1958	J. White	P. Cozens	R. Maughan	D. Harvey		R. Pinfield	S. Butterworth	R. Holmes
1959	J. White	P. Cozens	W.J. O'Brien	D. Harvey	Office Founded	R. Pinfield	Mrs. B. Eaggar	R. Allcorn
1960	A.A. Hagggar	P. Cozens	W.J. O'Brien	D. Harvey	L. Gardner	L. Hawkyard	Mrs. B. Eaggar	R. Allcorn
1961	A.A. Hagggar	P. Cozens	F. Morris	D. Harvey	L. Gardner	L. Hawkyard	Miss P. Cozens	R. Holmes
1962	A.A. Hagggar	P. Cozens	F. Morris	L. Gardner-6/6 H. Smallwood	H. Smallwood	L. Hawkyard	Miss P. Cozens	D. Palmer-6/6 Miss P. Cozer
1963	A.A. Hagggar	P. Cozens	F. Morris	E. Smallwood	E. McGill	L. Hawkyard	Mrs. Z. Button	H. Smallwood
1964	A.A. Hagggar	K. Paul	L.R. Marks	E. Smallwood	E. McGill	L. Hawkyard	Mrs. Z. Button	D. Faithfull
1965	A.A. Hagggar	Z. Paul	L.R. Marks	E. Smallwood	E. McGill	A. Millward	Mrs. Z. Button	D. Faithfull
1966	A.A. Hagggar	Z. Paul	L.R. Marks	E. Smallwood	E. McGill	Mrs. M. Eay	Mrs. K. Button	D. Edgell
1967	A.A. Hagggar	E. McGill	L.R. Marks	H. Smallwood	D. Faithfull	Mrs. M. Eay	Mrs. R. Button	D. Edgell
1968	A.A. Hagggar	E. McGill	L.R. Marks	H. Smallwood	Z.J. Andrew	Mrs. M. Eay	Mrs. Z. Button	D. Edgell
1969	A.A. Hagggar	; E. McGill	L.R. Marks	E. Smallwood	Z.J. Andrew	Mrs. M. Eay	Mrs. Z. Butler	D. Edgell
1970	A.A. Hagggar	E. McGill	L.R. Marks	D.W. Ide	A. Young	Mrs. M. Eay	Mrs. K. Butler	J. Deans
1971	A.A. Hagggar	E. McGill	L.R. Marks	D.W. Ide	A. Grimmer	Mrs. M. Hay	E.E. Grimmer	J. Deans
1972	A.A. Hagggar	K.J. Andrew	L.R. Marks	T.G. Hockin	A. Wright	Mrs. B.P. Hutton	E.E. Grimmer	P. Lilley
1973	T.G. Hockin	K.J. Andrew	E.G. Henry	Office Terminated	Office Terminated	Mrs. B.P. Hutton	E.H. Grimmer	R. Holmes
1974	T.G. Hockin	K.J. Andrew	E.G. Henry			Mrs. B.P. Hutton	E.H. Grimmer	R. Holmes
1975	K.J. Andrew	E.G. Henry i	S.P. Hutton			Mrs. B.P. Hutton	E.H. Grimmer	P. Wishart
1976	K.J. Andrew	E.G. Henry i	S.P. Hutton			Mrs. P. Whitfield	E.H. Grimmer	P. Wishart

Appendix C – Past Commodore – 1952 – 2010

Commodores List

1952 to 1957 G. W. Powell
1958 to 1959 J. White
1960 to 1972 Alan Jagger
1973 to 1974 Tim Hockin
1975 to 1976 Ken Andrew
1977 to 1978 Gordon Henry
1979 to 1980 Stan Hutton
1981 to 1982 Andrew Middleton
1983 to 1984 Chris Clark
1985 to 1986 Patrick Pim
1987 to 1988 Rob Crighton
1989 to 1990 Ann Middleton
1991 to 1992 Colin Sinclair
1993 to 1994 Nigel Salmon
1995 to 1996 Phil Goddard
1997 to 1998 Keith Paul
1999 to 2000 Annabel Smoker
2001 to 2002 Peter Francis
2003 to 2004 Ralph Drew
2005 to 2005 Charles Baudouin
2006 to 2007 James Mundy
2007 to 2008 Winston Lord
2009 to 2010 Bill Catt
2011 to Gail Pussard

Appendix D – Subscription and fees – 1952 to 1976

Year Introduces	Member	Subscription	Entrance fee	Pound fee	
		£ s d	£ s d		£ s d
1952	Gentleman	1 1 0	5 0		
	Lady	10 6	5 0		
	Cadet	10 6	5 0		
1961	Gentleman	2 0 0	1 0 0	14' & Under	- 15 0
	Lady	1 5 0	5 0	505	1 5 0
	Family	3 5 0	1 10 0	'Cats'	1 5 0
	Cadet 18-21	1 0 0	10 0		
	Cadet 14-18	5 0			
1966				Fees increased	10 0
				Enterprise	15 0
1967	Gentleman	2 0 0	2 0 0	Under 10'	1 0 0
	Lady	1 10 0	1 10 0	10' – 14'	1 5 0
	Family	3 10 0	3 10 0	Over 14'	1 10 0
	Cadet 18-21	1 0 0	1 0 0	'Cats'	1 15 0
	Cadet 14-18	10 0	10 0		
1969	Gentleman	5 0 0	4 0 0	Tender to Yacht	2 0 0
	Lady	4 0 0	3 0 0	Under 15'	2 10 0
	Family	7 0 0	5 0 0	Over 15'	3 0 0
	Cadet 18-21	3 0 0	2 0 0	Multihull	4 0 0
	Cadet 14-18	2 0 0	1 0 0		
1970	Cadet 14-18	Nil			
1972		£ p	£ p		£ p
	Single	5.00	4.00	Up to 50sq.ft	3.00
	Family	7.00	5.00	50 to 80 sq.ft	3.50
	Cadet14-18	1.00	Nil	80 to 110sq.ft	4.50
				110 to 140sq.ft	5.50
				Multihulls	5.50
1973	Single	6.00	5.00		
	Family	9.00	5.00		
	Cadet 12-18	1.00	Nil		
1975	Single	8.00	8.00		
	Family	12.00	12.00		
	Cadet 12-18	2.00	2.00		
1976	Single	9.00	9.00		
	Family	14.00	14.00		
	Cadet 12-18	2.00	2.00		