

## SAILING ON A MAINTAINED LEVEL

The Centenary of Twickenham Yacht Club 1997

written by  
past and present members

First Club Book	Col. J. Homfray	-
50th Anniversary Book	L.E.Braddick	1947
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Compiled On Disc using the Macintosh Performa 200 Clarisworks 0.1Bv3  
by David Wood, 11 The Embankment, Twickenham, TW1 3DU Telephone 0181.892.3039

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#### Apologies for absence

I know I haven't mentioned it. I couldn't find it in the minute books, The early ones were lost and I couldn't read some of them anyway. They didn't write it down, the story behind the one line note, so I don't know the real story. I wasn't there, I don't even sail dinghies anyway. All I did was to type out what I could find or what I was told, so what you get is what you said or wrote, more or less.

As the start of the Centenary year approached day by day all those post war cadets, now respected matrons and captains of industry and commerce, had their own lives to lead, business and extended families to worry about, not to mention run a club in their spare time. While I, recently forced into retirement had a few weeks while it was too dark for too long to go boating to find out about how the club which I joined some 23 years ago had started, grown and survived and how new members have joined those whose families were part of the river scene for three or four generations.

The source of much information was the black hard back folder compiled by L.E.Braddick to celebrate the 50th anniversary, which itself refers to 'The Original Club Book' compiled by Col.J.Homfray, father in law of Commodore Murray Vines. I must thank Geoff and Sue Chipps, Ken and Lesley Williams, formerly Johnson, and Pip Deverson, formerly Timmis, for her help in looking out the old minutes from their hiding places, and especially John Deverson for all his help in correcting the draft. I should also thank my wife Elizabeth who made the drawings to replace the original prints which we could not use, including the cover. Although I worked the wordprocessor and must accept responsibility for the final text this is very much a book written by the members, particularly those who took the minutes of committee meetings and wrote articles for newsletters. I must apologise to all those whose contributions are incorrectly attributed or whose names are not recorded and particularly all those who contributed to the life of the Club whose names and deeds are not mentioned at all in this Centenary Celebration.

D.G.Wood

nb Anker No.5, December, 1996

((What follows is the text to overlay a map of the The Semi tidal river))

Richmond Half Tide Lock & Weir  
 White Swan ph  
 Twickenham Bridge  
 Asgill House  
 CORPORATION ISLAND  
 Richmond Slipways  
 Richmond Bridge  
 J.T.Howlett's yard  
 Twickenham Riverside  
 Lower Dinghy Park  
 White Swan ph and hard  
 York House Gardens & Clubhouse  
 Church Drawdock  
 Upper dinghy Park  
 Barmy Arms ph  
 Twickenham Ferry  
 Bird sanctuary  
 Cambridge  
 Pidgeons p  
 Three  
 Thames  
 Twickenham Rowing Club  
 TYC Moorings  
 Petersham  
 Meadows  
 Marble Hill  
 House & Park  
 GLOVERS ISLAND  
 Petersham drawdock  
 PLA Buoys  
 Phoenix ph  
 'The Raftman'  
 Hammertons Ferry  
 Orleans House  
 Ham Landing Stage  
 T.Y.C.  
 Twickenham Riverside  
 EEL PIE ISLAND  
 Richmond Yacht Club  
 Cruisemaster  
 Ham House

CROSS DEEP  
Radnor Gardens

SWAN ISLAND  
Newmans Yard

Roller Shutter  
Works (Mallard Pl.) Ham Gravel Pits  
Thames Young Mariners

The Obelisk  
(PLA Boundary)

DISTANCES from London Bridge  
 Richmond Lock 15.53 miles  
 Twickenham Bridge 15.71 "  
 SW Rail Bridge 15.74 "  
 Richmond Bridge 16.0≤9 "  
 Petersham Drawdock 16.75 "  
 Ham Landing Stage 17.32 "  
 Twickenham Ferry 17.43 "  
 PLA limit 18.52 "

Teddington Locks  
Yard Desborough  
Suntest Marine  
British Motor Yacht Club

DISTANCES from Twickenham  
 Minima 3 miles Tough Bros  
 11 "  
 Windsor 25 "  
 Holehaven 54 "  
 Whitstable 77 "g

## 1. Our Reach, a short history of the area

Reprinted from the Fiftieth Anniversary Club Book FIFTY YEARS OF SPORTSMANSHIP AND GOOD FELLOWSHIP compiled by L.E. Braddick

The Middlesex bank at Twickenham is slightly higher than the Surrey side which is why the old village grew up on the coach road which ran from London, through Richmond, to the Palace at Hampton Court leaving the flood plain uninhabited as it is to this day. The river and road provided an attractive site for members of Society who wished to live in the vicinity of the Court and Twickenham in the 18th Century became a fashionable centre.

Alexander Pope wrote to Teresa Blount in 1720 after a Spring tide had caused the river to run high "the prospect is prodigiously fine. It is just like an arm of the sea and the flood over by grass-plot, embraced between the two walls whose tops are only seen looks like an open bay to the terrace. The opposite meadow is covered with sails and we see a new river behind Kingston which was never beheld before; and that our own house may not be void of wonders, we pump gudgeon through the pipe in our kitchen when obtaining our water"

York House, just behind the Club is mentioned in 1566 as a farm and was later given to Edward Hyde, Earl of Clarendon, who had erected the existing house for the marriage of his daughter to James II, then Duke of York. Whilst it is well known that Queen Anne is dead, not everyone knows that she was born at York House in 1665. The boathouse of this estate is that occupied today by the Club. Further downstream is Orleans House, the present mansion constructed in 1720 being associated with Louis Phillipe, King of the French, who lived there in 1800 as a refugee from Bonaparte when the house was owned by the Duc d'Orleans. Sion Row, just by the Club entrance, the corner house of which bears the date 1720, was once the 'French Refuge', many of the exiled French Court living there in proximity to their King at Orleans House. Near this house, stood a pretty cottage named 'Riverside' from which comes the name of the road in which the Club stands.

Twickenham Ferry dating from the 17th Century is famous for the song composed in 1878 by Theodore Marzails

### The Ferry Song.

"O, hoi-ye-ho, ho, ye-ho, who's for the ferry?  
(The briars are in bud, the sun going down)  
And I'll row ye so quick and I'll row ye so steady,  
And 'tis but a penny to Twickenham Town.  
The ferryman's slim and the ferryman's young,  
And he's just a soft twang in the turn of his tongue,  
And he's fresh as a pippin and brown as a berry,  
And 'tis but a penny to Twickenham Town.

She'd a rose in her bonnet and oh, she looked sweet  
As the little pink flower that grows in the wheat.  
(the briars are in bud, the sun going down)  
O-hoi and O'ho, you may call as you will,  
The moon is a-rising on Petersham Hill,  
And with Love like a rose in the stern of the ferry  
There's danger in crossing to Twickenham Town.

On 9th April, 1713, old Twickenham Church collapsed and the present edifice dates from 1715. Within are the graves of 'The great Mr. Alexander Pope' and the poet Gay. John Gay, to most of us means the "Beggar's Opera", that clever satire which contrasts the corruption of highwaymen

and rogues with the Government and the Court. Written at Twickenham and first produced in 1728, it has always been a success in its many revivals. Gay was a poet songster, his rhymes set the music for themselves, "Over the Hills and far Away" and 'Love in her eyes sits plays' are verses born to be sung.

From the churchyard path a plaque will be seen on the outside of the chancel eulogising Mrs. Catherine Clive. Kitty Clive was a famous comic actress in her day though unsuccessful in serious parts. Blowsy, good-hearted and plump, she was well established in Twickenham before Horace Walpole settled there and the two soon became friends.

Twickenham Eyot, opposite the Club is better known as Eel Pie Island, the name being associated with a certain Mistress Mayo who it was said lived on the island in Tudor times and was famous for her delectable pies, made from eels caught locally and still found in fair profusion. Such a tasty dish could not be overlooked by Henry VIII w'ho had himself rowed down from Hampton Court to partake of one. Henceforth, the first pie of the season had to be sent to the King and from this came the ceremony of "Landing the Pie". The pie is first rowed once round the island by the Thames Watermen in full livery, whence it is carried ashore by the senior Waterman of Twickenham. Neptune, Maids of Honour, Jesters and the local dignitaries then sit down to an eel pie dinner.

The island has always been the haunt for crowds and we find Charles Mackay writing in 1840, "On a fine Sunday especially, Eel Pie Island is in all its glory, thronged with spruce citizens, washed artisans and smug apprentices, who repair hither, as Byron has it, 'To gump their weekly air'".

The Club would not have had its present pleasant situation if Rennie, the famous civil engineer had had his way. In 1794 he wrote a Survey of the Thames and of Twickenham says, "We have good water from the late Mr. Pope's house to opposite Twickenham Ait. Could the channel next to Twickenham be shut up, this portion might be one of the best parts of the river, but as this cannot be done, the Twickenham channel should be somewhat contracted, and an inclined jetty or cutwater, placed at the head of the island, so as to turn most of the water into the barge channel". This recommendation was fortunately never carried out.

## 2. The First Fifty Years 1897 - 1945

Although Rennie's proposal was abandoned, what was carried out in 1891, was the driving of the first pile for the construction of the Richmond Half Tide Lock and Weir. When opened in great splendor by H.R.H. Duke of York on 23rd May, 1894 it had a profound effect on our reach making it semi tidal, retaining the flood and ebb of the tide for about four hours over each tide, but keeping the river on a maintained level. There would be navigable water all hours of the day; boating and sailing could now take place and it was possible to found and sustain a yacht club based on the reach.

### SWAN SAILING CLUB 1897-1900

Although associated today with Twickenham, the Club was formed originally at Richmond in 1897 as the Swan Sailing Club. The first meeting was held at the White Swan Inn, Old Palace Lane, near the riverside and close to the railway bridge. Here the 'Swan Sailing Club' met weekly and from the Inn sign, the club derived its burgee, though in those days the background was red. The life of the Club was short and somewhat 'wrapt in mystery'.

### RICHMOND SAILING CLUB 1900 - c.1910

In 1900, The Yachtsman contained an article on a new sailing club, "which has arisen Phoenix-like from the members of the old Club", while the local paper of the same period, stated, "This is not the first time, we believe, that such a Club has been formed in the Town, but unfortunately the previous body had not a very long existence" they then added, "The new Club should go swimmingly"

This 'new Club'; was the Richmond Sailing Club, whose inaugural meeting was held on 13th March, 1900. The burgee of the earlier Club was adopted so they would appear to have had some connection. The swan was still on a red background. Headquarters were found in the White Cross Hotel, Richmond, by the riverside and just below the bridge. On 29th March, 1900 Mr.C.R.Adams writes, "The proprietor of the White Cross was named Viser who had two pretty daughters and somehow I think they were indirectly the cause of the Club shifting quarters apart from the fact of getting to and from the moorings. These were below Corporation Island and between the two smaller islands below that. No member seemed to own a dinghy in those days so were always scrounging lifts ashore or on board from passers by"

The first race took place on 5th May, 1900 when four boats entered:- Lumati, a lugger by F.Bolwell; Edna a sharpie by W.D.Draffan, Midshipmite a dinghy by M.Fawcett and Kismet II a half-rater by H.H.Bolwell. The course in those days was three times round between Glovers Island and the end of Orleans Road. Inter-club events took place between Ranelagh, London Corinthian and the Kingston Sailing Club and C.R. Adams held in his possession a cup engraved "White Swan Inn - Old Palace Lane, Richmond, The first home of the Club in 1897". Unfortunately the Minute books kept by Mr.Lomas, then Secretary of the Club were mislaid in moves during the 1914-18 war.

The Richmond Sailing Club used to hold its races on the Ham Reach and many interesting and even freak craft competed. Racing was very leisurely in those days as an extract from The Yachtsman of 22nd June, 1900 shows referring to the owner of a boat Lumati :Owing to the latter gentleman getting his tricycle punctured seventeen miles from Richmond, the latter boat did not start" Among the racing craft was a remarkable boat, the Lady Chris owned by a member of the Hotchkiss family. She was of extremely light construction, planked with veneer and of dimensions,

16 ft overall, 5ft 6in beam and sail area 240 square feet approx. The strain of the first season's sailing caused her sides to buckle like corrugated iron and she finally tore her weather side clean out during a race filling in mid stream.

The Kingston and Richmond Sailing Clubs' First InterClub Regatta was held on 1st September, 1905. All classes were won by Dab, built and owned by A.E. Shead, an American design of the skimming-dish type, about 12 foot by 5 foot with a fore and aft sail. She was very fast and beautifully finished but so shaped that it was hard to tell whether she was going or coming.

Richmond Sailing Club reached its maximum strength in 1906 with 37 members. After that, a decline took place and in 1909 the club was moved from the White Cross to cheaper quarters at the Three Pigeons where Bill East was then the Landlord. The meeting room was in one of the little summer houses that used to run along the side of the garden facing the river and the rent was only nominal. The Club never sold beer in those days, the Hotel sold it to the Club and had no reason to regret the bargain. A further advantage of this move was that the Club was very handy to the sailing reach.

The break up of the Richmond Sailing Club is hinted at in an article in The Yachtsman and Motor Boating of 11th January, 1930 and took place sometime between 1910 and 1912. It all arose over Robinson of Burnham, a well-known yachtsman in his day, bringing Lady Dainty to Richmond and wishing to race. He was not a member and a split arose as to whether he should or should not join the meeting. No one appears to have suggested the obvious and that was to make him an honorary member. From this tea-cup storm the stalwarts marched out of the Club. Bill East wanted the summer houses for some other purpose and the Richmond Sailing Club died a quiet death.

#### SWAN SAILING CLUB (MARK 2) c.1910 - 1916

Our stalwarts marched out of the old club and into the Phoenix in Orleans Road, where they promptly continued as before. Meanwhile in the White Swan, Riverside, Twickenham there had met for sometime, the Twickenham Sailing Club devoted largely to racing of fair sized craft of the cruising type, so the happy band at the Phoenix reverted to the original name of the Club and called themselves the Swan Sailing Club

The burgee was still the white swan but now on a blue background. The founder members included the 'Captain' A.E. Shead, (Commodore from 1905 to 1920, '22 and '24 - 1931), the 'Mate' H. Lomas, and J. Grosvenor as Treasurer with H. Brown as Secretary, also on the Committee were C.R. Adams and E. Grosvenor. The meeting room was in a hut belonging to the inn but on the other side of the road. Adams wrote "This hut had lattice wood windows and no door, so we carefully took the woodwork out of the windows so that we could replace them easily and had glass windows fitted which could also be easily removed. A door was also built and we were as happy as Cimex lecturarius is reputed to be in a rug. We had a stinking little oil stove in the winter and beer was brought across from the Phoenix".

Although the Richmond S.C. finished corporate activities around 1910, its moorings were retained for another two years. The Club had a very successful first season encouraging the building and sailing of small craft and upon the outbreak of the 1914 - 1918 war had become firmly established. During the first two years of the war racing was continued but in 1916 it was decided to suspend activities, hold occasional meetings and that a nominal subscription be charged to cover the cost of postage. Perhaps this decision was prompted by the closure of the Club's home as in 1916 the Phoenix was also closed under the Compensation Act and the Club had to give up the clubhouse. A Mr. May bought it and immediately turned it into a private house. He also raised

the rent of the Club room so the members not with the armed forces, immediately replaced the lattice work and fled to the White Swan Twickenham. A happy picture flits before the eye of the Club in single file, each clutching a window door or a chair wending their way along the wall of Orleans House to the White Swan.

### SWAN SAILING CLUB (MARK 3) 1916 - 1923

The move to the White Swan took place in 1916 but racing did not commence until 1919 when a very successful first season was held. The Twickenham Sailing Club still met at the White Swan, its members flying a red burgee with a black letter "T" but it was natural for the two clubs to merge, especially as many of the members of the 'Twickenham' club joined the more vigorous 'Swan Sailing Club'. The meeting place was in the balcony room and with a billiard table provided, and the beer down below, the Club was both happy and fortunate in its surrounding. On 3rd June, 1919, the Club re-started racing, with its headquarters by an odd coincidence of name being at the White Swan, Riverside. In the following year a Challenge Cup for the best season's aggregate was first competed for and the Club soon had a dozen boats turning out to its weekly races, these races including cruisers and big craft.

Charles Emery was eighteen when he bought his first boat Avis an old but well maintained 12ft sailing dinghy. He used to spend all his leisure time on Petersham Reach learning how to sail it and that of course included Sunday mornings when members of the Swan Sailing Club were racing. In 1980 he wrote in a Club newsletter of these early days when he was invited to join. He well remembers standing on the balcony of the White Swan in 1923 drinking a ginger beer (a bad start!) after paying Mr. A. Brown, the Hon Sec his fees, 5/- entrance, 5/- subscription and 2/6 racing fee.

Another early recollection is his first Laying Up Supper that year, held in the Queens Head, now the Barmy Arms, for which tickets cost 3/6. He wondered what to wear and decided that his best dark blue serge lounge suit would have to do. Imagine his surprise when some members turned up wearing blue guernseys and gum boots and the Vice Commodore came in brown tweed plus-fours. Charles was a member when the club moved to the present premises and became Twickenham Yacht Club. Most members at that time were 20 or more years his senior

There were few classes amongst the fleet of racing dinghies. Most boats raced on handicap with level rating between groups of similar boats. These included four British Racing Association 13 ft dinghies with a standing lug sail of about 98 sq.ft. There were three "Jewel" class keel boats following Martyn Giddings Sapphire and two other fast keel boats Assegai and Dotterel". Turning out occasionally there was a very light 18ft centre-boarder Brunhilde with about 200 sq.ft. of balanced lug which in light airs, when most boats ended up at the bottom buoy, (nothing changes!) could ghost around the course".EPHEMERA from the early years of the Club

Swan S.C. acceptance of membership, H.Hunter

### TWICKENHAM YACHT CLUB 1924 - 1939

With gradually increasing membership the need of a proper clubhouse was felt and steps were taken to find suitable quarters. In 1923, the energetic secretary, Mr. A. Brown applied for the Club's recognition by the Royal Yachting Association, this being obtained in December in that year. Possibly the Club would still be at the White Swan now but, in 1923, the Twickenham Council purchased York House which included the boathouse which was empty and idle. It was Mr. Hunter who first suggested moving and in December 1924, the Club moved in

and changed its name to the 'Twickenham Yacht Club'. The annual membership fee was five shillings, increased to one guinea in 1925, by 50% to £1.11.6. in 1930 and to two guineas in 1936.

The boathouse, built over a wet dock, contained three fine rooms with several small store lockers and usual conveniences. One room overlooked the river, the billiard room overlooked the grounds of York House and the Club yard could accommodate some fifteen craft during the winter. There was also a well appointed bar attached to the Club. Since occupying the new quarters the Club greatly increased its membership and the excellent team work directed by the Commodore A.E.Shead, the Hon. Secretary, P.S.Wilkinson. Mr.R.C.M. Scott, Mr.J.Grosvenor, and the Harbourmaster, E.Viner Brady greatly improved the moorings and docking facilities. In 1930, a companionway lead from the dockhouse to the pontoons moored under the river wall of York House so that these could be used at any state of the tide. Opposite were moorings for the cruising and other sailing craft.

The Club Photograph, the Captain, A.E.Shead in the centre front row to his right Mr. Wilkinson, to his left Russell Pearce. Sitting to his right on the pillar is Bob Roberts, behind him Mr. Hunter and in the back row, 2nd along Arthur Rowles, 3rd along Mr.Espezel and in front of him Charlie Emmerton.

Handicapping the mixed fleet of racing dinghies continued to be a problem. In the twenties the scoring of results was 10 for the first boat, then 9 and 8 the next two and five points for every other boat starting but not disqualified. Handicaps of five minutes were given for the first boat and two minutes for the second boat, whatever the length of race, and these accumulated over the season. The boat with the highest handicap then started at scratch and all other boats were given an appropriate time allowance. The absurdity of this system was brought home near the end of one season when a boat which had missed several races, and not gained a place in others, had built up a time allowance of forty minutes. On this Sunday morning with a fresh breeze this boat finished the course in just under 40 minutes and on corrected time thus was calculated to have finished before it had started.

From 1925 racing was limited to small craft and three types of competitive racing were arranged; first, handicap racing for the sessional Challenge Cup which in 1929 attracted 12 starters, secondly, B.R.A. Class racing, and thirdly long distance races from Hammersmith to Twickenham. The turnout in the handicap class, twelve on average, was probably the best of any of the Upper Thames Clubs for weekly races. In 1930 the first sailing committee was formed including Murray Vines, known as "Bessie" Vines, his 14ft dinghy being named Bessie D, and Charles Emery owner of the 18ft half deck sloop Avis II.. An early task was to set up a handicapping system based on time allowances which related to the duration of the race. The mathematics of this were very complex and each race was followed by frenzied calculation. Charles Emery then set to and drew up some tables which reduced the work and gained him a reputation as a mathematical genius. In addition to the racing there were cruises down river. To make the most use of the Club members sometimes spent the whole weekend there, sleeping on their boats over Saturday night and going home late on Sunday evening.

The Annual Dinner Programme 1927 - 1928A very successful era now started and under the leadership of A.E.Shead, the Club knitted together into a very happy body. The Club took a leading part in the River Pageant held on 22nd September 1926 to celebrate Charter Day when Twickenham became a Borough. In the winter months, a Saturday night steak and kidney pudding became a ritual and a photo in the billiard room showed Mr. Shead mixing the famous pudding. Hot baked potatoes on winter Sunday mornings were also a Club delicacy whilst the bar was 'well appointed'. Lest the reader should imagine that the soul was neglected for what Shakespeare described as "The storehouse and the shop of the whole body" let us turn to the

evenings of happy song which took place in the Club room. There to the music of a gramophone, shanties were sung, the choruses roaring out across the quiet waters while the lighted windows gleamed out into the night.

Alfred Shead owned a series of craft named 'Tinker', the first a 25ft yawl built in 1909 to Tinker VI an open motor launch built at Hervey's Yard, Isleworth. He left the Club for Birmingham in 1931 when he was presented with a silver cigarette case inscribed with the names of the flag officers and members of the committee and made a life member. He later returned to Strawberry Hill and his death was marked by a minute's silence at the committee meeting in November, 1963.

Archibald 'Skipper' Forman, a local solicitor who had joined the Swan Club, was now called upon to don the mantle of Commodore and stimulated a debate as to the future of the Club and clubhouse. He owned Hereward, originally a steamer but by then converted to a motor cruiser, Reinarch a motor cruiser and Omega a motor cruiser together with innumerable dinghies culminating with Midge. H.G.M. (Ossie) Osborn, who for many years ran the pharmacy at Strawberry Hill joined the Club in 1936 and recalls today how things were then:

"All the boating world and the Club itself has changed out of all recognition. The only thing which hasn't changed is the quality of the members who, as they are now, were from all walks of life, keen boating types whether sailing or cruising. Actually some were pretty well off while others like myself were right at the bottom of the pile. The Club had a system at the bar called 'the odds', which meant that if you wanted to buy another member a gin or whisky you only paid for the price of half of bitter and he promptly put down the difference, only a few pence in those days. We all thought we were rather special. In those days there weren't all that many sailing types and we went about in yachting caps, and the ambition was to go to sea and get some verdigris on our cap badges.

The 21st Annual Dinner Programme from Bobby Adams collection

At that time the Commodore 'Skipper Forman', ruled the Club with a rod of iron, and really looked after everything, including opening the Club in the morning and making sure the steward was doing his job. The steward at that time was a retired Thames policeman whose responsibility apart from running the bar and getting the barrels of beer up, was to keep the pontoons and the heavy dinghies bailed out.

The building was essentially the same as today but the lower deck did not exist. It was just an open dock with a walkway round it and steps towards the river. It had substantial rails round the sides each surmounted with a fleur de lys, and a gang-way led straight out to the pontoons. There was a portcullis at the river end of the dock and the winding gear was still in existence. Above the dock was a substantial rack for masts and spars and oars; smaller gear sometimes fell into the dock and had to be rescued. The changing rooms did not of course exist in those days.

Upstairs the Club was divided into three separate rooms all lighted and heated by gas. The billiard room was smaller than it is now as the cupboards extended into the room. The table was smaller and was illuminated by a cluster of gas mantles which got damaged when anyone got over enthusiastic with their cue. The once white walls were brown with nicotine as everyone smoked in those days. There wasn't much comfort in the club house in those days, no cushions on the seats, and no carpet on the floor. There was no window on the east side of the front room. The main difference was in the bar area where there was a WC in the corner. The pan was a real work of art decorated with blue chrysanthemums, it would be a collector's item today. The Club was strictly men only and no ladies, women or children were allowed upstairs under any circumstances, even to use the loo. We didn't use it much either as it was easier to nip down stairs and use the dock. The bar was not the flashy affair it is today. The bitter and mild came

in wooden barrels, 'pins', and the brass taps had to be hammered in and the 'spile', a pointed wooden pin, inserted and adjusted to let air in and beer out. It was a messy affair as if the weather was on the warm side and the beer a bit lively you were liable to get a shower bath when the spile was hammered in. The beer was then put onto a tilted rack and allowed to settle before being served. The range of beer was limited, no fancy lagers, wine or Coke and the whole area smelled strongly of stale beer.

As for the moorings, we did not have the upper or lower dinghy parks and all craft were left afloat. There was no fibre glass and the smaller dinghies, up to 14 ft or so were moored bows on to the pontoon held apart by rypecks (iron shod poles) between each couple of boats. Coming in under sail was an art in itself, not too bad at low water when a prompt dropping of the iron centreplate acted as a brake. In any case, all the boats were of wood, good and rough, and could stand hard treatment. The larger boats and cruisers were on moorings, there was less mud in those days, and all three trots were in use. Just before the war the Club bought an old wooden barge, the stern of which had been cut down nearly to the water line, and boats could be taken on board for repair and painting. It was roofed over with a large workshop above and was moored against the island. It was in pretty poor shape and after the war disposed of, how I don't know.

There were quite a variety of boats on the moorings. Three keelboats, the largest up to about 6 tons, and several smaller centre board sailing cruisers. The regular Sunday morning fleet included a lovely keel cruiser, Sapphire owned by Martyn Giddings, and a fine 18ft carvel built boat Adria owned by Charlie Emery, which always finished well to the fore. There were several cruisers based on old ships lifeboats of about 30 ft. which were readily available. They were mostly powered by a variety of car engines, the favourite being the old Model T Ford. Amongst the larger boats was a converted R.N.L.I. lifeboat. The 'star' boat was a beautifully kept steam launch called Souvenir d'Anton owned by David Kyle, who ran an engineering works in Brentford. He would sometimes take a party of Club members up river to Weybridge with a good supply of liquid refreshment on board. Most of the fleet confined their cruising to below locks with trips down river to Holehaven and Queenborough and an annual cruise in the Estuary

The dinghies were even more varied in type. There were three 18 footers, one a 'TEOD', 'Thames Estuary One Design' and another an 'EOD', 'Essex One Design' and a half rater, a smaller edition of the 'raters' which still sail at Kingston and Bourne End. In contrast to this were a skimming dish and two sailing canoes. They were narrow beam, very fast and had a sliding seat to enable the helmsman to get his weight outboard. There were several 'BRA's, (British Racing Association), and a good selection of one off's. Murray Vines had a very fast craft called Wug which he sailed single handed. It was a one-off, built by J.C.Cordell with a pram bow, more than average beam, wide side decks, 13ft long with a very tall mast. Rather than reef down he had three different sails which he put on according to the conditions. Just before the war the Hidden brothers, Dennis and John, joined the Club and together they built the sailing boat Nephele, which later became part of Club history. My first boat was a gunter rigged scow, similar to those from Lymington which cost the princely sum of £15, equivalent to 3 weeks pay in those days. We often didn't finish the course but had plenty of fun.

The Sunday morning races were well supported and the handicap was adjusted weekly so that even the slowest boat had a chance to win. We had no rescue boat and some hardy soul had to row down and lay and later pick up the buoys. Starting and finishing was at a line just above Hammertons Ferry at the steps. I cannot remember any official protests in those days. For one thing not many of us were very clear about the rules anyway. When a number of us visited the Minima Yacht Club for their regatta, most of our boats were protested against for one reason or another. We took a dim view of this, but in time we learned the whys and wherefores".

WARTIME AND AUSTERITY 1939 - 1945

Despite the onset of the second world war in 1939 the Club seems to have carried on troubled only by outstanding dues and the problems of striking a trial balance of the accounts. Skipper Forman took up and retained the Treasurership throughout the conflict which overtook the country, when in 1940, M.G.Giddings became Commodore to be succeeded the following year by P.S.Wilkinson.

The Club was not backward in playing its part when the call came. Many members joined the Forces, whilst the older members, or those on essential war work, joined the River Emergency Service. All boats had to be registered and have their numbers painted on the bow and their engines immobilised.

In the darkest hour the Club contributed its quota of the boats required for the Dunkirk operation and on 14th June 1940 the committee met to place on record that two boats were sent down to Sheerness or Ramsgate in connection with the Dunkirk evacuation. These were 'Skipper' Forman's Omega and P.S.Wilkinson's Black Arrow. It was also recorded that seven Club members took these boats down, presumably on behalf of the Small Vessels Pool which was organised by Douglas Tough at Teddington. In addition Mirasol belonging to R.Kyle also went across and like Black Arrow was never to return. Her Majesty's yacht Omega was built at H.M.Dockyard at Devonport in 1917 and served as a patrol boat at the Spithead Schneider Trophy Races of 1929 and 1931. She was bought by Skipper Forman who owned her for 23 years during which time she was requisitioned by the Admiralty to return to naval service on the east coast. Later she became a barrage balloon vessel before she was reconditioned throughout and returned to her owner. The 1941 Annual Meeting decided that a record should be made of the boats belonging to members which helped at Dunkirk, and to continue the arrangement to excuse members in H.M. Forces their subscriptions.

photo Omega

The club had 83 members in 1942 of whom 33 were serving in H.M.Forces and 15 in the Metropolitan Police River Division, L.D.V. and A.R.P., and Commodore Wilkinson reported to the Annual Meeting that all were alive and well, and that only 23 had availed themselves of the concession to reduce their fees but many had subscribed to an emergency fund. New Defence Regulations ordered private boats to be moved away from the Chiswick area and the Commodore got in touch with the London Corinthian S.C.to offer temporary moorings for any of their members and several boats moved onto the moorings. In committee Murray Vines suggested that racing should be carried on if at all possible and on Saturday 21st February a race took place where the Commodore presented the Thames Challenge Cup to the winner, a Mr.Holt of Ranelagh Club.

Murray Vines became Commodore in 1943, an event that coincided with an influx of younger members who helped to revive racing on our reach. While overseas the war swung in favour of the allies, Jack Shaw was taken prisoner at Arnhem and the amount collected for cigarettes for the troops doubled. At the end of the war, in 1945, all of the 38 members serving their Country returned with a roll call of two O.B.E's., a D.S.O., M.C. D.S.C. and two bars and one mention. The funds of the Club were in a flourishing state under the careful husbandry of Skipper Forman and racing against Minima started again in the summer of 1945. Despite rationing, terrible weather and continuing shortages things began to return to normal as the minutes of the Club Committee noted a vote of thanks to the ladies who provided refreshment and another to Mr.Kyle who towed the visiting boats from Surbiton. At last a Steward was appointed and the Club looked forward to its future with confidence. '

photo York House Garden frontage before the War

3. All Change after the War

In 1946 a young man recently demobbed from the Navy strolled down to the Club to find out about membership. He was wearing his uniform as he had little else to wear at the time. A senior member immediately pounced on him exclaiming "We're not impressed with that sort of thing around here you know". Despite this rebuff Jack Timmis went on to join, became part of the National 12 contingent, a committee member and later Commodore. His children and grandchildren followed him onto the river and to take on similar responsibilities in the club, which at the end of the war still had something of the ethos of a gentlemen's social organisation. Prospective members were subjected to rigorous scrutiny and ladies and children, while not positively discouraged were not actively encouraged to participate in the Club's affairs but the Club now embarked on a period of tremendous change.

Alan Johnson, who also joined the Club in the early 50's when the secretary was Charles Truscott, recollected: "that if Truscott didn't like your face you had had it, and if he did, you still had to wait six months before you could even have an application form. In those days one of the largest classes was the 12ft Nationals and they were moored on pontoons alongside the Island. We had a dinghy which resembled a Viking Warship and, with 12 people on board and only half inch of freeboard, it was most perilous but it never sank. The Twelves were the only class from those days which still sail as a class today. Then we had a turnout of over thirty boats every Sunday and separate classes for Eighteen foot Nationals, (Murray Vines, Teddy Lowe, Eric Gibson, Chris Carstenson to name some), Twelve foot Nationals, GP14's, Cadets and Handicap A and Handicap B.

In the handicap classes there was great rivalry between the Redgrave brothers, and it was not always good natured. In those days we all carried anchors to hold the boat against an adverse tide and there was a certain notorious lady who used to stand in the bows, throw the anchor twenty yards or so and pull the boat along at a speed of knots. Our Open meetings attracted a turnout of a hundred boats plus, and what boats, especially from Hampton and Thames. We had raters, eighteens, International fourteens and the most wonderful collection of handicap boats you have ever seen, including one with a three foot bowsprit. During those years we had many interesting boats in the club, a half rater which had several owners and ended up by breaking in half, a fourteen foot International with two feet cut off the end. This boat was remarkable by virtue of the fact that the harder it blew, the slower it went. Then there was an old 12ft National with a loose footed mainsail It was called Firey Cross, it didn't qualify as a national but it was a sheer joy to sail. I sailed a strange boat called Water Beetle, it was like half a melon with the ends cut off. It never capsized but in a strong blow would fill up over the bows even with the helm and crew sitting out over the transom. Cecil Whithair had a rather remarkable airborne lifeboat."

Bryan Sadler has also recorded some recollections of river sailing when he first crewed a racing dinghy in 1953 on the Sunday after his 21st birthday. He attended the Autumn Regatta in September as a visitor, but it was not until seven years later that Eric Gibson proposed his application to join the Club. From that time Bryan has had the fortune to enjoy the competition of dinghy racing and friendship of many members and their families. "The 1950's brought tremendous changes to society in general and sailing in particular. Post war sailing and dinghy racing was initially dependent on traditional mainly clinker-built pre war designed hulls. The established club attitudes to new membership was 'cliquey', not welcoming people unless related by blood, business or friendships. Women were not encouraged unless introduced by boy or family friends. My first sailing club was the Porpoise (paupers) S.C. The founder members were aged between 18 and 25 years who were studying for careers in the civil service, accountancy, banking and engineering professions. The combination of members and their parents hard work helped by the Port of London Authority resulted in premises entirely afloat moored off Glovers Island, on the Middlesex bank.

The advent of marine plywood and synthetic fibre sails made the production of D.I.Y. one designs and restricted design dinghies practical and cheap. The majority of the dinghies were built and owned by the club members, The Porpoise Sailing Club thrived and attended regattas throughout the South of England as far as Helford River. T.Y.C. kindly invited us to join the Sunday morning and Wednesday evening races, the Lifeboat week races were also open to us. The new designs of the Fleetwind, GP14, Heron, Enterprise and Solo dinghies forced the established clubs into allowing new members to join and race at a reasonable cost and the elitist mould was broken. The first London Boat Show sponsored by the Daily Express at Earls Court matched the enthusiasm of this rejuvenated sport. The Duke of Edinburgh's Flying Fifteen Coweslip was the focal point of the exhibition. I do not recall the Guinness bar being there!

The flag officers were treated with the respect associated with their elected office and were always approached with a degree of caution, especially if they wanted to see you. Friday night was exclusively men only except for the Friday night of the Lifeboat week and some snooker games and dice sessions around the large table have legendary status. Before the era of "Never had it so Good" there was a wide range of salaries and wages but the Club had the nice tradition of "the Odds" described by Ossie. It was in some ways a pity that the alterations in the rules allowing ladies to become members meant this rule had to go.

The River between Richmond and Teddington Locks in the 1950's, 60's and even into the 70's was commercially much more active than now. In those days tugs towed barges laden with timber or fuel oil going up to Kingston and frequently empty ones were moored between large buoys below Hammertons ferry. An ex Royal Navy motor torpedo boat owned by a sea scout troop was moored immediately above Glovers Island. Large pleasure steamers of pre-war design traded between Kew and Hampton Court. There were rowed ferries at Hammertons and from the slipway at the bottom of Lebanon Park. Particularly at weekends there were many hired rowing boats, canoes, punts and small petrol driven motor boats, 'the yellow perils', which weaved their way through the fleet, and in and out of the moorings. There were privately owned motor, sailing and rowing boats and the number of eights, fours, pairs and single scullers from the Rowing clubs increased over the years. Pollution was beginning to be noticed, although initially people regularly swam and picnicked on the narrow beach and steps by Marble Hill Park and at the slipway above Ham House. Due to wartime neglect the river banks had a margin of trees and bushes along each side. The river stream was slower, neglected streams and drain discharge systems meant that rainwater did not enter the river until four or five days after falling, now it appears to be within a matter of hours. Before flood prevention schemes were implemented river levels at times could be dramatic, Riverside was frequently flooded across the road width. During a Saturday afternoon race the combination of high tide and rain water resulted in the lower dinghy park being completely covered for an hour with the water level within six to nine inches of the race hut floor. It was not until the late 1970's that care and maintenance of the river led to cormorants, grebes, herons, geese and swans returning. It was self evident that the restocking with fish and eels enriched the natural cycle. TV and press reported two porpoises near Richmond Bridge, one surfaced during a Wednesday evening race just below Eel Pie Island and caused something of a rumpus".

The foundation for change was laid largely during the tenure of office of Murray Vines as Commodore between 1943 and 1960 and his immediate successor, Edmund Viner Brady, Commodore from 1960 to 1962. During this period the Club installed the lower deck to the clubhouse, purchased the lower dinghy park, leased the upper dinghy park, instituted a cadet section to encourage juniors and admitted ladies as associate members. An unfortunate incident occurred in November 1950 concerning the Steward who was suspended by 'Skipper' Forman. At the next meeting the Committee decided that the suspension should be lifted but Mr. Forman tendered his resignation as Chairman of the House Committee, did not attend the General Meeting the following month as Treasurer and four years later resigned from the Club altogether; but the practice of putting out plates for donations to the Lifeboat Society and for the Steward on Sunday mornings ceased.

Of all the changes the decision to admit ladies generated the most passionate and rancorous debate and took many years to achieve. During the war, in April 1940, there had been a proposal to the Committee that lady relatives of members should be allowed to race member's boats. Although this was put to the vote and approved, the then Commodore, Mr. Giddings, declared the result null and void. However, the pressure on members from their families for equality continued. Members had children who insisted on crewing dad and wives who were not prepared to left on their own. They also wanted to crew or, even more radically, sail their own boats and wanted a standing in the Club in their own right.

Ladies had, of course, been invited to the clubhouse on special occasions such as the river pageant in September 1952 but it was not until April, 1957 that the first male bastion fell when ladies were invited to the Fitting Out Supper. The following month ladies were invited to the clubhouse during evening racing. Ladies had been able to crew for some time and primitive changing accommodation for them was provided in an unheated privy in the clubhouse yard.

illustration

Invitation to Fitting out Party, 1957

After much discussion a proposal to admit ladies as associate members had been defeated at the General Meeting in 1955. However, at the 53rd General Meeting on 15th January, 1958, the first such held in the new lower deck, the rules of the Club were drastically overhauled. The ladies became eligible for election as associate members (although this did not give them the right to take part in the management of the Club or vote at general meetings) and boys and girls between 14 and 18 could be elected cadet members. However, neither group was permitted to use the upper deck on Friday evenings and distract the male members from the business of the evening. Jack Timmis, who introduced the proposals also intended that associates owning boats and racing them should have the use of Club moorings if they paid their subscriptions. The proposals were carried by 44 votes to 29 but the final decision was delayed while the level of subscriptions was settled at another meeting.

Three months later, at an Extraordinary meeting, the 57 members present agreed to the alterations to the rules and changes in the state of membership, election and expulsion by secret ballot, and that cadet members could be accepted from the age of 12. There were, it was believed, only five sailing clubs which did not admit lady members at this time so there was, perhaps, a certain inevitability about the decision. Clare Vines, the wife of the Commodore, became the first elected lady associate member of T.Y.C. There were, however, a number of members upset by the decision who let their membership lapse in the following months, notably F.J. Bubb, who had joined in 1929 and sailed BRA dinghies and the yawl Melody.

It was to be another ten years until by a simple rule change adding after the word "gentlemen" the words "or lady" in the definition of membership, that sex discrimination was totally abolished. That was in 1968, the last year of the term of office of Commodore Jack Timmis and again the change was only approved by a majority of 33 in favour, 17 against with 11 abstentions. The first full lady member was Evelyn Walker, the wife of 'Monty' the Vice Commodore, elected on 17th February, 1968. It was to be a further 19 years before the members elected Lesley Williams to be the first lady Commodore but the rule against ladies being allowed in the Upper Deck on Friday evenings was not repealed until her successor, Roger Hidden took office in 1990; it was his uncle, Martyn Giddings, who had objected to ladies sailing fifty years earlier!

The 1960 General Meeting saw the retirement of Murray Vines as Commodore, after eighteen years in office, his election to Life Membership in recognition of his contribution to the Club and the election of N.E.V. (Edmund) Viner Brady as Commodore. He set the administration of the club in a new direction and at the 1962 AGM proposed that "No flag officer shall hold any office for more than three years" to give an opportunity for more members to lead the club. This was carried

unanimously setting the course for a more obviously democratic way to administer the Club. The A.G.M. Minutes also noted that there was still a pressing need for someone to deal with the normal day to day maintenance about the Club property which pre-war had been done by the Waterman; that membership had gone up some 30%; that there were then some 110 berths and moorings and that fees for full members were to be increased from £2.12.6. to £3.3.0, an increase of less than 2 1/2d per week!

Edmund's chief concerns were his family, British Rail, the York House Society, Fortescue House, Twickenham Yacht Club and during the second world war service in the Army. His services to the Club were invaluable. As Harbour-master he organised the laying of moorings in the river, pontoons along York House wall for the dinghies and many structural modifications to the boat house to adapt it for Club Headquarters. Nobody minded wading in the mud this side of Eel Pie Island to lay chain moorings under Edmunds direction, his enthusiasm was infectious and as in other activities in life, people liked working with him because he knew what he was about., The Club recognised his services when he was elected a life member in 1958. His tenure as Commodore marked the end on an era and thereafter the Club came to be run more by Committee than by reliance on the Commodores themselves. Appendix One details subsequent Commodores, each of whom contributed to the fortunes of the Club and each of whom gave up much of their time to serve the Club. After the hectic years of expansion following the War the Club settled down largely to the way it continues today with a routine of regular weekend and Wednesday sailing, interspersed with Open Meetings and a round of social events throughout the year.

Club members were given the opportunity to sail on H.M.Yacht Bloodhound for a week in May, 1964. A draw was made for the 6 members to sail with Jack Timmis who organised the charter and invited the skipper and crew to the Club the following October. There was to be a second cruise of Bloodhound in 1968 from Cowes to Cherbourg returning to Gosport under the command of William Willett with the Bosun Francis Drake. Eric Gibson was in charge of the party which included John Mitchell, Don Clarke, H.Meyer, Roy Elkin, Derek Newman, and Sam Langford. On the way over a batten in the missen broke and a part suitably inscribed was fixed to the clubhouse wall under the dartboard. Don took his ukele to entertain the French and remembers the skipper slicing off the 'college tie' of a native who wasn't entitled to wear it. At the end of his period of office J.L.Timmis had to report in January, 1968 that Charles Truscott, Honorary Secretary for many years had died.

In 1967 the Club built the extension housing the changing rooms finally making obsolete the Elsan toilet in the clubhouse yard - much to the "relief" of lady members. In 1973 new staging was erected in the lower dinghy park and the race hut relocated much to the irritation of one neighbour who unsuccessfully tried to get it officially removed. It was also in 1973 that a further addition to membership category, that of Family Member, was approved to recognise the importance to the Club of families in introducing their children to sailing, As with the previous hiatus over lady membership, this change took a number of years to achieve. The 1970's and early '80's were highlighted by a gradual decline in membership and a virtual evaporation of any junior members. The Club was not alone in this problem and similar difficulties were reported by most of the neighbouring river sailing clubs with some closing forever. The reason for the decline was largely due to the expansion of other rival sporting facilities for children, the establishment of more competitive sailing clubs on the relatively open waters of nearby reservoirs and the growth of car ownership giving sailors greater freedom to trail their boats wherever they fancied and without a home base.

photo Stan Pyne's Spectrum; Bob Maidlow's Andian II and Mick Gilbert/s Flying Tiger II at the '900' event

In 1981 Prince Charles joined the celebrations for the nine hundredth anniversary of Twickenham. The clubhouse was dressed overall and boats on the pontoon and moorings were bedecked with flags, bunting and members offering loyal greetings as the Prince passed upriver on the P.L.A. launch Royal Nore to land at the high tide at the Embankment. The autumn of 1987 saw flood water stopping sailing for three weekends and in October the 'great' hurricane which left the Club relatively unscathed apart from one large tree in York House Gardens which fell across the yard blocking the gate. Some members were in fact grateful that a large number of trees in Orleans Gardens had come tumbling down thus improving sailing conditions on the reach. There was another problem in the clubhouse; squirrels were getting into the bar and eating biscuits. They were still eating happily and nesting in the roof in April so the House committee suggested moth balls in the roof space to discourage the squirrels eating the ventilator wiring. By September the Rodent Office was called out, put down bait and suggested that the holes in the roof were blocked up. Other developments of 1988 were the purchase of radar guns by the River Police, the repainting of the steamer piers and the introduction of parking restrictions and yellow lines outside the clubhouse.

When Edmund Viner Brady died in 1983 his predecessor as Commodore gave an oration at a Memorial Service in the Parish Church. Murray Vines himself died aged 91 at his home at Old Palace Lane, Richmond in 1994. He had joined the club in 1926 and lived in Petersham from 1937. A Chartered Engineer and managing Director of Evershed & Vignoles of Chiswick until his retirement in 1965 (he did not stop sailing, latterly with Tamesis, until he was 88.

The 1990's have seen a reversal of the decline in membership and the Club now has a nucleus of junior sailors which augurs well for the future. There is no doubt that this resurgence is largely due to the holding of annual "Open Days" when the Club is thrown open to the general public. The first record of an 'open day' was on Sunday 17th June 1956 and the evenings of the following week including Friday but there is no report of how this fared and the practice appears to have been discontinued thereafter. Another attempt was made on 28th June 1992. Much to the astonishment of the somewhat hesitant organisers the Club was overwhelmed with visitors and managed to get some 120 people into various craft to sample life afloat. It was a very long, hot tiring day the weather in the morning could not have been better, hot and sunny with a good breeze almost straight downstream. The variety of people who turned up just about covered the whole range. Perhaps the highlight was seeing an Enterprise being crewed by an elegant lady in a summer dress. The following year it was not attempted to get every single visitor on the water. Open days in subsequent years have focussed more on chatting with visitors and letting them know all about the Club, the activities and the sailing. Unfortunately the very title of the Club, a 'yacht' club seems to imply to the general public a feeling of exclusivity and privilege. Nothing can be further from the truth, and Open Days have helped to dispell this myth. It is gratifying that, in the Centenary Year, 20% of the Committee is comprised of members who joined following a visit to the Club on an Open Day.

Any record of the Club must pay respect to those members who have taken on the thankless job of Treasurer, kept the balance between receipts from the members and the payments due to their creditors, recommended the inevitable increase in the level of subscription and reported on how effective this has been to keep the wolf from the door. Lastly we must mention Alistair G.B.Scott who took on the post of Auditor in 1976 and has continued to guide the club he had to leave, when he took up a job in Canterbury.

#### 4. CLUB PROPERTY

##### THE CLUBHOUSE

York House, and its gardens, including the boathouse and the downstream part of Eel Pie Island, were owned by Sir Ratanji Jamsetji Tata, until his death on 5th September, 1918. In due course

the whole estate was sold to Twickenham Urban District Council for £20,500 and the sale completed on 29th May, 1924. The responsibility for saving York House from demolition lies almost entirely with Noel Viner Brady who persuaded the Council to preserve it for the community as municipal headquarters of the Borough. His son Edmund had connections with the Club when its headquarters were in the Swan Inn in River Lane, Richmond and with his father, arranged the letting of the boathouse to the Club and the removal there in December 1924. This arrangement has been formalised from time to time and as the Club approaches its centenary it is 'holding over' under an Agreement made in 1967 when the Council leased the York House Boathouse and the right to attach six rafts<sup>1</sup> to the riverside wall to the trustees of Twickenham Yacht Club for 21 years at a rent of £250 increasing every seventh year.

Douglas O'Brien, a member from 1930 until 1938, submitted a memorandum to the House Committee in December 1933 suggesting that "the interior of the clubhouse be made more inviting and comfortable, and that we should strive to get rid of what has been well described as the 'bar parlour' atmosphere. The front room could be made a cheerful venue with a library, not limited to sailing topics, and pictures arranged to pleasing effect. Could not some attempt be made to beg, borrow, or hire one or two cushioned wicker or arm chairs no matter how decrepit condition or antique design? Surely we are not restricted to an inadequate system of heating where one is forced to partake of fiery liquor to maintain one's body temperature above freezing point, good for bar profits no doubt? Could not some of the older members give interesting talks on such subjects as 'How the Club started' 'My ideal Cruiser' or a series of debates, some humorous, some instructive as 'Racing or Cruising, which is best?' 'Should pot-hunting be encouraged?'. He also suggested that members should have their private racing colours painted on small wooden shields of a standard size displayed to pleasing effect on the sloping part of the ceilings. This, at least, was taken up and a list of the shields appears as Appendix 3.

Bryan Sadler recalls the 1960's when the clubhouse changing facilities were still spartan. "The ladies had the only permanent changing room, which had been completed in March 1958, while the 6 men still changed around the snooker table, a curtain separating the area from the bar until racing finished when the curtain was drawn back". On the upper deck the partition between the clubroom and the bar was demolished in October 1953 and the following month the cupboards on the west side of the billiard room were also sacrificed to make more room for the members. At the following General Meeting the House Committee were asked to create facilities over the dock at a cost not exceeding £120 "so that the ladies may have somewhere to sit on Sunday morning". A start was made after the Open Meeting in 1954 and it proved so useful to members that the following year the committee decided to extend it and to construct a new brow from the extension down to the rafts in a direction parallel to the rafts.

The further extension to the lower deck was started as soon as the 1956 sailing season finished when Edmund Viner-Brady provided timber for the joists and obtained permission from the Port of London, and Borough Authorities. The Club-house has been used by other organisations including Twickenham Sea Scouts. The Converted Cruiser Club used the Club for their New Years Eve party before they acquired their clubhouse on Eel Pie Island and changed their name to The Richmond Yacht Club. It has been used for engagement and wedding parties - Clive Johnson in August 1974, Trudy and Shorty Boothby in July, 1981; Silver Weddings - Ken & Lesley Williams in 1982; Prizegivings for The National 12 Thames Area; inter club Darts Matches; River Users Group meetings, and much more not to mention our own annual meetings, parties, and protest meetings.

Whether the lower deck should or should not be used for repairing and painting dinghies is a matter which recurs over and over again in committee minutes but few stop to think of the river still flowing in and out of the dock below or the pigeons that live on the rafters.

photo The Clubhouse with Montego Bay, H.Stone,

After much discussion in 1967 Messrs. Walker, Harwood & Cranswick prepared plans for new changing rooms and toilets at the rear of the club house. In April three tenders were considered including that from K.G. Butt who completed the work by that September for £1,817.10.6. By 1976 cracks had appeared in the walls of the extension and settlement appeared quite dramatic but after a survey and tests Philip Cranswick advised in November 1985 that the outside walls of the changing rooms were in no immediate danger. The balcony was only a temporary structure made of scaffolding but during 1981 it was replaced with two new steel piles set in concrete on the river bed. By the autumn of 1981 the new balcony was completed, all but for one or two finishing touches. This was only possible with the help of numerous Club members and greatly enhanced the view of the Club from the river. The cost was only about £300, this low figure was mainly due to certain club members keeping their eyes and ears open for any bits of material that would do to build it. Jim Hartwell fitted two sets of lockers in the balcony alcoves ready for the next summer. The new brow came into its own on the marriage of the daughter of the Duke of Northumberland. This was during a period of spring tides and there was some panic when the best man realised that the happy couple would have to wade through a foot of water from the Church down to the Embankment and the steamboat which had been hired to take them down to Syon House. Luckily he saw Sid Baker and Don Clarke at the clubhouse, made the necessary arrangements and presented them with half a dozen of the best champagne.

#### THE MOORINGS AND DINGHY PARKS

After the war the only dry berths for the dinghy fleet were in the clubhouse yard and on a raft built on four ex WD pontoons on the motor cruiser moorings opposite the clubhouse. Some large dinghies were moored with the cruisers and several GP14's and other clinker built dinghies were moored 'bow on' to the landing stage rafts with rye-pecks, long steel pointed stakes, driven into the river bed to keep them apart. Amongst the moored motor cruisers opposite the club were the 18' Nationals, an Uffa Fox designed airborne lifeboat, ships lifeboats converted to cabin cruisers, and the various prewar motor and sailing cruisers. Being built of wood the pontoons were always giving trouble and taking on water and the Harbourmaster was constantly having to pump them out for up to three hours a day and have them repaired.

#### The Clubhouse yard

There were a number of large poplar trees in the yard but one by one these were taken down and the yard surfaced with the agreement of the Council at a cost of £36 in April, 1971. In 1985 it was possible to construct a tent to cover the whole yard for a buffet supper and fancy dress party. At other times the mirrors and other smaller dinghies were lined upon trolleys ready to be wheeled down the White Swan slip.

#### Lower Dinghy Park and the White Swan Hard

The slipway at the end of Ferry Road, the foreshore and the nearby Hard outside Riverside are owned by the PLA and are used by the public, including Club members, to get access to the river, while the enclosure outside the White Swan was owned by the Council. The hard is particularly used during Open Meetings by visiting helmsmen and members keeping their boats on trailers including Horace Winter who regularly uses it to launch his minisail Blasi. He took great exception when, in 1994, the new licensees of the White Swan built up the foreshore with old railway sleepers and after much correspondence the P.L.A. removed the obstructions and restored the hard to more or less its old state. This was a rerun of events in the 1950's, when Miss D. Viner Brady saw in the local paper an account of a proposal from the club to the P.L.A. to use the Ferryside foreshore as a dinghy park. She wrote to the Town Clerk pointing out the terms of an Agreement of 1931 concerning the management of the foreshore and the maintenance of public rights for boating. She also drew attention to the obstruction of the roadway from boats, trailers, gear and cars when the Club was operating and said that already it was difficult for residents to gain access to their premises.

The problem was resolved by the Club acquiring an alternative site. Until 1949 'Ferry Quay', was part of the Dysart estate but then it was split up and the Viner-Brady family bought Plot 2. This was 29'11" wide at the roadside but had a river front of 35'3" and on 13th February 1959 it was bought by the Club for £1,200. It adjoined another plot bought by A.C. Forman of "Gateways". For many years Mr. Forman allowed the Club to use his adjoining plot and the two made a fine base for sailing dinghies, mainly 12' Nationals, Enterprises and Merlin Rockets. Mr. Priddle who bought Mr. Forman's house agreed to continue to the letting but when he sold in 1972 the Club had to give up the land. There were some differences with his successor who entered into correspondence about the boundary fence, the noise of the starting bell and horn. The launching slipway slope was lengthened, the river bank consolidated with a new pontoon, decking and race hut added in 1962. The timber deck on brick piers, pontoon, ground moorings, and ladder are maintained under a separate Licence from the P.L.A. dated 29th January, 1973. In 1995 Ray Sellings constructed the storage rack for the Toppers and other portable craft.

#### The Upper Dinghy Park

In the late 1950's the Club negotiated the use of Bowyers coal yard, the open land adjoining the old St. Mary's Church Mission Hall. This had been used by St. Mary's Troop of the Twickenham Boy Scouts since 1938 and in 1958 they sublet it to the club at ten shillings a week for boat storage. A bathing hut was at one time set back into the wall looking out onto the river, and there is still an irregularity in the wall to show where this had been. The Local Council acquired the yard and the adjoining derelict cottage in 1961 and on 1st February 1971 granted the Club a three year tenancy. Within a few years the Council planned to redevelop the whole area but their plans were turned down at a public inquiry in 1977. The site consisting of the Mission Hall, 21 & 28 The Embankment, were leased by the local authority to The Trustees of the Richmond Shakespeare Society for 99 years from 24th June, 1984 at a peppercorn rent. The Society built the Mary Wallace Theatre and granted an underlease of yard to the Club for 99 years (less 5 days) also at a peppercorn rent. This is now valuable storage for a variety of dinghies and small trailable craft, much appreciated by members who wish to paint them, carry out light maintenance jobs or just to keep them safe on dry land.

#### The Harbour.

The bed of the river is owned by the Port of London Authority and any riverside landowner wishing to put down moorings, or carry out any work in the river has to obtain a licence from them. On 25th March 1935 the PLA granted the Club a licence for three lines of buoys for mooring launches to be used solely for members and not in competition with local watermen.. The outer line of moorings were between three piles extending 320 foot from the upstream pile which was 80 foot from the bank of the Eel Pie Island bird sanctuary. The Middle trott was 23 foot and the inside trott 34 foot from the Pile. A new PLA Licence dated 14th August, 1967 provided that the club should not moor craft at the works in such a way that the craft extend more than fifteen feet from the river wall. On 30th July 1936 the Club also obtained permission from the Borough of Twickenham to use the moorings off Orleans House. These moorings were exchanged with Walter Hammerton & Co Ltd when the Club took over a further 45 foot and the two downstream buoys of our mooring trots under a PLA Licence in December, 1975.

The club were not keen on double banking the moorings opposite the clubhouse but in 1955 something had to be done to make room for additions to the already flourishing fleet of National 12's, GP14's and handicap boats. The club purchased 60 ft of rafting to provide dry berths for 12 dinghies for the coming season. Two ballast barges bought from the Thames Conservancy for £30 were decked over by a working party led by Jack Timmis and the dinghies were drawn up onto the deck for storage. The next season mooring irons were fixed into the walls of York House Gardens and both rafts were moored there for next season.

Since at least 1954 Emu A, a double ended scandinavian dory belonging to Bobby Adams had been used as rescue boat and the following year the slipper stern launch Gondola was secured to tow the dinghies to meetings. She cost £39 a year to run and really was not suitable as a rescue boat so Mr.Sweetman's Sixta was so used in 1957. By April 1959 Emu A was no longer available and the Committee decided to buy a new purpose built rescue boat designed by Frank Bandey which would cost about £500, However, 24 members requested an extra-ordinary meeting which was held on 11th September, 1959. Did we really need a rescue boat? had a glass fibre hull been considered? was a 20 foot boat with a freeboard of 1'6" amidships powered by 8 1/2 hp air cooled Lister really what was needed on our reach? After much discussion the decision was upheld, but was not until 21st July 1960 that the hull arrived at Richmond with about a month's work needed to complete it. By November it still was not ready so the Club cancelled the order and instead ordered a 15'6 outboard powered plywood boat from J.Howlett at £225 to be ready for Easter 1961, and it was ready. It was designed by Eric Gibson for an outboard engine set inboard using at first a Seagull and then an Evinrude which was religiously taken back to their works at Acton for servicing every year. Named Twickers it served the club well until the small grp Dory was bought by Sid Baker in 1977 and the larger Dory arrived ten years later.

Meanwhile in 1979 David Jupp had given Comealong to the Club as a rescue boat mounted with a plaque in memory of his late father. The engine needed attention and in 1981 it was delivered to Kingston College of Further Education to be overhauled free of charge. She was relaunched in July, and was ready running for the winter series. However, like her inboard engined predecessor she was not a success, and by the following March the magneto had broken and we went back to using the dory. After she disgraced herself again in April 1984 with a blocked up water pipe she was retired to serve as a store for the marker buoys. A decade later she was acquired by Geoff Chipps and taken to the Upper Dinghy Park for restoration. A few weeks after a heart bypass operation Geoff lifted her engine back into position and they were both on their way back to health!

Our neighbours Thames Launches built steel pontoons 24 x 4' x 1 which they advertised at £81.17.0 and others 16 x 4 x 1 for £54.11.9. which we considered buying while we kept patching and painting our old wooden ones. Impala Marina took over the works and their large floating dry dock or factory barge led, we believed, to the silting of our moorings but we received no satisfactory reply from the P.L.A to our complaints. Eventually we ordered two 20'x6'3' 3/16th steel pontoons from P.J.Walsh of Teddington which were delivered in December 1977 and two more were ordered and delivered the same time the following year. The bearers under the large wooden pontoon near the clubhouse collapsed at the end of 1980 but it was to be ten years before the whole structure was overhauled during the 1990 draw-off which was extended for nearly two months for repairs to the Half Lock. In the meantime it was agreed at the 1983 AGM that the old wooden pontoons should be replaced and Harbourmaster Vernon Poole went straight across the river to the works, now Eel Pie Island Shipyard Ltd, to buy three new 20' x 4' pontoons at £1,600. The order was agreed at the meeting at the end of August and by mid October the pontoons were alongside and Jim Hartwell was making new risers to hold them in position.

In 1983 the works changed hands again and Eel Pie Marine Centre was set up by Henry Gastell. The PLA appear to have also given licence for other works near the island, as in 1986 Henry applied to extend the Marine Centre moorings with a pontoon off the island inside our wet berths to extending the 100 foot mooring he had obtained from Sandy Scott formerly held by Harry Ambler. He proposed putting small dutch barges or similar boats that would take the ground. Philip Cranswick objected and appealed to MP Toby Jessel to prevail on the P.L.A. and this was formally successful although the old water bowser Taquarius and a crane barge have continued to lie alongside the island and prevent club members making the best use of the moorings to which we are entitled under our Licence.

The Harbour-master is also concerned with other Authorities and their plans for the river. In the Thames Water Authority Abstraction Licence Public Inquiry of 1986 the TWA sought permission

to reduce the statutory minimum flow over Teddington Weir. The Club and other objectors were not successful and the water in our reach can, in high summer drought conditions, be somewhat 'still' and in 1991 the National Rivers Authority had to consider taking action about the extensive growth of green Lemna (Duckweed) which covered the surface.

The Club has also been concerned about persistent rumours of proposals by the local authority to build a new footbridge across from the Island to the Ham Lands which could drastically reduce our sailing water preventing access to Cross Deep and the reach up to Teddington in which the 'Round the Bends' race is run. We did protest unsuccessfully in September 1955 about plans for the Eel Pie Island footbridge which was to be 23'4" above Ordnance Datum or about eight foot above the Embankment, but this, was of course built by Michael Snapper to attract custom to his Island Hotel.

### The Sailing Course

The early regatta and class open meetings were controlled from a motor cruiser moored near the Middlesex Bank opposite Ham House slipway. Before the lower dinghy park race hut was built, Club races were managed from the paved railed area and stone steps at the downstream end of the small park, in line with Hammertons Ferry landing. The races were supervised by Club members who carried out their duties in rain, frost and wind without shelter. In torrential rain or frosty conditions their commitment was severely tried.

The usual racing course is laid, as conditions allow, between an upstream buoy just upstream of the lower Dinghy Park and a buoy dropped downstream towards Glovers Island. In the early days of Club sailing racing could be disturbed by tugs and barges working upstream to Teddington as well as the numerous steam and motor launches and the host of skiffs available from hire from the various local watermen. London County Council granted Messrs. Hammerton & Company an exclusive licence to let boats from a barge off Marble Hill Park. In addition to letting boats Hammerton began to operate a ferry from Richmond Riverside Promenade to Marble Hill Park in opposition to Lord Dysart's Twickenham ferry. This led to a dispute which was eventually decided by the House of Lords on 23rd July 1915, after six years, in favour of Hammerton & Company. The victory was commemorated in a song by Arthur M. Young with music by W.F. Clarke and the 1st Annual Regatta on 6th September, 1916 in aid of the Royal Asylum for Poor Maimed Watermen and Lightermen.

The Ferry was taken over by 'Sandy' Scott who had been apprenticed to Walter Hammerton and from Friday 22nd May, 1987 at 11 o'clock in the morning by Stan Rust. who earned 20p that day. The wooden rowing boat Pax was superseded by a g.r.p. motor boat, at one time used as a ferry for workmen on the Thames Barrier and in April 1997 a new aluminium electric powered ferryboat Peace of Mind came into service. The old wooden barge was replaced by a steel lighter from Tideway Marine towed up about 1975 and the moorings converted to pontoon berths from 1994.

The P.L.A. moored a rubbish lighter upstream of the Glovers Island buoys and between the lighter and the bank 'the raftman' built a 'habitable raft' so far as we were aware without any permission from the P.L.A. He added numerous pallets or 'mini rafts' for nesting ducks and gave a home to a lost ibis which took up residence while the trees on the riverbank provided cover for the flock of parakeets. Such is the wild-life now around our reach of the river!5. The Sailing Classes

Before the widespread use of marine plywood and fibre glass reinforced plastics the main dinghy classes were Cadets, 12 foot & 18 foot National restricted class, Merlin Rockets and Fireflys. There was a large fleet of individual designs which raced in handicap classes. The year's cycle of racing was similar to that today and class Open Meetings were coordinated along the river. Clubs towed their boats to away meetings through the locks even as far as the mid summer meetings at Hampton Sailing Club, dinghies being left overnight on Hurst Park Racecourse. The Autumn

series of Regattas started in September at Twickenham then in following weeks to Minima, Tamesis and Thames. In May 1952 it was decided to split class C and make a separate D class for small boats. When Queen Elizabeth II coronation took place in 1953 special events were arranged, TYC held a regatta and several club members remember 110 dinghies taking part!

By 1956 the Club recognised Five classes, A, for fast boats, B National 12, C and D handicap classes and class E for GP14. The Thames Conservancy agreed that boats could attend regattas at Tamesis, Minima and Thames Club without registration in 1955/6 with the club towing launch Gondola being treated as a tug paying lock fees 3/6 each passage each way at Teddington, and 2/6 at Molesey. There were joint Meetings with RAF VRSC and Porpoise SC when free tea and cakes were supplied. The Porpoise S.C. barge by Glovers Island was damaged June 1956. During the 1957 season Middle Thames Y.C. sailed in Petersham Reach and Porpoise S.C. used the Club course on Sunday mornings.

In 1997 the Club recognises five classes; National 12, Enterprise, Solo, and two Handicap class with a Junior Helm award for the Cadets mainly sailing Toppers. Awards are presented for the various classes sailing on Saturdays, Sundays and Wednesdays, over various courses, and for various classes and some of these are listed in Appendix 3. The Firkin Trophy, held between Minima and Twickenham, deserves a special mention as the prize the Club used to do its best not to win. It was a condition of participating that the losing club entertained the winners and provided the Firkin of Beer as the prize. It does not take long for the firkin to be drunk and the members of the two Clubs pass on to the next barrel to the benefit of the Bar, and the clubs coffers. Nowadays the Clubs take it in turns to host the event.

As long ago as December 1967 there were comments in committee about the Thames Valley Sailing Association, the R.Y.A. and the efforts to get the Metropolitan Water Board to allow sailing on their reservoirs. The 1971 AGM heard of proposals at the Association of Thames Valley Sailing Clubs that the north Staines Reservoir would soon be used for sailing and Queen Mary Reservoir would be available within a year and hoped to start a club. Few members were lost directly to reservoir sailing but the availability of these wide open waters with consistent wind and no tidal flow, so different from the vagaries of our reach, has no doubt been a factor in keeping the character of the Club as essentially a local club using the local river and keeping us all on the maintained level established just over 100 years ago.

The Handicap Class, - GP14 - Mirror

The GP14 originally cost £135 to buy or you could get a kit and then build it yourself. It had a period of considerable popularity but the only boat of this class in the fleet in 1997 was a fibre glass coated non competing craft kept in the Upper Dinghy Park. The Mirror fleet had grown to five in 1983 and sailed as a separate class starting at the same time as the Handicap fleet but always sailing the short B course. The Mirror had the advantage that they could be sailed without a crew, but were not really suited to our reach.

The Handicap Fleet in the 1996 season was:-

Blasi	Minisail	Horace Winter
Sundae	Express	Brian Kent
Laser	Laser	Chris Sellings
Titanic	Comet	Mike Buxton
Daisy May	-	Philip Choules
Hugros	Mirror	Brian Courtice
Yoghurt Pot	Mirror	Steve Dawson

18' National

The 18' Nationals raced for the Cutty Sark Trophy, whose base was constructed from timber taken from the Cutty Sark refurbishment, presented by D. Eustace in 1952 and won by the Commodore Murray Vines. The first year Cutty Sark Whisky Company sponsored the event with prizes of various bottles. Miss Cutty Sark presented the prizes, sufficient to say the evening celebrations will live in the memory of those who were there. When this trophy was no longer competed for it became a Saturday afternoon special event but in 1972 the distillers advised they were unable to continue their support and the fleet eventually left Twickenham for Tamesis where greater competition was available.

#### National 12

By 1925 many members favoured a twelve foot boat, the BRA, as being particularly suitable for the reach. When the National Twelve Class was introduced in 1936 it was a natural progression and was immediately very popular in the Club. The Thames Challenge Trophy was presented and was won in 1936 by H.S. Brown in Nicki, (N31). The Trophy has a unique record in that it has been sailed for every one of the sixty years of the existence of the Class, even throughout the war years, with the 1946 match at Ranelagh being won by Beecher Moore with Laughter. There was one year, 1960, when it was not presented but that was not through lack of competitors but lack of wind as no one finished a race! There are some notable names engraved on the cup such as Southcott, father and son, A.W.B.McDonald sailing Farandole in 1938, R.Sopford, Beecher Moore, D.G.Heath, Jack Holt, M.Goffe, Vines (Murray and Alan) D.Somerville, G.Keene, J.S.Smith and W.D.Citron in 1957 and 1959.

The 'deed of gift' for the trophy allowed for the race to be sailed at a venue chosen by the previous year's winner and it therefore travelled up and down the Thames for many years. In the 1950's it was felt that with many more clubs and trophies around it would be far better to retain the Challenge Trophy at Twickenham, but of course it took a year or two before John Mears managed to win against the very keen competition in 1959 and retain the cup in the Club. This heralded a short victorious period for Twickenham members with the Trophy being won by Martin Firebrace, Alastair Scott and Clive Johnson.

However, a class does not consist only of winners and many characters have emerged from the National helms and crews over the years. A particularly memorable character was Ray Biddlecombe who sailed Marie. He was something of a loner and had a rather unpredictable temper, the result of a war wound, which resulted on one occasion in him putting his fist through the porthole of a Thames Launch because it came a little too close, but he was a fantastic helm and immensely strong, he could lift a National 12 out of the water on his own. After a club holiday at Keyhaven he decided not to wait for a tow home but set sail and a few days later arrived back at Twickenham after sailing all the way. On another occasion he spent his summer holiday sailing single handed from Twickenham down to the Estuary then right round the coast of Essex, Suffolk and Norfolk and back sleeping on the beach next to his boat each night. A log of this adventure won him the Cruiser Cup.

The class was particularly active in the early 1950's with regular turnouts for Club racing of about 14 boats. The inception of plywood boats without all those ribs to scrape and varnish resulted in a boom for the class and most of our other trophies date from that period ensuring that Alan Sweetman in Mercury and Don Warner in Exotic won't be forgotten. The late 50's and early 60's produced a very active Cadet class, most of whom progressed into Twelves. Names that spring to mind are Roger Hidden, Clive Johnson, Willy Munday, Mervyn Cook, Pip Timmis, Richard Bramall, Keith Applin and, of course, David Jupp who sailed N23 Farandole. They sailed all the hours God sent and sent prodigious fleets of boats to Whale Island, Burnham Week, Minima and Thames. In those days the 'tow up to Minima' was one of the highlights of the sailing season and Alan Johnson wonders if a certain lady who later ran a very successful hotel remembers the time she burst into tears because a certain Cadet would not let her go back on the tow in his boat. Farandole competed again for the Challenge Trophy in 1986 and was

conspicuous among the 75 boats old and new, competing in the re-run of the original Burton Trophy Race at Poole. There was only one other boat bailing faster, but they did complete the course! Lady helms have appeared more frequently over the last decade although it does pose some problems due to maternity leave but Rosalind Hall only missed 6 weeks, after the birth of her first baby and timed the second to arrive just before the start of the season!

In the Golden Jubilee year of the National Twelve Class and being the owners of the oldest Twelve Foot National Trophy in existence, the Club decided to make a special event of the Open Meeting in 1986. Maurice Croft did a magnificent job in writing to almost all of the 50 previous winners of the trophy inviting them to a special race on the Saturday. The Anniversary Race was won by David Croft, winner in 1980, also sailing were Mike Goffe, winner 1949, 1951 sailing Flying Saucer which won in 1956; Mike Hoyle, 1979; Pip Hudson, 1983 and, of course, Farandole which won in 1938, 1940 and 1945. Many more former winners managed to sail on the Sunday including John Winson from Staines, winner in '70, '71 and '74, Graham Pearce '77, Gerry Ledger '85, John Hoyle came to give competition to his son Mike in a vintage 12 Surprise No.207. It was won for the fifth time by David Wilkins from Henley winner in '76 '78, '81 and '84.

The National 12 fleet during the 1996 season consisted of:-

Artic Tern	2700	Pip Deverson
Hooligan	3041	Ben Deverson
Cutlass	2747	Ray Sellings
Electress	2489	Rosalind Hall
Waters Meet Again	2448	Karen Cain
Missy Lee	2493	Roger Hidden
Impulsion	2918	Kim Chandaman

## SOLO

Twickenham had a reputation for innovation and besides racing the first 12 Nationals it was the first club to have a Solo. When the revolutionary single hander was designed by Jack Holt the prototype No.1 was brought to the Club by his son John and sailed regularly. Most members tried it out and soon, in 1957, a class was formed. Tom Howlett built four. In Sept 1958 the National Championships for the Solo class were held at TYC, this was the first championship with 14 entries and Jack Holt sailing Solo No.1, Solo, won the event.

The Solo is an easy single hander to sail so you don't have to find a crew. When Ian Herst joined the Club in 1976 there were eleven Solos of which six were sailed regularly. Sid and Sally Baker each had their own and Teide, since renamed is still owned by Jim Hartwell. Since then there has been a steady decline but from a low in 1990 with only three boats the fleet has grown to five with Ben Mortimer, Joan Murray and Tom Sharp joining the turnout.

The Solo fleet during the 1996 season was:-

Afternoon Maze	19R76	Ian Herst
Flying Ace	1952	Ben Mortimer
Lola	2879	Jim Hartwell (formerly Tiede)
Ducky	2459	Joan Murray
Red Stripe	3086	Tom Sharp

## ENTERPRISE

There is a tale that the Club was partly responsible for this, one of the most successful class dinghies, as when Mr. Gratrix, a member, wanted a GP, he was advised, 'don't go to Holt, go to Roy Rigden at Whitstable'. He did and the boat was so fast that Jack Holt decided he would have to build the Enterprise to beat it. The Club was allotted Fleet No.54 and within a short time the

class snowballed like mad and there were so many racing that Ken Williams, the sailing secretary, considered limiting the entries to 30 (but then he was a National man himself!).

Don Clarke defers to Stan Pyne as sailing Enterprises in the Club before him, but recalls from the wheel of his Freeman, the days of their youth when the News Chronicle sponsored the new class from Jack Holt. In those days Jerry Swarbrick could always beat him and Maid of Ply from London Corinthian beat nearly everything. Phil Crebbin from Tamesis was another out ahead but he went on to be world champion in Albacores crewed by John Tindale and then to skipper in the Americas Cup. Nearer at home Alistair Scott helmed Inchmurrin and was a natural. In those days when Don was unable to sail he offered his boat to other members and he recalls being told how fast she was in the first two races; pity about the third and the two bits of mast! Next time it was two bits of centreboard!! One regatta with no wind there were blue sails right across the river from bank to bank as the competitors reached a complete wind free zone; on another occasion Don was the only entrant to survive a squall which had the rest of the fleet blown down and with his crew fought to get the mainsail down to hare round the course under jib alone to win the race before the rest could get upright. He maintains you can sail an Enterprise backwards and proved it making his way from the clubhouse to the mark (downstream). His proud boast is that he has never been beaten in the Enterprise single handed events, recalling his good year when he won virtually every cup and to calls of 'Not him again' donned first a bowler, then a boater, then. .

Enterprises are popular boats and some stay in the Club all their lives, Merle had been bought new by Reg Le Duc then sailed by Ron Richardson and was lovingly restored over many weeks by Terry Kiernan in the lower deck. — The number of Enterprise dinghies in the club has now declined to manageable proportions as with the opening of Queen Mary Reservoir, while no one deserted the club, fewer new members joined. People could now go further afield towing their boats behind their cars and not be reliant on their local river

photo                      Capsize Drill, Sweat an Tears, Nick & Jenny Hill, summer 1974

In the 1996 season the fleet consisted of the following boats:-

Merle	2540	Terry Kiernan
Cyanide	15377	Robert Page
R.Supwards Too	20539	Bob Hitchcock
Red Fox	7285	Andrew Hunter
Level Air	15762	Chris Evenden
Sheena	13607	Club boat
Clementine	949	Derek Mortimer
Tempers Fugit	21552	The Darby Family
Mouse Trap	7890	Shorty Boothby
Joint Affair	19249	John Tindale
Blue Stocking	13179	Brian Sadler
Andante	4290	David Wolsey
Innocente		Cedric Egan
Sea Bear		G. Woodling
Rumplestiltskin		G.Strudwick

#### CADETS and the Cadet Section

Cadet members were enrolled from the 1958 Annual General Meeting and it was soon found impractical to divide the ladies changing room on the lower deck. It was agreed the boys would be allowed to use the upper deck solely for changing. The presence of youth did not go down well with some older members, and on 3rd April 1959 a special meeting was called to consider the possibility of damage to Club premises by cadets and their friends in the absence of any supervision during the day. 'Jazz music' was an issue and it was agreed it should not be played unless full members were present, the cadets should not use the billiard table, nevertheless they

became an important part of the Club. Cadet Smoothy attended the September 1959 meeting of the General Committee to press for the formation of a cadet squadron and thereafter until the end of 1972 there was a separate item at the top of the agenda of the general committee to consider cadet matters.

The cadet squadron grew to some 20 boats and 40 members. The boats were kept in the clubhouse yard but there were difficulties in accommodating the growing number. We had a huge group, and easily 60 cadets went to Burnham for the annual gathering, such a big active fleet; Keith Applin, David Jupp, Roger Hidden Pip and Gill Timmis, Geoff Skindle, one of the 3 brothers running the ferry. As they got to 18 - 20 years old many found other interests and the class fizzled out for a time until the next generation. Tamesis and Minima also started their cadet sections around the time 'Bessie' Vines gave up being Commodore. The encouragement of the cadets was very much the concern of 'Bessie' and his successor Edmund Viner Brady. The cadet members of the 1960's made many lasting friendships which have flourished and are scattered worldwide. A recent reunion in 1996 drew ex-members from far and wide.

Sixteen cadets were elected to the International Cadet Association in May 1960 and David Jupp was appointed Squadron Captain December 1962. Geoff Chipps and Bobby Adams regularly towed the Cadets to Hampton then on to Sunbury to race while other boats went on trailers to Minima. Cadets visited Tamesis, Minima, Hampton, Whitstable and Aldenham. The Firkin Trophy race was sailed in Cadets and prospective cadets and parents entertained friends to recruit them to the club. At virtually every monthly meeting more cadets joined. In July, 1966 five cadets were elected including Henry W. Gastel whose family had recently returned to Richmond from Australia. Like many he sailed as a cadet for only just a couple of seasons, but he returned some twenty years later to become owner of Eel Pie Marine Centre. The Commodore was driven to express an opinion that the numbers of cadets should be limited, to say 50, and a code of conduct agreed, but again the cadets grew up and the gentlemen had their Friday evenings in quiet contemplation of the good old days. The cadets meeting decided in August 1971 that it would be necessary for them to join another club if they were not given more encouragement and with the resignation of the Bunch twins there were no further reports of cadet activity to the main committee.

Cadet dinghy racing was highly competitive and during club racing and regattas the cadets gained experience and knowledge of the racing rules. Unfortunately this superb junior trainer, the Cadet dinghy, faded with the design of the Mirror

Dinghy (which was not an outstanding success on our reach) and even later by the introduction of the windsurfer and Toppers. Windsurfing lead to a drastic diminution in the size of the dinghy fleet as the boards were so much cheaper and just as much fun for the youngsters. They were easier to store at home in a garage and could be taken anywhere on the top of the family car without the inconvenience of towing a trailer.

By Winter 1980 there were a new generation of cadets and it was by no means easy since children always needed something dynamic to do or otherwise, as most parents know, they got bored. Having gone through the summer with the junior helms a different kind of activity was needed once dark and cold evenings draw in.

#### The Turtle Certificate

Nicky Galton, the cadet captain, decided that once a month meetings be held at the Club beginning after Christmas and some days out and other activities organised. Cadets inevitably grow into full members but by 1992 there was again a growing number of young members who had reached the age when they could begin to sail on their own. Prompted by Ray Sellings the club acquired a Topper dinghy which it was hoped would be a great help in this direction, combined with the Deverson and Sellings family Toppers. The Topper is a brilliant boat for

youngsters, virtually indestructable, simple to rig, fun to sail and easy to right after a capsized. In 1996 there were seven Toppers stored in specially constructed racking in the lower dinghy park.

The Junior Handicap class in the 1996 season consisted of eight Toppers,

Fizz	19759	Mike Sellings
Feels Good	18556	Tom Mortimer
Queen Bee	16838	Georgina Deverson
Custard Cream	12674	Mike Jones
Topsy Turvey	26813	Peter Tindale
S.S.Chaos	2706	Raif Cooke
Living on a Prayer	23141	Club boat
Red Run	20379	Club boat

## 6. Club Activities

### SAILING SECTION

It is impossible to record every event in each year since the Club was founded but the Annual Reports contain records of the main events of each year. Extracts have been selected, almost at random, to show how Club activities have changed and developed over the years.

#### 1932 Season

Racing started at the beginning of May and was carried on without a break until nearly the end of October. The racing fleet was divided into three sections. In the "A" and "B" classes the average total number of starters in each was 16, whilst in the B.R.A. 12 ft dinghy class, 5 of the half dozen boats competed regularly. The chief events of the racing programme are what are known as club sessional races. There were nearly a score of these during the season and in addition three long-distance events, a big all-in open invitation regatta, which attracted a fine entry, including many boats from neighbouring clubs, a rally down river at Holehaven and a cruiser race to finish the season. Racing in the "A" class was very keen throughout the season and so well did the handicapping work out that it was possible on the occasion of the last race of the season for any one of the three leading craft to make the best record of the season.

As it was, Mr. M.Combe's Dotterell just managed to secure top place in the list by the narrow margin of one point from Mr. C.Emery's Thelma with Dr. G.B.Palmer's Ruby, an old Medway One Design class boat third with two fewer points to her credit. The competition in the "B" Class was equally keen with quite a number of boats well in the running for the honours of the season. As was the case in the "A" Class, only one point separated the two leading boats at the close of the racing, Mr.H.S. Brown's B.R.A. No.16 heading the list, Mr. G.Bubb's B.R.A. No.50 was the runner-up with Mr. F. Pierce's Argula well up for third place. The B.R.A. 12 ft dinghy class also had a series of races on level terms and, as was the case with both "A" and "B" Classes, there was for a time a very keen struggle for the position of honour at the head of the average list. Mr. F.Bubb was ultimately successful with B.R.A. K50. Up till the last few races of the season there was nothing between his boat and that of Mr. H.S.Brown but at the finish K50 apparently could do nothing wrong and she secured the honours with a good margin to spare.

#### 1949 Season

'Thames' the one shilling monthly magazine said "Twickenham Y.C. was essentially for handicap class racing but it had five 12ft and six 18ft Nationals and its reputation had been enhanced by winning trophies for the 18ft class at Tamesis Easter and Minima Whitsun and Bourne End week, chief credit resting with the Commodore, M.Vines. An average of 28 boats turn out on the

Sunday morning handicap races and this year's experiment of running three classes instead of two proved very popular and the Saturday afternoon races also gained support. As well as 18ft, and 12ft Nationals the club had Handicap classes A & B and Cadets.

### 1956 Season

In the 1956 Annual Report the Sailing Secretary reported that for the first time in the Club's history members were successful in 2 championship events. There were four new trophies for sailing events; The Uncle Watson Trophy, The Twickenham Bell Trophy (presented by Dawson Gratrix) for the 14 ft GP Class and cups presented by A.J.Sweetman for the 12 ft National Open meeting and the winter sailing season.

A notable event of the year was the Folkestone Club Cross Channel race on 16th June which was sailed from Folkestone to Boulogne in bad weather. The first boat finished in 4 hours 9 minutes 3j seconds and the last in 7 hours 52 minutes 52 seconds. There were seven entries from TYC, but the weather was too much for the GP14's which were not allowed to start. Our representatives were therefore, Fancy Free, sailed by Eric Gibson with Dick Peters, Harry Page and "Spud" Murphy and Derek Newman in Fiesta from Tamesis with Brian Trehearne and B.Cox. from Keyhaven, these two finished in 15th and 29th places on handicap, Fancy Free, being 35th of the 18ft nationals. Jack Timmis ventured out with his wife in his three week old Hornet Sea Saw but wisely decided that circumstances were against him, as well as the weather, and returned. After trailing their boats to Folkestone it was disappointing that so many were unable to sail especially such enthusiasts as Dick Gibbs who spent weeks cutting holes in Nomad to fit compass, hot soup containers, dry clothes lockers, unsinkable bottle openers and other prudent preparations. Dick was certainly not to be classified among the foolish virgins. The other GP 14's which travelled hopefully were Leda with Ken Williams, Alan Murrell and Geoff Chipps, Elan with George Walton, J.A.Johnson with R.Johnson and his wife in Gill which at that time belonged to Henry Adams.

At the Tamesis Easter Regatta the Commodore won the Lobb Cup and the Trowlock Cup. Burnham Week was also a very successful occasion for him when he gained five firsts and one second with Francis. In the Hampton Regatta, Leda distinguished herself with 2 firsts and a second winning the GP14 trophy. The helmsman for the two winning races was Eric Gibson. When asked by his nearest rival, who had given him a very good run, how he managed to keep ahead, he administered the unkindest cut when he said "I'll tell you a secret I have never sailed a GP 14 before".

During the Kent week from 7th - 11th August, held at Ramsgate, Leda won the GP14 cup being sailed by Eric Gibson and Alan Murrell with Geoff Chipps crewing. Undoubtedly the two most noteworthy achievements of the year were the success of the Commodore in winning the 'Cock o the North' Trophy at Barry after finishing second in the Southern Championships at Torbay, and John Mears carrying off the RAF Individual Firefly Championship on the Welsh Harp in which there were 1,000 entries. Sam Langford, the GP14 Class Captain carried out an interesting and successful cruise in the Solent from 7th -14th July. He started from Thorney Island, Chichester Harbour and made overnight stays at Yarmouth, I.O.W., Wooton Creek and then sailed back to Emsworth and Bosham. He lived and slept in Stoa, only one meal being taken ashore, during the whole of the tour of 97 sea miles.

### 1957 Season

In the following year, 1957, a really bad day was Sunday 25th August when out of eleven starters only two finished. In the "A" Class, the Commodore broke a boom, R.T.Peters in Fantome retired and Why Worry H.Stone, broke a mast. Of the three 12' National starters Scorpio D. Searle, C.Francis in Whiplash and R.Biddlecombe in Marie all capsized but 'Biddle' was undaunted and after several more capsizes completed the course. Sam. Langford also completed the course in Stoa with Redwings Elan and Eleda, the other entries in the GP14 class, retiring for one reason

or another. Roger Hall in Fiery Cross capsized and retired. But over the whole season the average weekly turnout was 23.7, fractionally higher than last year.

The Regatta had 235 entries, a record high number. Derek Newman in Fiesta won the Cutty Sark Trophy for 18' Nationals and Dr.Quinn the Uncle Watson Cup for "A" Handicap in Telemark. Six Solos were entered in each of the three races, John Holt winning all three with Joe Askew second and Reg Spiers third. On Sunday 11th September the Thames Challenge Cup for 12' Nationals was won by W.T.Citron, Staines S.C. in White Wind, with C. Norbury H.R.S.C. in Chipolata second and E. Grygier from Ranelagh Sailing Club in Little Jean third. The Bell Trophy for G.P. 14's was won by John Mears sailing Elan with Eric Gibson second in Leda and J.March of Sou'West third in Minkeleh. This was a close race between the first two boats and a most exciting contest - a real thrill for the watchers on the bank.

In the scratch race for the T.Y.C. Barrel, Rock 'n Roll J.Timmis crewed by Iris Timmis and Exotic, D. Warner crewed by Betty Warner tied for first place with Ken and Lesley Williams in Watersmeet third. The Winter Shield was won by Don Warner, Jack Timmis second and Ken Williams third. In the Handicap class Why Worry won the Truscott Shield with Red Imp second and Salbet, C.Dunbar third. The crews race in early October was an event which provided an afternoon's good fun. Alistair Scott was first in Scorpio, Lesley Williams 2nd in Watersmeet, in the first race, and in the second Colin Pearson, Gill was 1st, Clive Johnson, Rob Roy 2nd and Anthony Lush Trym 3rd. So far as outside events were concerned there was a deathly hush on the subject of the team race at Ranelagh for 12' Nationals early in the season. Last year our team gained third place, this year no one would talk. Honi soit qui mal y pense!

At the Whitstable Open Meeting in August, Leda gained three firsts in the handicap class with Eric Gibson at the helm, being the only boat to finish in the first race. At London Corinthian in September in the Nina Wood Trophy Team race John Mears and Eric Gibson gained second place in an entry of 24 Fireflies. Incidentally, John finished in 2nd place in the same event last year while in the R.A.F. The most interesting outside event of the year was Derek Newman's success in winning the Cock o' the North Trophy (which the Commodore won last year at Barry) The National 18' Northern Championship organised by the Skerries Sailing Club was held this year in Skerries Bay with a record number of 25 entries. Our Commodore won the practise race but was less fortunate in the main event when the tide caused him to foul a mark. Derek Newman in Fiesta was first in the second and third races and thus won the championship. His crew was Jerry Holtom and Dick Gibbs. During this meeting the Barry Yacht Club presented an International Trophy in the first race for which Ireland drew Wales and beat them. In the next race between Ireland and England, England finished 2nd, 3rd and 4th. The England team, of Derek Newman, Murray Vines and B.M.Cox, won the last race against Wales and thus the trophy.

The Sprogs v. G.P.s race against Sou'West S.C. had become an annual event and the usual home and away fixtures resulted in the G.P.'s winning on both occasions. (the Sprog was a class of dinghy described by one GP crew member as a floating coffin). At Hampton Regatta Why Worry had one first in the "A" Handicap, Nephele had a third and a broken mast and, rather outside the usual run of events, Harry Page had to go into the river to rescue his daughter who had got into difficulties while swimming, Harry was all right, he had built in buoyancy.

The 1960's and 70's

Bryan Sadler recalls that a normal Sunday morning race had 30 plus dinghies taking part with the rules strictly applied. Dinghies not within their 5 minute start time kept clear of the line. Acknowledgement of a rule infringement meant withdrawal from the race. It has happened that a helmsman broke the rules and withdrew without crossing the start line, all that preparation for nothing! Protest meetings called to resolve rule disputes were held quickly after the race, rarely was there lasting unpleasantness at a protest committee's decision. A pint of beer quenched heated tempers.

photo Summer 1973 - Exit, 4473 B.Chamberlain; Cinque, 33 H.Best; Missalubba, 1712  
I Redpath; Oojargappify, 1840 S.Baker, and Nephele, N14 D.Jupp;

Don Clarke recalls that one of the regular race officers was Harold Smithy who was a militant trade union official and a very good person to know if you were thinking of making a protest. Smithy knew every racing rule and nobody could remember losing a protest which Smithy had given his blessing to as one likely to succeed.

He also recalls that sometimes problems were had with anglers on the banks. On more than one occasion he had a very attractive crew, Mary, a nurse at London Zoo. Sailing near the bank, trying to dodge the tide one had to get near to the anglers lines and poor Mary on one occasion had a bag of maggots thrown at her which Don spend the rest of the day picking out of her hair. (A likely story!!).

Ian Redpath, one of our policemen members, had a Solo and was trying to cheat the tide close to the bank. One irate angler off Orleans Gardens got hold of a brick and threw it into the air before it crashed down into Ian's boat and holed it. Ian got out, ran ashore, ran back to the fisherman, grabbed him and said "You're nicked!". It was a very surprised fisherman, but that was the end of further trouble.

The Club members also attended special events. For several years there was a dinghy race around the Isle of Wight. A Putney to the Tower of London race with a second race back was started as an annual event and the Civil Defence organisations provided hot food and accommodation at the Tower between races. Don Clarke recollects some 200 boats being entered including one year, his wife Jean and himself. There were lots of rescue boats and radios and it was well organised by the Evening Standard. The boats all lined up and were sent off at different times from Putney Bridge. A couple of boats got stuck under the arches of Blackfriars Bridge. To avoid that you had to get through the middle arch. They got through to the little beach by the Tower of London for lunch. On the way back the bridges were getting lower and lower as the flood tide came in. Many people got stuck under the arches, there were about twenty broken masts, and many retirements. Don came in about fortieth and was pleased to survive. After the second race the organisers abandoned it as the insurance companies refused to cover boats for the event.

Teams of National 12's or Enterprises attended open Meetings at Henley, Silver Wind and Whitstable and the teams frequently returned with trophies and a fine reputation as ambassadors for T.Y.C. Once the autumn regatta concluded the year's formal race programme keen members continued to frost bite race until Christmas. In the 1960's and 70's it really was cold before the end of the year with frost, ice and sometimes a dusting of snow covering the boat covers and in light winds after a race some crews had to be helped out due to sitting in the same position too long. In November Remembrance Sunday was observed; no Club dinghy entered the river until after the two minutes silence had been completed the signal guns recording the passage of the time could be heard on a still morning.

## CRUISER SECTION

1947 Season

Vanessa owned by Jack Edmonds, and Ossie Osborne with m.c.Dandy left TYC at 10am and anchored at Holehaven 6 1/2 hours later. Their log notes a fair amount of traffic, a very different scene from today, and continues; "Left at 8am bound for Felixtowe in calm conditions reached the Swin Spitway 1pm,. just enough water to cross took several soundings, entered the dock 3.30 p.m. It was a tiny place then. Next morning a short turn up the River Orwell to Pin Mill. No facilities there, and petrol had to be ordered from Shotley, 20 gallons cost £2.0.10 plus 2/6 for delivery. It makes you think! Storm overnight, filled our water cans from a pump at the "Butt and Oyster" before dropping downstream and up the River Stow to anchor off Wrabness. Next day we had a rough four hour trip before getting into Brightlingsea. Held up for several days, with strong easterly winds, but this gave us a chance to explore ashore. Had ideal conditions for our run to Burnham on Crouch. After a peaceful night we ran down river and up the Roach to Paglesham. Next day we crossed the estuary and sailed up the Medway to Upnor where we anchored near Charley Emery and his son aboard their 18ft Adria . A night at Holehaven and we were back to Twickenham having covered 300 miles."

1950 saw the end of petrol rationing and consequently an increase in the frequency and range of motorboating. Unfortunately the Harbourmaster's records before the 1975/6 season have been mislaid but in that year the mooring fee was increased from 35p per foot to £1 per foot per annum. Some 27 craft were on the buoys, with the sailing cruisers shown in heavy type listed as follows:-

L.Pemple	Stelmore	26	H.Osborn	Nokomis	18	
K.Frisby	Cherie	20	M.Brown	Mabyn		22
Wilson	Gossander	23	McCulloch	Skea	22	
B.Holton	L.Boat	32	D.Jupp	Margaret	18	
S.Baker	Midge`	19	E.Jackson	Iolanthe	20	
K.Applin	Tideboom	28	M.Walker	Mary Rose	21	
	Fing Cerk	30	D.Wood	Detritus		16
Boyling	Crinan	16	V.Poole	Essex Lady	22	
L.Kirby	High Twelve	23	E.Smith	Teab	20	
J.M.Morris	Balmaha	-	Beazley	Kathleen	22	
J.Harrison	Tamar	17	Hall	Skintus	16	
D.Jupp	Launch	14	L.Pemble	Colvic	20	
Langrishe	Annaarry	27	Shields	Samanda	20	
S.Munt	Cruiser	19				

The fees were increased to £1.50 a foot in 1977, when the fleet fell to 21 cruisers while in 1981 inflation had driven up the charge to £2.70 a foot and the dinghy sailors faced a 50% increase from £10 to £15 for a dry berth for their boats in the dinghy parks. The cost of wet berths increased steadily to £3 in 1983; £4 in 1988 and to prepare for an expected massive increase in the River Works Licence fees levied by the PLA to club, to £10 per foot per annum in 1992. This was comparable with the fees then charged at Hammertons Ferry for similar moorings while the fees at Eel Pie Marine Centre were £37 per foot per annum or £44 at Penton Hook for berths alongside a pontoon. Of course the Club members still had the 'fun' of laying and maintaining their own mooring chains and buoys in the mud during the annual 'draw off' when the sluices at Richmond Half Tide Lock were left raised.

#### 1981 Season

The cruiser section started well with the fitting out party in March for well over 50 members. Cruising itself was a little slower in starting with only three boats attending the annual Time Trial to Greenwich in April and only two for the overnight stop down river to Thurrock. The evening cruises in May and June were more popular with between 50 and 60 members present and eight boats cruising to each event. Exchange cruises with the Desborough club were particularly popular throughout the 80's and some 7 boats and 30 people went on the evening cruise to Thames Ditton returning late after supper.

## 1983 Season

Due to early starts combined with bad weather the Greenwich and Thurrock trips were 'non-starters'. The evening cruise to "Ye Olde Swan" at Thames Ditton was quite enjoyable despite the fact that the pub no longer sold food and the visitors had to get fish and chips which were consumed by all on board. Six boats took part and the trip was uneventful except for one engine failure. Our now annual visit to Desborough Sailing Club was a resounding success with eight, out of our possible twelve, boats setting out on Sunday morning in continuous rain. They were duly rewarded in that the rain stopped in the early afternoon and the rest of the visit was dry (in respect of the weather at least). For our entertainment, Desborough S.C. laid on a very nautical treasure hunt with two prizes going to T.Y.C. boats. By the time the boats were moored up again other members had arrived by road making a total of 42, a magnificent effort, who proceeded to eat, drink and dance until 23.45. On the bright Sunday morning there was little wind but they enjoyed a leisurely cruiser race with another prize coming to a T.Y.C.boat.

Until 1982 the Club moorings had been occupied by river boats usually painted a discrete white with varnished timber but in March a low freeboard thirty foot canal tug arrived with bright red sides, and ornate letters easily readable from York House terrace as Anker No.5. Soon there were no estuary sailing cruisers and apart from Ray Manners' steel cruiser Arend and his later larger Magic Dragon, all craft were glass reinforced plastic. The classic Freeman cruiser remained the standard by which club boats were measured, Bruce Boothby's 22ft, Solareinne, Don Clarke's 23ft Mouette. George Woodcock's 22ft Pepita III. Other craft include Cedric Egans's Mallard VIII, Mike Buxton's Lonely Ballerina; Rod Morris's, 27ft Iceni; Lewis Read's, Arion; Gordon Slater's, Forpence, and Ken Williams' 16ft Blue Willow. Geoff Chipp's Carefree II was the last wooden boat on the moorings, one of three double diagonal 20 foot boats built by Bates she was sold back to her builders family in 1994 for restoration. Micky Gilbert returned with his 24ft Eventide Flying Tiger IV to overwinter in 1996/7, but even he, a wooden boat builder by profession, had bought a 13 foot grpCornish Cove Boat to fit out. Plus ca change!  
SOCIAL AFFAIRS.

Dinghy racing, motorboat cruising and associated activities are not all that the Club provides. As well as life afloat there is also an active social diary. When the upper deck was opened up and the lower deck built the clubhouse could be used for talks, meetings, and social activities of all sorts. To quote from the Newsheet circulated in March 1958 "What final proof could exist of the abundant not to say fruitful social activities flourishing side by side with the main aims of the Club than the two weddings in 1957, Bobby Adams and Pat Harding, and Ken Williams and Lesley Johnson. Eric and Jean Gibson have a baby boy, their second contribution, Alan and Pat Sweetman have a baby girl, also their second contribution and David and Barbara Searle have a baby girl. Derek Newman and his wife a boy and John Mears had a 21st birthday party" Lesley Johnson had met Ken Williams through the club. When her father joined in 1952 she had crewed Smithy in his Firefly but when he got involved in a protest and vowed he would give up, Lesley was introduced to Ken whose opening gambit was "Can you swim?". He took her to Minima to prove it sailing in an International 14 belonging to Bob Tough. The following year Ken built his own 12, the first Watersmeet and Lesley herself joined in 1958.

In the bookcases of many older members there is a 32 page half quarto book with fading covers entitled 'The (Assistant) Harbour Master's SongBook' bearing the date June 1953. "This song book is an attempt to fill a need for a small handbook containing Sea Shanties and English Student Songs for use in Sailing Clubs and the like, and to generally 'spread the learning'. The intention has been to include those songs which have been sung in the past and it is hoped will continue to be sung in the future, Yours in Song! acknowledging profound thanks to all sources, original and plagiaristic".

SONG OF THE T.Y.C.

We don't envy any other Sailing Club,  
    Corinthians or Ranelagh; Tamesis or Minima,  
We don't care who the bloomin' Hell you are,  
    For we are the T.Y.C.!  
We are the T.Y.C.! We are the T.Y.C.!

So, if you're sailing up upon the river here,  
    Come to the Club and drink up all our beer,  
For there's one thing you will never fear -  
    The welcome of the T.Y.C, The welcome of the T.Y.C,  
There's one thing you need never fear -  
    The welcome of the T.Y.C.

We don't envy any other Sailing Club,  
    Hampton or Desborough ; Emsworth or Whitstable,  
We don't care who the bloomin' hell you are,  
    For we are the T.Y.C.!  
We are the T.Y.C.! We are the T.Y.C.!

So, if your're sailing ... .. etc.

The book goes on with Old Father Thames ; When Johnny comes down to Hilo; Billy Boy;  
A'Roving ; Drunken Sailor ; Hanging Johnny; Shenandoah ; Blow the wind Southerly ; and on and  
on through 'She's a most immoral Lady, Our Family' to 'Auld Lang Syne'.

#### Annual Balls

Annual Balls have always been organised by a small committee. In the 1950's they were organised by Geoffrey Rickard and Geoffrey Cutlack and held at York House. The Balls were always grand affairs comprising a buffet supper in three beautiful period rooms followed by a dance but someone always grumbled about the band. At one ball the dance group was asked to play quieter, they refused so everybody for audio comfort danced in the half of the floor furthest from the band. The Castle Ballroom in Richmond had a fantastic band 'Bob Garganico' equivalent to 'Victor Sylvester and one year Ken Williams and Alan Murrell booked them for the ball. Bob Garganico was a strict dance band with 3 waltzes 3 quicksteps 3 foxtrots - in those days you started with a waltz and finished up doing the tango. The band, 14 strong with 3 singers, cost £35, three times as much as the band the year before but 500 tickets were sold and a great evening was had by all. From this high point numbers gradually declined, and about 20 years ago the committee decided to arrange a new and more intimate venue at the Winning Post. After a while numbers began to increase again and when it was closing for renovation, ten years or so ago, a decision was made that more space was needed. The Rose Room at the Rugby Stadium became the new venue. It took two years to get the room as the rugby ground was extremely popular. Ken Williams was working for the rugby team doctor and asked him about the Room saying that the rugby people didn't respond to his enquiries. Ken was told that it wasn't the Rugby Union running the Room, but Payne and Gunter. After that he had no difficulty in booking it and ever since TYC have held their Annual Balls there. All the major trophies are presented at the Ball including those to Junior members whose attendance is encouraged.

#### Laying Up Suppers

Laying Up Suppers are held around November each year when the smaller sessional prizes for individual races are presented. The Suppers have moved around, Richmond Town Hall, the Arosa Room at the Ice Rink, The Exiles Club, The Clarence in Teddington in the 50's, The Jolly Gardeners in Isleworth for several years in the 70's, sometimes under difficult conditions, and now

in the clubhouse. Before the Clean Air Act the 'season of mellow fruitfulness' produced dense fogs, a supper once started with less than a third of the diners present, however by the prize giving everybody had arrived.

For a time there was a Summer Dance held at the Cable and Wireless Residential premises on the Middlesex bank opposite Glovers Island. The evenings were usually warm and calm. There were drinks outside on the well cut lawns and neat patios. The food was excellent and the cabaret very good. One year the cabaret dancer had a very large snake and it will never be forgotten by one terrified member who fled straight for the exit regardless of the furniture.

Photos            Laying up Supper 1970 : Iris Timmis, Philip & Jean Cranswick, Pearl Walker, Stan & Rita Pyne, Rita & Alan Johnson, Monty Walker, Jack Timmis

#### Parties in the Clubhouse

Special evenings at the Club included the one to celebrate the opening of the changing rooms extension and theme nights such as, "Flower Power", "Medieval Banquet". French and Italian nights stretched the members creative skills. At the "Flower Power" evening the members were adorned with bells and flowers in keeping with the atmosphere. One member however 'over did it' by bringing into the upper deck by way of the— riverside window a sunflower so tall that it had to stand in the light tower in front of the bar. The "Medieval Knight" was held on the lower deck, the Commodore and his lady sat in regal splendour at the head table and long tables accommodated the seated knights in armour with their ladies in long flowing dresses. Shields decorated with racing flags and swords hung from the walls. A member beautifully played Elizabethan music on a recorder while we ate and drank mead. The preplanning and effort by members produced a remarkable evening.

As part of another informal evening two antipodean members cooked an eel pie some 2'6" diameter just to prove it could still be done. No list of events in the clubhouse would be complete without reference to Stan Pynes Christmas Party and New Years Eve fancy dress parties, fully illustrated in the photograph albums on the clubroom shelves. Bill Herberts yacht piano with a folding keyboard was borrowed for socials in the 1950's when he could spare time from playing in Billy Cotton's Band; otherwise music might be provided on the record player system, by Don Clarke's accordion or more recently, the ultimate in nostalgia, a real Juke Box with 45rpm records!

Every winter there used to be an occasional series of lectures given by representatives of such organisations as the Guide Dogs for the Blind, Thames Division Metropolitan Police and the Wine buyer for J.Sainsbury. The Christmas and New year parties are always crowded and set the atmosphere for the festive season. The Club members tastes are very catholic including a jazz riverboat evening from Kingston to above Hampton Court and a visit to the first CAMRA Beer Festival at Alexandra Palace. The tasting of various brews at the festival was so successful that the coach driver on the return journey did not have enough confidence to deliver us to Riverside but had to stop in York Street.

#### The Bar,

Gordon Slater, the Bar Chairman in 1980, reported "we seem to have had all sorts of problems with the Club bar recently. The Steward has left us and everybody who runs the bar has been on holiday. The beer has been the subject of complaints and the prices have been attacked. Although this sounds like a pretty normal state of affairs in any club, I think it right to make comment on the last two points. It is certainly true that the bitter has been varying a little of late and that 'a better pint' should be within our grasp. Making a change of draught beer is not that easy as all the 'plumbing' has to be changed unless the barrel fittings are similar. You won't be surprised to know that most are different! Furthermore, our suppliers do not stock all beers produced so if we want a beer which is not supplied by the current wholesalers we have to find a

wholesaler who supplies all the range of products that we sell. On a lighter note, I asked for suggestions for any drink required and not currently stocked. Why don't I keep quiet? Our crew members on the Deauville race discovered Pernod and made such a fuss that a bottle was purchased. The Commodore drank it when nobody was looking so we are now well into the third bottle with members impersonating frogs, glassy eyed, moist chins, Gauloises and berets, TYC goes international! In the interests of members, requests for Polish Spirit will be refused"R.

The bar is at the heart of the club, not only does it serve drinks and nibbles but around it are hung notices of all manner of events and the records to which we have resorted for this compilation. What is behind the bar is a matter for much discourse. For example, in 1966, it was suggested that mild be sold at 1/8 a pint in place of Red Barrel. However, Red Barrel was kept on tap and the donations from Watneys continued to fall into Club coffers. The fall of attendance on Wednesday nights noted in April 68 might, in the view of some imbibers, be due to the introduction of a liquid of doubtful provenance named 'Starlight'.

But all was to change when on 27th March, 1979 the Bar Chairman, Brian Chamberlain opened an account with Manifold of Brentford for the supply of a new range of drinks. Bob Hitchcock, Bar Chairman in 1984, introduced Mars Bars - 45 of which were sold in the first month and reported sales of 750 pale ales, 1,000 lagers, 75 barrels of bitter and 25 barrels of mild. Mild continued to be sold, until mourned by at least a couple of members, the Bar committee rationalized the order so that only a bitter and a lager are now available on draft and the management settled down in 1989 under the current effective guiding hand of Sue Chipps with supplies regularly delivered by Adnams Brewers Dray, successors to Manifold.

#### Outport activities

The clubhouse may be at the heart of the activities organised by the Club but the Committee and members have organised events in other ports. One of the events of the sailing season to which the Club most looked forward in the immediate post war period was the Hole Haven 'do' on August Bank Holiday week-end and the trip in 1949 was described by Eric Coop. "The majority of members were unable to make the journey from the Club without a tow but the sportsmanship of the launch owners enabled the 'sailors' to have their fun without worrying whether or not they are going to 'make' the office on Tuesday morning. The fleet set off from the club at 7.30 on Saturday. Most of the preparations were completed on the Friday night, such as stowing and lashing down the mast. It was a glorious morning for the start, and the river, with a slight mist hanging over it was like a mill pond. All this looked very promising although the weather forecast was foreboding. At Tower Bridge quite a number of the fellows stepped their masts, cast off and sailed to Erith with a fresh following breeze where it was decided to sail on to Hole Haven on the turn of the next tide which was only a matter of three hours. With time on our hands, the galleys on the launches came into full operation. The Commodore took command of the frying pan and bacon, sausages tomatoes and eggs were the order of the day. There were no complaints.

photos      Drinks in hand,      1, Phil Truscott, 2, Bill Gorrall, 3, Jack Timmis,  
4, Peter Young, 5, Peter? 6, Eric Coop, 7, Eric Gibson,

By now the wind, the B.B.C. would term it 'fresh' was to our way of thinking half a gale. In due course all got under way in grand style. A fair amount Aof water was shipped by most competitors, but mainly over the sides. Everything went well until Ocean Dock, was reached when Sprite, a fourteen footer was caught napping and over she went. Of all the places on the river to capsize Ocean Dock must be the worst but Omega who was following up took her on tow to Hole Haven and the crew and sails were dried out. The dinghies were doing some alarming antics, halyards and stays by now had stretched so much that it was doubtful if the last half of the run down would be completed without seeing one of our number dismasted. I found it a full time

occupation keeping Kestrel the right way up, she is a sturdy little boat, half decked with sliding gunter rig and 110 sq ft of canvas all of which was used. We had a bad spell of rocking just after Tilbury which was a little unnerving and my crew made frantic efforts to lower the plate which of course had to jam but eventually succumbed to force. We planed madly for considerable stretches, which although exciting, gave cause for worry as the mast was bending in a most alarming manner at the same time. To go about and put a few turns in the eye strainers of the shrouds was out of the question as we were racing and this would have caused considerable delay. We made Hole Haven from Erith in 2 hours 35 minutes and were very, very tired.

After all the dinghies had arrived and tied up at Hole haven a session at the local in followed. Sunday morning brought with it a fairly heavy sea and too much wind to risk sailing in the open sea. The course for the race was to have been the same as the year before, Hole Haven pier to the Yantlet buoy, back to the Blyth buoy and home, a course which is very popular and under normal conditions can be sailed by most of the classes. The fact that we had some very good sailing over the week-end made the trip really worthwhile, and at the same time got one out of the rut of sailing the narrow reaches of the UpperThames”.

The evenings were regularly passed in the Smack & Lobster, where the ladies joined the crews for the dinner. In the eighties Vernon Poole again led the cruiser section into Holehaven but by then rubbish lighters from Cringle Dock worked up to discharge under the cranes and giant tankers lined the north bank of the estuary. The pub now lurked behind concrete sea defences in a dusty car park while rusting jetties extended far out into the creek. On the tide the further up one ventured the pleasanter it became but much of the post war charm of the place had gone.

#### Whitstable Week - Kent Week

Although Whitstable Week appeared on the programme of events for many years, the passage down river to Whitstable was only attempted once. The crews obtained special permission to sleep in the clubhouse overnight and Ken Williams recalls he slept on Lady Dawe Uncle Watsons twin screw converted lifeboat. Bessie Vines, Teddy Lowe, Eric Gibson, Don Eustace, Chris Castleton, Chris Ament, all 18 owners with their own boats, were away from the Clubhouse under tow at 4am. Bessie Vines was 'tail end charlie' with Joe Askew and Dick Gibbs on board. They rigged their boat going along on tow which was a bit dicey. With their mast up, they cast off at Tower Bridge and sailed straight past the cruisers to arrive in Whitstable at 2pm. It was blowing!

The rest of the fleet stopped at Erith for breakfast when they ran out of tide and the other 18s were rigged by 9am. The last boat Foggy Dew arrived at 6.30pm. Bobby Adams just kept motoring on his own and spent 23 hours at the helm. The dinghies sailed for the whole weekend but came back by road. Bobby Adams and Uncle Watson, the rear commodore, left a day earlier. They were not going to do 23 hours again! Once was enough!

The Club did well at the Whitstable Open meetings but the visits stopped after 1972 when people began to think it a long way and when they had children. The Marine Hotel at Tankerton did not like children being left in the ladies room so they were left in a car at Whitstable with a dog but this could not last for long and these long distance trips faded away.

#### Danish Visit

A full programme was planned for 1953, Coronation year, including a trip to Denmark in June when a team of 18ft National dinghies lead by Murray Vines competed against Danish Dragons. The Commodore of the Amateur Sailing Club of Copenhagen was host to the party of British Yachtsmen under the leadership of the Twickenham Yacht Club. The Oboats arrived by steamer from London on Monday 15th June under the supervision of Rear Commodore, Mr. Watson 'a typical homely English yachtsman' and were taken to the KAS anchorage, where they were berthed throughout the visit. On Tuesday the 16th June the guests assembled early to rig the

yachts for trials and In the evening KAS held a reception. As the KAS President said, in English, the Danish yachtsmen hoped that this visit would lead to lasting friendships between England and Denmark and Mr. Vines replied shortly in Danish. On Wednesday, the sailing began in earnest, somewhat later than was intended (the reception had been a little too lavish). The programme consisted of four races to be sailed so that both teams had two races in the 18' Nationals and two in 'folk' boats, the helmsmen changing boats between each race. The T.Y.C. team were; Vines, Lowe, Holton, Garstensen, Hill, Murch, Brown and Cox. The result of the 18' National race was an overwhelming victory for T.Y.C. who gained the first four places while KAS gained a first in the folk-boats race. After an interval for lunch the helmsmen , changed boats, and the final result for four races was 18' Nationals, T.Y.C. 68 1/4 points, KAS total 76 3/4 points and in the Folk Boats T.Y.C. 69 1/2 points and KAS total 75 1/2 points.

Thursday was a day of leisure, and the yachtsmen made a tour by motor coach visiting the castles of Kronborg, Fredensborg and Frederiksborg ending with a cocktail party at his home of the President of the Royal Danish Yacht Club. The Yachting World Cup was carried off to England by T.Y.C. The tourists visited the Carlsberg Breweries, where they had the opportunity of making the acquaintance of the undertaking that produced the beer which the majority had already found to their liking. On their last evening T.Y.C. invited their hosts to a farewell dinner at the KAS Club house. Mr. Vines expressed his heartfelt thanks and in memory of the visit handed a handsome souvenir tankard to each of those who had helped to make their visit a success.

#### Bosham 1957

The week at Bosham in 1957 was a great success and considerable credit is due to Sam Langford for thinking of it and doing a large share of the preparatory and organising work with some useful introductions for the Commodore. Thanks were due to Denis Hidden for the skill and ingenuity with which he carried out extemporal first-aid repairs to the bottom and centre plate of Stoat ; Tryms rudder and Gill's centre plate; Red Imp's boom and other casualties. And to John Mears too, whose knowledge was invaluable - knowledge of the harbour, the boats, the tides and even of the cockles. Although these names come to mind first, everyone contributed something to the general enjoyment or comfort even if it was only to provide a latrine tent or stage a capsize or a ducking from the sliding seat of Jack Timmis' Hornet. On the first night Stoat with ten up set off from Cobnor Point under outboard motor. Three minutes out the motor failed. The party drifted happily while Sam cleaned the plug and off they went again, destination the Blue Anchor at Bosham. At 10.03 the motor failed: 10.05 the plug was cleaned and the motor re-started; 10.06 the motor failed again. After half a dozen cycles of rising and falling hopes they knew there would be no drinks that night and Stoat headed for home.

The first long run was on Sunday to East Head, where in Denis's words "the spray was so thick it was going straight through my crew, in one ear and out of the other". The crew was Len Pearson. On the return journey a bucketful of cockles was collected at Pilsey Sands, which were duly cooked and eaten before bedtime the same day, John acting as chef. The following day was a sail to Dell Quay, picnicking en route to allow the "tide to rise sufficiently for the remainder of the journey. An hour was spent in the Crown and Anchor trying to swing the ring on the bulls nose, amongst other things. On the sail back Denis put out a spinner and caught a fish to the surprise of both of them. The tide was against them until they had passed Itchenor. They arrived at Cobnor Point by moonlight rather late, rather cold and not at all unhappy. The subsequent days included many other similar trips, culminating in a dinner at the Hayling Island Yacht Club as guests of Jack Timmis where Sam Langford overwhelmed by the hospitality could not be persuaded to return home until, crawling, it is said, on his hands and knees, he had found a Flag Officer to whom he was able to express his gratitude.

#### Keyhaven Week

Sam Langford started the Keyhaven tradition when Brian Trehearne moved down to the Lymington area to run a guest house or hotel in the old manor house and suggested that members came down and sailed with the Keyhaven Yacht Club. They were within closing time stumbling distance of 'The Gun', whose landlady 'Rene' welcomed the Club members with open arms. The earliest indication of the tradition is in July 1962 to a party from the Club preparing to cruise the Solent Area. In January 1964 the cruising secretary reported that arrangements were going ahead for a Keyhaven week and the following year 15 boats were booked to go; it soon became the venue for TYC's annual trip to the seaside.

Keyhaven provided an opportunity to sail on some more open water. It is at the western end of the Solent with views across to Yarmouth and the Needles on the Isle of Wight. The clubhouse is on the Keyhaven River which runs out to Hurst Castle and open water. Sheltered sailing is available for 4 - 6 hours around high water on the Keyhaven and adjoining stretches of water including Hawkens and Mounts Lakes. There is also a large shallow lake for those who fancy their chances on a windsurfer. The area within a few miles of Keyhaven includes Christchurch, Lymington, Beaulieu and the New Forest while ferries from Lymington run to Yarmouth for a visit to the Isle of Wight.

The Club organises some not too serious races during the week including a cruise and picnic. Social events include a Quiz Night. The clubhouse was recently extended with new changing rooms and showers and an ample bar area. Since a challenge made over a drink in the bar a few years ago, a team race between TYC and KYC has become an annual event. Racing takes place on the first Sunday and is sailed in Lymington Scows, pretty single handed local boats, originally clinker built but now becoming quite modern and racy and much lighter in fibreglass. To everyone's great surprise TYC were unbeaten for a number of years.

The week is a very relaxed informal affair. You join in with as many of the organised events as you want. Keyhaven makes Twickenham very welcome and arrange lots of things to do. Bryan Sadler's recollection of early Keyhaven weeks was of the hospitality of the local club although we never had many organised events or races with them. As an Enterprise crew to Commodore Stan Pyne he remembers they once gave way to a shiny black diesel electric submarine off Hurst Castle. Another year they sailed eastward through the gap in the Needles behind the lighthouse into Alum Bay to be greeted by the local yacht club secretary who had followed their progress through his glasses. In 1996 over 40 members attended Keyhaven week and it now seems firmly established as part of the Club's activities.

### Solent Weekend

In the 1990's the sea-going fraternity formed a small fleet to give other members an annual taste of off-shore sailing over a weekend with Saturday evenings being spent at a convenient hopstelry - usually the Folly Inn on the Medina River, Isle of Wight. The fleet in 1996 witnessed the start of the BT Challenge Race in gusting Force 9 conditions, but nobody was heard to complain.

## 7 The Next Hundred Years

One thing is certain, if the history of the last hundred years is anything to go on, the Club will be nothing like it is today. But perhaps that is not quite true, it was founded by local people to suit their needs of their time and it has changed to suit changing times and attitudes. That process must go on. Although the people, the boats, the rules under which they are sailed and even the river itself have changed the club has continued to provide a service to its members on a maintained level.

As the Club prepares to enter the 21st Century it is in good shape for the future. Current negotiations for a new lease with the landlord of the clubhouse, the London Borough of Richmond

upon Thames, are nearing completion. The Lower Dinghy Park is full to overflowing with boats of the dinghy fleet which regularly sail while the Upper Park is crowded with many other craft and their trailers and there is a healthy membership, most of whom take an active interest in the Club.

The current view from the clubhouse has changed little over the years, with Ham House standing proudly amongst the trees in the distance and members can reflect on their good fortune in belonging to Twickenham Yacht Club.

## The Moorings from York House Gardens Appendix 1 Commodores

A.E. Shead	1905 - 20	M.B. Walker	1971
H. Lomas	1921	P.A. Cranswick	1972 - 73
A.E. Shead	1922	D.L. Lansdell	1974 - 75
P.S. Wilkinson	1923	D.E. Jupp	1976 - 78
A.E. Shead	1924 - 31	V.G. Poole	1979
A.C. Foreman	1932 - 39	D.C. Clarke	1980 - 81
M.G. Giddings	1940	S.V. Baker	1982 - 84
P.S. Wilkinson	1941 - 42	N.A. Hill	1985 - 96
Murray Vines	1943 - 59	L. Williams (Mrs.)	1987 - 90
N.E.V. Viner Brady	1960 - 62	R.D. Hidden	1990 - 91
G. Eric Gibson	1963 - 65	L.R. Read	1992 - 93
J.L. Timmis	1966 - 67	G.R. Chipps	1994 - 95
S.H. Pyne	1968 - 70	R. Selling	1996 -

## Appendix 2. The Club Archive

1. Minute Books of the General Committee
  - 1.1. (foolscap) blue cover - 5.1.1940 - 4.12.1951
  - 1.2. (quarto) Jan 1952 - July 1957
  - 1.3. (foolscap) 28.8.57 - 10.1962
  - 1.4. (foolscap) 9.12.62 - 30.11.65
  - 1.5. (foolscap) 25.1.1966 - 23.10.68
  - 1.6. (foolscap) 26.11.68 - 28.1.75
  - 1.7. (calf-bound) 19.2.75 - 27.7.82
  - 1.8. (A4 red) 31.8.82 - 29.10.85
  - 1.9. (A4 green) 26.11.85 - 23.5.89
  - 1.10. (A4 orange) 6.89 - -
2. House Committee Minute Book 31.1.1951 - 6.3.1957 with Sailing Instructions Yachting World Solo Championship , Lines Drawing by Frank Bandey A.M.I.N.A. of T.Y.C. 20' oa x 7' Launch
3. Sailing Committee Minute Book 1964 - 12.4.76 & 9.11.77
  - 4.1. Membership Book 1924 - 1956
  - 4.2. Membership Book (S.O. Book 444)
  - 4.3. Membership Book (foolscap)
  - 4.4. Address Book ( 1955?)
5. TYC History The First 50 years 1897 - 1947 with programmes for 14th (1927) and 15th (1928) Annual Dinner Cruising Section Ladies Night, 15.12.1962
- 6.1. Newsheet 1957 photocopy dated March, 1958
- 6.2. Newsletters. Envelope from Horace Winter :- A4 Spring 1980, Autumn 1980, Winter 1980/1, A5 Autumn 1981, Autumn 1982, Summer 1983, Summer 1994, October 1986, A5 Spring 1990, Autumn 1992, A5 Spring 1992, A5 Spring/ Summer 1993., A4 Autumn/Winter 1993
- 7.1. Press Officers file of cuttings and Race Results- 10.2.56 - 31.1.1957 - with earlier copy correspondence
- 7.2. What the Press Said, newscuttings, Vol.1, 1973/77; Vol.2, 1978/9; Vol3, 1980/1: Vol 4, 1982/3 ; Vol.5, 1984/88
8. Visitors Book 23.3.51 - 10.5.81
9. Miscellaneous Papers:-
  - 9.1. Hammertons Ferry words and music sheet printed in aid of the Royal Asylan for Poor Maimed watermen and lightermen for 1st Annal Regatta 6.9. 1916 to commemorate the decision of House of Lords 23.7.1915 Programme of Music by the Band of the t.s.Exmouth
  - 9.2. Memorandum to the House Committee from D.S.O'Brien, Dec 1933, 3pp.
  - 9.3. Regulations for the conduct of the Officers and Men of the Ship 'ALMA" below Decks, easter Cruise 23.3.34
  - 9.4. Extacts from SEJL og MOTOR 15.7.1953 translated from Danish, 5 rone © o pp.
  - 9.5. The (assistant) Harbour Masters Song Book compiled and presented to TYC by Dick Gibbs, June 1953

9.6. Edmund Viner-Brady 3 foolscap age obituary 16.8.1983.