A HISTORY OF
ITCHENOR
SAILING CLUB

BY TONY WRIGHT
(ADMIRAL 1970-1985)
FOREWORD

This history of the Club was completed by Tony Wright just prior to his untimely death in March 1983. It covers the period from the Club's foundation in 1927 to the completion of the new roof in 1981. That it contains little mention of the author's own contribution to the Club's development reflects Tony's natural modesty and love of the Club: it is an omission which will have to be rectified in a future publication.

Robin Wilson
Commodore 1977-81
## INDEX

### CHAPTER 1

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sailing at Itchenor prior to 1928</td>
<td>1</td>
</tr>
<tr>
<td>The Club Founders</td>
<td>4</td>
</tr>
<tr>
<td>The first two years</td>
<td>8</td>
</tr>
<tr>
<td>Those who followed up</td>
<td>12</td>
</tr>
<tr>
<td>Itchenor Sailing Club Limited 1931</td>
<td>17</td>
</tr>
<tr>
<td>Rules and Byelaws</td>
<td>20</td>
</tr>
<tr>
<td>Access</td>
<td>23</td>
</tr>
<tr>
<td>Racing Arrangements</td>
<td>25</td>
</tr>
<tr>
<td>5 years on</td>
<td>26</td>
</tr>
<tr>
<td>Introducing the Int 14ft Class Dinghies</td>
<td>30</td>
</tr>
<tr>
<td>The Royal Corinthian Affair</td>
<td>33</td>
</tr>
<tr>
<td>New blood takes over</td>
<td>36</td>
</tr>
</tbody>
</table>

### CHAPTER 2

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wartime : re-opening is planned</td>
<td>39</td>
</tr>
<tr>
<td>Getting under way again</td>
<td>40</td>
</tr>
<tr>
<td>Administrative Changes : Background of the future</td>
<td>42</td>
</tr>
<tr>
<td>Control of membership, elections and numbers</td>
<td>45</td>
</tr>
<tr>
<td>Items under review 1947/50</td>
<td>48</td>
</tr>
<tr>
<td>Exciting incidents</td>
<td>51</td>
</tr>
<tr>
<td>Club Working Parties</td>
<td>52</td>
</tr>
<tr>
<td>Children in the Club</td>
<td>55</td>
</tr>
<tr>
<td>New building and Pierpoint Road etc.</td>
<td>56</td>
</tr>
<tr>
<td>Trouble brewing</td>
<td>59</td>
</tr>
<tr>
<td>Club Catering</td>
<td>59</td>
</tr>
<tr>
<td>Administrative matters</td>
<td>61</td>
</tr>
<tr>
<td>Right of way along foreshore</td>
<td>62</td>
</tr>
<tr>
<td>Some innovations and progress of Int 14ft</td>
<td>64</td>
</tr>
<tr>
<td>Junior Fortnight</td>
<td>66</td>
</tr>
<tr>
<td>Membership</td>
<td>66</td>
</tr>
<tr>
<td>Phase III 1949 Plan</td>
<td>68</td>
</tr>
<tr>
<td>Administrative Problems</td>
<td>70</td>
</tr>
<tr>
<td>Social events</td>
<td>74</td>
</tr>
<tr>
<td>Traditional Catering arrangements revised</td>
<td>74</td>
</tr>
<tr>
<td>New racing ideas</td>
<td>77</td>
</tr>
<tr>
<td>Harbormaster's office</td>
<td>79</td>
</tr>
<tr>
<td>The end of an era</td>
<td>79</td>
</tr>
</tbody>
</table>

### CHAPTER 3

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy statement</td>
<td>82</td>
</tr>
<tr>
<td>Rockwood and Olympic ambitions</td>
<td>83</td>
</tr>
<tr>
<td>A change in priorities</td>
<td>85</td>
</tr>
<tr>
<td>Cadet and Junior racing</td>
<td>87</td>
</tr>
<tr>
<td>Pierpoint</td>
<td>91</td>
</tr>
<tr>
<td>A look into the future</td>
<td>92</td>
</tr>
<tr>
<td>Rockwood Marina</td>
<td>93</td>
</tr>
<tr>
<td>A new direction</td>
<td>93</td>
</tr>
<tr>
<td>The Club Handbook</td>
<td>96</td>
</tr>
<tr>
<td>Harbour management</td>
<td>97</td>
</tr>
<tr>
<td>Cruiser Class progress</td>
<td>101</td>
</tr>
<tr>
<td>Club House Problems</td>
<td>102</td>
</tr>
<tr>
<td>Golden Jubilee</td>
<td>104</td>
</tr>
<tr>
<td>Navigation Lights and IALA</td>
<td>108</td>
</tr>
<tr>
<td>Membership subscription and inflation</td>
<td>109</td>
</tr>
<tr>
<td>Building reconstruction and extension</td>
<td>111</td>
</tr>
</tbody>
</table>
CHAPTER 1 - THE BEGINNING

SAILING AT ITCHENOR PRIOR TO 1928

Pleasure sailing activities had been conducted at Itchenor long before the Club was inaugurated, it fact it is reported that King Charles II kept his yacht "Fuba" (Captain Darley) at Itchenor in the 17th Century. It was launched in 1684 by the Duchess of Portsmouth according to Nicholas Monserratt. There was development over a number of years and the date of the formation of The Itchenor Sailing Club in 1928 did not mark any very great change in existing activities or the inauguration of many new ones.

Any meaningful history must start earlier and record the pre-1928 sailing and racing. J. A. Gilbert, the founder Honorary Secretary, wrote a narrative in 1953. Here he describes the scene when he arrived in 1888 as a schoolboy. He records a protest in 1894 in respect of the annual regattas which he says were run by keen Customs Officers. They were supported as far as the boat sailing events by local fishermen. It appears that there were at least two annual regattas - one in the Western end of the Harbour at Emsworth where the Club was founded early in this century, and the other up to 1907 at Itchenor. After 1907 when Bosham Sailing Club was founded there was a regatta run annually at Bosham by the Club until 1913.

Gilbert records that Bosham was the yachting centre and it seems to be more than merely a coincidence that as private boat owning expanded, the regatta centre should move from Itchenor Custom House to Bosham Sailing Club. Bosham and Emsworth had railway stations. The first and most important event of the pre (Kaiser) War regattas was the race for the 16ft yester dredgers - Emsworth v Bosham, in effect.

During this time it is recorded that George Haines Senior, ex yachtsman from Lord Brassey's yacht Sunbeam, married Rebecca Rogers, the ferryman's daughter, and set up as a harbour pilot and boat hirer at Itchenor. These boats were called Lee Dingles 15/16 ft long beamy and with aterways; one was entered in 1921 Itchenor Regatta. He is memorable for his "uniform rig" - gomboots, blue trousers and jersey with a yachting cap worn all the year round irrespective of the weather - he was a notable character in the early days and controlled the ferry and operations on the river very effectively. He wore a single gold earring.

After the War the continuity of the Bosham Sailing Club appears to have been broken and we have a note of the Bosham & Itchenor Sailing Club and I have a Rule Book with this appendage. Research indicates that this was in fact the direct descendent of the pre-War Bosham Sailing Club, with its name altered, presumably to try and increase its catchment area. In 1922 the words "and Itchenor" are crossed out - and the Club reverted to the name of Bosham Sailing Club. For many years this was considered as the date of foundation and indeed the Bosham Sailing Club celebrated its 100th Jubilee in 1972.
Bosham Regatta was resurrected in 1920 for the first time since 1913 and quite a few names later associated with Itchenor took part to name a few:
- ALATHEA II J. E.H. Cockburn
- LADY MOLL A. D. Chivers
- Dinghies
- VALLYRIE J. Dudley Head
- ETHELDA Miss Hilda Less Curties
- J. Gordon Griffith was a Judge. See Appendix for H. I. Palmer Story.

Meanwhile at Itchenor John Haines, eldest son of George and father of Ken and George had a 16 ft pleasure yacht called Itchenor's Hope built by Apps of Bosham who built most of the Oyster dredgers. Handicap racing took place at Itchenor in 1920 and Dr. Mends presented the Itchenor Challenge Cup. The conditions for competition appear to have been analogous to A. Sadle, Esq., before the War. They were for a series of 3 races gaining points, and it could be, and was, won outright by 3 successive victories.

The first race was held on 7th August, 1920:
1st Itchenor's Hope - John Haines (see above)
2nd Iris - Clayton Darley (father of John and David)

Remainder unreported.

The second race more fully reported was on 21st August, 1921:
1st Iris (acrc) - Clayton Darley 1 25.00
2nd Itchenor's Hope (acrc) - John Haines 1 26.45
3rd So Shy (acrc) - J. Cockburn 1 26.14
4th Brown House (acrc) - Miss Skrine & Admiral Brownrigg 1 33.00

Following the success of "Itchenor's Hope", a number of similar boats were built by Apps. They were not strictly one Design, but designed to suit the size of plank available when the order was placed. One in fact is reputed to have had extra planks and a higher freeboard. This was THALIA which was somewhat obviously considered as a very good heavy weather boat.

The following were ready for competition in 1921:
- Speaka - L. C. Lear
- Phaedora - G. Dixon
- Peggy - G. Crossley

and entered both Itchenor and Bosham Regattas. The class were described in 1921 and thereafter as the Itchenor 16 ft Restricted Class. One of the class rules was that the mast and gaff had to be capable of stowing in the boat - presumably to facilitate rowing home in an emergency.

Considerably rivalry and independence between Itchenor and Bosham is apparent at this time - possibly arising from Bosham Sailing Club attempting to absorb Itchenor into its orbit. Correspondence exists in which Dr. Mends, writing on behalf of the Itchenor boats, foresaw any connection or connection with the Bosham and Itchenor Itchenor.

Itchenor Regatta was revived in 1921 for the first time since 1913 and was run in a similar style to the Bosham Regatta of 1920. It was organised by a Committee of local residents and The Haines and Darley families. There was a fair in the Park and Swimming, Running Races, Greasy Pole, tug of War, etc. A Band played in the street, the prizes were presented on the Perry Side Lawn (where the flag pole now stands). In the evening the cottages were illuminated by Candle Fairy Lights. The Regattas were important local events for which special bus services were arranged. Visitors came from as far as W. Dean beyond Chichester.

Bosham Regatta in 1920/1921 was similarly organised by a local Committee under the flag of Bosham & Itchenor Sailing Club but in 1922 and thereafter was run by Bosham S.C. The Regatta had a very formal entry procedure - probably for handicapping reasons and all entries were printed in the programme.

After 1921 there is no further record of activities at Itchenor other than can be gleaned from the Bosham Regatta Book and the reports in the Chichester Observer of the results at Bosham and Selsey Regattas. Thus we learn there was a race in the 1922 Bosham Regatta for Itchenor 16ft Restricted Class; and that a Channel Race from Itchenor was included in the Selsey Regatta. A Cup was donated by Dudley Head and it was won by UNKNOWN J.C. Griffith, J. N. Bradford's Bosham O/D. UNKNOWN was named for King Canute's daughter buried in Bosham Church.

In 1924 Bosham Regatta was held on a Thursday and not a single name associated with Itchenor appeared in the entries or in the results. This seems to suggest that sailing at Itchenor was already associated with Weekending. In 1925 MARMOSET II C.E. Shipman won a race for dinghies up to 12\'. By 1926 Bosham Regatta had reverted to Saturdays, and there was more emphasis on races for "yachtsmen". Classification was in more modern terms and there were no longer events for "pleasure boats". There were special races for members of the HISc won by Hayling O/D sailed by A.E. Sharp, and for members of ESC won O/D No. 1 sailed by E. Yeo. There was also a race for Itchenor referred to in the same terms as HISc and ESC, so by inference there was some sort of informal organisation in being. (J.A. Gilbert returning from India in 1925 reported that he found Sunday racing was being carried on in real earnest. There were all comers races for all types of craft under handicap.) The Itchenor Race was won by UNKNOWN sailed by J.C. Griffiths, second MOYNA B.S. Hends, third PHAEDORA C. Dixon. At Itchenor SPEADA (L.U. Lear) won the Itchenor Challenge Cup for the third consecutive year thus winning it outright.

During 1927 inter-club races were started at Sandy Point between ESC and HISc. The same had races included in the Bosham Regatta that year. Several Itchenor characters took part in the up to 12\' dinghy races notably MARMOSET II, a Pram Dinghy tender to MARMOSET I. C.E. Shipman, ETHANIIAN H.I. Palmer and SAGHILL J.D. Head.

There are only 2 reference to Itchenor during the summer period after the 1921 Regatta results. In 1923 one a series of articles about local villages, referred to a narrow winding lane, sadly in need of repair - leading to Itchenor, and wrote of a complete immunity from bus and tourist activity. Until the swing bridge over the canal was replaced about 1927 activity in Manor house area must have been fairly restricted anyway. The second report concerned the inquest upon a rather portly lady who died as a result of an involuntary gybe followed not unnaturally by capsize. The crew of the capsized dinghy, including a boy and a Mr. Hughes, together with the deceased, were rescued and brought to the Jetty by a 15-year-old schoolboy who was sailing his dinghy in the vicinity; the school boy's name was H.I. Palmer (7 Sept 1927).
I get the impression that those who were there first did not want any change and were content with the Saturday Races started by Keller & Coombes who cycled over from Wittering. The races were started from the Hall's Jetty and continued until the Club buildings were acquired in 1931. But in 1925 J. A. Gilbert returned from India and about the same time Jack Griffiths had transferred from Bosham to Itchenor. All the other villages had Sailing Clubs and why should not Itchenor with the best moorings in the Harbour? - so says J.A. Gilbert in his 1953 narrative. A phrase which was repeated to me verbatim in 1984 by Andrew McEwen's grandson from a boyhood memory of meeting J. Ainsworth Gilbert.

Anyway their enthusiasm carried most of those who were there first with them and on 26 November 1927 48 circular letters were despatched from Skipton Cottage. The letters were signed by:-

B.S. Mends
L.U. Lear
J.G. Griffiths
J.A. Gilbert
E.Z. Peel

They invited participation in a preliminary meeting in Mrs. Wake's Rom (now the "upper dining room") on Saturday, 10 December to form a Sailing Club.

From then onward there were the conflicting appreciations of the position. Those who were there first said - what have we done - we have ruined the place - anytime you will be able to count 100 masts on moorings. And those who came after said what use is a Club without a Club House. We must press on.

THE CLUB FOUNDERS

B.S. MENDS

B.S. Mends, a Founder of the ISC, was naval surgeon; he built and lived in a house on Hayling Island - presumably during his period of service with the Navy in the early 1900's. He sailed mostly from Sinah Creek but occasionally moved into Mill Rhythe.

He was a long time friend of Charles Dixon and possibly moved to Itchenor to be near his friend - or of course possibly because it is the best place in Chichester Harbour to have a mooring. Anyway after the Kaiser's War he moved to Skipton Cottage on Skipton Green. He did not practice as a civilian doctor, although he was often addressed as Dr. Mends.

In 1920 he presented the Itchenor Challenge Cup which was later re-presented in 1928 when the Club was formally inaugurated, as a Challenge Cup for the Handicap O/Board Class.

He was chairman of the Itchenor Regatta Committee from 1921 until 1928 and he corresponded with ISC in 1921 upon the behalf of Itchenor boats. He owned MONGA an Itchenor 16 ft restricted class boat - won the Challenge Cup in 1923, and participated in most of the recorded events prior to 1928.

He was first signature on the 1927 circular letter, and chairman of the "Steering" committee. At the first AGM he was elected Commodore, a post he held for one year only.

He resigned from the Club in 1932.

J.A. GILBERT

J.A. Gilbert, a Founder of the ISC, was a banker with the Bank of Bengal, India. At one time he lived at Crowborough where he was acquainted with the Lyell family, with whom he shared a boat in 1931. He first came to Chichester Harbour as a schoolboy 11/12 years old in 1888.

In 1953 on the Silver Jubilee occasion of the ISC he wrote a narrative of his association with Chichester Harbour and the Club together with a historical record. This narrative is, of course, part of the Club History.

I think it is fairly clear that he and J.G. Griffiths were the two people who acted as the catalyst in establishing the formal Sailing Club in place of the informal arrangements which had existed since 1920.

He took over duty as race starter and when the Club was formed he was a member of the Steering Committee and then at the first AGM he was elected as Secretary and Treasurer. He still continued his duties as starter and appears to have been on duty on almost every Saturday afternoon when ad hoc Committee Meetings were held to elect new members.

At one time after the purchase of the Club House he rented the south-eastern cottage for the summer so that he could have more time to attend to Club affairs.

He owned X00 Stopaside firstly with G.O. Lyell and later solo. He lived at Leete D'Arcy, West Wittering. He served on Federation Committee in 1930 and as their secretary in 1931 and again in 1934.

J.G. GRIFFITHS

J.G. Griffiths, a Founder of the ISC, came from East Borest or thereabouts. He was suddenly informed on his 21st birthday of a very considerable fortune that made him a man of independent means - he had some independent habits too and used to practice pistol shooting in his back garden at St. Mary's Sidlesham. He also built some of his own boats.

After living on his boat in the South of France, and after World Travelling, he came to West Sussex for reasons of a family connection about 1908. His local sailing activity was originally centred on Bosham, which J.A. Gilbert refers to as "the yachting centre" certainly before 1919. There he was associated with George Weekes, later the first secretary of the Federation of Chichester Harbour Sailing Clubs. He owned UNKNOWN, named for King Canute's daughter from at least 1920/1927. It was a 16 ft Bosham O/D which Gilbert tells us was designed by Bellmore. This boat was entered in local regattas up to 1922 jointly with H. Bradford.
He was a "Judge" in the 1920 Bosham Regatta, whatever that may mean!

By 1925 he had transferred his activities to Itchenor and UNKNOWN was entered in his name "solo".

He was third member of the 1927 "Steering" Committee and was elected Rear Commodore at the first AGM. He held the office of Rear Commodore for the first 5 years of the Club, during which time he had the sole responsibility for planning the Sailing Programme and the Annual Regatta. His plans were almost invariably adopted without any changes.

He represented the ISC on the Committee of the Chichester Harbour Federation of Sailing Clubs and was Vice-Chairman 1934/36. He there participated in the design of the Chichester Harbour 12 ft Class which was one of the forerunners of the 12ft National Class formed in 1937.

He was always in the forefront both at Itchenor and the Federation in promoting Sailing and Racing for Children. He originated the 10 ft Pram Class and built one for his daughter ("Blue Hen"), which resides at Winkfield now. He also designed and built for himself another called "Fancy Nancy" which was sailed in the 1929 season by Mcl Wallace. Turvice Ireson designed a pram about this time called Pilcher which was successfully campaigned by Bobbie Latham. Mr. Young built another called "Red Ant" for the Bevan family in the shed opposite the Ship - his price for the hull £1 per foot.

Later J.C. Griffiths owned "Robo Link" a cat boat from the West Indies. It was later altered to a conventional rig, but he was reputed to have carried an enormous spread of canvas under the original cat rig and been very fast. She proved unmanageable in a blow and the mast was cut down and re-rigged.

L.L. Lear

L.L. Lear, a Founder of the ISC. A Lloyd's underwriter who, called at Chichester Harbour and visited Itchenor in 1908 on voyage from Shoreham to Portsmouth in a yacht called BLIEVEN. I understand that he was a crew member.

He was so entranced with the pleasure that he came again by train to Bosham and a walk to the ferry. It is recorded that in 1907 Ally Bains arranged accommodation for his fiancee (Hebe) at the old Schooner Inn, which stood approximately on the site of Ferry-side, at a charge of 1/- per night.

In 1909 the Lear turned No. 1 The Street at £6 per annum.

In 1921 he acquired an Itchenor 16 ft restricted class boat SPEARAB which competed in both Bosham and Itchenor Regattas. SPEARAB won the Itchenor Challenge Cup in 3 years consecutively thus winning it outright. Upon the formation of the Club he presented the Cup again and it became the Challenge Cup for the Centre Board Handicap Class. He was always crewed by Hubert Page.

On once he raced Charlie Dixon in a match to East Head for a bottle of Guinness.

He was elected Vice Commodore at the first AGM in 1923; thereafter he was frequently in the chair at General Committee Meetings.

In 1931 he owned the X5 ROBIN and later in 1936 X57 CORAL.

E.E. Peel

E.E. Peel, a Founder of the ISC. He is a bit of a mystery figure who bought Darley's meadow, upon which he built the Pierpoint Lane and also the road to his own house, 3 Decks, now Orchard House. It is said he used a concrete roller for making these roads, and also Spinney Lane which he also developed. Ernest Lepeu in his History gives him credit for creating "modern" Itchenor by his development activities.

He had some connection with the "Lady's" Shipyard at Southwick. He had an old motor car and lived out of the village, but he later built Three Decks and the Gate Cottage.

He is reported to have owned one of the 16 ft restricted class.

At another time he is reported to have owned a very fast half decker called FAUVETTE. Dick Evans crewed for him in a "X Class type of boat" and reports he was a tough oarsman and quite exciting in windy weather. Holly Barnfield (nee Bonford) says he was not an easy racing opponent.

In 1928 he presented the second of the Club Trophies. The Peel Cup. The original conditions were somewhat impracticable indicating some lack of racing experience.

He was a Committee member in 1928 but was not re-elected at the 1929 AGM. Thereafter he disappears from the scene and he was no longer a member in 1933.

Reported to have been particularly kind and helpful to younger members.

S. Ponder

Septimus Ponder, a Founder member of the ISC, was a stockbroker, senior partner of John Pount and Co. Lived at one time at Hayling Park House, Croydon (incidentally he was then my father's stockbroker). Later he lived at the Malt House, Selsey in the 1920s and early 1930s.

Gilbert refers to him as owner of one of the Itchenor 16 ft class; and in fact we find an entry for MALIA one of this class under his name in the Bosham Regatta 1922. It is clear that he was sailing and racing at Itchenor with Henda, Lear, Charlie Dixon etc. shortly after the Kaiser's War.
Once he raced Charlie Dixon in a match to East Head for a bottle of Guinness.

He was elected Vice Commodore at the first AGM in 1928; thereafter he was frequently in the chair at General Committee Meetings.

In 1933 he owned the X5 ROBIN and later in 1936 X57 CORAL.

E.E. PEEL

E.E. Peel, a Founder of the ISC. He is a bit of a mystery figure who bought Darley’s meadow, upon which he built the Pierpoint Lane and also the road to his own house, 3 Decks, now Orchard House. It is said he used a concrete roller for making these roads, and also Spinney Lane which he also developed. Ernest Leete in his History gives him credit for creating modern Itchenor by his development activities.

He had some connection with the Lady Bees Shipyard at Southwick. He had an old motor car and lived out of the village, but he later built Three Decks and the Gate Cottage.

He is reported to have owned one of the 16 ft restricted class.

At another time he is reported to have owned a very fast half-decker called FAUVERT. Dick Evans crewed for him in a “X Class type of boat” and reports that he was a tough sailor and quite exciting in windy weather. Molly Barnard (nee Bomford) says he was an easy racing opponent.

In 1928 he presented the second of the Club Trophies, the Peel Cup. The original conditions were somewhat impracticable indicating some lack of racing experience.

He was a Committee member in 1928 but was not re-elected at the 1929 AGM. Thereafter he disappeared from the scene and he was no longer a member in 1933.

Reported to have been particularly kind and helpful to younger members.

S. PONDER

Septimus Ponder, a Founder member of the ISC, was a stockbroker, senior partner of John Frust and Co. Lived at one time at Hayling Island House, Croydon (incidentally he was then my father’s stockbroker). Later he lived at the Maht House, Selsey in the 1920s and early 1930s.

Gilbert refers to him as owner of one of the Itchenor 16 ft class; and in fact we find an entry for THALIA one of this class under his name in the Besheer Regatta 1922. It is clear that he was sailing and racing at Itchenor with Mends, Lear, Charlie Dixon etc., shortly after the Kaiser’s War.

B.S. Mends was appointed to the chair and reported that 39 our of the 48 recipients of the circular letter had accepted. It was decided that the Club should be called

THE ITCHENOR SAILING CLUB

and a sub-committee of 3 – Mends, Griffith and Gilbert – was appointed to draw up the rules, make arrangements for the First AGM on Saturday, 3rd March.

First AGM 23 (members) attended. A list of some 58 names was read out and they were all jointly elected as Founder Members such membership becoming effective on payment 10/6 Entrance Fee and 10/6 annual subscription. HIP claims to hold receipt No. 1 for first subscription paid. Two hon. members also elected – George “Pummie” and Alice Haines.

The code of rules was read and accepted subject to one amendment to the rule which called for candidates to be proposed by “ORDINARY” members and seconded by another to whom they must be personally known. Another amendment concerned the quorum for Committee Meetings. The galley proof of the rules with amendments in handwriting still exists and together with the list of founder members is to be found in appendix. It is worth quoting Rule 1 which says?

The objects for which the Club is formed are:

1. To encourage all forms of yachting and boat sailing by amateurs.

2. To encourage yachts and boat racing of all descriptions by the promotion of races and giving of prizes and by any other means which may from time to time be determined by the Club.

Officers elected:

Commodore B.S. Mends
Vice Commodore L.U. Lear
Secretary & Treasurer J.A. Gilbert

Masters: E.E. Peel (19), J.W. Prior (18), A. Hayes (17), F.C. Keller (15) and C.P. Shruball (15) elected to the Committee. Votes recorded and published; two unsuccessful candidates scored (14) and (10).

The Chairman stated the Racing Season would start on Saturday, 26th May and that a complete programme would be drawn up by the Committee. An open sailing meeting would be held on 25th August, details regarding the Itchenor Club Races were announced.

The first Committee Meeting was held on 10th March at 4.45 p.m. Decisions were taken about the burgee (1) to deface the West Sussex Crest “by charging on the chief or bar a dolphin”; this to avoid arguments with the County Council (2) that there should be 3 sites and that they were to be issued in due proportion to mast height, according to the C.A. Tables.

Prizes It was decided to give 1st and 2nd prizes for large crafts and small craft at the end of the season; the races to be sailed on points; 1 for first, 2 for second and 1 for third, also that spoons should be presented to the winners of all “points” races and these to be presented at the end of the race.
The draft fixture card submitted by Mr. Griffith was adopted. The Commodore submitted a certain racing by-laws which were unanimously approved. (1) In the absence of a flag the megaphone would be used for regatta races. (2) In all handicap point races, all spinnakers and jib sticks were barred. (3) OSS responsible in addition to other duties for Courses and "Handing" of marks. (4) All boats (and those to be passed on the channel side. (5) All boats to be manned by amateurs. Members were also reminded to be off their moorings before gunfire.

The Peel Cup was offered for the fastest time during the season round the course.

3rd Committee Meeting April 7th at 4.45 p.m. It was agreed to share maintenance of Racing Marks with BSG.

ISC responsible for Boughton's Crossing and Weare

BSC responsible for Deep End and Cohorn

Dr. Mends (Commodore) appointed handicapper for the season.

A revised deed of Gift adopted for the Peel Club (see appendix). Secretary was instructed to arrange for printing a supply of Race Forms as drawn up by Griffith. Such forms when completed to remain in the possession of the handicapper.

4th Committee Meeting May 5th at 5 p.m. It was reported that 45/68 members elected had paid their subscription.

Commander BOMFORD and 6 other new members were elected. Doubt was expressed as to whether the proposed Motor Boat races would be supported.

5th Committee Meeting May 26th at 5.30 p.m. Presumably after the first races of the season previously announced for that date, 8 new members were elected; and an additional Racing By-law restricted the heeling of Boats to Club members only. By-law No. 8.

The next regular Meeting was held on June 23rd at 6 p.m. and dealt with the Open Sailing Meeting fixed for August 25th. A sub-committee appointed Mends, Hazen and Griffiths and it was decided entrance fee for yacht race to be £/5/- and for others £/2/-.

It was agreed that Dr. B.S. Mends should approach his co-trustees of the Itchenor Regatta Fund with a view to amalgamating it with the Open Meeting on August 23rd and taking over the balance of the Funds.

The next regular Meeting took place on July 21st at 4.30 p.m. In the light of experience with the B&H Boat Race on July 12th it was decided to introduce a "TIME-LIMIT" Bye-Law No. 9. Automatic handicap adjustments for shortened courses were also agreed.

At a meeting called on August 4th 4.30 p.m. J.G. Griffith in the chair, an elaborate deed of indemnification to the trustees of the Itchenor Regatta 1921 Fund was agreed and the balance of £342:2:6.

The final Committee Meeting of the season was held on September 1st at 3 p.m. (the season seems to have ended) and contains an inquest on things that appear to have gone wrong at the Regatta in particular in respect of ESC whose members appeared to consider they were fairly done by. The Secretary was asked to get in touch and offer the 3 cups designated for the ESC closed race to be raced for locally. It was also decided not to try and recover unpaid regatta entrance fees from HSS or ESC.

Thus ends the first year of what J.A. Gilbert describes correctly as a racing club nothing more and nothing less. The rather fundamental decisions on Racing that had to be taken during 1928 leads one to wonder exactly what the organisation was, which was described by J.A. Gilbert as in full swing in 1925, which preceded it.

During the Sailing season there are records of ad hoc committee meetings at which new members were elected.

At the first meeting of the committee in 1929 on March 16 the Treasurer pointed out that a PRIZE FUND of at least £30 was necessary to meet obligations accepted at AGM.

Hubert Quick offered the lower floor of premises he hoped to acquire for the Club's use; as this was not immediately available and would necessitate an increase in subscription, the matter was deferred. It was however noted that other Clubs held annual "AT HOMES" to which Itchenor could not respond.

Dr. Mends announced his retirement from the office of Commodore. Decided to apply for VRA recognition.

The second AGM was held on April 27th the Officers were unanimously elected.

Septimus Ponder - Commodore
Vice, Rear and Treasurer - Re-elected

The new General Committee including 3 new nominations was elected: H. Quick (17), P.C. Keller (16), A.E.C. Shipman (16), A.C. Hayes (12), C.P. Shrubsole (11), C.V. Prior, E.K. Peel and Cmdr. Bomford were not elected.

Decided to establish a Prize Card maximum donation of 10/- AT Committee Meeting subsequently Mr. Griffith's arrangements for the Fixture Fund were approved and it was agreed to set up a handicap committee - Quick, Griffith and John Raine.

On May 18th at 5.30 p.m. the committee considered a request from S.S. Moore that spinnakers should be allowed. This was turned down for the same reason as previously - shortage of suitable Crewing Members. Committee in fact barred spinnakers from all races except specifically the Peel Cup.

Also it was decided that in 1929 spoons would be presented at annual prize giving instead of after each race.
BSC was complaining about disrepair of Booms and withies around Ichenor. J. Haines undertook to put matters right for £2. The arrangements for the annual Regatta on August 17 were discussed and it was announced that need for money was to be presented by Messrs. Ponder and Shippman for Regatta Day and also by J.G. Griffith a Cup for young members (The Teen Challenge Cup). The Secretary sought permission to spend £25:10 on Prizes.

At the first meeting on September 21st it was noted that membership stood at 82, there were 7 members who had not paid their subscriptions and would automatically lose their membership on December 31st. Prize Fund had amounted to £24:7:10 (Expenditure £26:5:11). During the course of the Club’s second and third years 4 new members were elected whose driving force had a profound effect upon the future of Ichenor Sailing Club.

G.H.A. Watson and W.T. Wallace in 1929 whose arrival seems to have been entirely fortuitous. T.D. McNecek and G.V. Morris in 1930.

There were a total of six AD BSC meetings at which the only business was election of members; and practically all the candidates were proposed and seconded by the same three members. It seems Rule 5 was more honoured in the breach than the observance.

So ended the first two years still just a Sailing Club with races started from the Graves Jetty using a fixed course Werr, Deep End, Gobnor, Deep End and Boughton with optional direction of starting and/or rounding.

The fixed Club Course and the Weekly Spoons suggest that the Committee had more experience of Golf Clubs than Sailing Clubs.

THOSE WHO FOLLOWED UP


Before the Kaiser’s War he had sailed at Ramsgate and Burnham and was familiar with RCYC and BYCYC one designs. He abandoned his sailing during and after the Kaiser’s War. In the late 1920’s the Watson family came to West Wittering for bathing and saw boats sailing in and out of Chichester Harbour. Interest was reawakened and in 1928 visited Ichenor to see what was going on; later in the year he bought X17 “Bintie” at Lymington then Caff Rigged and having a roller foresail.

In April 1929 Edward Oldham and George Haskins sailed their round and she sailed regularly in Club Handicap Races until Class B was formed for XOD Boats in 1932.

G.M.A. Watson was undoubtedly the Founder of the Ichenor Division of the XOD Class. He and his family owned many XODs and traded them to members to encourage expansion. He was appointed Class Captain and to represent the Ichenor Division at the ENYC in 1932.

In 1931 he donated the Hogs and Spoons for the Class; also in that year he was co-opted to the Club house Sub-committee. Subsequently when Mrs. Hake’s cottage became available, he was one of those who made immediate cash available. Appointed to General Committee in 1932 he served until 1936.

Between 1930-33 he owned a 12 ton sailing cruiser 'Cynget' and in 1939 he raced a Dragon; but he will always be remembered as the father of the XOD Class, with which his family has been associated for over 50 years.

In 1935 he presented the Matson Trophy.

W.T. Wallace elected 13 July 1929. Proposed by H.H. Quick, Seconded by J.A. Gilbert. W.T. was a magazine publisher in London and lived at Campden Hill. The family of 4 boys were all interested in sailing to various degrees. W.T. learned boat handling on the Canadian Lakes sailing canoes, etc.

Originally they conducted their sailing activity at Beauilieu where they had a cottage for holiday use. When they came in 1927 to Ichenor to contest Elsie Allison whose husband had recently died they found out they could do weekend sailing at Ichenor which was impossible as far away as Beauilieu.

They transferred their activities and W.T. Wallace bought "Peggy" an Ichenor 16 ft from Mrs. Keller. W.M. Wallace brought a Sow from Beauilieu called "Mary".

Was appointed to the Club house Sub-committee in 1931, vice A.E.C. Shippman.

He bought X18 "Nefertiti" in 1930 and was elected to the General Committee in 1932 where he served until 1938. He played a considerable part in restoring confidence in 1937 after the RCYC Affair and succeeded in getting the whole Club to back Geoffrey Lowes as the new Commodore then.

He bought Solent Sunbeam W20 "Lively" in 1933 which he sailed with increasing difficulty due to his leg trouble until 1938/39 when he acquired a Cruiser called "Stella" - a sailing cutter.

The Wallace family weekended at the Haven Cottage, 10 The Street, and finally the Spinney.

Thomas D McNeekin elected 15 March 1930. Proposed H.H. Quick, Seconded J.A. Gilbert. The McNeekin family was involved in the Tea trade in India and Ceylon, where he made the acquaintance of J. Alnsworth Gilbert. He was one of 4 brothers who were variously involved in their father’s Tea Gardens and 3 at least were interested in sailing. They are reputed to have given encouragement to Gilbert when he was planning to start ISO in 1927. Andrew McNeekin won a Gold Medal in the 1908 Olympic Games at Rye. He crewed his own 6 metre "Doray" which was sailed by its designer Gilbert Laws, with Major Crichton as third hand.

He was a long serving member of the Royal Corinthian Yacht Club (BURNHAM etc). He presented as challenge trophies many cups he had won in that area - one I remember was originally presented by the Eastern Yacht Club (of England) a predecessor of the RNCYC at Burnham with which it was merged in 1911. This became the keel boat challenge cup for East End Races and went AMOL during the 2nd World War.
He was a Rear Commodore of RYCTC 1912/1923 and well acquainted to Tiny Mitchell.

He lived at Dunham and latterly at Aldwich, Bognor Regis.

General Committee 1931. Owned "Windward".

At the suggestion of Eric Morris in 1933 he bought St. Andrew one of 4 Club Reel boats from Royal Norfolk and Suffolk YC which he sailed in Handicap Keel Boat Class 1 at Itchenor.

He was elected Commodore at 1933 AGM.

He owned a half share in Black Pearl X52 with Eric Morris 1935 and later owned Solent Sunbeam Sally said in 1939 was recorded as part owner of Chichester Harbour 18 ft.

He did not seek re-election as Commodore in 1937 as a result of the rejection by the Club of his plans for amalgamation with the RCYC to form their southern base. He was elected Hon Life Member in 1946.

His name does not appear in the 1947 Handbook.

G. Eric Morris elected 15 March 1930. Proposer S. Ponder, Seconded L.U. Lear. Was a stockbroker partner of John Frust & Co. He lived at Farham in Surrey and later also at the Gate Cottage, Itchenor.

A member of the Royal Norfolk and Suffolk Yacht Club he shared several 14 ft Internationals with Quiller O. Gold - he always crewed; they sailed in the first POW at Cowes in 1927. They were 4th in Windjammer 1930 at Lowestoft. Thereafter decided to give up 14 ft racing.

In 1930 at the suggestion of his senior partner, S. Ponder, he bought his entire establishment at Itchenor. This comprised Motor Cruiser "Stella" later sold to Geoffrey Lowes; Broads O/O "Spoonbill" which raced in keel boat Handicap class at Itchenor; Norfolk Pun "Front" and M/B Quary. This fleet was accompanied by the admirable Shepperd who after 3 months training at Camper and Nicholson added Crewing/Boat keeping to his existing joint duties of Chauffeur/Vallet/Cook and Houseman - a remarkable man.

He was elected to the House Committee in 1931 and to the General Committee in 1932. In that year on June 1st he made a formal proposal to the General Committee that before the next race all X class boats should produce a valid certificate of class membership. He was seconded by J.G. Griffiths. This action arose from the fact that in establishing the X class at Itchenor some boats were bought in that had been sold out of the class around the Solent and some had been altered so that they no longer complied with class rules.

He presented the Ladies Cup in 1932. In 1933 he was allocated a single bedroom in the Club - between selling Stella and acquiring Gate Cottage he shared Black Pearl X52 with McNeekin in 1933 and continued SOLE OWNER thereafter.

He was elected Vice Commodore in 1934 and in 1936 he presented the Itchenor Gallow for International 14 ft Class - originally it was first prize for the 1896 Cresswitz.

He became involved in the Commodore's RYCTC proposals and did not seek re-election in 1937. He was elected Hon Life Member in 1940.


His proposer, a founder member, was killed in a flying accident within the month. Initially Eastace sailed a gaff rigged Morgan-Giles Iat 14 ft called Black Gnat (14/8 National 14 ft Class became 14E8 in the 1928 International Class). With this he introduced a keener competitive spirit into Itchenor Racing - not universally approved. Later he bought DEENA 14K 242 from the Rear Commodore of RYC a Morgan-Giles design. He trebled his dinghys from Tangmere and was crewed by his wife Mabel. Jean was left in the care of Jim Gilbert Starter, Secretory, OOD etc. BLACK Gnat won the Hends Cup in 1930. He won it again in 1931 with DEENA, also won the Peel Cup. He had a somewhat fierce appearance but was in fact very kindhearted. He never swore at his crew, or other competitors, he just glared at them.

At this time having been posted from Tangmere to Biggin Hill he rented the Eastern Cottage in 1930 and 1931. In that year an additional Cup was required for the 14/17 ft handicap Race on Regatta Day. Eastace was given priority over E. Shipman to present this Cup because of his singular success in racing and because the Committee had already accepted a cup from A.E. Shipman. Also it was stated that he was being posted abroad.

He served on the General Committee 1930-32 and was a member of the Handicap Committee 1932 and Sailing Committee until 1935. He said he had lived too far away to attend the winter meetings of the General Committee.

In 1933 and 1934 he had transferred his activity to the X class owning X4 Westwind (ex Rosemary). He won the Griffith Cup in both years and also the Moore Cup and Ponder Cup in 1933 and the Haines and Shipman on Regatta Day 1934. His almost fanatical attention to detail required my brother then crewing him in Westwind one day to leave his keys behind in the changing room to avoid carrying unnecessary weight. One Regatta after beating 'Pummie' Haines sailing "Georgia" into second place in a short tacking match he was christened TROLLY AIREMAN.

When posted to Iraq he sold "Westwind" to McWhane who won the Matson Trophy with it in 1935.

After the Hitler War he retired to Itchenor and built Fairford. By that time he had become the doyen of the X class owning a series of Marys - Mary Rose - Mary Lou and finally Mary Tudor winning many events at Cowes and Itchenor. As technical advisor to the X Class he designed the new rig with permanent back stay.

He also owned a Swallow Phalabora X16 which he raced successfully in 1950.
Six Geoffrey Lowes and Lady Lowes (Anna) were elected to Club on March 15th 1930. Proposed by G.C. Shippam and seconded by J.A. Gilbert. He was the proprietor of a Wax Refining and merchanting business which failed to absorb all his very abundant energies. For many years he was the Conservative Party Chairman in the Spelthorne division. He lived at Colnbrook, Virginia Water and finally Binfield. Apart from his yachting interests which also included RYA and Inland Waterway interests as well as Itchenor Sailing Club he found time to be Chairman of St. Peter (Chertsey) Hospital Committee.

He was elected to the general committee of ISC at the March annual meeting in 1931 and in that year the offices of Hon Secretary and Hon Treasurer were separated; and in the latter capacity was an active member of the House Sub Committee in 1932 when the Club House was opened.

They were well acquainted with the Shippams family and for a time owned another Seaview Mermaid called Nalurt III. When the Seaview Yacht Club blocked further sales of their boats it became obvious that an O/BB Class could not be established at Itchenor. He discovered that there were a number of Solent Sunbeams laid up since 1929 when the boats based at Cowes had given up racing. In particular he located 4 and got together a group of friends and associates to buy those 4 boats. Harold Ellis related that he offered the choice of 4 but by the time he had accepted all the other 3 had made their choice and he was left with a very lame duck (Wendy complete with an engine). 2 more Sunbeams were purchased independently to found a class of 6 boats. The Lowles had picked V2 Joy which they kept for 25 years.

After some disagreement with the Committee in 1934 he resigned the office of Treasurer and having acquired an Auxiliary Yawl called "White Owl" he later spent a whole season away from Itchenor cruising in the West Country. He returned to take up the vacant office of Rear Commodore; elected at the Autumn Meeting in 1936. After the RCYC affair in the summer of 1937 he was proposed as Commodore by W.T. Wallace and the proposal was seconded by at least 50 members drawn from all the cliques and factions that arose in the aftermath of RCYC affair and previous troubles. He was Commodore for 20 years including 1939-46 during which time he managed the Club affairs singlehanded with the aid of the Secretary C.A. Noble who had taken into his office at West Drayton.

Immediately after the War he was involved in restoring the Junior Racing which has subsequently become a very considerable factor in the Itchenor scene. It started with two Lynx Scows called Napoleon and Josephine. They presented the following Challenge Cups and Trophies:

- 1937 The Ladies Centre Board Challenge Cup
- 1950 The Itchenor Burgee Open Race for Fireflies
- 1951 The Swallow Trophy for Itchenor Division
- 1958 The Itchenor Plate for Finn Class
- Tocantins Bowl for National Swallow Class
- Cruiser Gasket Regatta race for Cruiser Class

He was the very active and enthusiastic leader of the team which between 1937 and 1957 raised Itchenor Sailing Club from a small village sailing club to world wide reputation. He took part with enthusiasm in every Club activity and led the Club to provide the environment for the dinghy sailors who, of course, actually earned the Club's enviable reputation. He went to Torquay in 1948 to watch the Olympic Racing and finished up taking considerable responsibility in their administration.

He made a memorable speech at the 1948 meeting when proposing Stewart Morris for Honorary Life Membership following winning the Gold Medal. It was Stewart's inspiration and drive which had done so much to advance the Club's dinghy sailing.

Upon his retirement as Commodore in 1957 he was elected as the first Admiral of the Itchenor Sailing Club. A set of teak furniture for the starting platform was presented to the Club by Members in his honour.

**ITCHENOR SAILING CLUB LTD**

**Formation of the Company**

At the third AGM on 26 April 1930 it was decided to appoint a sub committee called the Club house Sub committee to explore the possibilities of a Club House ashore or alternatively a barge or House Boat afloat; to report on before end of August.

S. Ponder, J.G. Griffiths, A.E.G. Shippam.

The sub committee presented a draft agreement prepared by Mr. E.N.T. Commins in respect of the Customs House. This was not recommended by the sub committee and was turned down as too one-sided. The Club house committee was desired to continue looking. They met again to the 6th AGM on 28 March 1931 at Mr. Lear's residence but having nothing further to report were asked to investigate buying a piece of land from Mrs. Russell of Itchenor Park (this would have been presumably the site now occupied by Itchenor Shipyard). W.T. Wallace replaced A.E.G. Shippam on the Club house committee and they were given power to co-opt.

G.A. Matson and D. Waterton were co-opted. On June 13 the General Committee considered a proposal to open negotiations with Mr. Quick concerning a site at Shipton in spite of general approval, it was strongly opposed by G.M.A. Matson. It was finally agreed that the Club house committee would submit a formal report.

The report was received on 27th June and the Secretary was instructed to file it. It does not say so in the minutes but his health was failing. At this meeting arrangements were made to relieve the Hon Secretary of various duties. I.G.M. Lowles appointed Treasurer and O.G. Botts organised to deal with Starting Duties. Also it was agreed that in the event of the Club acquiring premises these would be run by a HOUSE COMMITTEE with a separate Hon Secretary.

At a committee meeting 23rd August the general committee approved a letter to memorial about the acquisition of Mrs. Wake's premises, and an extraordinary general meeting was called for September 12, 1931 to be held in Mrs. Wake's Cottage. It is worthy of note that out of 10 members elected recently 8 were wives and daughters; so action was expected!

At a meeting held on September 12 it was unanimously agreed that a company called Itchenor Sailing Club House Ltd. be set up to buy Mrs. Wake's premises for £1,625. The property having already been acquired for that sum by Nooner, Matson, Ponder and Wallace jointly. It was decided all members of the Club would become members of the Company, the committee would be identical with the Directors. It was also decided to create a debenture issue as a second charge on the property. Immediately the ordinary subscription would be £2.2.0 increasing to £3.3.0 after July 1st.
1933. Concurrently the Wives & Daughters would go up from £1.1.0 to £1.11.6. Entrance Fee to be £1.1.0.

The House Committee was set up. C.E. Shipps, A.D. McMeakin and G.E. Morris, both the latter were existing members of the RYCA and RN & STC, both residential Yacht Clubs.

John and George (Pummie) Haines were elected as honorary members on September 20th 1931.

The Haines family and their boat business have been closely associated with Itchenor Sailing Club ever since. They laid moorings in the Itchenor Reach and have always provided and maintained all the moorings for the I.S.C. Racing Reel boats and a lot more besides. Originally until the fleet grew too big they provided Winter Storage and Fitting Out for all the Reel boats.

George (Pummie) taught some of the younger men to sail in his 16 ft restricted "Georgia". Hugh Binyon remembers his famous saying, one of which was 'Laff her steady'. He always took part in the Regatta Haines Cup races, when they moved to a Pursuit Race he had a handicap of about 20 minutes before the next start and sometimes forgot to get there in time. He also sailed regularly in the "Hands Cup". Hugh Binyon recalls crewing him in 1950 in X50 Mary Rose when he lost control at a gybe and fooled Haines in the next boat. On protest the Sailing Committee disqualified Hoskins as Overtaking Boat!

Other members of the family, including Ally who ran the business for many years, were elected to honorary membership later.

Cockburn resigned from Committee. S.S. Moore's offer of his legal services was accepted. On 18th October the Club was negotiating to terminate Mrs. Crane's lease of the middle cottage. Also the proposed Memorandum and Articles of Association of Itchenor Sailing Club Ltd. were approved.

The following estimates were accepted:

- A.W. Stearn. A Sanitary System and Well/ £149
- Rain Water work not detailed £50
- John Haines work on Hard etc. £5
- John Haines work on Flagstaff £44
- F.C. Phillips Painting and Decorating £18

Hon Sec and S.S. Moore arranging mortgage £1,200 with Miss Jst C Hasluck. All the formalities about Bankers, Solicitors and Company Seal completed. The £15.16 paid to Jackson & Bowes for legal work in connection with the purchase seems to indicate the minimum of Search and Survey, more of this anon.

The names of the members signing the Memorandum of Association were:

- Septimus Ponder Basildon House, Hoogate  £11625
- E. Morris " 81 Gracechurch Street "  £176
- Lewis U. Lear " 81 Gracechurch Street "  £421
- Sydney Grahame " "  £2222
- G.A. Matson Walton on Thames " "
- W.T. Wallace " Drury House, Russell Street"
- G.D. Lyell Crowborough " Chartered Accountant"

Witness to above J. Alnsworth Gilbert, West Wittering, Ret Banker.

All the other members of the Committee were also active in proposing/ seconding the necessary resolutions except J.G.H. Cockburn who retired immediately after the Company was decided upon.

Meanwhile the offer of a Billiards Table was turned down because there was nowhere to put it.

The first meeting of the Committee (Directors) of Itchenor Sailing Club Limited was held at the Club House on December 13th 1931. Many formalities were completed and S.S. Moore was appointed Hon Solicitor.

The formal conveyance from G.M.A. Matson to the Company had been completed on 26 December at Mr. Quick's residence.

Meanwhile a tale of woe was slowly unfolding. The Secretary had reported on December 13th that he had to have a 60 urgent repairs to roof £2 1.5.5 and that the range (in W. Cottage) had burnt out and would have to be replaced. It also seemed sensible to replace the Elsam in Eastern Cottage with a W/C as the drains were opened up.

On 31 January it was reported that the planned drainage system was now vulnerable to soak-aways in the garden and by then the w.c. further expenditure had to be authorised. 23 September, 1933, reported to need further modification and new cisterns, W.R. Outhouse, Hon Architect. It became clear that the 2 old cottages were terribly dilapidated and were untenable in their present state. A capital balance sheet was presented.

<table>
<thead>
<tr>
<th>Cash</th>
<th>£ 25</th>
</tr>
</thead>
<tbody>
<tr>
<td>Debentures</td>
<td>£1200</td>
</tr>
<tr>
<td>Mortgage</td>
<td>£1200</td>
</tr>
<tr>
<td>Purchase of Premises</td>
<td>£11625</td>
</tr>
<tr>
<td>Legal expense of Mortgage</td>
<td>£176</td>
</tr>
<tr>
<td>Repairs</td>
<td>£421</td>
</tr>
<tr>
<td>Balance</td>
<td>£2222</td>
</tr>
</tbody>
</table>

The Secretary produced a rough Revenue Budget which could be balanced provided the 2 cottages could be furnished sufficiently to attract tenants.

He also emphasised that the committee should use all their efforts to increase membership. 84 names (8 ladies) had been listed as transferred from Club to Company in 1931 so a subscription income of £150 plus p.s. was barely enough to service the loan capital. The Commodore urged the committee not to take too pessimistic a view and to talk CONFIDENTLY to members.
Rules & Bye Laws

It was decided that in future all election of members should be by secret ballot (3 black balls to exclude) and that application must be deposited with Secretary at least 14 days in advance of the Committee Meeting; to be displayed on Notice Board.

The Sailing Programme in 4 classes for 1932 was approved (if the XOD musters did not reach 6 they would have to join the Handicap Keel Boats). Sailing Committee and Handicap Committee appointed. Owing to lack of support in 1931 decided not to provide for Cruiser Races.

No Guns or use of Flags to be permitted for Sunday Racing.

It was reported by the Secretary that the Club had reached a dead centre owing to lack of funds. Furnishing was the problem, if that could be overcome then additional membership was assured.

The Committee decided to let the Eastern Cottage to Mr. Gilbert for 17 weeks from 1st of June to September 30th at £2.2.0 per week, and to let the rooms out in the Centre Cottage separately instead of offering the whole at £4.4.0 per week. This would serve more individual members. Charges were fixed at 25/- per week for double rooms and 15/- for the single one. On 3rd April the single room let to G.E. Morris and double to Mr. Mason. The second double room to be retained for casual letting. It appears Mason changed his plans and the room was let singly to Mr. H. Palmer.

It was decided to put 3 or 4 beds in the dormitory and let them at 5/- a night. Actually 5 beds were eventually installed and let at 3/6 a night.

Decided that a man and wife be appointed as Steward and Cook. Salary £78 p.a. all found including some uniform. On duty all day and every day from 1st April to October 31st until 10.30 p.m. and during the winter as occasion demanded. The Cook to have all the catering profits.

A BYE LAW WAS PASSED. THE STEWARD WAS IN NO CIRCUMSTANCES TO ATTEND TO MEMBERS BOATS AND ANOTHER BYE LAW requiring members to pay for every expense they incur before leaving the Club. It was decided to install a Coin Box Telephone and to apply for a liquor license. The Club opening hours 2 a.m. - 10.30 p.m.

Permitted hours, Weekday 10.30 a.m. - 2.30 p.m.
Sundays, Good Friday & Christmas 12 p.m. - 2.00 p.m. 6
On June 11 altered to 12 p.m. - 2.00 p.m. 6
6 p.m. - 9.00 p.m.

Resident Members not allowed to call for drinks at any other times.

On 3rd September a further Bye Law was introduced forbidding members from consuming on the Club premises alcoholic liquor not purchased from the Club - a complicated Corkage rule.

House Rules stated the Dining Room was available for eating in and that "warning in" and "out" procedures for meals were laid down. If you got it wrong you had to pay for the meal.

NO DOGS TO BE PERMITTED

The arrangement of the Public Rooms was devised so that the bar could be segregated for Men Only. The first decision of the Committee that there should be no segregation but this was reversed on April 17th and they reverted to their original decision on June 4th! In addition to the Lounge on the ground floor there was available a Drawing Room upstairs in those days. A sail rack and 7 lockers were provided at the cost of £11.5.0 and the lockers were let at 10/- per year.

It was decided not to invite Ladies to either the General or House Committee. The first ban lasted 47 years. The Agenda for the first AGM of the Company was agreed - to be preceded by a meeting of debenture holders (never minuted).

At least 94 new members were elected in 1932 which justified the Committee & Secretary's optimism.

Mr. Shipman had spent £30 on paint and was asked to accept payment in debentures, he donated the paint! Mr. Shrubsall made a gift of his £100 debentures to the Club. He was elected the first Life Member. Bills presented by Mr. Stearn and Mr. Filips only received a payment on account.

Arrangements with Mr. H. Quick regarding his residence the SHED. (1) A license at 10/- p.a. to put his slopes into Club drains. Building operations had obliterated a gulley under the Western Cottage he had previously used. (2) Agreement for him/tenant to use the now men only privy in the corner of the garden, and also to use the Club's Ladies Lavatory being installed - this in lieu of an easement granted by Mrs. Wake to use her privy.

The Secretary reported the possibility of trouble over the Chichester Harbour Rights as between the Corporation of Chichester, the Lord of the Manor of Bosham, Lord Iveagh; and Messrs. Sadler the present Lessees, from whom he had obtained permission to lay the usual racing marks at Boughtons, The Wear and Camber Point.

The secretary outlined a Revenue Budget for 1933 that indicated a balance without counting on any Bar Profit. In order again to lighten the load an Honorary Secretary Mr. Griffith undertook to supervise the Bar. The Commodore proposed that in order to overcome the Dead Centre; he would inaugurate a furniture fund with £25.

The 1st Annual General Meeting held at the Club House on March 26th, 1932. W.T. Wallace congratulated the Officers and Committee upon the progress with alteration and rehabilitation of the premises.

The Flag Officers, Hon. Sec., Hon. Solicitor and Hon. Treasurer were all ceremoniously re-elected and the general committee with the exception of Mr. Quick were also re-elected on block. Later the Committee co-opted Mr. W.T. Wallace to the vacancy. The auditors Messrs. Turner & Bayliss re-elected at a fee not exceeding £5.5.0 p.a.
A hearty vote of thanks was proposed by the Chairman for gifts of furniture, carpets and equipment from 10 members (named in Minute Book 3).

On 3rd April Hon Sec announced Cap Badges 5/- and Club Ties 3/6 available at the Club.


Decided to extend Mortgage to £1,300 if it were possible in view of need for money to complete furnishing and provide mains water connection + Bar Stock.

A number of Bye Laws (House Rules) were introduced concerning: meals in bedrooms if extra Committee's rights to terminate the tenancies of members; that a tariff of charges be displayed; that a suggestion book be kept in Club House; that the conduct of a Club servant be a matter not of personal reprisal but to be reported to the Hon Secretary in writing who shall lay it before the Committee at its next meeting; accepting no liability for articles of clothing or boat gear; forbidding the wearing of unsanctioned Club Ties or badges, etc.

On 17th April, Secretary reported 30 applicants for Steward/Cook job. A selection was made out and Mr. & Mrs. Doton selected the steward to commence on the 18th inst and the stewardeess on lst proximo.

It is noted that the old Club Notice Board shall be removed from the HARD and re-fixed in the Club on east side of the Dining Room - where it still is - The need for a Lamp Room was noted as there was no electricity in the village.

The Committee considered again a suggestion from Mr. Tansey - Rector of Itchenor - should be made an Hon Member. It was ruled that the Committee's hands were tied and that however sympathetic they were the articles of association forbade such action. Later on 7th May in response to letters from members they also realised that they had been out of order in charging an entrance fee for Cadet Members, who according to the article were not liable.

It was decided to open the Club House on May 7th without any special entertainment, two members took the opportunity to make rather special gifts to the Club:

Charles Dixon - a very charming painting
J.G. Griffith - 2 model (saluting) cannon and a Barometer

and Mrs. W.T. Wallace - perhaps a more immediately useful gift of 12 tea cloths. Mr. Murray King who had refused to transfer to the new Club in 1931 applied now and was told to fill in a form as new member and pay an entrance fee - which he apparently did as he is listed in 1933 Handbook.

The Hon Secretary reported that there were no arrangements for election of temporary members; he was given full discretion to deal with the matter.

He also reported that due to large increase in number of members his stock of 150 sailing programmes had gone; and he had ordered 100 extra.

Insurance on Club Buildings raised to £2,200, Outbuildings £300 and All in policy £500, which also covered members and their friends from Low Ceilings and difficult staircases.

The Treasurer reported that in its first year the Club had 12 months subscription against 8 months expenses (not quite true) and would therefore pay its way, but to break even in a Full year he estimated a need for 180 full members with 60 wives/daughters etc. This meant about double the present membership. It was decided to open a prize fund again this year with the object of wiping out the Regatta deficit.

Decided not to serve draught beer, and to leave the Regatta arrangements to Mr. Griffith for the 5th year running, starts from a Committee Boat as herebefore. Free teas for Members of ISC Competitors and members of the 4 Harbour Clubs - provided by the Stewardess at 6d each. Prizes expected to cost £26. The Island SC paid a visit.

The matter of starters and judges came up again as there were only 4 more racing days, it was decided to continue the current haphazard methods while a suitable scheme was worked out during the winter for 1933.

It was decided to ask the Corporation of Chichester to lay a 3rd cast iron water main down the Pierpoint Lane to a Fire Plug at the end by the Club Gate. The cost of £50 to be defrayed by:

- Bye Ways
- Conder Bonford
- (Little House Site?) Mr. Gilbert
- Pierpoint
- C. Dixon
- ISC
  £ 8
  £12
  £18
  £21

and to accept Mr. Stearn's estimate of £16.10.6 to lay 3/4" lead pipe into the Club.

A review of sub committees was held and it was decided to amalgamate the Handicap and Sailing Committees and delegate to them their own honorary secretaries all Racing Matters and to introduce Racing Fees. The first Hon Sec was Eric Morris. It seems that all Sub Committees were literally Sub-Committees of the General Committee and contained no lay members. These were co-opted if required. No Minutes were kept as they reported all recommendations direct.

The Committee again decided to elect a house committee - in 1931 it had elected McNeelkin, G.E. Shippman and G.E. Morris but no action was reported. Now it elected to constitute as House Committee: Messrs. Wallace and Griffith. There is no mention of a House Committee until the 1937 Handbook.

Access

Arrangements made with H.C. Darley for members to cross his field on foot. 10/- p.a. S.S. Moore the Hon Solicitor recommends the Club should attempt to buy Pierpoint Road to gain vehicular access, now only by courtesy. He was authorised to enquire, there were over the years 3 more attempts by Geoffrey Lowles from Caldicott, by myself and D.L. Pollock from the Misses Porter before it was finally achieved by Archie Shaw and his team in 1972. In the interim there had also been feelers put out in the other direction. At the beginning of 1932 it was decided to place a notice inside the Gate in the Car Park that it could only be used for members whose cars were
packed in Darley’s Field. The Committee agreed to pay Mr. Darley £5 p.a. for access across his car park of foot passengers and tradesmen’s vehicles supplying the Club. Major Bowden was only prepared to allow the use of Piers Point Lane in emergencies.

The Secretary reported 118 entries by 70 boats for the Regatta on August 27th. Entry Fees and Prize Fund cover cost of prizes £33.10 as against £62.5.9 in 1931. Team cost £5.12.10 covered by Club £6/6/6 head. There was however a loss on light lunches, cost £1.5.6, takings 8/2. The accommodation for the year receipts were reported by the Secretary as follows:

- Dormitory £21.9.0
- Casual Beds £3
- Seasonal Rooms Mr. Morris £16.10
- Mr. Palmeg £16.10
- Eastern Cottage (Mr. Gilbert) £35.14

Also to extend the dining room porch to accommodate the telephone - where it still is - cost £12. Decided not to cut a hole from the Garden and re-arrange the stairs to give direct access to Ladies Room. Improvements authorised to men’s changing room and floor to Ladies Room replaced elsewhere.

LANDING STAGE

The committee were concerned about 2 aspects of the Club Hard - (1) the shingle needed raking regularly to prevent the accumulation of mud on it, (2) the congestion and difficulty in getting dinghies to the water - a boat skid was suggested.

Mr. Griffith reported that a proper Landing Stage could be built for £53.15. His layout was approved. It was further recommended by the committee that from the wall to the starting post should be level some High Water Mark. Agreed to vote £70 towards Landing Stage and Hard Improvement and to appoint a Sub Committee of Messrs. Griffith, Grenfell and Lear to obtain the necessary consents/approvals and to get it finished before fitting out time. Later it was reported that work on the Landing Stage had begun and a lot of it finished but the Ron Sec reported that he had not yet seen the plan and was embarrassed when asked by local B.O.T. representative for details of the authority to do the work. It was decided to place before the various authorities proper plans for their approval; this of course after the Sub Committee had finalised their plans.

Later the Ron Secretary reported he had approval of the Landing Stage from Mr. Sadler and a promise of support from the Chichester Corporation Engineer. He was still in correspondence with the B.O.T. This was finally settled by granting the Club a licence for a Landing Stage at £5 p.a. on July 8th 1933. This was considered very high and the Committee tried to get Gilly (Rythe) and the Hard included as well. They were advised that they might have the charge increased, so they accepted £5.

Racing Arrangements

The 1933 Sailing Programme was tabled by the Sailing Committee subject to agreement about re-allocating the Moore Cup. A letter from Mr. English accepted the exclusion of his Int. 14 ft dinghy from the handicap class. He resigned from the Club in January 1933, and returned to Henley. Mr. Sidney Graham’s 6 metre was also excluded from the H’Cap Keel Boat Class. This resulted from the exclusion of all International Classes from H’Cap Racing.

Before the introduction of Class B XOD boats only in 1932, all racing had been conducted in Handicap Classes which included both centreboard and keel boats. They were divided in separate racing classes by length only. The conception of one Design Class Racing was that in 1932, it laid the whole responsibility for success on the helmsman and crew and was a lot cheaper in construction costs. Previously most racing class had been defined by “Rule” which allowed a lot of variation between individual boats.

Following the introduction of XOD Class Racing in 1932, the idea was taken up enthusiastically with the Solent Sunbeam Class which then had one Design Hulls and some latitude in Sail Plan and the Itchenor One Design (2 Class) dinghies in 1934. Handicap Racing except on Regatta Day was finished after 1934. The various Cups donated for the Handicap Racing were re-allocated and a different scene prevailed.

It was reported that 4 Solent Sunbeams had been purchased by Club Members and the Committee agreed to a new Class and to recommend to the Federation of the Chichester Harbour Sailing Clubs an alteration to O.D. Length of Class 1 to accommodate them.

On 23rd October following the Commodore’s proposal to strengthen Class C and to increase Grenfell’s plans to provide more competition in Class 3 at East Head, the Committee placed an order for 6 Itchenor O/D boats. These were based on an updating of the HISC O/D boats already owned by 4 members. In fact they did not affect the Itchenor C/Board Handicap because in 1934 they raced together as a Class 0D.

They were followed in 1935 by the 12 square-metre Sharpies who had a slot in the programme in that year. This class was founded by Cyril Clarke following his experience sailing in them at Kiel in a Royal Corinthian Team the previous year. The class was founded upon his own Sharpie Tamarisk II, in which he had won the Centreboard handicap series in 1934 and some boats bought second hand from ROTC.

As it had not been possible to satisfy Mr. Moore - Mr. McOwen offered to provide a Cup instead for the H’Cap Keel Boat Class. The winner in 1933 was FEDON owned by S.S. Moore!! The Ron Secretary’s suggestion in regard to the Club Booklet was generally approved.

It was decided to abandon the idea of Racing Entrance Fees commuted on a seasonal basis - it was thought that if members paid such a fee they would consider they had paid for every Saturday and could not be asked to forgo one as an OOD!!

A proposal to seek affiliation to the SCRA involved obligations that the Club could not carry out and the idea was abandoned.
It was reported that the Club now had 11 Trophies valued at £165 and insurances were adjusted to cover these properly. Due to the financial stringency and completion of Club building work it was decided not to reappoint the House Sub Committee. Accounts were approved with no deprecations but with £200 transferred from Surplus to Reserve Account.

5 YEARS ON

Messrs. Lear, Griffith and Gilbert stated that they did not wish to seek re-election having been in office for 51 years; and in fact there had been only 2 flag officers operating since June; though clearly the minute book shows that the load had been taken by the Hon Treasurer and other Committee members.

It is appropriate to pause here and consider what this team had achieved since 1926, operating it must be remembered through the great S.L.U.N.P. During the first 4 seasons of the Itchenor Sailing Club they held an average of 6 committee meetings per year plus another 6 ad hoc meetings for the purpose of electing new members about 20 p.m. and as far as I can ascertain all comers were accepted. Racing operations had continued much the same as before 1928 and a Regatta was held every year. Not a very strenuous programme; but since September 1931 "Those Who Followed Up" began to influence affairs. They had renovated 2 semi-derelict cottages and taken over a third, provided them with sanitation, running water and furnished them. They had set up a residential Club with Bar and Catering Facilities.

They had restored the Hard and had built a Landing Stage. The Sailing Fixture List had been revised to provide 4 separate classes including one 00 Class. The only point which they failed to solve adequately was the matter of volunteer 000 to undertake Starting Line duties from the time the Secretary had been obliged to relinquish some of his onus duties.

To achieve all this they had held 30 full committee meetings between September 12th, 1931 and March 25th, 1933 and 6 ad hoc ones in summer of 1932. About 90 new members were elected in 1932. Although it was minutity at the beginning of 1932 that all applications should be posted 14 days before presentation to the Committee there is no evidence this was done. The fact that 2 ad hoc meetings were held at weekly intervals in August suggests that all comers were still accepted on sight.

The existence of the 1933 Handbook projected by the Hon Secretary and produced at the cost of 1/9 each enables us to get a picture of the composition of the Club.

The last count indicated:

| 132 paying £2.2.0 | Full Members |
| 42 paying £1.10  | Wives and Daughters |
| 16 paying 10/6   | Cadets |
| 75                 |

Those members owned about 90 vessels recorded in the handbook and of these 20% are described as Motor Yachts. Furthermore there are 28 names to whom no boat is assigned; Evelyn Lye and Frank Lawton were clearly social members (friends of the Lears and Harpers) so it is clear that no questions were being asked about yachting intentions.

This year there was quite a change in emphasis; the articles of association of the Club provided for an increase of 50% in the rate of subscription (except Cadets) after 1st July 1933. The Committee decided it needed to build up reserves, pay for full time Secretary and put a brake on membership which had approximately doubled in 1932. G.R.A. Matson on the day of the AGM proposed an amendment including a grading of subscription to age such as was adopted in 1965. His idea was £1.0.0 up to 21, £2.2.0 up to 25 and £3.3.0 over 25, cadets being in both schemes uncharged at 10/6. The AGM was adjourned and the Committee or its RUMP considered the amendment later that evening. What sort of Club, Members and Boats do we want? The committee thought the amended proposals would encourage a lot of young members who could not afford the type of boat ISC had and would be too impossible to support the Prize Fund. They did not want an enormous institution, they did not want a RYCYC, 1 think this must refer to the United Hospitals Club at Burnham which was full of medical students and had affiliation with the RYCYC.

They went on to talk of limitation of membership at 250/275. Later in the year they got the go ahead and introduced a waiting list. Finally they got "shirty" with a member who had two proposers who were quite unknown to the Committee - this resulted in the only recorded blackballing; all I estimate the fault of the proposer who resigned at the end of the year. However, it was decided to increase the registered membership with Registrar of Companies from 200 to 300 (this in fact only applies to full not total members). The Treasurer was asked to ensure that the Racing Account must be self balancing and if the Prize Fund is not subscribed then Racing Entrance Fees will be necessary. Later on July 8th reported that there was a deficit of £31 and a drive was launched for subscriptions.

It was decided to re-appoint a House Sub Committee Wallace, Morris & Lowes. They made a lot of detailed reports about Bar Prices and Catalogue, judging by their first new introductions Black & White Whisky, White Horse Whisky, Booth’s Gin and Orange and Lemon Squashes the original choice must have been spartan, they also introduced draught beer at 8d a pint.

After a false start with Cdr Macmillan, W.S. Robbins was appointed Secretary on 24th June. The Committee were so pleased with his work at Sailing Week and Regatta they voted him an immediate honorarium of £10.

The death of the Commodore S. Ponder was announced on July 8th. After considering for 3 meetings whether they wanted a figure head or a working Commodore the committee decided upon the latter - a vital decision for the kind of Club that they were building up.

I did not understand the significance of this minute until I read the Seaview Yacht Club History. Apparently it had been the habit for smaller clubs in the nineteenth century to elect prominent yachtmen, members of the R.Y.S. to be their flag officers. For instance, the Seaview Yacht Club founded 1893 did not see a Flag Officer at a Committee Meeting until 1903 when a new (Local) Rear Commodore was elected.

T.D. McKeen was proposed by J.A. Gilbert and seconded by L.U. Lear and unanimously elected to the vacancy on August 24th.
Incidents minuted during the year include on May 13th two gate crashes who had the temerity to write in the suggestion book on June 6th, two members launched in the Club in unseemly raiment. The Committee were reluctant to act as arbiters of fashion but Mr. S.S. Moore, who knew the delinquents, promised to deal with this somewhat delicate matter!

In July S. Graham offered to provide a glass enclosure for the 00.0 Position on the Lawn, this was declined with thanks as it was considered it would obstruct the view from the Lawn and not fit in with the surroundings. An earlier proposal to install a microphone and loud hailer for recall purposes did not reach the environmental lobby - it failed to get off the ground at a cost of £30.

On September 23rd two further decisions which were fundamental to the Club's development; first it was decided that all proposals membership must be accompanied by letters stating inter alia how long the proposer has known the applicant and secondly it was agreed that the Articles of Association should be altered to provide for an additional General Meeting in October when officers for ensuing season would be elected.

The Downton's occupied the Steward and Cook appointment from 1932 to early 1934. He was paid 3% of the bar profit and she had all she could make out of the Catering (her pension terms £11.5.0 cannot have left a fortune). At the beginning of 1933 it was ascertained that in order to accommodate their two daughters who were acting as mistresses, the steward was sleeping in the Sail Room. In order to terminate this practice, the Secretary vacated his office to provide another Staff Room. He moved his desk to the little used Card Room. Upon the appointment of W.J. Robins as Secretary it was decided that he should take over the responsibility of Catering and Mrs. Downton paid a wage and 40% commission. Later it was decided that although the Downton's had accepted this arrangement they were not trying and they were replaced by the Smichs.

The report on the first Annual Dinner at the Dolphin & Anchor says 125 sat down including 15 official guests; the Commodores, Hon Secs and Ladies of 3 Harbour Clubs had been invited together with East Head Shore Staff (Total cost £78.13.). It was noted that Prizediving took 40 minutes and next year Sailing Week Prizes will be distributed at the end of the week.

Article 59 (later 54). The Committee may delegate any of their powers to Sub Committees; in particular they shall establish and maintain a House Sub Committee to deal with the management of the Club Premises and ground subject to the control of the General Committee and they may set up a Sailing Sub Committee to deal with Sailing Meetings and Races held by the Club, and questions and disputes arising thereat or in connection therewith. The ex officio members of the Committee shall be ex officio members of the Sub Committees. Any Sub Committee with the sanction of the Committee may co-opt any one or more FULL Members of the Club (not being members of the Committee) to serve on such Sub Committees.

It had been the practice at the outset to nominate Committee Members only to the Sailing and House Sub Committees, and the results of their deliberations were incorporated in the General Committee minutes. In 1933 Ernest Crennell retired from the General Committee but remained on the Sailing Committee where C.M.A. Watson was also co-opted as the Captain of the X Class. At the end of 1933 the V and Z Class Captains were also co-opted as the Sailing Committee was nearly 50% lay members.

On December 3rd the General Committee resolved on a points scoring system for 1934 Average Cup races and that there should as previously be a series of 3 races for the Moore Cup. However, apparently the Sailing Committee on January 14th decided otherwise. This led to the decision of the General Committee to expunge the minutes of December 3rd concerning Point scoring for 1933. The fixture list for 1934 provided for aggregate Challenge Cup racing and only one race for the Moore Cup. The Commodore reported that the resignation of J.A. Gilbert from the General Committee to which he had been elected upon his retirement as Hon Sec arose out of this incident.

It was pointed out that all matters of a sailing nature should be left to the Sailing Committee - and the position of the Sailing Committee is defined in Article 59. There was another problem Macleod Wallace, Captain of the Z Class was a cadet member and as only full members are eligible for sub committees according to Article 59, the Club Solicitor S.S. Moore said they were out of order.

The Committee held 19 meetings in 1933 and a net increase of 89 members to 276 was recorded.

Messrs. Lear and Griffith having made noises for some year or more were allowed to retire and Eric Morris and Ernest Shippam took their places. Griffith remained on the Committee. At the AGM it was announced that Lowe wished to retire from Hon Treasurer (he had told the General Committee he could not remain with them) and Commander Bonford was elected Hon Treasurer. J.A. Gilbert was elected as the first Honorary Life Member.

On the 4th March Eric Morris reported that Mr. Stewart Morris wished to bring a team to race against Itchenor; and the captain of the Sharpie Class at RCYC issued an invitation to a team race at Burnham. Dr. G.A. Clarke undertook to raise a team to go to Burnham.

The Commodore reported on proposal to buy a strip of land behind the Club from Mr. Darley in exchange for £30 and hon membership of the Club, the deal to include a right of access through the Car Park for members. Mr. Wallace moved a resolution seconded by G.E. Morris asking the Hon Solicitor to proceed accordingly. The Secretary reported that Mr. Moore had not negotiated on the line suggested and had met with a refusal. Mr. Wallace to see Mr. Darley again to get him to reconsider, Mr. Wallace reported success.
The Commodore reported on correspondence from S.S. Moore regarding the Moore Cup and threatening the issue of an injunction. The Committee was duly incensed and proposed to ask Mr. Moore to resign; however, he apologised to the Committee. It was finally decided that if Mr. Moore resigned from all Committees and agreed to the Moore Cup Race being run as published in 1934 fixture list, then he could retain his membership and the Cup would be returned to him in the Spring of 1935 when surrendered by the Winner, which happened.

Mr. J.G.H. Cockburn, who did some legal work for the Club before he resigned from the Committee when the Company was formed, to be asked to do legal work in connection with the purchase of Darley's land.

As Club Membership was approaching 300 it was decided that in future preference would be given to candidates who will be racing or Sailing Members (300 was reached in August). In May 1935 Differential Entrance Fees for the owners of class boats was solved. The Club's registered membership was increased from 300 to 350.

The first October General Meeting was held on 6th October. All the Officers and Committee were re-elected. Later the same Sailing Committee re-elected but a new House Committee - The Commodore, Griffith and the Secretary.

The Commodore told the Committee that Mr. Quick had offered his property the "SHED" to the Club for £800. Unanimously accepted. Later it was agreed that Mr. Hart could remain in possession for another year till his lease expires and Mr. Quick accepts a second mortgage in part payment.

INTRODUCING THE 14 FT INTERNATIONAL CLASS

It is remarkable that so little is said directly about the introduction of 14 ft International Class, the only record is about events. They had a team race against the X Class who had no previous experience of Team Racing and not surprisingly won handsomely. On September 13th Committee laid on a Race for members of the Oxford & Cambridge Sailing Society to be held on Sunday, 30th September; still no mention of the boats they were bringing. On October 28th The Commodore proposed next season informal races be provided on Sundays. No guns but some silent method could be arranged for starting. Decided to eliminate Racing Bye Law 20.

Finally we get to truth. Mr. Morris explained to the Committee the requirements of the 14 ft International Class for next season. As these boats have to be hauled out after racing it will be necessary to provide a stage. At next meeting £90 voted for this and 6 Int 14ft helmsmen and one crew were elected members.

The Committee held 14 meetings in 1934 and the total membership was then 311. C.M.A. Watson proposed Junior Subscription ages 18-21 at £1.1.0 p.a. Commander Bomford when he became Treasurer suggested one AGM only to be held in the autumn and special resolution has to be passed at AGM on 30th March, note it was all reversed later.

Cruiser Members were noticed for the first time by the installation of water tap near the steps over the wall or was it for washing down the 14 Int dinghies.

In September McMenamin indicates he would like to retire. S. Graham and others persuade him to continue.

Tiny Mitchell, Commander RCYC and C. Nicholson to be guests at Annual Dinner.

5 members including Evelyn Lye and Peter Simpson take up overseas membership which leaves us with total membership of 349 at end of 1935 in which year the Committee held 13 committee meetings. The Annual General Meeting on 7th December at Itchenor was attended by 15 members only. Bomford replaced Shippen as Rear Commodore at the Committee Meeting immediately before the AGM when it was announced that the Commodore had brought a parcel of land behind the Club from Barbers Harker for £30.

After AGM Sailing Committee re-elected including 5 Class Captains. No House Committee this year but Mrs. Griffith and Mrs. Bomford to advise secretary about furnishing the new rooms.

At the end of 1935 Mr. Quick was seeking to build a Landing Stage - the "In-thing" at that time Sidney Graham having just about finished his which followed the Sailing Club. However, it was realised that such a structure would block the Club's only vehicular right of way. This led to a lengthy investigation by D.L. Pollock which seems to indicate that the Club only had a pedestrian right of way down Pierpoint Lane and also that the solicitor considering for the purchaser in 1931 knew this. There is no record of it in minute book at that time.

In March the death of Commander Bomford left the Hon Treasurer and Rear Commodore offices vacant. G.S. Lees-Curtiss was appointed Treasurer but Rear Commodore remained vacant until the autumn.

The Committee passed a resolution that the Club members address list in Club Booklet must not be used by any member for Charity Fund Raising excepting only the Treloar Cripple Children's Home at Hayling Island (W.T. Wallace's Pet Charity).

ON 26TH APRIL THERE IS A RATHER SURPRISING MOTION BY THE COMMODORE, SECONDED BY THE VICE COMMODORE:-

THAT MEMBERS ARE FREE TO SELECT ANY MEMBER AS A CANDIDATE FOR FLAG OFFICER OR GENERAL COMMITTEE.

Since 1928 all vacancies had been filled by co-option and ratified by re-election at next AGM. I think this indicates that the Committee was realising that the oligarchy which worked in a small compact Club was scarcely suitable with a membership of well over 300.
Membership demand was again a worry and it was decided to have a standard form of application. Later it was realised that membership had already exceeded the registered total and some applications were held over in August. There was talk of re-considering Entrance Fees and Annual Subscription at next AGM.

The Club was again in trouble with B.O.T. for widening the jetty (4 ft to 6ft) to accommodate 14 ft dinghy trolleys.

Sir William Burton to be guest of honour at this year’s Annual Dinner.

Meanwhile the Committee had during the course of the summer had trouble with the members.

H. I. Palmer had written suggestions about the kitchen door et alia to which objection was taken, however it did result in the committee deciding to order a fan to improve ventilation in the kitchen.

At an earlier date NOISE CONDUCT on Saturday nights was reported and the Committee empowered the Secretary to write to offenders and promised to support him. I don’t think the Secretary ever wrote any letters. There were much louder Saturday nights after the war in the heyday of the “Crew’s Union”.

Finally after the end of the season the Committee plucked up courage and wrote directly to 3 members threatening proceedings under Article 23. The letter also acknowledged the keen spirit in Sailing of the 3 offenders.

On 5th September the Committee instructed to send out notices for Extraordinary and AGM on 17th October, and at the same time to advise members of the procedure for nominating candidates as Officers or General Committee members, also a reminder that all officers and Committee members retire annually.

At the same time it co-opted a Committee member to fill a casual vacancy and also co-opted a Rear Commodore to fill a 6 months old vacancy since Commander Balmford died in March.

I finally found the reason for this six months delay, when Sir Cyril Clarke sent me a copy of Cardiology Today. On the back page was an “off duty” column in which the Chairman of the Heart Foundation describes his experiences in Sailing Racing. I quote two paragraphs.

“Sharrpier owners were a rowdy lot, and when someone suggested that I should stand for Rear Commodore the establishment feeling was that Clarke was too wild.

“Dejected I tacked and then sailing before the wind, picked up my wife-to-be from the Club Lawn – she still crew me!”

The minutes of the two General Meetings are lost but we know from effect that it passed the resolution to the extraordinary meeting which was in effect to restore the Spring and Autumn General Meetings (abolished in 1935). Also all the Flag Officers and Treasurer were re-elected. This was somewhat surprising as the Commodore had needed to be persuaded to stand again in the previous year. But the “floor” had succeeded in getting two new names on the General Committee.

Capt. Mathew and Gordon Houghton were duly welcomed at the Committee Meeting on 25th October. I think I had something to do with this.

In spite of sentiments expressed earlier in 1933 that the Committee did not wish to encourage a flood of young members and they wished to encourage family boats rather than Racing Machines by 1936 there were two active classes of International racing machines and the majority of these were owned by members under the age of 30.

Furthermore the average age of the Flag Officers and Committee had grown by more than the annual increment since the two youngest members left in 1933. They had allowed all racing for Cadet and Junior members to lapse or go unrecorded. The Flag Officers and Committee were lost in touch with the current membership, who had expected more changes at the 1936 Autumn Meeting. On that occasion proxy votes had been canvassed by some committee members and then used to support the Status Quo and a number of members felt frustrated.

The Committee held 17 meetings in 1936 and it was decided to increase the registered membership from 350 to 400. At the first meeting in 1937 membership was reported as 368 a net increase of 18.

The House Committee as we now know it was formed for the 1937 season. The first meeting, 6th December 1936, Vice Commodore was in the Chair supported by one other member of the General Committee and 3 other “lay” members. Also a sailing sub committee for cruisers was proposed.

As a result of discussions at the Federation of Chichester Harbour Sailing Clubs, Itchenor agreed to join a consortium of Bosham and Hayling Island Clubs to run a National 12 ft Dinghy Week in Chichester Harbour in 1937. September 1st-5th. A raft to house the 12ft dinghies coming to Itchenor was supplied by Charles Currey. This was in fact the second Burton Cup week.

It was agreed at the AGM in March to alter the financial year of the Club to end on 31st December and to have no separate bar account.

The House Committee was still mottering about a “chit” system. It more positively did introduce the service of snacks in the Lounge at midday as an alternative to a waitress served luncheon. It was agreed to erect a Sail Drying Frame, donated by Mr. Houghton behind the Club.

THE ROYAL CORINTHIAN AFFAIR

Even after the opening of the new RGYC Club House at Burnham in 1934, the drift of members away from Essex to the South Coast continued. One of those who had drifted was W.G. (Father) Gill elected to RGYC in 1929. A new branch was conceived and a site found at Thorsey Island. The full story was described in the Yachting World, January 1st, 1937. In February the Federation invited RGYC to join as it was shortly to be established in Chichester Harbour. At this time it does not seem to have made much impact on ICG members.

The plan was on the Grand Scale and the Landward arrangements appear to have been adequate to support a total transfer of the Club, which had already moved twice, if so desired. However, on the Seaward side the assertion was that the area of water controlled by the Club was equal to the Hamble River. The RGYC History notes that in the final count this
was an optimistic view in which Saltlings had been mistaken for Deep Water.

Negotiations had gone on for 2 years with the AIR MINISTRY without a conclusion being reached. The Burnham correspondent of Yachting Monthly kept of a wishful thinking correspondence during 1937 and up to 1938 regarding the progress and proposed opening dates.

On May 22nd, 1937, the Commodore of ISC asks all officers and committee members to be sure and attend the General Committee Meeting. It is minute that he told the Committee of the Rumoured Probability of RNCYC starting a branch at or near Itchenor - The Thorney Island published proposals were not apparently mentioned. The Commodore stated that in his opinion based on years of previous experience at Burnham-on-Crouch under precisely similar circumstances the advent of a powerful Royal Club nearby would be disastrous to the Itchenor SC.

He was referring to 1911 when the Eastern Yacht Club of England long established at Burnham was amalgamated with the RYC recently removed from Queenborough. T.D. McNeehan had been a Flag Officer of EYCY before he became Rear Commodore of the RYC.

The Commodore explained that he had had private talks with the Commodore of RYC (Tiny Mitchell) who he knew well. On June 6th he reported a meeting between ISC Flag Officers and Officers of the RYC arising from that nothing could be done until another meeting of RYC Committee. In fact RYC have no record of any approach to Itchenor SC or of any committee meeting on the subject. On June 19th a circular letter to members of ISC regarding a referendum was agreed in outline. This is less than 28 days since the first mention in Committee.

The circular letter was the first news that a number of members had of her plot, and the letter encouraged rumours of much closer opposition than from Thorney Island. Members were discussing the possibilities of RYC either at the Shipyard site or opposite either in Smugglers Lane or on the site of the present Busham Hoe estate.

The terms offered by the RYC for amalgamation appear to many members to be very one sided and a "Protesting Committee" was formed which met at D.L. Pollock's flat. A draft circular letter was examined and agreed to be circulated to all members setting out the reasons for opposing the proposals of the Flag Officers and Committee.

Copy letters of all correspondence is attached.

On 24th July the Committee received the results of the referendum 93 votes for and 103 against. The Commodore reported that he had called at the London office of RYC on July 12th when the degree of opposition was unfolding. He was then informed that the Air Ministry had invited RYC to go forward with the Thorney Island scheme so that the RYC was no longer interested in ISC.

It is noteworthy that only 4 members of the General Committee supported the Commodore and Vice Commodore. The other 2 members and other officers all abstained. The only two eligible retired Flag Officers voted against.

In 1938 the RYC proceeded with the construction of RAF Thorney Island and though the RYC site was not included in the operational areas, the whole RYC scheme was aborted.
NEW BLOOD TAKES OVER

The autumn General Meeting in 1937 was another watershed in the affairs of the Club almost exactly 10 years after the inaugural meeting. A number of young members and others who had been associated with the protest against RTCC amalgamation were elected to the General Committee and at the same time the following:

T.D. McKeen Commodore 1933-1937
C.E. Norris Vice Commodore 1934-1937
W.T. Wallace Committee elected 1932 to General Committee
J.G. Griffiths Committee ex Rear Commodore from 1928

All signified their wish not to seek re-election. G.M.A. Watson who had been a committee member also, since 1933 lost his seat in the Poll for the new committee.

J.G.N. Lowes who had joined the Committee as Rear Commodore the previous year was proposed by W.T. Wallace as Commodore and it was arranged that this proposal was seconded by at least 50 members including all cliques, factions and recalcitrant members.

W.G. Mathew, one of the two Committee members elected the previous year from the floor and not by co-option by the Committee, was elected Vice Commodore. Jack Bristow, Captain of the Int 14 ft Class became the Rear Commodore.

The formal procedure, by which a general committee meeting is held immediately after the Autumn AGM, to elect Sub Committee and Club representatives dates from this occasion. Particularly the following:

YRA
D.L. Pollock

Chi Federation
W.C. Mathew
T.C. McKeen

Sailing Committee
D.L. Pollock
W.R. Rendell Vice
A.W. Warren Lampert
W.R. Hutchinson
+ 5 Class Captains

House Committee
Capt & Mrs Mathew
Mr & Mrs G.A. Wright
J.R. Macdonald

The new committee showed its independence from tradition when called upon to install a rack to store outboard motors. It had no inhibitions about building the rack in the Mens "Privy" the only available under cover space.

At a subsequent meeting the Club decided to seek B.O.T. recognition granted 25.3.38. A separate B Bank Account was opened for staff fund and other moneys held in trust. The committee decided to eliminate the difference in annual subscription by raising the subscription of those members elected before 1st July, 1933 to the uniform amount of £3.3.0 p.a. Objection was raised to this by H.T.P. who considered Founder Members should be allowed to continue on their original subscriptions. Considerable correspondence ensued. This point was not immediately discerned by the Committee but when they did so they promised to consider the matter. In due course they did and finally decided not to increase the subscription rate of Founder Members. By the time they got around to that decision it was too late - H.T.P. had resigned! Mr Puckle the honorary auditor who also complained though not a founder was made honorary member.

At the request of Capt Cptn Parkes, C.O. Tangmere, it was agreed to elected Serving Officers of H.M. Forces stationed near the Club without entrance fees. Entrance fee is payable if any officer so elected wishes to continue his membership after retirement.

On March 19th, 1939 Committee agreed to exceptional entrance fee of £1.10 for 12 ft National Melasen and Crews up to a maximum of 10 of each joining before 1.5.39.

Also word abroad was eliminated from 21.

Agreed the difference between £5 due and £2 paid as debenture interest be transferred to a Saving Fund. As a result of a comment by G.M.A. Watson his 100 debentures were transferred to various Officers and Committee members who held no debentures.

Decided to inaugurate a new Capital Account for Plant & Temporary Structures and to transfer to it the cost of the Tuke & Bell Sanitation System £329.19.5.

About mid Summer the Commodore reported the Secretary was absent due to illness and that he was unlikely to be able to resume his duties. In July Capt F.W. Lawson was appointed to replace him.

On July 15th resignation of Secretary was accepted.

On July 16th Charles Arthur Noble appointed.

The Committee crossed swords with the editor of the Chichester Observer regarding the report of a member being charged at Chichester, in his newspaper.

The Committee supported the Federation in its dismissal of some clauses of the Chichester Corporation Bill for control of the Harbour.

It was agreed to approach B.O.T. in respect of the reclamation of the land above said high water mark in front of the Club but no action is reported.
At the 1938 October AGM members were invited to discuss Club Numbers and Club Accommodation. After the Officers and Committee had been re-elected en bloc the members in general discussion thought the current membership of 350 was satisfactory. However, they thought that the Lounge wanted to be enlarged.

It is noted that the annual dinner which was cancelled on October 1st owing to the national (MUNICH) Crisis would now be held on October 22nd instead.

The offer of an Honours Board from Mr. Ebel was not accepted as it might result in insidious comparison.

During 1939 Miss Kerr had been appointed as Housekeeper with special responsibilities for the catering accounts reported monthly.

List of Class Yachts included in Club Handbook for the first time.

The Committee in May granted Hon Membership to Flag Officers of Ronelagh, H. S.C, Island SC, ESC, RNSA and Mayor & Mayoress of Chichester. Letter of thanks for hospitality at Whitsun from Doodsrecht YC.

In August more temporary members on terms as before.

Note Staff is recorded as Mr. & Mrs. Williams, their daughter and granddaughter + a maid and A. Sorman?

AGM held at Dolphin Hotel in Chichester, 7th October, Emergency Committee of Management appointed.

As a result of the "Phoney" War the Club was reopened in the Spring of 1940; but was closed rather hurriedly after Dunkirk, as it was situated in a "restricted area".

**CHAPTER 2 - DANGEROUS TIMES**

**WARTIME**

All members were transferred to the absent list and their subscriptions reduced to 10/6 p.a. at the same time the debenture interest was reduced to 2½ p.a.

Part of the premises were requisitioned by the Army in 1940. Anti Invasion Forces were posted all over the Selsey Peninsula. Later the whole of the premises were requisitioned by the Admiralty on 10th September 1943 in connection with preparations for D-Day which included landings on the Beach at W. Wittering and the destruction of Beach obstructions by divers at E. Head. The Admiralty also laid a trestle of moorings above the Club for MTB/MGB which is only now reaching the end of its life as Yacht Moorings. They also constructed a pier of steel scaffolding at the end of the street with a pier head half-way across the channel. Racing from the Club Line was fairly angry until the pier was removed.

They also built a M/C gun post on the Hard outside the Club, the remains of which are now the Starting Platform. The Admiralty took on all liabilities resulting from the Army Occupation, paid for removal, storage and reinstatement of Club Furniture (stored at Lewis in Chichester), and accepted 50% of liability to paint and restore the buildings at the end of their occupancy. They also paid the insurance premiums.

All the Cups and Trophies were stored by Mr Greville Williams at Harbour House.

The Club House was de-requisitioned 20th August 1945 and restitution completed by Spring 1946.

At the end of the street the Admiralty built a temporary Pier with MGB as a Pierhead which caused much obstruction to racing in 1946 and continued to do so for 3 years.

During the War sporadic Committee Meetings were held usually at the Commodore's House at Virginia Water attended by the Commodore, Treasurer and H. J. Eism. AGM's were held:

- 3rd April 1940 at R.T.C.G. 25 attended
- 5th Oct. 1942 at Astor House 13 attended
- 2nd Nov. 1944 at Astor House 17 attended

These meetings dealt with annual accounts and company returns and regularised years of omission. A Re-opening Fund was started at 1942 meeting and reinforced in 1944 when it reached £111.11.0.

In 1944 there was discussion about access, could he persuade Major Bowden to sell Pierpoint Lane?

Subscription Membership was reported as:

<table>
<thead>
<tr>
<th>Year</th>
<th>1939</th>
<th>1940</th>
<th>1941</th>
<th>1942</th>
<th>1943</th>
<th>1944</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>326</td>
<td>268</td>
<td>136</td>
<td>128</td>
<td>171</td>
<td>132</td>
</tr>
</tbody>
</table>
March 1951 that the Rear Commodore would cease to try and enforce the dog rule unless he got more support from other members of the Committee.

In 1949 Roy Drummond suggested a system of periodical retirement of the Committee, but this idea was overwhelmingly defeated at the General Meeting. However the Committee in its co-option did take pains to see that all branches of the Club’s activities were represented and that always a Cruiser Owner amongst the keen racing types.

Although the system was totally undemocratic it did mean that at this rather crucial time in the development of the Club, policies were followed continuously and not much time was wasted on side issues. Fruitless enterprises. There was an agreed Statement of Policy in 1952 as follows which was made in respect of selection of new members it was:

1) To encourage youngsters keen on sailing
2) To recruit for the established classes
3) To provide Crewing Members
4) To welcome Family Members

The officers and committee did consult the members about most matters at the bi-annual general meetings which were lengthy evening sessions often going on up to midnight and attended by seldom less than 70 up to 110 members. In particular the emphasis for the ensuing Winter Working Party was not decided until the October Meeting each year.

Generally the Officers and Committee either put forward the meeting to adopt their policies, or they arranged to execute one of the alternatives put up for discussion by the members.

These discussions were extensively led by a band of inquisitors of whom the best remembered one probably Lt. Cdr. “Lofty” Gardiner and Capt. Hedley-Drew, nicknamed Tweedledum and Tweedledie by the Commodore, Roy Drummond and later John Beadle. They investigated all subjects and were ably abetted by other members with narrower lines of enquiry. Frequently 20 or more questions and answers were asked.

In 1953 at the Autumn Meeting David Pollock who was Rear Commodore decided he wished to retire without giving notice so that a new Rear Commodore could be properly nominated for election. This time the articles were consulted and the October Meeting had to be adjourned so as to allow proper time for nominations of his successor - Gavin Anderson.

In the following year the officers were again re-elected en bloc but research into the articles decided that all members of the General Committee were certainly not eligible for immediate re-election. 10 names were nominated and out of these 6 were elected including the two eligible members of the old Committee. Thereafter there were changes every year. An alternative article to regularise this change of method was prepared by Tony Bridge and David Pollock but did not reach the Secretary in time for it to be circulated to members at the October Meeting in 1956. At the Spring Meeting, due to changes in the Secretary department, it again missed the Agenda and finally appeared at the October Meeting 5/10/1957 as new article 45 which provided that there should be two new faces on the Committee every year amongst the 6 elected members. Other articles were altered at the same time to provide for 3 Rear Commodores and for the office of Admiral.
ADMINISTRATIVE CHANGES

During the period 1946-57 the Flag Officers had undertaken many executive tasks in connection with the Sailing Club which far exceeded their ordinary duties for example the annual physical stocktaking, counting sheets, pillow cases, knives and forks; preparing the racing programme in detail and checking the printing proofs; re-drafting the Club Handbook and, of course, the usual duties of all Sailing Club Commodores of that era in connection with the drains.

They had become accustomed to them and routine tasks as these were fairly easily dealt with by those who knew the ropes. In 1957 it was realised that these matters would become an insuperable burden to those who had not grown up with them and in any case they were growing annually. A revised establishment was therefore devised to allow for sharing the workload over more shoulders. The Vice-Commodore, previously Chairman of the House Committee, was relieved of departmental duties to assist generally the Commodore. 3 Rear Commodores were provided, the first to take charge of Club Racing, called Rear Commodore Sailing. The second to relieve the Rear Commodore of all responsibility in regard to Cruising was called Rear Commodore Cruising, and the third was called Rear Commodore "Admin" to be Chairman of the House Committee.

This arrangement has stood the test of time and it is interesting to note that Cruiser Membership of the Club has increased regularly since that date from 12 boats listed to over 190 in 1980.

In addition to the extra Rear Commodores the new organisation provided for 4 co-opted members of the general committee to be able to make use of members having special skills, knowledge and experience for specific duties. They are nominated annually by the Committee and are not subject to annual re-election by members.

At the 1957 October Meeting the above new organisation was presented to the members in a published Amendment to the Agenda, together with an alternative Plan which provided for the employment of a Secretary/Manager. The general Policy was confirmed: "to be based upon the maximum of Sailing in Cruising Boats and Racing Crafts, and the provision of sufficient Club House activity to enable us to do our Sailing in comfort at Itchenor".

The quality of race management at Itchenor has always been above average and undoubtedly this was one of the factors which encouraged the high standard of racing for which the Club was noted.

BACKGROUND OF THE FUTURE

Dinghy Racing was slow to develop after the formation of the Y.R.A. Dinghy Committee in 1922. The second National Class, 12 ft was not started until 1936. It was still rather the poor relation in the Yacht Racing World, Displacement boats still commanded the major interest and many international events were decided in the 6 metre class. The war then put progress back for the best part of a decade.

Apart from the 14 ft International annual trek to the P.O.W., which since 1945 was prefaced by a call at Itchenor for the Gallon, there was little or no trailing of boats around the countryside from one club to another. Club Racing was therefore much more important than it is today in the development of Top Helmman, and aspirants to top rank in any particular class had to join a club where the boats of their choice were sailed by their peers in skill and experience.

In 1945 at the first post war meeting of ISC Stewart Morris reported upon a paper he had read to the Dinghy Committee of the Y.R.A and of their decision to form 3 new National One Design Dinghy Classes as a backup to the 12 ft National and 16 ft International Class. These new classes were to be 12 ft Firefly, 14 ft Merlin and 15 ft Swordfish.

For a number of reasons Itchenor Sailing Club was in a position to benefit from and also to contribute to the development of Dinghy Racing.

ISC is situated on the weather shore, in the prevailing SW Wind, in the best protected position in Chichester Harbour and it never dies out, plenty of water being available at all states of the tide. It has access down the harbour to the open sea and at the bottom of the harbour large areas of open water which are smoother than the sea outside. Alternatively up harbour and in Bosham Channel there is considerable protection, which makes it possible to sail open dinghies there when the lower part of the Harbour is too rough. In those days there were no Job things as self rescuing classes or automatic balers, and it was the nearest place to London where such conditions existed.

There were already established at Itchenor fleets of 2 of the leading dinghy classes both of which had organised international racing before the war. The International 14 ft Class fleet nurtured and inspired by Stewart Morris was undoubtedly the top bunch of that class, whose standard of rule observance was so impeccable that they always retired and WENT HOME if they thought that they had infringed a rule, in spirit rather than letter. In addition, there was an equally strong fleet of 12 sq metre sharpies who in 1938 had defeated all competitors at Burnham and were destined to provide most of the winners in the class for the years to come.

Finally the Club was physically better equipped than many to handle dinghies. Staging, albeit of limited extent, had been provided above W.M mark to store dinghies and this was connected to a jetty and ramp so that dinghies could easily be launched from their trolleys. Although such facilities are commonplace today, they were rare in 1946. Luckily the sharpies lay to moorings and made no demands on the stage. One of the first postwar priorities was to build additional stages and launching facilities for racing dinghies.

Furthermore the Club already had quite a lot of residential capacity with a full catering service, providing essential facilities for weekend small boat sailors. There was a sufficient background of Cruisers and other classes to provide social variety and the occasional rescue boat services which in those days were usually reserved for Open Meetings, when there were strangers around. Finally the Club was a young club and one which had recently refused to accept certain recommendations of their older members. The Flag Officers and Committee were quite prepared to consider and implement new thoughts and ideas in a way old established clubs would have found more difficult.
The Club decided to nurture and encourage its dinghy classes anticipating, quite correctly, that it turned out, that their prowess and fame would attract many more dinghy sailors to the older classes. These would be active and participating members who wished to be where the action was. Unfortunately the same incentive applied to non-sailing local people and there was little hope for them in the election pressures. Sometimes this produced resentment.

The Firefly was enthusiastically adopted as soon as the first production boats became available in 1947. Ian Butler, Martin Claridge and other sailed their new Fireflies round from the Solent at Easter 1948 and found the new staging waiting for them. By the end of 1948 the Club had numbered about 30. In the final trials for the 1948 Olympics Itchenor 5/C dinghy classes provided:

1st and 2nd in two man class (Swallow)
2nd and 3rd in the single handed (Firefly)
and 2nd in the Star class.

In 1952 again Itchenor dinghy classes provided 9 out of 20 finalists.

In 1953 Conrad Colcher brought the prototype Flying Dutchman to ISC for trials and for evaluation as a replacement for the 12 sq. metres. Sharpies then in decline. Also there were thoughts of adopting the Swordfish to replace the 12 sq. metre class, but they were heavy boats to handle and did not prove popular. The Sharpies were a declining class at Itchenor after 1948 although there was a small revival before the Melbourne Games in 1956. The two dinghy classes 14 ft International and the Firefly seemed to be as much as the club could support, but these two classes did earn the club an international reputation in the years between 1948 and 1960. The inspiration and encouragement to both classes came from Stewart Morris who, in addition to his regular appearance in the 14 ft International races, found time to campaign his Firefly "Pinella" to success in most of the major Firefly events. The 12 sq. metre Sharpie Class, in spite of declining numbers, also contributed to our international reputation by encouraging visitors to the Connaught Trophy Series in 1947 and again to the Festival of Britannia Regatta in 1951. They came from Holland, Portugal and Brazil.

The highlight of this period were the Gold Medals won by Stewart Morris and David Bond in 1948, and the Silver Medal won by Charles Currey sailing a Finn at Helsinki in 1952. In 1950 Vernon Stratton won the Finn Gold Medal at the Rome Olympics. He also represented UK at the Rome Olympics. In addition to the above, members of the dinghy classes collected many trophies both in Europe and North America. The Club Record Book lists victories in all classes of craft from single handed dinghies to Ocean Racers during the '50s and early '60s. These included the Wilson Trophy in 1949 and 1950. Great consternation was caused at the West Kirby SC, then a Men Only Club, by the inclusion of 3 girls in the ISC team!

In the Spring of 1950 it was decided to award the Mends Cup which had been re-designated for outstanding feats by Club Members to Stewart Morris (Olympic Gold Medal) for 1948 and to Charles Currey for North American Victory in 1949. It was announced that the Commodore had presented the "Itchenor Burgage" for a Firefly Open Meeting comparable with the Itchenor Challenge Trophy.

The Club re-opened officially on the 12th April 1946 and a Committee Meeting the following day confirmed the appointment of Cmdr Montagu as Secretary. The Commodore commissioned "In Sail". He explained that before the introduction of OIL FUEL into the Navy, the distances in the Pacific were so great that ships dependent only on coal could not endure at sea long enough to maintain a presence, but that auxiliary engines sailing ships could. This was about the turn of the Century. David Frewick joined as Boatsman in 1946.

The annual Dinner and Dance was held for the penultimate time at the Dolphin & Anchor in Chichester at the beginning of October, tickets were £1.1.0 per head. A very sympathetic Manager made a big contribution to this successful event.

Only a programme/Fixture list had been printed for 1946, but it was decided to reintroduce the full Club Handbook for 1947.

Also in 1947 the Itchenor Race Week following Cowes Week was restated after a gap of 10 years since 1936. Also the race for Cadets in Scows etc., and Fireflies were well supported, and generally a full programme was sailed. Although the Fireflies were active in pre-Olympic Trials there was no scheduled 12 ft class racing in the Itchenor calendar. However the committee had noted in August that there was an urgent need for more dinghy berthing.

At the Autumn AGM held early because of the "easing ban" on October 1st, the Commodore reported to compel election policy. He also stated that whereas last Winter's activities had been devoted to internal improvements, future activities will be directed to the Hard and stage.

At this meeting, having been very warmly thanked at the Spring Meeting for his work in preserving the Club during the War, he was elected as an HON LIFE MEMBER.

Annual Dinner and Dance was held for the last time at Dolphin & Anchor. Members were very disappointed and decided upon a change for 1948. The manager had changed.

CONTROL OF MEMBERSHIP - ELECTION AND NUMBERS

Most of the committee work in 1946 concerned membership. On April 20th it was noted that there was 348 members on the Ledger as at April 1939, 336 remaining after deducting Known War Casualties, 106 of these had lost paid a subscription since 1940.

It was estimated that 50% of those with whom the Club had lost touch might wish to renew their membership and all names were left on the books until July 1st whilst registered letters were circulated. In all, about 180 pre-war members (excluding Hon Members) were recorded in the 1947 Handbook. About 130 new members and 20 cadets were elected in 1946.

The Committee introduced some basic principles to control elections and they resolved that:

- 44 -

- 45 -
1. Cadet Applicants whose parents were members could be proposed and seconded without letters; in 1947 this was revised to require a letter accepting responsibility.

2. It was undesirable that Flag Officers should be solicited to propose/second applicants; but that a Flag Officer may on his own initiative propose directly a special candidate.

3. The Secretary has power to grant 28 days temporary membership to visiting Yachtsmen and members of recognised Yacht Clubs; in 1947 restricted to applicants actually having a boat at Itchenor. In no case may temporary members introduce guests.

In August the Vice Commodore pointed out to the Committee the inherent risks of making a mistake in selection of Candidates and that a couple of candidates could bring into the club a number of associates before it was realised.

He proposed a 2-year seniority rule for all proposers and seconds,

This was agreed and, although it required a change in the Articles of Association officially, it was approved immediately on a one-year basis in 1947. At the same time the one month time lag between selection and election was introduced.

In 1947 the Committee agreed 12 Special Service Memberships, which were in fact Card Memberships and carried no right to introduce candidates. Life Membership was granted to Mr & Mrs Wallace at £25 each based upon a computation of average membership of 5 years (this was in fact the Pre-War Life Subscription which had been seldom used). Later computations put average membership life at 10 years.

Membership reported as 346 adults had been virtually restored to pre-War levels and the Committee decided there were only 6 vacancies, so out of 7 applicants they elected 6 and placed one on the waiting list. The Committee was very 'green' on the subject of controlling selection and tripped up over its own rules.

At the end of August a new procedure was inaugurated. A list of applicants was to be posted, prefaced as follows:

"The Committee has received the following applications for membership"

and followed by:

As and when vacancies occur this list will be considered in toto; order of applications confers no priority. In November the Committee elect only the Cadet applicants, and put all the adults onto the waiting list.

In 1949 there was further discussion on the maximum number of members and it was then decided to raise the limit from 350 to 400. But rather than control elections to fill a maximum number, the committee, having regard to the computed membership average span of 10 years, decided to elect 40 new adult members every year. About 20 before Easter, 10 more before mid-Summer, and 10 thereafter.

They then selected 17 out of the 30 applicants.

The Committee had now abandoned the practice of considering election at every Committee meeting and had restricted it to 3 times a year. This was repeated with an extra meeting before Christmas each year until 1956. After that there were only 2 Selection Meetings per year, and no other business was done at those meetings.

The effect of these policies can be seen in the membership statistics. In the five years from June 1947 to March 1952, Full Members increased from 345 to 368, say 7½%, Juniors/Cadets increased from 31 to 65, say 202. 

In 1950 the Committee was worried that the current election procedures against a heavy and increasing demand was not always producing the best results. Upon the proposal of Gavin Anderson, it was agreed to place a copy of all applications in a public file, and members were invited to underwrite those applications which appeared to them to have extra merit. This was done before the Selection Committee had seen them.

In January 1951 a meeting held in London was referred to as Selection Committee Meeting and the intention to elect only 40 new members each year was reiterated. The Committee had some difficulty in making up its mind and during 1951 minute 3 separate "Pecking Order" lists and priority:

1) Locals,
2) Class Boat Owners,
3) Crews,
4) Wives (Jan)

1) Local Residents,
2) Wives,
3) Crews,
4) 14 ft Int. Sunbeams and Swallow Owners (Dec)

At the March ADM in 1951, a policy statement was agreed between the Committee and the members that action would be taken:

a) to encourage youngsters keen on sailing
b) to recruit for established classes
c) to provide crews
d) to welcome family members

Total membership at that time was reported to be 464.

In 1950 it had been decided to increase the registered membership to 450 and later not to increase this again for the next five years until there was more accommodation.

Two more hurdles were introduced to the course.

In 1952 it was decided that any application which failed to get elected in 2 years should be removed from the file and the proposer notified that if he wished to proceed with that candidate he would have to be proposed and seconded again with letters etc. For the record at least one candidate did all this and was duly elected.

The second change was the requirement that all Candidates must either know or be introduced to 2 Committee Members.

In 1954, Committee spoke of slow growth with priority to Racing Boat Owners, and in 1955 conditions were described as intolerable and there was to be no increase until more accommodation was available.
The actual method of selection which the committee worked out to enable it to control the pressure worked as follows. First the Secretary reported the state of the membership and the committee then decided the appropriate number of candidates to be selected. The applications were then considered in alphabetical order with the accompanying letters read. Using the school exam marking system, the candidates were rated against a hypothetical owner of a non priority class boat rated X8. The nearest break to the prescheduled number of vacancies determined who had succeeded, usually X6 and X only.

(The pressure on membership continued to build up, often the ratio of selections to applications was less than 30:1).

The Committee still got into trouble with its selection procedures, and had to introduce some further overriding rules. This arose because Bruce Banks had a habit of introducing fiancée crews for his Firefly. They of course earned priority marks and got elected; Bruce then removed to the 14 ft Internationals which required a man to crew. Thereafter the Committee looked askance at fiancée candidates and wanted to see marriage lines first. On one occasion a quorum of the Committee being found to be present, a bride was elected at her Wedding Reception.

Whereas between 1947/1958 adult selection had been the subject of close scrutiny, that of Cadets had been the very opposite. They were elected directly by the Committee without going onto a waiting list, this was because if they were held up they could easily cease to be classified as cadets. The cardinal points of selection were the correct answers to 3 questions. CAN YOU SWIM? HAVE YOU GOT A BOAT? WILL YOU SAIL IT?

Undoubtedly this policy was the foundation of that very successful phase of the Itchenor Sailing Club - its children’s(Junior) Fortnight and all that goes with it.

As the difficulty of entry was increased so the resignations decreased, and members who had ceased to use the Club very much continued their membership. This continued until 1957 when resignations were increased by 50%. The small drop in membership for one year after 50 or more resignations lasted only one year; additional selections restored the total at once, and the total membership continued to bump along at about 600, a figure first reached in 1955.

ITEMS UNDER REVIEW 1947/1950

1) Club Handbook
2) Access for dinghies
3) Facilities for launching & storing dinghies
4) Club Building Development Plan

Club Handbook The first 1933 Club handbook had its Club burgee printed in colour on the Elyleaf. In 1948 there was substituted an heraldic description of the burgee which was drafted by Jim Gilbert, the founder secretary, this continued until

Composition: an entirely new first section was introduced incorporating the status of Itchenor Sailing Club Limited and setting all rules governing the election of members, their classification and subscriptions etc. This resulted from the considerable time and discussion given to the subject by the General Committee in 1946; no significant changes were made.

The courses from Club Starting Line, together with various Sailing Instructions, were omitted and a separate Course Card printed.

A new section provided Sailing Information as distinct from Racing Rules and Sailing Instructions; almost the entire content was new and referred to Landing Stage, Dinghy Stage, Sail Drying, Club Boatman, Outboard Rack and Officer of the Day; where it is stated - each member is required to attend at the Club on the day shown and will be responsible to the Sailing Committee for the conduct of racing on that day. If unable to attend he is responsible for finding a competent substitute.

Another new section set out the duties and responsibilities of the Officer of the Day.

Racing Rules in 1947 contained additional rules concerning Shortening Courses and Time Limit and omitted all references which concerned Handicap Racing. Conditions for Sweepstakes Races and its holding of Challenge Cups and Trophies. It was now required that in all races boats should be steered by members of Clubs recognised by the TRA not just recognised Yacht Clubs as before.

The last change in content was the omission of Club Classes and their ownership which had been introduced for the first time in 1939. This section was not re-introduced until 1949 since which date it has always been included.

Cadet members were no longer listed separately but included in the general list.

Handling Dinghies Before the war and immediately after there were only two ways of getting a dinghy onto the stage. Either you unloading in Darley’s Car Park and carried it through the garden shoulder high, or you launched it over the single on the Village Hard and paddled round to the Jetty. With increasing numbers both these methods were becoming tiresome.

In March 1947 the Committee discussed resurfacing the path along the foreshore under the sea wall between the Club and the Street. The Commodore read out certain letters from the archives, regarding the use of the shore road by vehicles. Access along the shore road was not very practical for current Club purposes and its use lapsed to such an extent that the right of way was doubted.

Now however it provided an easy, convenient way to bring in dinghies on their road trailer right up to the stage. Liaison was established with the Harbour Committee and the Parish Council. Initially both bodies, whilst eschewing any idea of enclosure, agreed to support any right of way open to the Public, later the Parish Meeting had second thoughts. Nobody had any objection to the initial idea of a trailer propelled by hand and in fact it was used as soon as it had been repaired.
Cruiser racing got under way in 1949 and representatives were nominated for the Federation Cruiser Sub-Committee — a very distant but direct forerunner of the Chichester Harbour Cruiser Racing Club.

The Swallow Class did not materialise then. The 12 sq metre Sharpie Class, which had been racing jointly with HISC and DMSG in 1948, did not have a programme in 1949.

1950 was a year for innovations and it started off with the appointment of J. S. Widdows as the new Treasurer. Eric Johnson had retired in the Spring of 1949, then we had the introduction of the Racing Fee at £1 per season for one or more races. Bouyancy tests came into fashion and 7 official observers were appointed. It was decided to revert to Hard-Back for the Club Handbook again at a surcharge of £7.

Meanwhile at the March AGM members were starting a number of hare. Mr. Drummond wants all the club's cruisers to be placed together during Itchenor Week and dressed over all.

Lofy Gardner sees no need to enlarge the Club or its facilities, but would like to see a young lady member on the Committee — this took 28 years to achieve.

Ian Butler wants more female accommodation to be provided, this did not take so long.

The "1949 Club Development Plan" which embraced all the work actually planned and carried out up to 1960 was published on the notice board for members to consider before any work was undertaken. It was reported that the working parties had completed new Jetty and Stage.

And a new plan for plumbing was envisaged. The year finished with the decision at the Autumn Meeting to go ahead immediately with the first phase of the Development Plan; and then arrangements for Festival of Britain year were discussed.

At the Spring Meeting in 1951 Peter Wannop was thanked for conducting the first Club Auction Sale of lost clothes etc., it realised £24. It was decided then by a show of hands to continue with the Club Development Plan (Phase I had been completed) as and when finance was available.

EXCITING INCIDENTS

The Keith Shackleton episode took place in July. It might have been a tragedy but in fact it turned out as a comedy at least for those not involved. Keith and his crew Teddy Whitehead dined at ISC after racing and decided to return home to HISC after dinner, sailing a Sharpie. The wind was increasing rapidly and some members, worrying about their safety, rang up HISC in due course to enquire if they had arrived. When, after allowing adequate time for making a passage, they were still absent it was decided to send out a search party and the Anderson's and others embarked on Brig. Gambier Parry’s Motor Cruiser. Unfortunately they ran aground
in the vicinity of Deep End on a falling tide and spent most of the night there in safety and comparative comfort. However they were able to report their plight on the Radio Telephone and so a further relief/search was organized. At first their expedition was fitted out by Rex Jansen at R.I.A.S., who, with the help of M. Sharpie, had a proper dinghy ready. 

About breakfast time it was disclosed that Keith and Teddy Whitehead, having been brought up on discretion and valour etc., had decided not to cross the Harbor entrance on a falling tide in bad weather and had made their way by sea to the east alongside Teddy Whitehead's cruiser moored at the bottom of the Thorney Channel. They also spent the night in safety and comparative comfort.

In 1955 there was another episode later on when a young member had had a motor accident. When the Medical Officer arrived he found a young member with only a sprain, but the other member had a fractured leg. The Medical Officer arranged for the member to be taken by helicopter to hospital. The other member eventually appeared on a beach a good many miles to the east, at Bognor Regis, I think.

These episodes resulted in some fairly caustic remarks by the Commodore at the General Meetings about foolhardy sailing not being appropriate to the Club's reputation.

There was another event which had occurred at Easter sometime earlier. David Pollock on going to bed in No. 8 bedroom heard cries and shouts from the fairway in front of the Club and went downstairs to alert those members who were still present. Various members took off in dinghies. A man was in the water and in the morning the man was found with a number of broken ribs. He was later found to be a member of the Club. The man was taken to the hospital.

CLUB WORKING PARTIES

Large scale working parties had originated in 1948 under the direction of Mike de Stone and assisted by the Rear Commodore, David Pollock. This coincided with the de-control of soft wood and although the Club could not obtain Building Licences to employ Labour they could buy timber and nails and other materials. The Club then employed a number of men to help with the building work. The men were paid by the hour and the working parties were held every Saturday morning. The working parties were very successful and many members participated.

The stage and jetty working parties were mainly composed of dinghy members but all classes participated. During this work it was suggested that members might next try plumbing.

The work on stage and jetty was finished in the Spring of 1950. During the next winter the Club acquired a licence to build the new Clubhouse and the "SNUG" in addition to the Club Lounge, and working parties tackled sundry ancillary jobs.

At the Autumn General Meeting in 1951 the Committee had offered the following alternatives for following Winter's Working Parties:

1. New Plumbing and central heating
2. Re-arrangement of Bar and Rebuild Fireplace in Lounge
3. Replace sail drying arrangements displaced by Phase I extensions, with masts at the side of the dinghy stage

Club decided to give preference to 1 and 3. At the Spring Meeting in 1952 it was reported that the new working parties and central heating arrangements were completed and working satisfactorily.

In the 1951/52 winter, with the help of Hugh Way and Kenneth Newsome Davis, I undertook to plan a Central Heating System for the main Club Building. This was to make it more habitable for members during the winter so that they could tackle further working party projects. We engaged a professional from South who was known to myself and the Commodore to tell us how to do it. The project was to start the central heating system at the bottom of the return pipes and, working up each branch and maintaining a steady rise on all the legs of the network. This involved being able to make a hole in the ceiling of a room directly above the hole in the floor through which the branch is growing upwards. As the walls of the Club are not noted for being particularly straight or even, this involved a nicety of measurement at which some members became very adept. We were working entirely in steel pipes which cannot be easily bent. The second tip was to get each piece of pipe with the next fitting already tightened up on it. This was measured from 3/4" inside the last fitting to the next obstruction wall or ceiling etc. so the order would be for say 3/4" pipe 6" to back of Elbow/tee etc.

The dining room had been cleared and was equipped with benches carrying pipe, vices etc. and the larger and beehive members of the working party were posted here to saw and screw pipes to the order of assembly gangs, usually two members who made holes and screwed together the pieces of pipe, they could not order the next piece until they had fixed the last.

The pipe screwing party dealt in at least 6 different pipe diameters and resisted having to continually change their dies, so they tried to rationalise matters by concentrating on one or two pipe diameters at a time. The adjacent Bar was a convenient waiting room, but we betide any assemblers who waited after receiving their bit of pipe.

When we started the first pipe to lay was the main return under the bar and Bruce Banks borrowed a Kango hammer from Wilts County Council to break up the concrete floor. Everybody had to have a go with the hammer, and Stewart held the Lead Club Water Main. Luckily Arthur Aldred, the professional advisor, had his full equipment with him and quickly "wiped" a joint which had been beyond the capabilities of the members.
At the same time as the central heating pipes were being put in we also revised and renewed the hot and cold water services, and although no extra basins were installed, except those in the new cloakrooms, we did leave space in the pipes for basins in each bedroom. A year or two later Bill Adams presented basins for bedrooms 6, 7 and 8 and moreover came down and with the help of Gaby - his wife - he installed them and their drains.

As the last working party when it was expected to complete the job, Arthur came down again to assist with commissioning and in fact he fitted the last radiator. When the water was turned on there was a great gush of water and it was discovered that the radiator which Arthur had fitted had no plug at the other end and as this proved to be the only leak, he endured good naturedly a measure of ribald reproof. When a plug was inserted the whole system worked as planned.

There was however one other incident; we had installed two Copper Calafires separate from the main system to supply hot water for kitchen quarters. A vacuum was somehow created and they started to collapse and crumble. I did not know what to do and finally we connected them temporarily to the mains cold water and the mains pressure blew them out again! Hilary had the job of watching and reporting to me at the tap.

At the Autumn Meeting in 1952 it was decided that the working parties would undertake Phase IV of the 1949 plan including a chimney for the new boiler and a clothes drying room area. This provided an opportunity for working party to practice brick laying. But at sight! Reduced accommodation rates of 3½ nights for Bed and Breakfast for working parties.

A suggestion from J.A. Gilbert for earlier races on Sunday to help for profit did not get enthusiastic support.

It is appropriate to record some of the social activities which contributed to the life in the Club House in the immediate post war years. The membership comprised a considerable number of ex-servicemen and they demonstrated their release from service discipline by activities which would certainly have been frowned upon in the 1930's, though there were occasions such as when Anne and Gervin were dancing on the tables at the Dog & Duck restaurant in W. Wittering. In 1948/50 one expression of this was the Glee Parties who sang to the moon from various local jetties.

One fairly short lived craze was the Canasta Group who played regularly in the lounge on Saturday nights. Some thought to the detriment of bar sales. It was said Yacht Clubs played Bridge and Sailing Clubs played Canasta.

In the immediate post war years the Club was open all the year although the sailing season was shorter. So it was natural that children's parties as well as one for grownups were organised during the Christmas holidays.

Attention was drawn to an article in Blackwood's Magazine about "transit" built at Itchenor in

The receipt of a Club History by J.A. Gilbert and a history of the Harbour by E. Leete were recorded, the former to be put away for a number of years when it would be more interesting.

CHILDREN IN THE CLUB

In 1953 the Committee became rather suddenly aware of certain social changes that had come about since 1945. Up to those members with young families almost invariably employed somebody to help with looking after their children and consequently could usually come to the Club, leaving their children at home in responsible care. By 1946 most of these children had grown up to cadet member age, and the post-war elections contained a large number of single young people without family responsibilities, there were few elected who had young families.

Six or seven years later a number of these single people were married and acquiring family responsibilities. This did not apply only to Itchenor Sailing Club but also to all the other Clubs from which visiting competitors came. The Club Rules of 1949 to 1953 do not mention anything younger than cadet members, and made no provision for members/visitors' younger children. It was presumably thought that they would continue to stay at home. This was not considered any longer to be fashionable, so members and visitors brought their families with them. Some individuals proceeded to abuse the situation and by seeking to get services to which they were not entitled, they drew attention to themselves and their children. So in May 1953 the Committee decided to circularise members to the effect that children not yet of the age or experience to qualify for cadet membership should not be present at weekends (later defined as Friday Noon until Monday 9 a.m.) and a new House Rule (7) appeared in the Club Handbook 1954 to this effect: in 1955 it was restricted to the Sailing Season only.

Protests were considered by the Committee at its June meeting and again in August. The matter was raised at the Autumn AGM in 1953 and David Grieve asked for a differential between those accompanied by parents and those who were not. The availability of the Bar to Cadets was disallowed in January. They were offered a soft-drink service at the Buttery. In July 1954, in response to a question by Club Captain, it was stated that one or two members had resigned as a result of the changed rule. The rule was again raised by Mrs. Pennan at the Autumn AGM in 1954.

Finally having got past the Pierpont Road problems at the Autumn Meeting in 1955. A number of members led by S.R. Morris, A. Bridge, A. Poord and D.W. Grieve all critised the children's rule as it was excluding many young couples from membership as well as potential cadet members.

As a result the Committee approved in draft the Honorary Child Membership Conditions in November, and all these were incorporated in the 1957 Club Handbook. A further concession in 1959 allowed Wheeled Child Transport Vehicles onto the lawn behind the apple trees and there the matter rested for the next ten years or more.
NEW BUILDING & PIERPOINT ROAD

At the Autumn AGM in 1953 the Committee announced their decision to proceed with Phase II of the 1949 Development Plan. Later, Mcl. Wallace drew the Committee's attention to the roof of the old 18th Century cottages and warned that considerable expenditure would be necessary. It had to wait 28 years for attention. When it was done all the basic timbers was found to be sound and our 1955 working parties could have coped.

Entrance fees, which had doubled in 1947 to £8.6.0, were increased to £8.10.0 to match the increased value of club assets.

In January the progress of the Sail Room was discussed and it was provisionally decided to put on a temporary flat roof so that it could be used in 1938. At the same time it was learnt that following the death of Sir Andrew Caldicott, Pierpoint was for sale. The Committee were of the opinion that Pierpoint could not be voidly incorporated into the Club but did decide they would like to purchase the freehold of the road separately, if they could. This decision was repeated twice again by different Committees.

The Flag Officers and Committee had been aware of the weakness of the position in so far as the Club owned a freehold with only a pedestrian right of access. They had to be very careful not to prejudice the possibility of re-establishing the Club here once the freehold was purchased. At the same time there was the possibility of one day buying the Yellow House (now demolished) or the Pierpoint Road. The situation was, of course, further complicated by the fact that the only convenient access and the one always used since 1932 and before, was via the car park which all members used for their cars, but which was owned by H.C. Darley & Sons. This access was and is not only used by members but also by Tradesmen’s deliveries and the dustcart. An annual rent was paid for the privilege.

However incidents occurred periodically with insolent tradesmen and truculent members/visitors so that the Club was always uneasy about what might happen as there was no security of tenure. In 1952 the Darleys erected (quite properly) a notice saying "No Right of Way to ICHINORE DAILING CLUB". It had a similar gentleman’s agreement with Sir Andrew Caldicott in respect of the use of Pierpoint Road for emergency purposes but no rights.

The Club had previously reached an agreement on a neighbourly basis with Sir Andrew Caldicott about the Phase II club development on the other side of the footpath from his property. But with a prospective purchaser in sight, negotiations were reopened to see if the club could purchase the freehold of the road or negotiate some more satisfactory lease of right of access. The solicitors to the Pierpoint party had meanwhile heard of the possibility of putting a flat roof on the Sail Room and were trying to introduce this point into Road negotiations. It was decided to refer the proposition to the Spring AGM of 1954. About 30 members spoke to the proposition and the final voting was 64/10 in favour of 2 floors and gabled roof.

In order to clinch the matter it was decided not to wait for next year’s working party but to have the roof put on by professional builders as quickly as possible. The space over the sail room was referred to as a loft.

The building working parties continued for more or less without interruption for 5/6 years and did involve a complete cross section of members from all the Racing Classes as well as a number of Cruiser Members. I well remember when we started on the Sail Room I had to go out on Saturday afternoon and left an enthusiastic gang of Cruisers filling a trench with concrete to form the foundation of the west side wall of the building. This they did but failed to check levels assuming, as they told me on Sunday morning, that they considered concrete as a liquid which would find its own level - it did not by 3" and we were quite stunned by then it had gone fairly well. However on Sunday morning a party of Galchester City Councillors came to consider official problems of planning of drains. One of them was John Smelling a builder contractor, and he said that we had a "plug" in the wall. He very kindly took off his jack, borrowed a crowel and laid up a taper course 3" to nothing. His skill at cutting bricks enabled him to do it in about 4 hours. At that stage in our mastery of bricklaying it would have taken the working party days not hours. In the previous year we had commenced our bricklaying activity outside of sight, building ladder etc., and the boiler chimney, the latter became a speciality of John Marshall's. I had managed to impress upon the amateur brickies that they must take up the corners first. Graham Haywood built up the middle and so did his neighbour but out of step. We also learnt the importance of keeping bricks dry in the winter time.

Although McLeod Wallace was the official architect, usually quadrupling his safety factors to allow for us amateurs, there was a time great danger of design by Committee gaining the upperhand. A case in point was the staircase up to the office. It was finished up with a brick wall, as I believe it was originally designed, but there was an iron bannister group and another pressing for various who then, for instance, 8 not to mention the post and tops protagonists. Anyway one Saturday morning, I think, when we had the place to ourselves Ian Butler and I build up the brick "bannister" to the steps and finished the argument.

It is worthy of record that there were only two serious accidents during the whole of the construction programme. In Autumn 1953 we had to dismantle the old wooden hut used as changing room. Dr. Bertie Wells was using a long beam as a lever to pry something apart, when it slipped. He was found squabbling beside a lavatory pan, almost knocked out, with a broken jaw. After first-aid Hilary drove him to the Hospital at East Grinstead for expert repair work to his jaw. The other was another mishap when Todd Ingles slipped on his artificial leg when going down a ladder in the space alongside the staircase. I was standing in the passage below and broke his fall to a certain extent without suffering any great damage. There was a certain amount of bother and the ambulance was summoned. The south-wal of the building had not then been built and after an interval there was a great ringing of bells and instead of the ambulance we were expecting a bevy of firemen zooming in from Plough Lane. Leaning out of the window and they were the Green belt on fire in a mud berth and Todd went off in the ambulance. It transpired that he had several broken ribs but his artificial leg and its contrivances was the major casualty.
The usual working hours were on Saturday 2 p.m. until 8 p.m. with a break for tea at 10 a.m. to 4 p.m. with a lunch-break on Sunday. One Sunday morning towards the end of February, just as we were finishing tea about 5 o'clock, somebody came into the Club House and said "Your roof is blowing away". We had just finished covering the rafters with the roof covering, but it was unusually windy, and the wind had started to blow strongly again. We were all surprised to see the roof coming off, and we quickly went outside to look. We could see that the wind was strong enough to lift the roof off the building. It was a very exciting moment, and we all hurried to try to hold the roof in place. We were able to do so, and we were able to work on the roof and put it back in place.

At this time a number of new members found their first introduction to the Club was either via a shovel, hammer or paint brush and this did form a very satisfactory initiation procedure which established many cross-class friendships. Many of the wives and girls took up painting, but for many of the younger practitioners it was difficult to make them understand that the more the work was preparation, and the almost essential involvement of those who took them through the process, painted brushes and putting away the paint, neither of these chores really appealed to many of the younger painters who wanted to see instant results of their work.

As far as I know the ISC Sail Room is one of the few rooms designed in the pre-war years for the purpose of drying and storing of sails, and it was probably quite unique in still being used 25 years later to accommodate the Sunbeam and Swallow sails for which it was specifically designed.

At the Autumn meeting in 1956 it was stated that the working parties would complete the interior of the new building on ground floor thus re-installing the Changing and Cloak rooms which had not been available since 1956. The programme had been delayed during 1954/55 due to disputes with Miss Porter at Pierpoint, but by stupendous efforts in 1955/56, the shell of the new building had been completed and the building erected on to the roof of Pierpoint Lane at the request of Stewart Bayliss who represented the outer wall of the workshop and SAIL Locker Bay we constructed the outer wall of the workshop and SAIL Locker Bay. However, we constructed the outer wall of the workshop and SAIL Locker Bay.

At the Spring AGEN in 1957 it was reported that the structure of the new building was virtually complete though some fitting out in the bathroom remained to be done. The loft over the Sail Room which and Drying Room remained to be done. The loft over the Sail Room which had been sub-divided and the was first used as a 6-berth bunk room, had been sub-divided and the was now proposed to create a summer office in the remaining section at the East End.

TROUBLE BREWING

It was about this time that slowly mounting criticism of some club policies were noted and reported. There were internal comments about class cliques and the external comments about high-bitted attitudes and lack of welcome to visiting yachtsmen. Keith Shackleton wrote some mildly satirical articles which were published in Yachts and Yachting about the rival fleets of 14 ft Internationals at Hayling Island Sailing Club and at Itchenor. He referred to them as Seething Beach and Tattersham respectively. In retrospect these titles were not unearned. The first sobriquet was the anathema of the second, which arose as follows. During the Fifties E. Bridges Webbe, with his family, were members of the Itchenor Sailing Club, and his business interests included the London Illustrated Newspapers, one of whose titles was the "Newspaper". For a short period ISC appeared in the glossies with pictures subtitled Mr. S. and Mrs. P.Q.R. and friend about to board their X boat. Concern arose as to how a photograph including in the background a row of houses baskets could be appropriately sub-titled.

Fundamentally Club election policies did disappoint many people and some of them adopted a sour grapes attitude, others were jealous of the success of Itchenor Sailing Club at that time, but without much doubt much of it was fomented by the Club's draconian decisions taken without warning, though not without provocation, to exclude children under 14 at weekends. Another criticism was that new members found it difficult to integrate.

This was countered by the initiation of the Vice Commodore of the New Members' Cocktail Party which was organised for the first time in 1957 on May 27th.

Also there had been a project earlier to build an estate of Yachtsmen's Cottages in Itchenor Park on the West Side of the shipyard. Since the establishment of the "Chichester Harbour Area of Outstanding Beauty" such a project would not be entertained but at this time local action was necessary and ISC led the opposition. This action gave great offence to some members who were interested in supporting the scheme.

At the end of May a disastrous helicopter accident occurred on the Club hard by which Sir Francis Mellish was killed whilst walking down the jetty to greet a friend who chose this novel means of transport to come to a sail with him. Some of the Club staff were standing by the wall watching that sudden accident in front of their eyes had a devastating psychological effect. Jean Kilroy had to have special leave to recover, and the catering service deteriorated.

CLUB CATERING

Itchenor Sailing Club embarked upon its catering career in 1951 with the appointment of Mr & Mrs Downton at a salary of £75 p.a. plus 1% on bar profits and what she could make out of catering. Their 2 daughters were employed as waitresses. Mrs Williams who had been cook in 1951 returned in 1946 as Housekeeper Caterer. Thereafter the history of the Club catering is one of adapting to economic pressures, and there were 3 fields in which basic changes were made.
First in 1946 it was realised that with an increasing demand there was no prospect of continuing waitress services in the Club. Alterations were carried out during the winter to permit the Canteen arrangements, then often used in factory canteens. The whole change was done in one step and only detail changes have been made since.

The second change was the replacement of conventional Club staff - married couples usually, and their associates by people who enjoyed a "life-style" comparable with that of the members, and who could better appreciate the peculiar requirements of the Club. This change was introduced in 1951, following a number of occasions when the weather delayed the peace of Ithencroft, found the married couples, having won in Whitson. Also the general experience with married couples was that usually one of the pair carried the other. If they were both very useful then like Mr. & Mrs. Hare they were off to run a business on their own as soon as they could. In 1948 the Club thought about contract catering, but were firmly told by Harold Garwood, then co-opted to the House Committee, that from a commercial point of view the Club catering (26 weekends and 1 full week in August) was entirely non-viable. Mrs. Mary Wilson, who had close liaison with the Officer's Club at Aldershot, joined in the House Committee in 1950. Later she introduced Daphne Jones from that environment to take over as Caterer/Manageress in March 1957. She firmly set the Club catering on its new course as far as the permanent resident staff were concerned. The old tradition continued, however, in the weekend staff brought from Portsmouth by Mrs. Haycock and her daughter for a number of years.

During the years from 1946 to 1953, there was food rationing in decreasing degrees of severity and a great deal of the Club's menu had to be made up of rationed food. For instance, on one occasion in 1947, the House Committee ruled breakfast to be sausages and fish cakes alternatively. "Points" returns had to be made of every single snack item, counted separately. Great efforts were made to obtain rationed food and one staff member, B.J. Elson, I believe, knew somebody in the pig and sausage division and got a consignment of sausages every week which arrived at Liverpool Street station on Friday afternoons, whence it was collected and taken, often by another member, to Ithencroft on Friday evening. At the October meeting in 1952, Commodore publicly thanked a number of members for arrangement the transport of sausages.

Another result of food rationing was that every meal eaten out was a meal saved at home. Daphne Jones in her enthusiasm had inaugurated a mid-week meal service for local residents - particularly on Thursday, but actually any day by appointment. This arrangement had set up a precedent which became an embarrassment as soon as rationing finished in 1953 and the number of mid-week dinners diminished.

The third change enjoyed by economic pressure was the diminution of service. In 1953, comment was made about the cost of keeping the club open all the winter, but no action was taken. However, there were complaints in 1955 that the mid-week meals were not always available and that this led to an inquest by the General Committee in November. Club policy was that the committee would meet to make a decision as to the Club's catering policy and no decision was made. The Commodore, however, says that he was informed by the Committee that the Club should undertake some sort of catering policy and that the Caterer was asked to submit a full service of meals all the week. The Committee endorsed the House Committee's proposals of limited mid-week service i.e., no evening meals on Monday, Tuesday, Thursday and Friday, except for residents and visiting sailors. In 1956 the Club introduced a No Service Day in winter, and further restrictions of the same kind have continued since.

**Administrative Matters**

From 1936 onward, the Committee had responded to offers on honorary membership to Flag Officers from many - mostly navy - Clubs by reciprocating. The list grew each year. In 1956 they decided to preclude the position by offering Honorary Membership only to Harbour Clubs and Clubs on the Thames associated with int 14ft Class and Fireflies.

At the Spring meeting in 1956 the members again discussed the Club Handbook. This had been a continuous bone of contention at AGM's for several years as the revenue from their sale never covered the costs of printing. Now the annual subsidy was between £50 and £60. After everybody had had their say, John Beadle proposed that the Club should carry on as before with an annually revised handbook. The motion was carried with an overwhelming majority, and the item did not appear as an AGM topic for a long time, not in fact until 1972.

Later in the year the new Club Tie with the Dolphin & Trident Motif copied from the wind-vane became available after two or three years of discussion.

At the Autumn Meeting in 1954 Captain Coppinger's resignation was finally accepted; he had for family reasons to settle at Poole and could no longer think of a life away from his family. He asked to be elected Hon Sec with Mrs. Curgenvern as Deputy Secretary. She lived in the Club and dealt with day to day matters; she had a dog which she tried to keep out of sight, also "Cup" was presented with a terrier called Caesar and their joint presence on occasions provoked some highly satirical comments from Sidney Drew on the Dog Rule!

During 1955, although now only Hon Secretary, Capt. Coppinger continued to exercise control as executive head of staff and things went on as before. For 1956 the Club reverted to its previous arrangements and appointed Commander Robertson (ex-New Zealand Shipping Line) as resident executive secretary in November 1955. His title was changed to Honorary Secretary in February 1956, and Mrs. Grindley became Deputy Secretary about the same time. However his health did not allow him to continue and Commander Robertson left before mid-Summer.

After considerable deliberation it was noted that out of 5 single men who had served the Club as full time resident Secretary since 1934 only one, and he almost a teetotaller, had retired. The 1955 System on a non-assistant Hon Secretary backed up by a residential assistant who kept the book and Catering Manageress seemed to have worked quite well. The latter kept her own Trading Account and reported directly to the House Committee, and the Hon Treasurer overooked the bookkeeping. It was decided to continue these arrangements and Cadre Chambers was introduced in June, but not finding the job to his liking he was succeeded in October by Cadre Grant who had been Hon Secretary of the Bembridge Sailing Club. Miss Lewis whose previous experience had been limited to a Tea Shop assistant as Catering Manageress, in practice all house affairs except the bar came into her province. Mrs. Grindley left in March 1957 and Josephine Timmswood stepped into the breach for the third and last time.
In Rosemary Leonard joined as assistant secretary.

Miss Lewis' establishment was initially the same as set out by Capt Copping in 1948 but with more additional summer help in June/August to cope with increased membership activities.

In 1956 because of the obvious difficulties of making alternative arrangements at short notice, it was resolved that Sitting Tenants of Club residential accommodation should each year have first refusal to renew their tenancies. This applied to dormitory and bunk beds as well.

At this meeting it was agreed to abolish the 8 a.m. gunfire every Saturday morning just outside Stewart's window. It has always been retained for Regatta Day when races always start early.

The Commodore, Sir Geoffrey Lovel, announced that he intended to retire in the following October when he would have completed 20 years in the chair. There is no purpose in repeating here the eulogies expressed at his departure, as much of this narrative itself is a record of his achievement.

This was to enable the Committee Room to be used as an extension of the Lounge at periods of great pressure. The "old" men's dormitory at the top of the old building was re-allocated as the Girls' Dormitory.

The autumn meeting in 1957 was almost entirely devoted to the revision of Articles and adoption of the new management structure. First a new article was adopted to regularize the methods of ensuring two new faces on the committee every year, this had been outstanding for 12 months.

Next the Club approved the alternative of the new management structure, instead of secretary manager (which in fact came as well later). Finally the Officer and Committee were elected in line with the new Articles.

It was also decided that grandparents were acceptable as an alternative to parent in HC rules.

RIGHT OF WAY ALONG FORESHORE

At the next Committee Meeting 16th November, an apparently innocent decision resulted in a deluge of trouble releasing at once all the pent-up resentment of the Club's omissions and commissions for a decade.

It has been the habit to replenish the shingle on the Club Hard at annual or bi-annual occasions by having a barge load brought up from the winter or spring. This was not allowed for in the winter. In 1954 and 1955 the work was undertaken by the Harbour Committee with some success. However, this year the work was undertaken by the Club and the Village Hard wrote a letter of complaint to the City Clerk in Chichester who, in turn, caused a Parish Meeting to be held. At this meeting there was valuable

complaint about the "damage" to their properties by these frontages. A Committee Member who had residential qualifications attended the meeting and when a vote was taken it was found that only 8 voters, the 4 members of the Committee plus the Darley family, supported the Club against 18 others who included some Club members. Subsequently the Admiral and the Commodore had a meeting with Town Clerk who had a number of reasons to deny them access to the Hard. Clearly the objectors were not making much progress, so they shifted their ground and threatened in July that all shareholders, covering in addition to the right of way, the existence of jetties and stage obstructing the pedestrian right of way and also disturbance of the peace by the firing of guns. As the last claim might set a precedent, the Club consulted and got the support of the TRA, the Admiral currently a member of the General Purposes Committee supplied the liaison. Two written representations of these were spoken of, one by the three frontages and the other by the Community.

In October the first writ was served but the second one by the Commoner never materialized. Long legal delays followed waiting for it.

Due to the good offices of the Rector a meeting was held in February between the Commodore and Mr Riddle, one of the frontagers, the discussion was lengthy and it transpired that Mr Riddle was speaking for those who thought that Miss Porter had been roughly treated by the Club, obstructing her view with the new building and constructing dormitories instead of Sail Lofts over the Sail Room.

Mr Riddle also expressed the view that the Village interest should be safeguarded by having some members on the Club Committee!

Subsequently the Commodore had informed the Rector that Sir Geoffrey Lovel, had shown to Miss Porter the agreement between the Club and the Caldicotts' concerning height and type of new building.

About the same time 2 members of the Committee reported two separate members of the Club they had heard criticizing the Club policy in public. They were invited to meet the Committee to discuss their views but declined.

On March 20th Wing Cdr Briggs told Mr Riddle that he would shortly be using the Foreshore Road for bringing in gravel for the maintenance of the Hard - he did.

In August Mr Tisdall came into the picture and the case dragged on until 1960 when it was heard that the next round of negotiations on Pierpoint Road.

In the final settlement all reference to guns and jetties and stages and gunfiring were omitted and a lease was negotiated by all the three frontagers and the Club (the final lease was signed in 1961) setting out the terms of agreement which provided for the Club a right of way which, although nothing towards the fundamental problem of full vehicular access, did provide for the Club all it wanted in respect of...
boats had started in the 1958 practice race and 43 came back on October 12th for the number of starters in the Gallon race to 59 in 1961, 64 in 1962 and the zenith was recorded in 1964 with 65 starters. Only 51 starters came to the line in 1965 and thereafter enthusiasm waned to such an extent that the figures were not recorded.

During this decade a number of international Team Races were sailed in Int 14ft dinghies and ISG supplied the vast majority of the UK teams. In 1958 Canada, New Zealand and UK raced at Cowes; Canada won, they were heartily supported by their mascot Harvey Bongard who joined the team as they were boarding their plane. His lugage a toothbrush and several cases of Canadian Whisky. The UK team in 1958 which went to Toronto in 1961 were all ISG members.

The team was increased to 4 boats instead of 3 when they visited Bermuda in 1963 and ............. in 1965. On both these occasions 3 out of 4 boats were from ISG.

In 1969 the UK team to ............... which was not defeated at all comprised 7 ISG members out of 8.

Finally some notable Prince of Wales Cup events. In 1961 Stewart Morris won the POC and 5 races to count for POC Week Points Club at Falmouth. In 1961 the POC was held at Whitstable and the weather already bad at the start of the course to deteriorate. No provision then existed in the Rules to abandon a Race in progress; the local committee eventually achieved this by towing away the Racing Mark. Notable amongst those still racing then was "SOLERO" sailed by "House" Birkett and crewed by his husband Robert. A photograph in the Club Lounge taken by Hugh Simon records it.

In 1968 the Course for the POC was laid north of the "Bramble Sands" instead of its traditional site in Osborne Bay which was close to the main steam traffic lane passing south of Ryde Middle. On that day Queen Mary for the first time in history decided to leave Southampton water by the north passage passing North of Bramble and Ryde Middle. She passed at presumably her slowest speed through the race. She made no wash but was a colossal wind shadow and obstruction.

Racing congestion between the different Clubs had reached such a pitch that the system of Port hand and starboard handed buoys was introduced. Itchenor RC responded by devising the "Tramline" system of courses to comply.

The prize cupboard was started now.

Originally prizes were either Pewter Tankards of various sizes or specially bought once a year for the Regatta. With the introduction of Crew Prices for dinghy events, the extra open meetings and the extension of the Children's races in August, the provision and allocation of prizes became a major business. The Flag Officers solved the problem by the introduction of the Prize Cupboard where prizes were kept in stock, instead of being purchased for each event and the appointment of "Prize Buyer". John Bartle was the first holder of this duty and was the following:

1) The number of prizes to be awarded for an open meeting equals the square root of the entries

- 64 -

- 65 -
2) The total value of prizes to be equal to 66% of the total entries.

The allocation into value categories and the allocation of category to individual prizes were all at the discretion of the “prize buyer.” The only constraint was the total value of prize stock held at the end of year. Sometimes goods obtained on sale/return was used to augment the prize stock. Cupboards stocked on special occasions such as on Regatta Day. Initially prize winners chose their own prizes from the appropriate category shelf.

The following year 1959 was one of extraordinary fine weather and all Club activity was at a higher level: starting with the Open Championship weekend for the HM Class. This was commemorated by the gift of a Silver Heron which resides in the Barograph Case.

**JUNIOR FORTNIGHT**

For the first time in 1959 the children’s racing was concentrated into one fortnight around the beginning of August timed to coincide with Cowes Week. This really marked a change from the idea of the preceding week. The children were keen to ensure that there were some opportunities to race, but there was a big premium for local children who could put in an appearance all the time. The new system of which had been agreed on was to arrange their holidays and which had kept to activities on land. They also had a simple design build with Water Jet Propulsion, a simple design built exclusively, including boats with Water Jet Propulsion, a simple design build with Water Jet Propulsion.

**MEMBERSHIP**

Whilst we were coping with the Foreshore right of way affair another crisis arose, this concerned the Club’s election policies. There had been considerable comment at AGM sporadically by some of the experienced hackers such as Tweedledum and Tweedleded, Lofty Gardiner and Hedley. The Club had to impose limits on the membership. At the Spring AGM of 1959 members sought to impose limits on the membership. The feeling was so strong that the committee in respect of Club members felt so strong that the committee decided not to elect any new members in the Spring of 1959. The Club had to impose limits on the membership.

The background to this was the decision to increase the membership to 500. This was done by the addition of 110 in 1955 and the addition of 40 new members a year in 1951/1952. The Committee spoke of the increased total membership from 460 to 550. Slow growth in 1954 and “intolerable conditions” were reported in 1955. No action was taken until 1956 when total elections were reduced to 10 in 1957. But in 1957 about 60 resignations followed an increase in then 40. It was decided not to hold a further election meeting in 1960. This again was a policy error because the weather in 1960 was a lot better than that of 1959 and there was no further pressure from Club in General Meeting to restrict membership. It had already been decided to increase the subscription again from January 1962.

At the ensuing selection meeting in November 18th new members were elected of whom 50 were wives/cadets out of a total of 85 applicants. No more applications had been issued after the abortive spring selection meeting. This was later revealed as a cardinal error of policy. Three applications were discovered having been considered four times and proposers informed that they could start a new application if so desired. Up to this date the ratio of selection to applicants had varied between 20-60%. At the next selection meeting in April 1960 26 out of 73 were elected, but they were all either re-elections or wives and children. It was decided to hold a further selection meeting in 1960. This again was a policy error because the weather in 1960 was a lot better than that of 1959 and there was no further pressure from Club in General Meeting to restrict membership. It had already been decided to increase the subscription again from January 1962.

The Committee in 1960 were very concerned that the Club should not become a self-perpetuating closed organisation and decided unanimously to arrange for a fair proportion of new names in future. At the Spring meeting in 1961 only 18 members were selected out of 78 applications, 8 of these were dependents.

intention to keep steady at 500 excluding wives. The reason for working to keep the Club exclusive was based on a belief that so many members had ignored the four-times a year rule and introduced their wives as guests whenever. The Committee wisely decided the rule was unenforceable in relation to wives, and that it was easier to take their money. So from about 1957 all wives were properly proposed and seconded. They were also afforded priority in selection. By 1963 they comprised 20% of the total.

At the next AGM in October 1959, following a very hot summer with a lot of dry spells, the Committee fielded a number of resolutions from the floor of the meeting, but succeeded in avoiding any specific restrictions on their perogative in deciding election policy.

A special meeting was held to consider various proposals submitted by members, they were:-

1) To create a class of associate racing members without shore facilities. It was pointed out that such an arrangement was already available to the 200 Class but was not used and that it would not be practical for dinghy classes.

2) To control elections by a formula related to a 5 year average. The Committee thought it would be too rigid to cope with the continuous changes in members’ habits and their classes.

3) To hive off the Junior/Cadet element into an 'off shore' class. The Committee considered this to be an excellent suggestion, but regretted they did not consider the Club had sufficient stature or finance to support it. The proposal was repeated in 1977 when Jim Yorath offered his old boat for the purpose. The Committee again rejected the offer.

At the ensuing selection meeting in November 18th new members were elected of whom 50 were wives/cadets out of a total of 85 applicants. No more application forms had been issued after the abortive spring selection meeting. This was later revealed as a cardinal error of policy. Three applications were discovered having been considered four times and proposers informed that they could start a new application if they so desired. Up to this date the ratio of selection to applicants had varied between 40-60%. At the next selection meeting in April 1960 26 out of 73 were elected, but they were all either re-elections or wives and children. It was decided to hold a further selection meeting in 1960. This again was a policy error because the weather in 1960 was a lot better than that of 1959 and there was no further pressure from Club in General Meeting to restrict membership. It had already been decided to increase the subscription again from January 1962.

The Committee in 1960 were very concerned that the Club should not become a self-perpetuating closed organisation and decided unanimously to arrange for a fair proportion of new names in future. At the Spring meeting in 1961 only 18 members were selected out of 78 applications, 8 of these were dependents.
The Committee remarked that members generally made the most appearances in their first years of membership and restated the old adage that a constant in take was more important than a constant level of membership. So in November rather than in September and anticipating the resignations that would arise from the increase in subscription due in January 1962, 55 members were selected out of 119 applications. By this time the terrace had been completed and outdoor space was no longer a problem on fine days.

47 new members were elected in 1962 and 39 in 1963 but they were mostly the balance of the 119 applicants in 1961 and not many new applications, due to expense in issuing application forms.

The membership crisis had passed but between 6th September 1957 and 18th November 1961 less than 10 new adult members unrelated to existing members had joined the Club. Whereas older candidates had perhaps met these conditions elsewhere and were usually prepared to wait, undoubtedly a number of younger people passed by. This probably relates to the very sharp decline in Firefly Club activity after 1960.

The statistics are:


This trend continued until the interest in the Club did not extend to recording the class performance in the Record Book. The number of Fireflies owned reduced as an "entrance passport" continued to grow and occupy stage space.

During this period the number of adult members was maintained by promotion from Juniors etc. Some effort to control this was the introduction of a positive act by Juniors to secure promotion and a review of the transfer annually by the Selection Committee.

In 1962 a separate Quorum was required for Selection Committee Meetings and also for the majority of the whole General Committee including co-opted members. The result of reduced selection and particularly of suspending issue of application forms was disastrous; by November 1964 the Committee had only 20 applicants to consider and could accommodate all. It is admitted that only the 16 ft International and XOD Classes were attracting new members.

In February 1956 the Committee were no longer concerned as Class of boat an applicant had, nor indeed whether he owned/crewed a boat at all.

During August the Club hosted the American University Team who were competing (successfully) against the English University Team in a series of races in Fireflies organised by Martin Besie.

In September the Public School Firefly Races were held as a three-day mid-week event for the first time.

**PHASE III 1949 PLAN**

In 1951 the House Committee reported that two sittings for dinner on Saturday nights were becoming the rule rather than the exception. The House Committee appraised of this stage of affairs considered the matter and at a meeting on August 15th recommended the following principles to be the basis of improvements to be carried out next winter.

1) There should be a separate path for the return of dirty plates
2) The cash taking should be separated from issue of sweets or other fun at lunch times
3) Provide for continuation of "home-made" cakes
4) Regretfully to plan for regular two sitting dinners
5) Unanimously to continue the Table d'hote system for Club dinners and to abhor any a la carte system.

At this time the Buttery counter started at the end of the tunnel and was in line with west side. Two washing up sinks were situated under the windows with all the wall space taken up with plate racks. Two dumb waiters stood beside the sinks and the Buttery counter. Dishes were received all along the counter and had to be passed back overpast the dumb waiters to the wash-up sinks.

The weather continued 'set fair' and all records were broken on Regatta Day.

During the winter 1959-60 working parties carried out a re-arrangement of kitchen and Buttery areas to confirm with the principles which were proposed earlier. This involved cutting off a piece of the kitchen in order to make the wash-up area with its own dirty reception point, as now is.

In anticipation of changes, Cory the Builder had put in two RSJ's the previous year in the SE wall of the shed. This first enabled the Buttery counter and gangway to be carried through in the lower dining room. The second enabled the so-called covered way outside the kitchen to be used during the summer as a kitchen extension.

The Committee were concerned with the amenity of staff accommodation and decided that it was vital to improve these quarters if we were to have any chance of attracting the sort of staff we wanted in the future. It was therefore decided to proceed with Stage III of the original 1949 development plan and to have it done by professional builders in view of the need to finish all the work during one winter. Demolition and new plumbing work were however reserved for club working parties.

Three alternatives were considered, but the first which proposed to construct professionally the shell of the building to be finished by working parties did not meet the need for an immediate improvement in the staff accommodation.

The second alternative which was adopted at the Autumn AGM in 1960 was to raise the floor level of the "shed" to be level with the floor over the dining room and Buttery. It provided two bedrooms for permanent staff and two cabins for short term staff plus a staff bathroom. This work was carried out by Frederick File & Co. on a penalty/bonus contract and was completed one week early before Easter 1961. A temporary lightweight roof with a 20-year guarantee was used anticipating future developments.

The third alternative provided for an additional storey was considered too elaborate and not required at that time. Something similar was in fact done in 1981 when re-roofing of the Club buildings was finally achieved.
In order to pay for this work, which in fact constituted Phase III of the 1949 Development Plan, it was decided to repay all the Club's outstanding debt of £6,000 on unsecured loan stock. The Club therefore raised a further £5,000 by the sale of bonds, and the total amount was subscribed—a sufficient sum to pay off the loan and provide for capital expenditure. The proceeds were invested in a new building site for the Club's new home, and the new building was completed in 1952.

The development of the Foreshore area by Chichester City to the Club and frontages which were purchased earlier back to 1957 were finally signed in 1961. The Club's development was then completed, and the site was ready for occupancy. The Club's officers and members were able to move into their new home and begin their new life at the Club.

In 1963 the cover of the magazine, which had been a staple of the Club's publication for many years, was changed to reflect the new era. The cover was designed to reflect the new era, and the design was well received by the Club's members. The Club's officers and members were able to move into their new home and begin their new life at the Club.

The administrative problems of the Club continued to increase, and the Club's officers and members were able to move into their new home and begin their new life at the Club.

During the same period the Club's social activities continued to increase, and the Club's officers and members were able to move into their new home and begin their new life at the Club.

Finally in the immediate post-war years members had been willing to undertake all sorts of administrative chores. In addition to the sausage run described above, members of the House Committee undertook the annual stocktaking of pots and pans, cutlery, china, linen, furniture and furnishings. In many cases they also undertook the procurement of replacements. The only contribution from the Club Office to the annual revision of the Club Handbook was the list of members' names and addresses. The rest was handled by an Officer Sub-Committee, who still arranged the procurement. As the Club grew bigger and less intimate, the enthusiasm to undertake these chores waned, particularly on the House Committee jobs.

Another result of catering difficulties in 1960 was the realisation of the inadequacy of the Club's Larder, and the waste of food material which took place. In 1961 the weather turned sour unexpectedly. It was therefore decided to convert the larder into a cold room by the addition of some lagging and a refrigeration unit. This was installed before mid-summer and no doubt made its contribution to the greatly improved results from the House Accounts in 1961. Other factors were Anthony Stiule, a law
student, who was very zealous in running the Bar and the introduction of cigarette machines to remove their stock and sale from the bar counter.

At the beginning of 1962 Miss Lewis came back for several weeks to help out during the absence of Judith Evans who was sick. Jane in the bar and Sally Fenton joined the staff.

The Committee considered Officers’ terms of office and recommended by resolution Five Years for Senior and Three Years for Junior Flag Officers.

Having completed the 1949 Plan, the Committee gave some thoughts to the future. In spite of the continuing difficulty about right of way access, it decided not to seek a new "greenfield" site but to remain where it was and extend the garden instead.

The first meeting of the Junior and Cadets was called on 9th September 1961 by the Vice Commodore. After a second meeting in July 1962 the idea went into abeyance until revived as Transit Committee in 1970.

The Swordfish annual championship week was again held at Itchenor, 12th July 1961, about 25 boats reported.

The Firefly fleet at both Itchenor and Bosham had reached such a low level that neither fleet could rely on sufficient turnout to guarantee a race every Saturday. So it was arranged to have joint races alternatively between Cobnor and Itchenor. Starts for several weeks at the beginning and end of each sailing season.

Another noteworthy event in 1963 was when Edward Lacey Hubert fitted a trapeze to the mast of X106 "Sarafina" and invited a Peter Freremann, a member of the 14 ft International Crews Union to crew him in a Cup Race. The whole episode was midly satirised by Keith Shackleton in an article in Yachts and Yachting entitled the Beadle Class.

In 1964, at long last, the Club Rescue Boat "Dolphin" was commissioned for the first time. Unfortunately the Club, being well versed in rope and sail, was less at home in the mechanical field and in 1965 a major overhaul of the engine was required before it could be used. The minutes of the Club do not disclose whether the sea water entered the engine because of bad design or negligence.

Cruisers

There had been cruiser owners amongst the Founder Members in 1927, but there is no record of the activity in pre-war years. After the war Ernest Loote was appointed Cruiser Class Captain and they affiliated in 1946 the Federation of Chichester Harbour Sailing Club Cruise Section.

However, the ISG continued to provide up to 6 Cruiser Races per season to places ranging from Beaujeu to Chichester.

Latter Roy Drummond who owned a lovely ex-B Machine Ail lives in the Clyde became the Cruiser Class Captain, and there were unofficial races to Yarmouth on Saturdays which finished at the bar of the George Hotel. Other competitors were "Eric" Eric Udale, "Passaphone" David Williams, "Dorothy" John Woodcock and a "Black" David Williams and a 27-ton Yarmouth G скач Bothrill, who was usually last and sometimes did not arrive in time for dinner!

Another well remembered cruiser of that period was "Tory" which came from Ulster. Engines were an anthem to Bob Coleman, who invariably picked up his mooring under sail if remotely possible. In 1939 Roy Drummond was trying to get all cruisers dressed O/A on Regatta Day – a laudable objective of many others, including John Burnford later on.

In 1952 J. Kenneth Newsome Davis took over as Captain of the Cruiser Class and built up a contingent of Cruiser Owners from his home area at Harpenden.

Cruising out of Chichester Harbour had become sufficiently important that when the Admiralty withdrew their Chichester Buoy in 1961, it was replaced by the Chichester City Harbour Committee. Before the war there had not been a landfall mark at all! In 1953 the cruiser members were opposing a proposal from Harwich Castle Committee to lay 30 new moorings on the grounds of over-crowding. At the same time there were objections to an increase of 30% on harbour dues and 25% moorings.

In 1954 K.A.B. Wilson took over the Captaincy and the Class presented the barograph to the Club. Membership of the Cruiser Class at Itchenor was often transient because, as members acquired large boats, they became aware of the difficulties of the berth and tended to move themselves to the Hamble and other places which had 24-hour access.

In 1957 for 1958 the new appointment of Rear Commodore Cruising was created to ensure that the interests of Cruising Members as a whole were brought to the attention of the Committee. This was a separate appointment to that of Cruiser Class Captain who was elected by the Cruiser Class to look after their racing programme both in the Club and with the Chichester Harbour Federation. The Club has always been supported by a number of cruising members but they did not get much for their money by comparison with racing members. Considering that normally they did not require to make much use of Club facilities on Saturday and Sunday evenings, the Club started from the appointment of the Rear Commodore Cruising to try and do more for them.

In 1957 a Cruiser Fitting-Out Supper was held at the end of March and this has been a feature for many years. A water bonge suitable for cruisers up to 8 tons was laid off the end of the jetty in 1959 but was not entirely successful. At the 1957 autumn meeting, David Williams had put up a plea for some way in which members from cruisers, or at least their guests could get ashore without having to wade in muddy water.

This proposal was hoisted-in but took some time to fruition. Jetty floodlight on the time switch installed 1953. The third – or not on-westerly jetty was commenced in 1962 with definite intention that the seaward end should float. Nobody knew quite how this was to be achieved until Jim Yorath came along with his scheme of side pontoons and universal joints to anchor it all together. At this time the standard method, as indeed it still is, was the use of piles to control the floating section.

It was completely unacceptable to the Club to have high piles driven right in front of the windows. In fact when the first landward (fixed) end of the jetty was constructed at the height of the average equinoctial tide there were complaints that it should be lowered 2 ft!

In 1963 the floating stem was added and finally the enlarged pier head was finished in 1964/65 complete with water services. There were the first facilities of the cruiser members, although of course everybody has the use of it. By 1966 the number of cruisers recorded in Club ownership had more than doubled.
In 1963 cruiser racing was transferred from individual clubs to the Cruisers Section of the Federation and in 1965 the whole operation was hived off by Pat Doyle to the newly formed Chichester Harbour Racing Club.

SOCIAL EVENTS

In 1962 a successful Federation Dinner and Dance, run by ISC on behalf of the Chichester Harbour Federation at the Assembly Rooms and Mayors' Parlour in North Street, Chichester. This was a success and Ball for the sailing club. It is reported that a number of members who had not been seen in that it is a social event. However, when a recently attended and several re-unions were enjoyed. The Committee, in the event, arranged for 1963 the response was so small that the event had to be cancelled.

On the other hand, the Committee/Sail Room Dances, to which the Committee had reluctantly agreed in 1959, were now a regular feature of the programme. The annual Dinner and Dance has for many years been the single social event in the club programme. Traditionally it was

A referendum amongst members including the option of a party in a London Hotel, like the RCYC coupled with a Laying-up Supper/Prize Giving in London. The Committee decided to Club, did not produce any clear preferences. The Committee, in the distance and arranged a Dinner/Dance at the Chichester Hotel. There were no difficulties to the Richmond Arms because there was only sufficient accommodation seated at tables to dine the guests and the Richmond Arms was another part of the building. It was not possible to arrange a Prize Giving under these circumstances and this was done after lunch at Itchenor on Saturday.

Luckily, the weather was fine and the Prize Giving was on the lawn. In 1967 the annual Dinner & Dance was again held at the Richmond Arms with different arrangements, but an entirely changed routine was envisaged for 1968.

TRADITIONAL CATERING ARRANGEMENTS REVISED

At the end of 1964 the newly elected Committee seemed to have had a yearning after "bygone". First they asked the Sailing Committee to simplify their arrangements to a more sophisticated format in 1958. Secondly they called for a new resigation of the Committee so that they could appoint a new

Committee to carry out their policy. There was a great apprehension after a Club Steward who in the traditional Yacht Club manner would be a second in command to the Secretary. Arrangements were made to rent a cottage in the village on a 3-year lease to assist in staff housing. Additionally, two members' bedrooms were taken over to make a flatlet for the resident married couple, who were also part of the nostalgic dreams.

In the event, they appointed a married couple, he as cook, caterer, she a stewardsess and house accommodation etc. Mrs Osborne was to continue as bar operator. The Cook Caterer required a pint of beer at his elbow to enable him to cook breakfast, and it was later confirmed that this was the limit of his cooking activities, everything else being prepared

The runners up for the job were available and were appointed to take their place. In the interim various members of the House Committee and others undertook club cooking by rota. It was then that David Shenton, Vice Chairman of the House Committee and first volunteer cook, discovered the layer of dust on all the cooking utensils which had not been used. The second couple proved to be inept but operationally not satisfactory, and in August four members of the House Committee resigned en masse. The Secretary noted there had not been any applications for Buttery girl jobs.

Meanwhile chaos ensued from the introduction of simplified Sailing Instructions in mid-season. There had not been enough time to vet them thoroughly and on a number of points the simplification had led to dubity.

The Itchenor Barge was sailed in excessive rough weather, but some boats did survive and crossed the finishing line. Unfortunately the whole race had to be declared null and void after it was finished because of irregularities on the Committee Boat during the starting procedure. A number of competitors, who had sailed a different course, threatened to protest to the Sailing Committee. The new club sailing instructions were not involved.

It was not a good year for ISC, which had started with a general committee minute that there was no waiting list. Three Flag Officers did not seek re-election at the Autumn and two ex-Flag Officers with considerable experience in appropriate departments were elected to assist in straightening out. The reported loss on House Accounts exceeded £1,500 for season to date.

The new policy worked out for 1966 made a number of breaks with tradition, initially they were intended to repress the losses incurred earlier in the season, but the increasing costs of labour was a factor which would have enforced a new regime sooner or later. Previously for many years there had been a permanent staff living in the Club, except for approximately one month at Christmas, and they were generally available to serve members as and when they pleased, except during the one month Christmas closure. More recently the Club had offered no service on Tuesdays. It was now proposed to close the Club entirely from November until March, exact dates to fit sailing events and Easter.
The Secretary to attend daily weekdays, to deal with business. Special arrangements on an ad hoc basis for resident working party members.

During the season the Club will be open for bar service from Thursday to Monday for 32 weekends, catering service from Friday dinner to Monday breakfast (Tuesday for Bank Holiday weekends). For approximately 10 weekends, July to mid-September, a full seven-days-a-week service for both bar and catering. These decisions were based upon records of meals actually served during the previous ten years. It was also demonstrated that total gross margin available from the Club Turnover could not possibly support a full-time Steward and the level of staffing envisaged in 1965. If members desired a steward he would have to be a charge on the subscription income.

The arrangements worked out well and the only modifications proposed for 1967 were details such as dinner tickets for two sittings etc.

However 1965 was not all gloom. At the end of 1963 the Commodore operated a fund for private subscription by members to carry out extension and improvements to the Men’s Changing Rooms. A four-figure sum was subscribed largely by the X class members, whose age had limited their physical contributions to the working parties who had actually constructed the new building. This had been completed to very spartan standards and much of the equipment in the Men’s room had been transferred from previous facilities and some/most of it over 25 years old. In the re-arrangement the old workshop was converted into laboratories and the end shed in the car park was rented to provide a workshop and bosman’s store.

There are a few House Committee landmarks to note about this time. In 1963 the first request was noted for the use of Club premises to hold a private party and two points were made:

1. that this could only be done off season
2. that any Club member casually present should be invited to join.

In 1967 these points were amplified that:

(a) No part of Club premises could be reserved to private sectional interests during the sailing season without the Committee’s specific approval, which would only be granted in exceptional circumstances and never at weekends.

(b) Normal Club prices must always be paid.

(c) That the facilities of the Club do not permit members to operate in kitchen, buttery or bar when these facilities are being used by the Club staff.

In 1964 the House Committee decided that annual tenancies ran from 15th March till December 31st. In 1965 the Club started to run events out of season for the Lady Cruising Club. In 1966 Gale’s Ale was re-introduced and has continued to be served ever since colloquially known as “Wood”. Also in that year the idea of the Ladies Flower Rota was introduced, cribbed from Royal Lymington Y.C.

NEW RACING IDEAS

The Cobnor Line was used regularly for the first time in 1965, the scheme had originated in 1962 but had taken a long time to get planning permission for the Cobnor Hut etc. It provided three alternative courses with different port and starboard hand-bias. It continued in use until superseded by the regular use of Committee Boat Starts in 1970.

There is no reference to any involvement of ISC members in the 1964 Olympic Games in any of the Club’s records or minutes. Club members had participated in trials and national representations at each of the preceding four years, and an Open Meeting for Flying Dutchmen had been organised in 1958 and 1959 concurrently with the Finn Class Open Meeting for the Itchenor Plate. Regular weekly races for the Finn Class ceased in 1959 because of the introduction of the open meeting circuit system of regular competition on a national and later international level. ISC retained touch by continuing to run the Itchenor Plate Open Meeting for Finns in May and the “Mickey Finn” meeting in September and they were concerned into a single weekend in 1973. ISC members continued to own Finns up to 1972 but apart from the Open Meetings they raced elsewhere.

When the Tompset Class was designed it seemed to be a natural for Itchenor, although it was a keel boat it did need to occupy a mooring. Mooring at Itchenor was then very much at a premium and was hampering the development of existing keel boat classes. It was specifically designed for Olympic Competition and seemed an ideal way of restoring the Olympic interest. Also the Club was of sufficient stature to provide adequate back-up. Following a demonstration of a prototype by Ian Proctor the designer on September 17th, there was considerable discussion at the Autumn AGM in 1965 and the proposal was adopted with enthusiasm, and it did provide a rekindling of interest and also a task that was suitable to regenerate the club working parties. At the Committee Meeting on November 20th it was confirmed that the Tompset had been accepted by the ITBY. The plan to build a 12 ft wide slipway, which would also be a very useful general amenity for the Club, was approved at an estimated cost of £700. This included the winch, which was in fact in the end received as a gift from Teddie Liebert. Doubts about the siting of the slipway and hard standing outside the dining room windows were expressed, but in fact owing to the angle of the jetties, it was all tucked away well out of the direct line of sight.

Actual construction of the slipway was scheduled for 3 or 4 weekends in January/March. But due to frost and other bad weather conditions the first three occasions were almost completely lost. The whole of the low water work up to the parking space was finally laid in one stupendous working party weekend on 5th and 6th March. The working party was the Shaw family and their assistants.

Dayboat Racing outside the harbour had started before the war, but was restricted to one annual race for Sunbeams (Rees Reynolds Trophy) and XOD (Leas Cup). In both cases the races were started and finished at the usual places inside the harbour. Initially the course was round the Nab Tower, but later altered to a sea course embracing a number of the Spithead navigation buoys.
With the advent of the Tempest Class there arose a need for longer courses, which, of course, meant sea races. During the course of years, additional navigational buoys had been laid by the Admiralty during the war and West Pole by Chichester City Harbour Committee some years later.

Hayling Island SC gradually transferred a lot of their racing to outside the Harbour Courses to avoid the growing congestion inside and get better starts and courses. Initially this applied to their championship races, later Club Racing was treated the same way. They had laid a racing mark opposite the Coastguard Station which was called "Hay" and it was decided that Itchenor SC should lay another so that triangular courses starting and finishing outside could be ordered.

John Laver, Captain of Tempest Class, recommended after some research, a point one mile SW of West Pole. ISC supplied a buoy which was laid in this position, it was laid by the Harbour Master and is called "Hard" in his honour. This was in 1968.

The Sailing Committee, having in mind the wish to attract helmsmen of potential International ability to Tempest and other possible classes were very concerned with the quality of the racing they organised. At the same time the RYA were introducing their alternative penalty rules and the 14 ft International Class was funding internally over the introduction of the trapeze. The Sailing Committee, in company with most of the other Clubs, considered that the Harbour was too compact the 360° and 720° marks, but a year later did accept the second rounding penalty for touching a racing mark. The 14 ft international decided to restrict trapezing to Saturday morning races when there is comparatively clear water and to joint races with HISC, mostly outside.

At the beginning of 1966 occurred the "Leons" accident. Ted Martin's boat adrift one Saturday night and stranded on the club jetty. As the tide went down, the planking collapsed but one of the piles went through the side. The Club was entertained all Sunday morning by the Harbour Master's efforts to refloat the Leons. On the rising tide a very powerful pump managed to beat the water coming in besides the pile but as soon as the combined effort of the tide and pump had lifted the boat a new one entered at full blast and she rolled over and another pile made another hole on the other side.

This incident produced a lot of insurance problems because of Ted Martin's ambiguous position as member of the Club wanting to sue himself for damage done to the Club jetty due to the negligence of the Harbour Committee whose mooring failed in a Force 0 Gale!

In 1966 the Public School Firefly event was moved to a date in July at the end of the school holiday instead of September. The original September date had been related to the use of borrowed boats when damage would not impinge so drastically on a member's sailing season. By now most schools had acquired their own boats and borrowing, arranged privately, only extended to 2 or 3 boats.

**HARBOUR MASTERS OFFICE**

During the winter of 1966-67 the Club summer office in the new building was given to the Harbour Master who currently had no accommodation. This is the only reference in Club records to the Harbour Master's office.
unmarried daughters of members was withdrawn; the registered membership was increased to 700.

In the following year there were further changes in election procedures. It was then required that proposers and seconders should not be relatives, but on the other hand, things were made easier for former Flag Officers in addition to existing Committee Members as sponsors. Declensions in connection with the promotion of Junior to Full Membership was discussed. Two years later, in 1970, Full membership was achieved at 18 years.

Henry Chisholm had been elected Commodore in 1966 and wished to continue the "face-lift" started by 1967 refurnishing of the Men's Changing Room. He presented the new curtains for the lounge to replace the twenty-year-old so-called "cottagy".

Another idea was bagged overalls for the staff to be worn when on duty and doffed when "in" off duty. They were revived again in 1984.

The Club entrance from the car park was re-arranged and the huts removed, enabling the dustbins to be discreetly hidden. However, the main event of 1967, which was described as a year of splendid weather, was the 21st birthday party for the Fireflies. This had been planned over a year ahead, and was initially challenged by the West Kirby Sailing Club. It was over 50% bigger than anything the Club had attempted before. The entry list of 101 boats included three out of the first four prototypes delivered to ICS in 1946, one of these brought from Hollingworth Lake SC near Rochdale. Among the guests were Uffa Fox and his wife, who had designed the dinghy about 30 years before! The date was 9th/10th June and the exceptional weather allowed the use of the terrace and garden for the 1975 climax to the season in July.

The inspiration for Peter Brocklehurst and the Taylor family who took over the organisation of the Junior Week Dance in the Ball Room. They put a lot of hard work into organising a memorable party.

Later two of the Firefly helm's men took part, very successfully, in a British University tour of USA, they were Anthony Lynch and Ian Macdonald-Smith.

1967 was certainly a year for innovation. In September the Rear Commodore Cruising Ted Martinusen was congratulated upon producing notes for visiting yachtsmen in five languages.

The last event of the year concerns another attempt to achieve a vehicular right of way to the Club. Sometime at the beginning of the century Joseph Barker and his daughter paid a visit to Itchenor by bicycle. It is said they enjoyed a luncheon of duck and green peas at Billingshurst en route. The upshot of this visit was that he bought Darley's hen-run route which occupied the space along the foreshore between the street and the shed, which is now the end of the Club building. Upon this he built a house at house called The Haven. Subsequently his son built himself a house at house called The Haven. Between them, and connected to The Haven by a long corridor, was their studio. They were artists who painted theatrical scenery, one of their more famous works was HMS Victory against the background of Portsmouth Harbour, used as a backdrop for the O'Doyle Carte productions of HMS Pinafore.

The Yellow House had its own independent drive out to the street and therefore there was an alternative, not so satisfactory as the lane, but still a viable option. Over the years more than one approach had been made by the Club to Mrs Harker, the last one to buy the house at a valuation and rent it back to Mrs Harker at a peppercorn rent for life. However none of these approaches prevailed and matters came to a head when Mrs Harker died in June. After a certain amount of huffing and puffing the house was put up for sale by tender in December. The Club put in a bid, the maximum the Committee considered that could be funded and indeed 50% above valuations. In the end this came third to a bid which was double the valuation. Apart from the right of way problem, which has since been solved in another way, the Club is embarrassed by not owning an inch or having any right of access beyond the wall of the building. More of this anon.

The final extension of the dinghy stage was constructed under the aegis of Geoff Ashford during the winter of 1967/68, and the buoyancy test tank/swimming pool which it enclosed was completed in 1970.

The weather of 1968 is recorded as bad and anrowning was constructed over the terrace. Later side curtains were added so that the terrace could be used as an overflow dining room for the Lay-up Supper held at the Club for the first time in 1968. The backyard was roofed in the same year.

As part of the re-arrangement of social events, a winter party was held at the Savoy Hotel Restaurant, which was attended by about 60 members, it was not repeated.

Ever since 1932 it had been the custom, like the other Clubs round the harbour, to hold a Dinner Dance/Prize Giving at the end of the season. The first was at the Dolphin and Anchor Hotel in Chichester, where it continued until 1947. It was customary to invite a Flag Officer (usually the Commodore) and Lady from the other Harbour Clubs as official guests, originally there were only seven other clubs and the guest list was manageable. After the war the number of other clubs was eventually more than doubled and the "hosting" effort by the home team of Flag Officers either fell down or became a chore. For 1972 the House Committee, instigated by Hilary Wright, proposed a separate Dinner Party where the Flag Officers and Committee would be able to devote their full attention to getting acquainted with their opposite numbers at the other Clubs. It has become a regular feature of the programme, together with Fitting-Out Suppers for Club and for some individual classes.

Henry Chisholm devoted considerable attention to Club administration and introduced organisation charts and duties and responsibilities for the various Club appointments.

At the end of 1968 there was a small ceremony to award the Mends Cup to Ian Macdonald Smith in recognition of his Gold Medal at Olympic Games at Acapulco. ICS was also represented in Mexico by Vernon Stratton who was managing the British team and by Pepe and by Hugh Way, who were assisting him.

David Trewick, the Club Boatman, retired at the end of the year after 22 years' service. A Launch the MARLETT was acquired to service the Gallon But.
POLICY STATEMENT

At the end of 1969, the new Commodore arranged for a Policy Statement to be approved by the Committee (31st October 1969) and circulated to all members in the new year, a synopsis of the four points is

(1) For the Club to provide the best possible facilities for members and their guests to enjoy their sailing and to encourage Class Racing.

(2) Because of the large area over which members' residences lie, to provide residential and domestic services.

(3) The domestic arrangements to provide essential service for all Sails Racing and Cruising. The requirements of those not participating shall not be allowed to conflict with the above.

(4) It is the Committee's policy that the Club House should be regarded and treated as an extension of a member's own home.

The Statement listed innovations for 1970

(a) All major Club and Open Meeting Races to be started from Committee Boat between May and October with option to finish at the Committee Boat, as well as Club Line.

(b) New types of courses outside the harbour and special High Water Courses in the large area of free water over the Pilea Sands.

(c) Variations in the standard times of Club races to avoid extremes of tidal conditions and take advantage of the best tidal conditions. Note, no irregular racing starts were tried but Saturday morning racing, when the harbour was comparatively empty was adopted by various classes with different degrees of enthusiasm.

To try and improve starts the Sailing Committee was asked to lay down definite and detailed instructions on laying the line and positioning the Committee Boat in various parts of the harbour.

(d) Modification to be made to Membership Rules to facilitate new members joining the Club and to help full and temporary members to obtain crews.

Much of the above was made possible due to the generosity of LCPM (Fiji) Grant in making his motor cruiser Betivuka available for Committee Boat duties.

The next section of the policy statement concerned the encouragement of younger members. To this end the age of Junior Membership was changed to allow Full Membership at age of 18.

Junior aged 15 to 18
Cadets aged 10 to 15

The intention to give encouragement to the younger members for the election of the Transit Committee (maximum age 30) Seven members were elected initially by the General Committee, Peter Shaw, who was elected first Chairman, Anderson, Dr. Richard Pleck, M.A. Black and Duncan put up a total of ten, and the Chairman, elected member of the General Committee. It was alluring to the planning of a Regatta Dance when the whole of the members were invited to them for music and dancing up the river, they wanted. They were allotted a small budget to buy the materials for a Regatta Dance was delegated to them.

Finally there were some hopes expressed about cheap quality. Unfortunately the cheaper meals, when we considered value for money and the catering turnover, the terms.

The changes designed to improve the quality of racing incorporated in the policy statement, were in fact the Sailing Committee discussions in 1968/9. These discussions covered the ideas of new classes that might attract international helmsmen. In order to get some classes a series of five open "Frostbite" weekends were held in the winter of 1969. In particular Larks, 420s and Firebirds invited.

All this took place after the end of the summer season for the Club to be closed and without any staff, the performance had to be run by volunteer labour of members covering every duty from cook to rescue boat driver. The weekend turned out to be half term, it seemed, for southern England and 30/40 boats and their crews arrived. It was a very fine and warm weekend. Robin and Gill Wilson had volunteered Club for the weekend and finished up with over 30 boats assisting them in all grades from bar to OD. They were neither so fine nor so well supported.

ROCKWOOD & OLYMPIC AMBITIONS

In October 1969 it was decided to start a feasibility study for Ellamore project, which was to establish a branch/sub-branch in the vicinity of Ellamore Spit, from which high quality racing could be conducted either at sea or over the entrance to the harbour mouth. Most of modern classes with a selection were sailed with a trapeze for whom navigation were an anathema.

During the three years the project was under review the number of changes that had taken place in the competitive and indeed spread to many other sports. Club based events gave adequate experience to budding top performers in High quality competition was sought by attending the meetings, the boats being hauled behind motor cars another. Later and especially in the pre-Olympic year...
CHAPTER 3 - CHANGE OF EMPHASIS

POLICY STATEMENT

At the end of 1969, the new Commodore arranged for a Policy Statement to be approved by the Committee (31st October 1969) and circulated to all members in the new year, a synopsis of the four points is

(1) For the Club to provide the best possible facilities for members and their guests to enjoy their sailing and to encourage Class Racing.

(2) Because of the large area over which members' residences lie, to provide residential and domestic services.

(3) The domestic arrangements to provide essential service for all Sailing and Cruising. The requirements of those not participating shall not be allowed to conflict with the above.

(4) It is the Committee's policy that the Club House should be regarded and treated as an extension of a member's own home.

The Statement listed innovations for 1970

(a) All major Club and Open Meeting Races to be started from Committee Boat between May and October with option to finish at the Committee Boat, as well as Club Line.

(b) New types of courses outside the harbour and special High Water Courses in the large area of free water over the Flisby Sands.

(c) Variation in the standard times of Club races to avoid extremes of tidal conditions and take advantage of the best tidal conditions. Note, no irregular racing starts were tried but Saturday morning racing, when the harbour is comparatively empty was adopted by various classes with different degrees of enthusiasm.

To try and improve starts the Sailing Committee was asked to lay down definite and detailed instructions on laying the line and positioning the Committee Boat in various parts of the harbour.

(4) Modification to be made to Membership Rules to facilitate new members joining the Club and to help full and temporary members to obtain crews.

Much of the above was made possible due to the generosity of LCPM (Fiji) Grant in making his motor cruiser Betivuga available for Committee Boat duties.

The next section of the policy statement concerned the encouragement of younger members. To this end the age of Junior Membership was changed to allow Full Membership at age of 18.

Junior  aged 15 to 18
Cadets  aged 10 to 15

and it was recommended that a young person be one of the co-opted members of the Committee. Also there was to be no limit to total of membership but the increase should be limited to 30 or 40 per annum. The old dictum was a total of 30-40 members per year.

The intention to give encouragement to the younger members culminated in the election of the Transit Committee (maximum age 26) in December. Seven members were elected initially by the General Committee - Mini Curry, Peter Shaw, who was elected first Chairman, N.J.H. Davies, Pat Anderson, Richard Pearn, M.A. Black and Duncan Bridge. They were empowered to co-opt up to a total of ten, and the Chairman became the co-opted member of the General Committee. In April the Committee Room was said to be available to them for music and dancing up to midnight whenever they wanted. They were allotted a small budget to buy records etc. and the planning of a Regatta Dance was delegated to them.

Finally there were some hopes expressed about cheaper meals of better quality. Unfortunately the cheaper meals, when produced, were not considered value for money and the catering turnover declined, in real terms.

The changes designed to improve the quality of catering, which have been incorporated in the policy statement, were in fact the result of a lot of Sailing Committee discussions in 1968/9. These discussions also ranged over the idea of new classes that might attract the potential international helmsmen. In order to get experience of alternative classes a series of five open "Frostbite" weekends were organised for the winter of 1969. In particular Larkas, 420s and Fireballs were specially invited.

All this took place after the end of the summer season when it was usual for the Club to be closed and without any staff. So the whole performance had to be run by volunteer labour of members and their friends covering every duty from cook to rescue boat driver. The first selected weekend turned out to be half term, it seemed, for most of the schools in southern England and 30/40 boats and their crews arrived. It was also very fine and warm. Robin and Gil Wilson had volunteered to operate the Club for the weekend and finished up with over 30 members and friends assisting them in all grades from bar to 000. The subsequent weekends were neither so fine nor so well supported.

ROCKWOOD & OLYMPIC AMBITIONS

In October 1969 it was decided to start a feasibility study of the Ellinore project which was to establish a branch/subsidiary establishment in the vicinity of Ellinore Spit, from which high-performance dinghy racing could be conducted either at sea or over the open water inside the harbour mouth. Most of modern classes with a prospect of Olympic selection were sailed with a trapeze for whom narrow waters and tide checking were an anathema.

During the three years the project was under review there came realisation of changes that had taken place in the competitive sailing scene, which indeed spread to many other sports. Club based competition ceased to give adequate experience to budding top performers in the sailing world. High quality competition was sought by attending a series of Open Meetings, the boats being trailed behind motor cars from one venue to another. Later and especially in the pre-Olympic years, this travelling
circus system became international. The role of the local club was reduced to that of organizing open meetings.

At the same time the Club was somewhat disenchanted with the extremes of professionalism that had to be used to succeed in the Olympic One-Design classes, as reported by our members, and also perhaps to some extent "professionals" themselves. At the same time as doubts about the necessity or desirability of the Ellanore project were raised, the physical limitations became more obvious. Races could only be started in a W\-for NE-\ direction from a shore base, and although there was a considerable area of water free traffic, races towards SW West and NW would require a Committee Boat.

No land was immediately available, but some "feelers" were put out in respect of the Ellanore Farm, and there was a possibility of renting tidal land on part of the Spit from the Harbour Authorities. A site was possibly available in the proposed Rookwood Marina, but this was very unpopular and unlikely to receive Planning Consent, which it did not. Its manifest unpopularity was a strong reason to avoid any link between the Rookwood project and the Rookwood Marina. There was nothing intrinsically objectionable about the Rookwood Marina, in fact most people would have preferred it to the Marina at Apuldram, but there was no room for both and the Chichester Marina was already finished. Chichester Harbour Federation had been conducting traffic census counts and reported at least a 50\% increase in two years. The majority of the users of the harbour considered that it was already over-crowded, and the Rookwood Marina just a money making scheme for the owners.

Other problems of the Rookwood Project ranged from security, if dinghies were to be left on a stage at beach without a caretaker, to the extent of domestic establishment that might be required at the Rookwood site - changing rooms? Bar? Nobody had thought these problems through or how they might affect the parent club, not because they were insolvable but because the whole project had run out of steam. It really was a happy escape because within 10 years the dinghy racing fleet at HSC had been decimated by change of fashion to small O/D cruisers.

Some 10 years previously in 1958/59/60 ISC had run Olympic weekends at the start of the season with open races for Finns and Flying Dutchmen. In 1969 this concept was revived with Open Races conducted outside the 1970 Olympic period and Flying Dutchmen and Star Spelens and Finns conducted at the end of the season in September. But interest waned after 1972 when the Olympic C/O weekend was in April.

Both the Finn events, Itchenor Plate in May and Mickey Finn in September, were telescoped into a single autumn weekend in 1973 and were dropped altogether after 1975, the same year as the Tempeasts left. The Cups are on loan to the Finn Association for races to be held in Chichester Harbour.

In 1969/70 a rump of the old 1953-57 working parties was reconvened to convert the Boughton's dormitory, which had been the stronghold of the men's bachelor members, into four bunk rooms for married couples with/without babies. About a decade later, the dormitories Deep End and Wear were similarly converted (not by working party) which indicates that changes in pattern of demand were continuing. Other signals of the changing emphasis of ISC racing are that from about 1970 the Club did not enter a team for the Firefly Wilson Trophy Team Races at West Kirby.

John Jerwood, appointed as Club Press Officer in 1969, reported to the Committee in 1970 that ISC activities were no longer national news. The Olympic Fund, contributed by members to give financial assistance to our younger members to attend international events recorded a grant in 1969 but by 1971 the Committee was regretting that it was being used to make contributions to the nationwide RYA appeal and not for its original purpose.

So the Sailing Committee's wish to attract young helmsmen of potential international ability fell by the wayside though the Club did during this period nurture one aspirant to international repute. Ernst Juur, by no means a teenager, and without a great deal of previous experience bought a Tempest in 1971 and sailed it at Itchenor and later in HSC races. From this he moved on to Class I Racing at Cowes and to Admiral's Cup aspirations. I don't think this is what the Sailing Committee had in mind in 1968, but good luck to Ernst!

However, the Club did make one gain. As a result of experience in the 1969 Frostbite Races and also heavily promoted by the Shaw Family, a small Fireball fleet was founded in 1970. Although it has not reached the charisma of the 1950 Firefly and International 14 ft fleets, it has undoubtedly acquired a permanent place in the Club racing programme still in business 10 years on.

Stewart Horns fitted out his Swallow Swift again in 1969, but did not immediately abandon the International 14 ft Class entirely, and by 1972 a great revival of interest and turnout was underway in the Keel Boat Classes.

A CHANGE IN PRIORITY

In less than a decade the major racing interests of the Club had transferred from elite dinghy racing to family keel boats and cruisers. During the sixties the Club Record Book listed an average 600+ starts per annum in the two dinghy classes compared with 700+ in three keel boat classes. During the seventies, the dinghy classes were so lacking in enthusiasm that their results were only entered very spasmodically but those that are there indicate a big falling off in turnover. The keel boat turnouts on the other hand had doubled to 1,500 (approx) per annum over 3 Classes.

The policy statement, pioneered by Archie Shaw, in 1969 was intended to make the background changes thought necessary to implement the Sailing Committee's aspirations to attract potential international helmsmen. This did not happen, but the changes did attract a number of younger progeny of existing members and their associates. The Junior Sailing Pool, together with the "over the wall" which were free for all children did a lot to make the Club much more attractive to families together, rather than a Club dominated by top performance specialists.

Following the policy statement enunciated in 1969, there was also recorded a long list of building and development projects, some of which had been mooted for sometime. Some were fully worked out to satisfy a measured need, others were less developed, some merely pie in the sky.
They were-

(1) To replace the first section of dinghy stage, built about 1935, with solid in-fill behind a retaining wall. The garden wall to be rebuilt on the retaining wall about 20 ft away. This project was a direct successor to the terrace in front of the dining room, built in 1969, to increase the outdoor area of the Club. With anticipated growth in numbers more space would be needed. It was planned to follow the completion of the last extension of the stage over the saltings.

It was never completed as planned because some very conservative members thought the old flint wall could not be reproduced - it was done the other side of the steps when linking up to the starting platform. Also when the new territory over the wall was paved and furnished it became a segregated area to which children could be brought without infringing a lot of rules. So the old flint wall is still where it was.

(2) More lockers, these were built on the west side of Sail Room when they replaced the spar racks made redundant by the demise of finns and children’s accords etc.

(3) A Junior Swimming Pool, officially called a buoyancy testing tank, which was primarily intended as a focus for children to provide a safe interest and draw their noise and shout up away from the Club.

(4) Floating Pontoon. This was required to moor the increasing number of outboard dories owned by Club members during the summer months. They were fast becoming a nuisance left on the pier head of the floating jetty. It was proposed to moor a pontoon off the end of the dinghy stage and arrange pedestrian access via a gangway from the far corner of the dinghy stage. This project lost its immediate priority to the office extension, and was later abandoned early in 1973 allegedly because £4,000 of dredging was deemed necessary.

The above projects had been studied and properly planned. In addition there were some needs which developed.

(5) Extension of New Building. The need as far as the Sail Room was concerned to provide more lockers had been solved (see above) but there remained a need to prevent rain water leaking in at the front of the sail room. Several attempts to make the veranda floor watertight had failed and as the need for extension of the new building was now confined to office extension, this was achieved by roofing in the veranda and constructing a bay window.

The remaining 6 projects were nebulous and did not necessarily meet a proven need in 1969, though some were achieved later. They were:

(6) Extend Dining Room.

(7) Extend bar.

(8) Glass in terrace, when the terrace was enclosed in 1978 the need to extend the dining room evaporated and to a large extent the shortage of indoor lounge space was also greatly alleviated.

(9) More bedrooms but there was no plan as to how or where.

(10) Project to link up building. There again, there is no detail as to how or for what purpose. A transit room for junior members was achieved by taking over, in easy stages, the Committee Room.

Finally,

(11) New rescue boat and additional slipway (jetty) became a considerable need with the extension of summer holiday children's racing in the following years. The replacement rescue boat became an additional boat, the Fisher boat, and the dinghy jetty was doubled in width in 1973.

CADET & JUNIOR RACING

On 24th August 1971 the Sailing Committee received a progress report upon the stage of junior racing at ISC. This then seems a good point to record the development of this most important facet of the ISC scene.

As we recorded earlier two trophies for cadet sailors were presented in very early days by the Founder Rear Commodore, J.G. Griffith. Although these cups were for the cadet members, the prizes were not always confined to junior/cadet members. As this generation grew up they moved on to other classes, in particular the new Itchenor O/D or Z class, and nobody took their places. The trophies were allocated and junior racing died until it was resurrected in 1967.

There was then no tradition to build on and everything was started again from scratch. Two classes were founded, the senior one sailed Fireflies using their alternative (reduced) rig, they were a One Design Class, of course. Their racing was from the first deadly serious and they used regular Club Courses. The second Class was initially for the less experienced and some totally inexperienced. They raced under handicap in pram accords and YM cadets/or any other approved dinghy. For them the Rear Commodore Sailing, D.L. Pollock, laid four marks in front of the Club; one down and one upstream and one on each side. It was always possible to lay a course with a good windward leg. The races were five laps with an average lap time of 10/15 minutes for the leaders, the races were if necessary prolonged to 1 hour's duration.

As we said above the Bandits Cock races were intended to give proper racing experience, but on the other hand, many of the competitors in the Prem Challenge Cup Races in the early days were still learning to sail. I well remember seeing one young helmsman "flapping about" in "Iron" off the end of the jetty while being lapped by the other competitors when the leader came round. The second time I saw young hopeful watching and then imitating the leader, with the result that he was able to complete the course.
The Pram competitors were handicapped on performance and revised handicaps were published daily. The object of the exercise was defined as ensuring that the best boat won by the smallest possible margin. Their performances in the early years were very erratic; many race winners were disqualified for various reasons, and the Cups were often won by the plodders who completed the course every time without incidents and therefore continued to tot up some points in each race.

Races were arranged during August for each class, usually 10 for each Class and they were allowed to discard 5, only 5 to count. Competitors in the Bantam Cock were not allowed to compete in the Prams and vice versa.

The programme was decided in January when the Club sailing programme was drafted. All sorts of variation between racing for each class every other day to racing each day every other week, sometimes a.m. one day and p.m. the next.

The intention was to give every child that holidayed in Itchenor a chance of some racing, but as the competition got hotter the locals got an unfair advantage as they could always start in every race. It was therefore decided for 1959 to concentrate all the Junior Racing into one fortnight, and that parents would have to make arrangements accordingly if they wished their hopes to have a proper chance. It suited to choose the week before Cowes week, and Cowes week itself because

(a) The Club House and domestic staff were not under pressure when so many members were away at Cowes Regattas.

(b) The absence of so many Club crew boats at Cowes left a very desirable open space for starts, made from the Club Line for Junior Racing.

There was then no tradition to build on and everything was started again from scratch. Two classes were founded, the senior one sailed Fireflies using their alternative (reduced) rig, they were a One Design Class, of course. Their racing was from the first deadly serious and they used regular Club Conforos; the second Class was initially for the less experienced and some totally inexperienced. They raced under handicap in press scoops and YW cadets or any other approved dinghy. For them there was Commodore Sailing, D.L. Pollock, laid four markers in front of the Club; one down and one upstream and one on each side. It was always possible to lay a course with a good windward leg. The races were five laps with an average lap time of 10/15 minutes for the leaders, the races were if necessary shortened to 1 hour's duration.

As we said above the Bantam Cock races were intended to give proper racing experience, but on the other hand, many of the competitors in the Pram Challenge Cup Races in the early days were still learning to sail. I well remember seeing some young helmsmen "flapping about" in "idios" off the end of the jetty whilst being lapped by the other competitors when the leader came round. The second time I saw hopeful watching and then imitating the leader, with the result that he was able to complete the course.

The Pram competitors were handicapped on performance and revised handicaps were published daily. The object of the exercise was defined as ensuring that the best boat won by the smallest possible margin. Their performances in the early years were very erratic; many race winners were disqualified for various reasons, and the Cups were often won by the plodders who completed the course every time without incidents and therefore continued to tot up some points in each race.

Races were arranged during August for each class, usually 10 for each Class and they were allowed to discard 5, only 5 to count. Competitors in the Bantam Cock were not allowed to compete in the Prams and vice versa.

The programme was decided in January when the Club sailing programme was drafted. All sorts of variation between racing for each class every other day to racing each day every other week, sometimes a.m. one day and p.m. the next.

The intention was to give every child that holidayed in Itchenor a chance of some racing, but as the competition got hotter the locals got an unfair advantage as they could always start in every race. It was therefore decided for 1959 to concentrate all the Junior Racing into one fortnight, and that parents would have to make arrangements accordingly if they wished their hopes to have a proper chance. It suited to choose the week before Cowes week, and Cowes week itself because

(a) The Club House and domestic staff were not under pressure when so many members were away at Cowes Regattas.

(b) The absence of so many Club crew boats at Cowes left a very desirable open space for starts, made from the Club Line for Junior Racing.

Between 1947 and 1959 the Bantam Cock series had been considerably handicapped by the lack of reduced rigs. There were only five from the prototypes and one from Vincent Barlow (winner in 1947) Flycatcher II. To ease the position in 1954, mainsail with four rolls used on a standard mast was accepted, but the competitor still had to find a reduced jib. Short (reduced rig) masts were barred in 1957.

In 1957 it was noted the Club owned two sets of reduced rig sails (both booked for 1958). Shortly after the club bought a number of reduced jibs for hiring out. Later in 1958 when the Pram Races were devised into two divisions, there was a lower age limit of 13 on January 1st preceding for Bantam Cock competitors; from this time onward the Bantam Cock increased almost every year, 1962 83 starts in 9 races (9.2) up to 1971 202 starts in 10 races (20.2).

The Pram Challenge Cup Races had a much more vivid history. Until it was divided into two divisions in 1958, all the racing took place immediately in front of the Club House under the continuous inspection of Race Officers, Flag Officers, parents, brothers, sisters etc with apologies to RDO Finance. All this took parents in different ways. Some just bit their nails on the lawn, others bit their nails and jumped up and down. Some stood at the end of the jetty and shouted either instruction or imprecations at both; others told the officer of the day he ought to shorten course before little X lost his handicap lead others to say the reverse.
Also a related problem was non-racing time when there were a lot of children at a loose end and it was found to be necessary to have quite a large pool of parents assisting in all sorts of ways to make the fixture a continuing success on the scale to which it had grown, and to whom I referred above, with the help of Gill O’Hara really built up the frame-work of non-racing activity so necessary for the success of Junior Fortnight, see General Committee 27th January 1973.

Before passing on to other subjects it is perhaps proper to record at this point that in 1974 Fiji Grant, without whom the last six pages would not have been written, led a consortium of Jim Yorath, Ray Allen, John Burnford and Rex Vernon, to present his motor cruiser Beti-vika to the Club for use as a Committee Boat. It had in fact been loaned regularly for the last five years at Fiji’s expense and also driven by him every racing day. The Club owed him enough already. The remains of the Cobnor Hut were removed and Committee Boat starts became regular practice.

PIERPOINT

The House was originally built by Charles Dixon before the Club acquired the present Club House.

Since that date it had been occupied by various people, but none of them involved or particularly interested in the Sailing Club. At the last two or three changes of ownership the Club had made offers, unsuccessfully to buy the Road.

At the end of 1971 it became known that Arnold Hagenbach was disposing of the property. This might be the last opportunity to secure for the Club a right of way to the Public Highway, it was even more vital than before because the alternative option of buying the Yellow House was gone.

The Commodore reported on 31st March that he had advised all the members that he knew were interested in Pierpoint, that it was the Club’s intention to purchase it and re-sell, retaining the freehold of the road and a path between the Sail Room and the boundary of Pierpoint.

A Sub-Committee of the Commodore, Vice-Commodore and R. Gordon Dashwood was appointed on that day to arrange the purchase, the re-sale had, however, by article of the Company to be by special resolution of the Club in General Meeting. The Sub-Committee made an immediate bid but this was not accepted and the property went to auction on May 3rd.

The Secretary attended the sale and bid to around £52,000 but about an hour or so before the sale he had instructed a local agent to continue bidding on behalf of the Club and secured the property with a bid of £57,000. No members of the Club took part in the bidding, one of the two under-bidders immediately offered £57,000 for the house without road or piers. There was no limit fixed on the Club’s bid, the Committee was determined to have it.
After an abortive meeting on May 19th between the Sub-Committee and Sir Henry Benson, a general committee meeting attended by the Club’s solicitor was summoned for May 26th; this was the day before the Extraordinary General Meeting called to authorise the sale of Pierpoint. The Secretary circulated a very clear and complete report of the impasse which had arisen on May 19th and incidentally again on the morning of May 26th. It was at this meeting the General Committee were told of the Heads of Agreement negotiated at the meeting and by telex between the Commodore and Sir Henry Benson.

It seems that since the sale some members of the Club had suggested to the Commodore that the Club should retain more of the property i.e. the boat house and/or garage and cottage. The Commodore wished to refer this decision to the extraordinary meeting on the morrow. He was overruled by the Committee who endorsed the Sub-Committee’s actions but decided that the Club was bound by the Heads of Agreement. On the morrow the extraordinary meeting approved the sale of Pierpoint to Sir Henry Benson in accordance with the Heads of Agreement. But even this was not quite the end of the matter, the exact boundary was to be subject to “rounding off” as it was called. One party was considering “rounding off” in inches and the other in feet (if not yards). At this stage the mood of the Club and Committee was to knock their heads together.

Generally as new owners of the freehold road the Club continued the same restrictions upon its use by other residents and its own members as had always been the case. The immediate difference was the Club could no longer be given a monthly notice to cease tradesman’s deliveries and the Council garbage collection.

Well done Archie!

A LOOK INTO THE FUTURE

On May 25th 1973, apparently following an earlier discussion of which the minute is missing, a Sub-Committee was appointed to produce the 1973 Development Plan. This was perhaps a harbinger to the famous 1959 Plan which was the lodestone for so many years up to the completion of the terrace about 1957. The new policy statement of 1969 had started a large number of hares and there was a need to co-ordinate them, in particular there was some concern about election policies, of which the effects were not apparent.

Between 1963 and 1968 the increase in total membership had averaged 80 in five years. This had been the result of the policy of electing about 40 new full members per year plus all the suitable cadets and juniors who were proposed. In 1969 the policy was altered to elect 40 additional full members per year, and this resulted in a steep increase in total numbers. In addition there started in 1970 a policy of electing an annual temporary members, persons who could not initially find sponsors to propose/second them. The total number of annual temporary members rose from 25 in 1970 to 101 in 1973. In 1973 the quorum needed to elect temporary members was reduced to 3.

ROCKWOOD MARINE PROPOSED

A special meeting of the General Committee was called for Friday 27th July, 1973, the agenda was:

(1) To consider the proposal for the development of a 600 berth Marina at Rockwood

(2) To consider the effects of such a development on the Club’s activity and future

(3) To decide what action, if any, be taken

These proposals had been on the table for some time and were strongly opposed by local maritime interests almost entirely on the congestion of traffic issue, as stated above. It found no more favour with the land based interests, and in fact I later learned as a member of Chichester Harbour Conservancy that no previous Planning Proposals had evoked half as many written protests to the West Sussex County Council.

The Commodore explained his professional connection with the proposers of the scheme. Concern was expressed by several members that the Committee, however neutral its chairman, should be seen to be unbiased.

The Commodore vacated the chair and left the meeting. Another member declared an interest and was allowed to remain providing he did not vote, the Commodore was invited to rejoin the meeting.

After discussion of correspondence from members, the Commodore tabled the outline plan accompanying the application for planning permission. Although there had been at least one letter of support for the scheme, none was forthcoming in the Committee Room.

On the matter being put to a vote the committee voted (mem conc) to object to the grant of planning application. It was agreed to circulate the Committee’s view to a number of local bodies thought to be of like mind.

The Committee appears to have given scant attention to the first item on the agenda, to have ignored the second altogether and gone directly to the third.

On Saturday 4th August the Secretary issued a notice to all officers:

The Commodore has indicated to the Admiral that he does not wish to seek re-election for the year 1973-74.

A NEW DIRECTION

John Burnford was elected to be Commodore and he was the first active Cruiser member to do so, he had previously owned an XOD but had been fully involved in deep sea cruising for some years. In a period when inflation was rampant his policy was to prepare for a siege and avoid as far as possible any new projects, involving capital expenditure and at the same time not try and combat inflation by expanding the membership.
Following the theft of a number of Silver Trophies from Goodwood, the
local police force had become very concerned about open displays of silver
trophies at other Clubs. At Itchenor they had for very many years stood
on the shelf in the dining room during the sailing season. Concern was
expressed in 1973, and in 1974 they were photographed by Alan O’Rea.
It was decided that in future with
two exceptions they must be taken home after presentation and returned to
the Club eleven months later ready for next year’s prizegiving.

After the autumn AGM the Committee under its new Commodore, John Burnford,
considered the 1973 Development Plan. The terms of reference had been
(1) Research - Factual Information, (2) Guidelines for the future and (3)
Proposals for implementation. The results of the research are best
expressed in the agenda prepared by the Secretary for the special meeting
held at 2.30 p.m. on 17th November. He said:-

2. To consider the 1973 Development Plan report, accepting that in the
last 10 years:-

(a) Membership (full) has increased by some 50%.
(b) Number of boats has increased by nearly 50%.
(c) The period of Club Activity (now including frostbiting weekends)
has increased by about 50%.
(d) Junior Fortnight numbers have doubled.
(e) The number of Open Meetings increased 60%.
(f) Wage rates have doubled and so has Club income but staff are
increasingly more difficult to obtain and retain.

3. To agree that the Club’s facilities and staff are at present fully
extended; there is little scope, if any, for their increase and that
Club membership and activity should be held within its present limits
or slightly reduced to ensure that members are adequately served and
staff not over-loaded.

The main body of the Report consisted of an imaginary description of the
Clubs in 1982 with some description of the imagined evolution that had
taken place. There were seven paragraphs dealing with different aspects
of Club activities and organisation. The first paragraph A, and by far
the most important, was membership: the Committee accepted the factual
research and agreed in general that the Club’s facilities and staff are
fully extended. They accepted the principle of effective membership
suggested in the guidelines attached to the development plan, in the
following formula:-

Effective Membership = Full Members (first name in a family)
including life and hon., life, less distant and overseas, plus
temporary members

Wives (Husbands), Junior and Cadet members were excluded as it had
been noted they bore a fairly constant ratio to Full Members.

It was decided that effective membership, at that time 553, should be
reduced to 540 of whom not more than 75 should be temporary. This was in
line with the Sub-Committee’s second recommendation that immediate steps
be taken to control Full and Temporary membership. All this is repeated
in the Commodore’s report to the Spring AGM 1976. He reported many
complaints received that the Club was overfull and an intention to reduce
effective membership by about 40 over the next few years. He also did
not wish to see the Club embark on any new expenses, or project for the
Club. This policy has some connection, no doubt with the Committee’s
attitude to the other paragraphs in the report, but the major problem of
membership, about which everyone was well aware, had been grasped.

Paragraph B about boats, including tenders. The Committee did not
consider an extended boating service would reduce the congestion of
members on the floating jetty and eventually decided it could not afford
to continue the boating service let alone extend it. It deferred plans
to facilitate quick scrubbing of keel boats on Tempest slipway. It
called for further investigation of the Dory Pontoon and also a scheme to
provide “off stage” parking for “seldom used” dinghies. It added a
proposal for scrubbing legs at the end of cruiser jetty. Note - the latter
and an extended boating service were later provided by the Conservancy on
a non-paying basis.

Some discussion arose about allocation of the limited number of Haines
moorings between the growing Keel Boat Classes. This was related to DIY
Maintenance but no conclusions or action resulted at the time.

Paragraph C about Racing. The five points listed below were all agreed.

(1) A threshold turnout for racing classes to enjoy a “slot” in the
racing programme but no figure was fixed and so it became a dead
letter.
(2) To attempt joint racing with other clubs for classes too weak to
qualify for a “slot”.
(3) To re-deploy Open Meeting trophies for classes no longer in Club
racing programme. Note the Finn Class trophies went on loan to the
Finn Association to be raced for elsewhere.
(4) To ensure social programmes for Open Meetings are properly
advertised.

The third recommendation, also agreed, was that cruiser owners should be
persuaded to provide Committee Boats for Open Meetings and club races
which would be started from either a platform or moored vessel in the
Itchenor Reach. Betivuka to be retired.

This was not implemented, no reason being minuted, but in February 1974,
the annual cost of Betivuka was compared with alternatives and the small
excess of £200 p.a. over other alternatives was considered worthwhile for
the advantages gained. After some negotiations Mr. Grant offered to sell
Betivuka and a consortium of five members presented her to the Club, so
that regular Committee Boat started to continue to be the order of the day.
At this point the Committee adjourned the consideration of the other paragraphs until later. On December 15th another special meeting was held in the afternoon before the regular Committee meeting.

Paragraph D about children. The Committee did not endorse the proposal to alter Rule 9 to remove the embargo on children using any particular part of the Club premises or to require that they be accompanied by a Chairman or Secretary. It was agreed, however, that parents should be informed as far as possible, that the Club had introduced a new rule limiting the use of the Club premises to children, and that this should be made clear to all members.

Paragraph E about catering. The Committee, after a long discussion, decided that a separate "quick food" counter was not required at that time though it might be appropriate in the future. It was stated that the House Committee had already taken steps to implement the recommendations which concerned improving the efficiency of the Club’s catering service and other matters.

Paragraph F about Club House. It was not agreed to provide a new junior room to allow Committee Room to revert to former usage, or to convert some of the bedrooms to other uses. Other minor points were accepted but have not all been implemented.

The committee again adjourned and left the consideration of the final paragraph to be dealt with on March 23rd.

Paragraph G about Club management structure. Changes of Club Officer and Sub-Committee Chairman’s status and responsibilities were not accepted as they might result in a less flexible organisation and anyway would need change to Articles.

It was agreed that Vice Chairmen of Sub-Committees be selected from existing members of the Club Committee and that reports for consideration be circulated with the Agenda.

It was also agreed to set up a Junior Fortnight Co-ordination W/D on an ad hoc basis each year.

The space at the end of the new building, allocated to the Club Office, had always been cramped. When trouble developed in the flat roof of the sail room which formed the balcony in front, it was decided to extend the office over this area. This was planned in 1969 and completed in 1972.

The Club Handbook

The Club handbook had been published every year since 1933, excepting only the war years 1940-45. Only a fixture list was printed in 1932 and 1946, otherwise it was usually in hardback, a different colour each year. The format remained unchanged after 1947 when the sailing instructions were transferred to a separate Course Card.

Questions of cost/subsidy had been raised at AGM’s on several occasions; and at the end of 1971 it was reported that the cost of 550 copies for 1972 would be £500. An option to save 20/30% was taken up and 1972 handbook omitted the racing programme, which was printed separately on a Fixture Card. In 1973 only a new racing programme was printed (no copy in archives).

In 1974 the book appeared in two parts, I - Officers, Rules and Cup Winners, and II - Racing Programme, Members Boats and finally addresses; this change was to continue in 1974 Part II only and continued in 1975. These were in hardback. But there was a change of plan and in 1975 for the last time the original complete handbook appeared in hardback.

Finally in 1976 loose leaf covers were provided for an annual issue of loose leaf pages. These pages were not printed from moveable type but were photographically reduced typescript.

Harbour Authority, in one form or another, had co-existed with Itchenor Sailing Club ever since 1927 but it was not until 1976 that paths crossed and this seems the place to pause and record the background.

HARBOUR MANAGEMENT - MOORINGS

In 1927 the City of Chichester still retained medieval powers over its water access and owned the port of Dellquay and canal to Chichester. The quay at Dellquay was under lease to the local corn merchant Saddlers who exercised what powers there were over the harbour out to sea but not including the area NW of a line approximately from Sandy Point to Pinsel Island.

They laid the navigation buoys, such as there were, and remember these were laid to assist the commercial traffic to Dellquay to identify the deep water channel at high water when the traffic could cross the bar. At high spring tide it is an unbroken stretch of water from Hayling Island to Itchenor Woods. The starboard buoys were (NW) Winner and Weer - reputedly where sailing craft coming up with SW wind behind used to “wear” ship to avoid gybing. On the port side there were 4 buoys guarding Pinsel Sand - Gardner, Stocker, Copyhold, and Sandhead. Further up two middle ground buoys marked the entrance to Thorney and Bosham Channels. Challock Beacon is now approximately on site of old Wear Buoy.

About 1937 commercial traffic had virtually ceased and Saddlers lease was not renewed, but yachting had arrived and the City Fathers, always ready to turn an easy penny, decided that here was a handy source of revenue to help relieve the rates. (In practice the harbour account was far more often in deficit than it was in surplus.) They promoted a parliamentary bill to set up a Harbour Authority. This was bitterly opposed by the Cruising Association and to a lesser extent by the Federation of Chichester Harbour Sailing Clubs, of which ISC constituted 25%. However it was all in vain, the Bill was passed and the City Fathers set up a Harbour Sub-Committee and appointed a Harbour Master; previously George Hammett, Senior "his of the one gold earring" who used to wear a cap styled Harbormaster! The City Council provided for three co-opted members to their Harbour Committees, one appointed by hand of Bosham and two by the Federation of Sailing Clubs.
The second world war intervened and very little change took place. Up to this time boatharps and private individuals had laid moorings as and when it suited them. These were mostly lifted during the war. The Admiralty laid a trot across Itchenor to moor the motor launches of various types which were based here before the "50" day landings. They also built a pier out to deep water at the end of the street.

When this was removed about 1949 the opportunity was taken to re-arrange the moorings in a more orderly way. The Harbour Master called a meeting of the interested parties which was held in the Club dining room. They met and settled matters in one afternoon. The City of Chichester had met and settled matters on the Itchenor trot and arranged to lay further rows on each side of it. Yachtsmen, who could establish that they had a pre-war mooring, were allocated a mooring on special rates as near as possible to their original site.

The area below the Corporation Moorings as far as deep end was divided on a geographical basis. Itchenor-Shiplake, Coombes of Bosham, George Haines and R.C. Darley & Son of Itchenor. In particular the Haines area in front of the Club was nominated for Sunheams 7/6 and Xoo Class 15/20.

During the next 30 years the numbers expanded as we have already noted, and they were joined by Swallow Flotes of about 15/20 boats. Some of the extra accommodation was achieved by gradually excluding cruisers from the area opposite the Club. Lack of moorings for keel boats is noted in the sailing committee minutes over the years, but no action is minuted till 1972. Further accommodation was achieved by squeezing more boats into the allocated to the shipyards. Haines, in particular, at the Bosham, the unsatisfactory arrangement of the sheds between the shipyards. Also some of the new moorings laid for City of Chichester were not in continuous straight lines. The fairway got narrower and narrower and was barely discernible when the boats swung to the wind. Restriction of the fairway was also a problem as Bosham where Havant and Waterlooville UDC, who administered the rest of the Harbour, had experimented with a herringbone system of fore and aft moorings, which in practice were extremely difficult to pick up. At Bosham there were a lot of difficulties, mainly because due to a change of Harbour Master the opportunity to rationalise the moorings in 1949 like Itchenor was missed. As there were no specific areas allotted to local organisations it was all too easy to slip in a pirate mooring, especially if a boat was away on a long cruise!

Harbour users had for a long time been dissatisfied with the dual control of the Harbour by Chichester City and Havant & Waterloo. They had different rules including different speed limits. There was little or no co-operation between the two authorities. Chichester maintained navigation buoys and helped with the pilots from Sallers but H & W UDC did not. So the most westerly of the Pilsey Sand buoys (Carders) had to be laid in the middle of the deep water channel in order to retain it in Chichester territory. This halved the avoidable width of main channel. Finally there was the piloting Committee by Chichester City Council to lay 20 new moorings every year and fill the whole space from Boshom Deep to Bellsquay with moorings eventually, like the Hamble River. They totally ignored the requirements of hundreds of dinghies and other small boats based on Dellquay, Chichester Yacht Club and Birdham who could often not reach open water below Fairway and return on a single tide.

Some ten years of pressure, mostly by the Chichester Harbour Federation, which had been reconstituted to include boatharps, sailing schools and other interests, resulted in the West Sussex County Council commissioning the Chichester Harbour Study from their Planning Department in 1967. This was more or less universally adopted and a Steering Committee was set up in 1968 to promote a parliamentary bill to create a new single Authority to control the whole of Chichester harbour from Langstone Bridge to Pilbourne. Chichester Harbour Conservancy formally took over in 1972. Meanwhile the Chichester Yacht Basin had been completed with berths for 1,000 yachts. The Harbour Master Yacht Basin had been completed with berths for 1,000 yachts. The traffic congestion from the extra boats became intolerable, particularly at Itchenor where the fairway was narrowest.

In about 1950 a Mr. Vernon conceived the idea of building a small ship repair dock and basin above Birdham. He excavated a large hold behind the seawall, and collected a number of derelict landing crafts for eventual repair. They were beached outside the sea wall. The undertaking went bankrupt and was abandoned. In order to get a very unsightly mess cleaned up the County Council granted a planning permission for the Marina, one of the first in the country. It was originally planned like Birdham Pool at MBW level, when access would have been similarly limited. Later the water level was lowered and the "free" flow period of access became available. Lack of previous experience resulted in many mistakes.

The new conservancy organisation had earned good marks by immediately arranging to remove a wreck which had caused a dangerous obstruction to the harbour entrance for two years. It then set about the much more controversial issue of moorings and fairways throughout the harbour. A search for a satisfactory arrangement of berths and fairways created a number of extra berths and it was not practical to revert to the original swinging moorings without turning off the new ones. It was decided to install pile moorings in strings of five piles, each string accommodating 6 boats, two to each space. They are a linkway from the water front and do not constitute a particularly offensive eyesore. Such opposition, as was justifiable, was based upon the technical shortcomings of the original system in a somewhat exposed situation.

At Itchenor these conditions were quite different, the additional marina traffic, largely concentrated in the 3-4 hour free-flow period, necessitated a width of fairway considerably wider than the original fairway of the 1949 plan before the encroachments. The Harbour Master initially offered two alternatives:

(1) Lifting of at least one line moorings all along the Chichester reach, resulting in the loss of a large number of berths. This loss would have been concentrated in an area opposite the Club and mostly at the expense of the keel boats.

(2) Concentration of the conservancy cruiser berths off swinging moorings onto piles to allow for re-siting the keel boats over a longer area above the Club.

Both these alternatives were considered to be wholly unacceptable by the Club and its members. The first because it would render it more seriously hamper, if not entirely extinguish, the Club's chances of developing its keel boat fleets which were taking the place of the diminishing dinghy fleets.
The second alternative was not acceptable for two reasons, the first technical arising from the difficulties already encountered at Emsworth, the opposition coming fom cruisers and navigators of small sailing dinghies who use those waters. The second reason was environmental and Club members and local residents were united in their objection to the sight of piles along Itchenor reach.

Considerable controversy arose in the Club about the best tactics for solving the difficulties; and this was not in any way diminished by the moility of members, some of them experienced yachtsmen who contended that widening the fairway was (a) unnecessary and (b) increasing the dangers.

Those who were closely in touch with the Conservancy knew that whilst it was prepared to listen to various alternative methods of achieving the widening of the fairway, it was quite unanimous in the decision that it had to be done. The Conservancy had also stated that although not legally bound to do so it would formally apply for planning consent to insert pile moorings in Itchenor reach.

Thus it appeared to me that if the second alternative, pile moorings, was rejected out of hand by the Club, the Conservancy might proceed to implement the first alternative which once it had been carried out was clearly irreversible.

If the Club rejected the first alternative and acquiesced to the second it would protect the position of the Club leadership in the event of all the keel boat moorings. The Club clearly had ground to seek assurances that the piles would be better managed than at Emsworth, but was on weak ground in supporting an environmental lobby which had nothing to do with sailing. It was a cast-iron certainty that so much pressure would be brought to bear on the Planning Committee that they were bound to reject the plan for piles and this in fact proved to be the case. The Club would have been in a stronger position to bargain for retaining its keel boat moorings. In fact a great deal of controversy arose in the Club largely from a lack of a full understanding of the facts and an emotional environmental lobby, and the matter reached an impasse.

Meanwhile a negotiating team, led by the Commodore, was able to demonstrate that it was possible to re-site the Conservancy swinging moorings so as to be able to extend the area for Club keel boats without any significant loss of berths (and revenue) to the Conservancy. The ceremony shated slowly, but it was reported later that 79 keel boat moorings were to be available in lieu of 60 in 1974. The negotiation took a long time and it was not until September 1976 that the Committee received a final report of a satisfactory conclusion.

Whilst all the developments to harbour administration and allocation of mooring free and mooring areas were being defined, the cruisers were becoming an important growth area of Club activity. This helped to fill the gap left by the reduction of the dinghy fleets, it was not particular to 195 but was in line with developments at Hayling Island and elsewhere.

**CRUISER CLASS PROGRESS**

Following the creation of the Rear Commodore Sailing and the construction of a new mooring jetty, there had been considerable growth in the cruiser fleet, the figures being:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>48</td>
<td>57</td>
<td>64</td>
<td>66</td>
<td>101</td>
<td>100</td>
<td>106</td>
</tr>
</tbody>
</table>

There have, of course, always been cruiser members but up to the mid-fifties their activities had been low key. Weekend cruisers sometimes digested by the word race to Yarmouth or Cowes, with an annual holiday to Brittany or the West Country about sums it all up. Some intermittent, very friendly races were organised by the Cruiser Section of the Federation of Chichester Harbour SC. They were often self-started, usually by Mary Davis from the cockpit of her father's Folkboat "Larma". Later the cruising area was extended to North Spain and other members went to North Holland and Scandinavia. Not only did our members extend their cruising area overseas, but we started to receive regular and organised trips from overseas. The special book for visiting yachts was started in 1958 and one of the first visitors was Dr. Rongelle from "Sport Nautique La Havre", he repeated his visit many times, sometimes with four boats in Company. One of the attractions they came for was the clothing and equipment in the Chichester chandlery shops. They could not get the equivalent quality or choice in France. In 1961 there was a visit by the Danish Folkboat Association, and after visiting yachts from Holland, Belgium and West German Republic, Ted Martinez, the Rear Commodore Cruising, wrote a "Welcome to Itchenor" letter in five languages.

Finally Itchenor members were to be found in their own boats in the Caribbean and far afield as the Galapagos Islands. John Burnford wrote his Commodore's Report for 1976 under the date line:

Yacht "Munza" South Atlantic Ocean

The Hends Cup was awarded 6 times to cruiser members

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Patrick Ellen (Founder of Junior offshore Group)</td>
<td>Michael John Shaw</td>
<td>Michael John Shaw</td>
<td>John Michael W. Burnford</td>
<td>Trevor George Coleman</td>
<td>John Michael W. Burnford</td>
</tr>
</tbody>
</table>

One of Sir Geoffrey Lovel's parting shots was to present the cruiser cup for an open race on Regatta Day, this trophy had been competed for every year from 1958, but by no means always on Regatta Day. In 1959, on May 16th, because it was difficult to integrate into the full regatta programme and involved a separate OOD party. So it was often raced under the flag Federated Clubs Cruiser Section and their various successors. Since the introduction of regular 0/8 racing it is possible to run the race under ISC flag but not on Regatta Day.

In 1964 the Chichester Harbour Cruising Club was established, the first Commodore was Pat Doyle. The Club has always been closely related to ISC holding many of its meetings and dinners in the Club House. But as the new Club was a separate entity with its own membership of the Chichester Harbour Federation, it soon attracted a number of new members who had not
previously belonged to any Federated Club. This diluted the ISC element and our members did not win the casket so often. Later in the new Club changed its name to the Chichester Cruiser Racing Club.

When cruising yachts were wood there was not a great deal of cost saving in building a large number of identical boats, many owners wanted their own thing, hence handicap racing was inevitable. There was one attempt to introduce One Design Racing for Cruisers; this was the South Coast One Design, a wooden boat about 25 ft long. They were popular in the Solent, and two or three came to Itchenor; later the Scandinavian Folkboat was more popular but as they were built by many yards they did not achieve a satisfactory O/D standard.

In 1974 there were six Itchenor boats racing in the larger of the two CCRC classes (class A) and three turning out in class B. With the introduction of glass reinforced plastic boats it became necessary to sell large numbers of small cruise boats to a single design to cover the costs of the mould. The scene was set for the extension of One Design Class Racing into the cruiser fleet. The Contessa 32 found favour with a number of Itchenor owners and led by Nigel Troy they competed in races organised for that class all round the Solent whenever they could. More recently, following the decline of dinghy sailing several classes of O/D cruisers about 24 ft long have appeared. In particular several Itchenor members have acquired Sonata's; of similar size there are also 74's Impala's etc.

**CLUB HOUSE PROBLEMS**

In 1972 Parliament passed the Fire Prevention Act, this followed some disastrous hotel fires and is estimated to have added £1 per night to the cost of all hotel accommodation in the country. Unfortunately residential clubs with more than six persons sleeping in a building came within the scope of the Act and ISC had to comply by January 1973. Consideration was given to abolishing residential accommodation but the difficulties of staffing the Club with daily staff were daunting and it was considered that abolishing the residential aspect would materially alter the atmosphere of the Club. Some estimates were sought for the work required by the Fire Prevention Officer.

He required two upstairs fire exits, the first from bedroom 3 where a door was required to replace the window; the second from the end of the staff wing corridor where a window had to be enlarged into a door. The two routes lead across the flat roofs to a staircase down to backyard.

He also required additional doors at stairway and most other doors and some ceilings to be made fire retardant. There were fire alarms, emergency lighting, automatic door closers and so on. Initial estimates received in June 1973 indicated a cost of £3,500/£4,000 if all the actual building work was done by the Club. This was confirmed when multiple estimates were available in September.

Steel Fire Escapes (but it transpired in our circumstance they did have to be steel) £1,400/£1,500

Fire alarm & emergency lighting systems (but you could buy the components and have a local man install them) £1,300/£1,500

---

**Underdriving of Sail Room and Staircase**

Probable total £3,500/£4,000

The Secretary was very keen to have a go at doing the maximum themselves and not accepting any of the contracts offered even if it took longer to do.

In February 1976 it was reported that by their combined efforts the Secretary, Barry Nash and David Goddard had virtually completed the work in the Club House as at a material cost of £900. Thereafter it was hoped to finish the new building by the Spring Bank Holiday with a total material cost not exceeding £1,200.

Unfortunately extra work was required to replace and modify some of the Bank Room and Dormitory partitions. Oddly enough the building could be used if there were no partitions but only six people could sleep there is there were partitions that did not conform! Decided to complete the rebuilding of partitions next Winter by use of wooden parts. Meanwhile Club members continued to use the accommodation. Blankets, sheets and rugs were hung up in place of the partitions to provide some privacy.

Whilst these operations were being finished, the Committee had started its discussions on how to celebrate and record the Silver Jubilee of the Club's Foundation in 1977. Before describing these it is opportune to record some events of note that occurred during the run-up to the Jubilee Celebrations in 1977.

In 1975 the Committee agreed to let the Club be used for a business conference. The object was to achieve great privacy and one member personally took the responsibility for a seminar for about a dozen people held mid-week in early May. This arrangement which had not been run in quite the same way as regards responsibility had been somewhat embarrassing.

Later in the month Lt. Col. Brian Torrens who had been Club Secretary since 1961, expressed his desire to retire at the end of 1977. This was noted with great regret as Brian and Mavis Torrens had indeed taken a great part in Club Life. On two separate occasions Mavis Torrens had stepped in at short notice to take over Club Catering and a large part of the cooking. Her success can be measured by the increase in business which followed and eventually overwhelmed her.

In July Jim Torrish offered his yacht "Venture" to the Club as a gift. This was an ex-Navy Motor Launch of Second World War vintage, a successor to Emarl which he had before the wars. It lay on a private mooring above the Club and the Torrish Family used it as a comfortable (unofficial) house-boat. His idea was that it should lie on a mud-bank alongside the Dinghy Stage and for this he arranged the necessary permission. The Committee demurred, What would it be used for? Would the Club not be involved in heavy expenses? It was on the agenda for several Committee Meetings without decision until September when they decided they could not accept the financial Liability!
I think the truth is everybody was thinking Jubilee and missed a wonderful opportunity to set up an annual prize fund. Members on additional. There was no obligation involved to keep it for any length of time if it had proved a financial burden.

In October the Club joined in supporting the Chichester Harbour Federation and the Conservancy in opposing the Itchenor Marina project. This involved breaching the Itchenor Bank and converting part of the "Marsh" which extends between the Street and Spinney Lane originally up to the Church. I doubt if the scheme was worked out in detail because of the intense opposition.

In the late summer of 1975 the 14ft International class held its bi-annual International Team Races in Hayling Bay under the Flag of the HISC. Although Itchenor Sailing Club had no responsibility for administering the Races (eight years later it did undertake this in Bracklesham Bay with great success); it was involved on the social side and some of the competitors were accommodated at Itchenor.

"Duty Flag" Officers are first mentioned early in 1977 but there is no minute setting out their duties or responsibilities etc.

**GOLDEN JUBILEE**

When the Terrace outside the Dining Room was built about 1960 it was intended to add to the garden space available during the busy season in midsummer. The fact that it was on the shady side of the house was more of an advantage than handicap. Some years later pressure increased for more and for better accommodation and a Canvass Aiming was provided. When at the end of the sixties the Club decided to hold its Social Events at home instead of at a local hotel, side curtains were added to make the space habitable (just) on autumn evenings for the laying up suppers. From this time onward there was continuing and increasing talk about "glassing in" the terrace.

Following up a review of all the Club Development Schemes ever dreamt of, which was organised by Archie Shaw, there evolved an idea to switch the positions of the Dining Room and the Lounge/Ba. With the main Clubroom and Bar located at the West End of the Buildings where its windows looked out directly onto the river the "glassed in" terrace would form a natural and useful extension so no further thought was required as to how it should be used. However closer examination of the exchanging position proposal disclosed a number of daunting problems. First the floor areas to the East of the "tunnel" were considerably less than those to the West. If the kitchen remained where it was it would be very inaccessible from the dining room even if the boiler were re-sited. Also the main landward entrance to the Club and Clandrooms would have been inappropriate leading directly into the dining room. The provision of new lavatories at the west end involved difficult drainage problems. Finally the Staff bedrooms located over spaces not used later at night would have been the potentially noisy bar area. So the exchange idea was dropped and the thought taken up to plan when ahead when clear idea as to its eventual use. There was no expressed desire for an extended Dining Room and certainly neither staff nor kitchen areas existed to service it.

By Easter time in 1976 the Golden Jubilee arrangements were getting into two separate though sometimes overlapping streams. One dealt with celebrations to be held in April and the other with the permanent memorial. Actually the correct date is subject to argument; the facts are that the founding meeting of the Club did not take place until the spring of 1928 which makes May 1978 a year in which it was organised. The First Annual Meeting Committee Meeting had been held in December 1927, and when records were commenced in 1928, the Founder Members who joined at the first meeting in March, most if not all of them had attended the Steering Meeting, were designated as having seniority from 1927.

There were cogent reasons for choosing 1977 as the celebratory year, one of which was to include Brian Torrens before his retirement, so he and Mavis were guests of honour at the Golden Jubilee Ball which was subsequently elected as Honorary Life Members. The true historical date was honoured when the Jubilee Extension was completed one year late in 1978, almost 50 years after the First Meeting on 3rd March 1928.

The initial plan for celebrations in 1977 included a Ball, a special Regatta and the completion of the definitive History of the Club. Goodwood House was provisionally booked for the Ball, later Orchard House Garden was mentioned as a possible venue. By July 1976 with so much on its plate the Committee wisely decided to delegate total responsibility for the Golden Jubilee Ball to Robin and Gill Wilson with plenipotentiary powers to decide venue, date, music, catering and price of tickets. They did stipulate it was to be self-supporting without any subsidy from Club Funds.

Other planned festivities were to invite all traceable Founder Members to the Club Cocktail Party on June 4th. Amongst those who attended were Ernest Shipman and Nancy Orr (nee Griffith). This was followed on Monday by a Village Regatta modelled on the lines of the 1927 Itchenor Regatta of which a programme had survived in Rebe Lee's archives. Other events were a Cruiser Rally to Spithed, a special annual Regatta and Cruiser Casket Race and Dance later in the season.

Initially the plan for the Ball was for a Hunt Ball type of event preceded by private dinner parties in members' houses, but most members local weekend accommodation was not up to this sort of event and the plan was scrapped in favour of hiring a Marquee and doing the whole party at the Club. The problem was taken to the beginning of 1977, having decided to have a live 8-piece band for the main dance floor in the marquee together with a disco in the Hall and wondering how on earth 300 people, 260 members and 40 official guests were going to be seated and fed! The date was fixed for July 7th and the tickets to be £7 per head (£5 under 21 years).

By March the problems had been resolved by planning to hire a very large marquee, it had to be insured for £4,000 and placed on a large extent of the dinghy stage area. This was linked up with various Club Buildings with enclosed canvas covered ways, which constituted somewhat of a maze when travelling from the office to the kitchen! All the ground floor rooms of the Club, plus most of the marquee were used to provide nominated seats eventually for 330 people. The original 260 tickets had been sold out before the end of May. The dance floor was on anather on the lawn side of the wall, it was feared that the dinghy stage might subsidise if drawn. Mother Brown got onto the programme. All the catering was done by outside contractors but the floral decor throughout marquee and Club was by members. It was quite superb.
To make the seaward side of the Club look a bit different several yachts of various type and class were dressed overall and moved to special moorings near the end of the jetty where they were floodlit.

The whole party was a huge success largely due to the unflinching efforts of Robin and Gill who did not miss a point. It was a most memorable evening.

By the spring of 1976 the appeal for funds for the permanent memorial to the Jubilee had been underway for sometime but only with a somewhat nebulous objective. Outline planning was already under way for "giant sail in" and raising the terrace was protected by a false tiled slope roof over front and both ends. It was so high that it largely obscured the view from all the first floor windows of the main door to the rear of the building. It was also criticised because of the floor level.

Because of this setback, which was interfering with fund raising, it was decided that the Sub-Committee, now directed by Henry Benson, should continue its activities independently of the Committee on how the fund should be spent, which remained in the hands of the General Committee. The argument continued upon the area to be enclosed i.e. the whole area up to the bend of the road or the piece in front of the existing building.

November 1976, the lessor scheme was confirmed that they were still talking of completion by April 1977.

By March 1977 the fund had reached £12,500 and more was coming but no planning consent could be expected before April and it was obviously too late to consider building operations before the 1977 season. So in April a number of alternatives were considered regarding a load bearing roof and/or a scheme of very ancient origin, circa 1932, to improve the main staircases. This also provided for direct access from bar to Jubilee Room without going through the dining room, which could then be closed when not in use.

It was decided to appoint an Architect Surveyor and call for three tenders.

By May the fund had reached £15,000 and part of the balance was big enough for a new floating jetty required all the year round. In June the Architect’s report from J. Credington was not available because he was waiting for quotations for aluminium window frames expected by July 9th. Finally in September it was reported that contract had been signed by Beavridge for £7,000, completion due 24th February 1978, under a penaltyONUS clause.

At the beginning of 1978 it was agreed to add a hardwood floor 9" above existing and 9" below dining room. It was a bit of a pain but finally agreed outside help by a single door in place of the small window in Upper Dining Room. Fund had now reached £16,000 and £6,000 was allocated to the Sailing Committee for radios and a high speed rescue boat. In February quotations were reported £1,500 for fast rescue boat and £1,200

for walkie talkie radios. The latter were ordered but in the end the Club settled for a second conventional type of rescue boat. A Deiyouk Fisherboat was ordered in April and was reported as operational at end of July. The problem with the fast planning boats is that they are not suitable for casual operation by the volunteer rescue boat drivers who would need an experienced professional operator to be reliable. Some of the saving on original budget was used to purchase "inflatable" balloon racing marks for outside the harbour.

After further delays in obtaining the special windows, completion was due in mid April 1978. Although the Jubilee House had not been planned for any special purpose, it was quickly apparent that one special use was emerging. When the floor was regarded as part of the garden, it was useful for picnics by parents and small children driven away from the "over the wall" terrace area by rain. Long standing Club rules forbade the use of Club Public Rooms for picnics brought by members. So in July the Committee authorised the use of the Jubilee Room for picnics in inclement weather.

As soon as the Jubilee Room was brought into use it became obvious that something fairly drastic had to be done about the acoustics.

With four flat walls comprising either large panels of flat glass or bare brick walls and a bare hardwood floor, the resonance was terrific, it had to be heard to be believed. Now over the years since before Hitler’s War a collection of other Club’s burgess had accumulated. Many had been left by visiting yachtsmen, both racing competitors and sometimes boats were cruising boats. Others were collected by own members from Clubs that they had visited earlier. In one case, Simon had been bought by members from Clubs that had been supported when "posted" overseas, most some seem to have just happened. At one time they had been plumed up around the shoulders in the dining room. Sometime in the sixties they were considered to be incompatible with the new decor the House Committee had designed. They were missed, but several volunteer offers to requisition them did not fructify.

Hilary suggested that the burgess should be mounted on banners which would then be hung onto the bare walls like tapestries. When this was agreed she chose and bought the material and Grime Hailey they made up the banners using her special sewing machine which she has for sail work. Finally after experimenting with various adhesive methods, Hilary finally sewed them all on by hand and wrote the descriptive medallions which tell the story. Many of the burgess had some historical significance and as I was at the time involved in this historical record we undertook to find out the origin and occasion of some seventy odd burgess.

The first task was to identify the Club from which they came, sometimes this was incorporated in the design, sometimes somebody had written on the base; at the first count 8 were not identified and were posted on a Club Notice Board asking members to help. One was recognized eventually as the Essex Yacht Club of Connecticut. Then we had to identify the donor and the occasion, still some mysteries here. How on earth did we come by St. Francis Yacht Club, San Francisco Gal, dated 1956 (the year of the Melbourne Olympics). The only member of ISC known to have been in Australia where he exchanged a number of burgess was Bruce Banks, he says he returned East-about.
The banners are arranged to group related momentoes in a roughly historical sequence, where they are concerned with a racing event a replica in miniature of the appropriate Class Flag is included on the medallion. A full list of all is in the appendix.

These banners reduced the resonance but did not by any means eliminate it and further measures were necessary. First curtain to the window helped when drawn but not much in daytime. Second acoustics were fixed to the ceiling, and finally three more smaller banners were made to fit to the sloping ceiling over the windows. The burgesse on these panels did not yet all mark a notable occasion, but a start has been made on the left hand side with events after 1797. Otherwise they carry either duplicates of those on the original panels or some of the unidentified items from original lot. These are being replaced as new items arrive.

**NAVIGATION LIGHTS & IALA SYSTEM**

Some minor events that took place during the Golden Jubilee Celebrations.

In the days of the Chichester City Harbour Committee during the sixties some navigation lights were fixed at the Treloar Cripples Hospital and at HISc to help yachts to find the entrance to the harbour at night. In 1953 I remember returning from overseas and having to sail round between the Nab Tower and Hayling Island for several hours until it was light enough to find the entrance. These lights were subsidised by the Chichester Harbour Committee and HISc. The Conservancy gradually fixed the navigation buoys but initially they were feeble and unreliable, maintenance costs were high. When the IALA navigation system was introduced Chichester Harbour Conservancy embraced it and installed it before the mandatory time in 19... At the same time where possible piles were used to replace buoys, this reduced maintenance cost and enabled windmills to be used instead of renewable batteries to power the lights. But no economy provisions were allowed to impair the proper navigational requirements. In particular the channel between East Head and Hayling Island was marked with 4 starboard hard buoys to show the full extent of deep water available. About 4/5 buoys were replaced by piles and 3/4 extra buoys laid. With the IALA system the lighting of marks soon extended all the way to Chichester Marina. Night traffic became commonplace where tides served and unlighted racing marks in the fairway were not only a nuisance by day but a hazard by night. Boughton's racing mark was removed in March 1977. Club Mark had only been laid intermittently, Regatta Day and Junior Fortnight, during recent years. In fact regular racing by Club classes up the Harbour had fallen into disuse since the cessation of regular starts from the Club Line so Boughton's was not missed. In fact the up Harbour Courses were omitted from the 1978 Course Card. To compensate for these losses some new facilities became available down the harbour, brought about by the laying of 2 new Federation Racing Marks at Dunes and a Treloar. These were primarily introduced at the instigation of HISC to facilitate a high water triangular course with Mill Rythe/channel. However IESC soon introduced courses including Dunes which provided a good long windward/leeward course from park in the prevailing wind. In 1983 a special course was ordered using Treloar as weather mark for the Itchenor Burgee.

Another item which came up during the Jubilee Celebration was the foreshore lease. In May 1977 the Secretary reminded the Committee that the lease dating from 1958, negotiated to settle the right of way dispute was due to expire in 1979. In July 1979, after the Golden Jubilee events a sub-committee of 3 members with the necessary expertise was elected to negotiate on the Club's behalf. In November it was noted that WSCC, acting on behalf of the Conservancy was seeking a rental of £300 pa (the 1958 lease had been £50 pa for 21 years). The £300 pa figure was related to other leases recently negotiated by the County for allegedly similar circumstances. It was argued by the Club that there was no public access to the foreshore and that comparisons such as WSCC had put forward were not valid. In March 1980 the Club suggested a figure of £140 based on inflation rate between 1958 and 1979 for a 28 year lease with 7-year breaks. In April we were waiting on the County Valuer and at the end of October it was still under negotiation. It was finally agreed in the Spring of 1981 at £160 pa for a rather larger piece of foreshore.

In May 1978 the Committee again discussed the winter use of the Club but no action followed immediately but in 1978-79 FIJI undertook to open and "man" the bar on Saturdays and Sundays from noon to 2 p.m. during the winter.

Other minor items that occurred in 1978 were a discussion on Club stationery when the dolphin motif was produced. The Committee apparently preferred the original burgee design but did not prevail.

In 1978 saw the beginning of Cruiser social events in the Club and as a result the first Contest 32 event was organised for mid-July 1979. This comprised a round the buoys race to Chichester Harbour followed by a dinner and prize giving at Itchenor Sailing Club, and another passage race for some on Sunday. This was very successful and arrangements were quickly made for a repeat in 1980. It has now become a feature in the Club Programme but races for laserars were arranged for 1979 inspite of a Sailing Committee recommendation early in 1978 that no new dinghy classes were needed. They did demand a low level of activity in dinghy classes, particularly J44t Int. and Fireball. The Club conducted another experiment with professional catering staff in 1978 but though not so costly as the 1965 episode it was not a happy year in the Club.

**MEMBERSHIP SUBSCRIPTION & INFLATION**

For the first 34 years the Club got along with only five categories of membership, namely Full Members, Junior under 21 years and Cadets under 18 years, additionally there were Wives, Unmarried daughters and overseas. Whereas the rates for full members increased gradually by step initially of one guinea and later two guineas the increases of the lower rates were rather haphazardly increased by quite different percentages. There were weekly and monthly rates for temporary members, the rates being higher in July and August.

The increase to some members in 1938 brought founder members in line with those elected after July 1928. A further increase due to Hitler's war took place in 1943. Then there was a 2 guineas increase in 1957, which reflected the improved facilities - sail drying, additional jetty and dinghy stages etc. Five years later in 1962 a further increase of 2 guineas was required to cover the expense of employing a paid Secretary Manager.

- 108 -

- 109 -
Another casualty from inflation was the second boatman who operated a ferry service to put members on board their yachts in Itchenor Reach. This had been in operation for some years and in 1978, although the continuation of the service was assured in April, it was later decided to limit the employment of the second boatman to Junior Fortnight only and the free ferry service died. Later the Harbourmaster introduced a fare paying ferry service covering Itchenor Reach and Bosham Deep.

In 1980 faced for the fifth year running with a total revision of rates the Club started to prune the categories. The first to go in 1980 were enhanced monthly temporary members rates for July August (30 years). In 1981 Student and Cadet Holiday temporary membership were axed (17 years) and in 1982 it was the turn of Creweing Temporary Members (a mere 10 years).

BUILDING RECONSTRUCTION & EXTENSION

After the construction of the Jubilee Terrace Room the Flag Officers/Committee were in a building mood. The roof of the eighteenth century end of Club House had long been a worry, several times since 1949 the Club Architect had commented "you ought to do something about the roof instead of building new building, jetties, landing stages, slipways etc".

The Committee had set up I believe more than once a Roof Repair Fund but nothing was done. It had not blown away and it did not leak noticeably. I think many people were afraid to start such an open ended adventure. However in February 1978 a Report on the Club Rooves and Buildings was authorized.

Meanwhile the Treasurer had produced a studied recommendation on long term finances to maintain and extend the Club's capital assets. It distinguished between a renewal fund intended to be financed from current revenue sources and unsecured loan notes/services paid for in advance to be used to pay for extension of facilities etc. It is worth recording that unsecured loan notes were first issued in 1963 to finance the reconstruction of the "Shed". This was to provide proper headroom in the kitchen etc. and the lower dining room and new staff accommodation above.

The report also recommended that these notes should not be a tap issue but should only be issued in respect of a specified project.

This report was adopted in April 1978 and the basis upon which the work recommended in the Architects Report was executed. The report received in December 1979 spoke of possible expenditure of £800-£1200 to install a chemical dispensers and another £10,000 on the roof. John Covington was appointed and the aim was to start in Autumn 1980 and the architect reported that some electric wiring would need to be renewed.

It is interesting to note that in the eighteenth century building only the roof battens needed to be replaced, both the rafters and the tiles were sound. The building working parties who built the new building between 1953 and 1957 could have taken this in their stride. We were afraid of having to uncover more at one time if rafters needed replacement then we could do in one weekend! Surprisingly the Edwardian Roof more than a hundred years younger needed new tiles although the timber was sound.
Later in mid-summer the architect reported that additional accommodation could be found in the roof spaces; and it was decided to incorporate a new dormer window in the main roof over the Committee Room/No. 1 & 2 bedrooms. In 1983 this was made use of to extend the Girls Dormitory. Also by using a flat roof behind the garages over the dining room space was found for 2 double bedrooms, a single room and a bathroom. This in fact was a modification of the last bit of the 1949 development plan which had anticipated 2 upstairs stories over the " Geh " in fact in 1962 this had been reduced to one storey only. All this was approved by the Committee and Planning Consent was sought.

The Roof was not the only project in hand for the winter of 1980, there was also the provision of a chemical dampcourse to the old buildings which had no such refinement. In the course of stripping the old plaster from the walls, the old cottage fireplace in the lounge was exposed behind the red brick fireplace of the 1920's. Its existence had long been suspected and there had been a proposal to open it out by a working party during the fifties but I think the construction of the new building took priority, especially as nobody knew quite what they would have done if they had been wrong. This time there was no doubt and no hesitation; oddly enough the lintel was absent and nothing but old fashioned custom was supporting the chimney above. The builder Mr. Bettridge found a suitable old beam and the fireplace was reconstructed. Barry Nash built up a hearth so that the fire did not smoke. Another smaller building project carried out was making "secure" glass fronted cupboards in the thickness of the wall (1) in tunnel and (2) in dining room chimney to display a few of the Club's trophies.

On the 6th December 1980 it was reported that Planning Consent was to hand for everything except one dormer window in the new roof which faced N.E. and indirectly overlooked an adjacent garden. Now when the staff room were built in 1962 we had negotiated with Barbara Harker, whose "Yellow House" was then our neighbour to enlarge all the first floor windows. The house stood about 6 feet away from the kitchen wall and the windows all overlooked her garden. Mrs. Harker would not agree to the proposed enlargement of ground floor window but did not object to being overlooked from a bedroom window. In 1980 all was very different. Our neighbour, a club member, who had demolished the Yellow House and extended the next house called Wakes Way had lodged an official objection to the dormer window. This objection was considered by the Planning Committee in January 1981 and overruled.

Mr. Lacy Bulbrett then informed the Committee that if they proceeded with aforesaid dormer window he would not allow ladders and scaffolding to be erected in his garden to carry out the whole of the re-roofing operation on that side of the house. This could of course have been avoided if what is called 'overhand work' was used, it would however have cost a lot more and taken a lot longer. The programme was already running to a tight schedule to open at Easter and the committee submitted to blackmail. Later our neighbour attempted to get the Club to give a perpetual undertaking never to build such a window! He went for a short walk with the Commodore who explained the feelings of his fellow members of the Club to which he expressed great surprise. Two days later he withdrew his request.
In common with general practice, the Club requires all competitors for open events to have Third Party Insurance providing cover of at least £250,000 and also Boat Certificates and Class Membership Cards (where required by Class Association Rules). Boats and Class Certificates must be produced before racing from the Club.

ACCESS AND CAR PARKING

There is no direct access for cars to the Club. Pedestrians and dinghies on trolleys may reach the Club either via the foreshore from the public hard or via the private road opposite the Ship Inn; cars are PROHIBITED. There are car parks behind H. C. Darley & Son's shop and off the approach to Northshore Shipyards from April to October parking during the day (8am-6pm) in the village is limited to 1 hour on the east side of The Street, and is normally very congested.

Darley's car park is convenient but space is limited: users of the car park usually leave their keys in their car so that it can be moved if it is blocking another vehicle or a garage. Visitors should ensure that their car park charges are paid at the shop on arrival. The Club can be reached from Darley's car park, but this is not a right of way.

After unloading road trailers must not be left on the stage or in the private road opposite the Ship Inn. Road trailers may be parked in the trailer park on the public hard or in the Northshore car park. It is not normally possible to leave road trailers in Darley's car park. Large wheeled trailors may not be brought onto the Club Stage – this is not strong enough!

VISITORS

Owners and crews of foreign yachts and visiting yachtmen arriving from the sea who are members of RYA affiliated clubs are welcome and may use the Club facilities for up to 7 days.

Competitors in open events, team races and other fixtures organised by the Club may use the Club facilities for a period from 24 hours before the first race to 24 hours after the last race. Parents of competitors and masters in charge of sailing are most welcome on days when children or school events are taking place.

In order to comply with the Licensing Laws, all visitors must sign their names and addresses in the book provided in the bar.

The Club Rules are so designed that children don't upset the adults and the adults don't upset the children! Children under 12 are not expected to be in the bar after 7pm.

Children under 12 must be under the continuous personal supervision of a responsible adult. There is a 4 ft deep swimming pool on the Club stage which most children enjoy. Except when swimming, all children under 12 on the harbourside of the wall must wear personal buoyancy. For safety reasons prams are not permitted to seaward of the sea wall, but may be parked on the apple tree lawn.

Dogs (other than guide dogs) are not allowed in the Club House but may pass across the lawn, stage and jetties on a lead.

MEALS AND ACCOMMODATION

A full catering service is provided in July and August and at weekends (Friday supper to breakfast Monday) for the rest of the season. Breakfast is served from 8.15am to 9.30am; lunch from 12.30pm to 2.00pm and supper at 8pm. Visitors are advised to book early with the Secretary for their evening meal as numbers are limited. Meals are generally self-service from the Buttery and everyone is asked to return all glasses to the bar and crockery to the Buttery immediately they have finished with them.

Normal bar opening times during the season are 11am to 2.30pm and 6pm to 11pm (9pm on Sunday). Public rooms close at 11pm (midnight Saturday).

Picnics may be eaten at the tables on the harbourside of the wall or in the Jubilee Terrace if the weather is inclement.

The Club has bedrooms, double bunk cabins and dormitories which must be booked in advance through the Secretary. Visitors normally bring their own sleeping bags, otherwise an additional charge is made for bed linen. The Ship Inn has bed and breakfast accommodation.

SAILING FACILITIES

The wide dinghy jettie provides easy launching at all states of the tide; the central landing jettie is not normally used for launching dinghies. Some Club trolleys (marked SEC) are available but boats should be lifted from them after use; privately owned trolleys should not be borrowed without the owner's consent. After launching, all trolleys should be returned to the dinghy berth and not parked on the dinghy jettie or launching ramp approaches.

Established in 1927, Itchenor Sailing Club is situated on Chichester Harbour approximately 160 yards east of the public hard at Itchenor, Sussex. Visitors to Itchenor should leave the A27 Chichester Bypass at the junction with the A286 which is signposted Bracklesham and the Witterings at Birkham (4.6 miles) take the right hand fork (B2179) to Itchenor and West Wittering. The turning to Itchenor is a right hand turn off the B2179 about half a mile further on. Itchenor hard is at the end of this road (1.2 miles). The nearest station is Chichester (Victoria 1 hour 37 mins); a taxi from Chichester to Itchenor costs approx. £15; there is only one bus per day on 2 days of the week.

SAILING ACTIVITIES

Regular class racing is held for Sunbeam, National Swallow and X One Design keel boats and International 14 ft, Fireball, Firefly and Laser dinghies. Principal events at which visitors are welcome include Itchenor Gallon (Int 14), Grieve Bowl (Fireball), Itchenor Burgess (Fireflies) and the Club Regatta. Racing for children is provided in Fireflies, Miroirs, Toppers and in Duckling dinghies. The programme for the summer holidays includes a Schools Invitation Championship (Fireflies), a Children's Fastnight and an Itchenor Points Week. One Frostbite weekend is arranged in November at which 420 dinghies are also welcome.

A large number of Club members own Cruisers; racing for Cruisers from Chichester Harbour is organised by the Chichester Cruiser Racing Club.
The Club has no moorings for visiting yachtsmen and arrangements should be made direct with the Harbour Master. Visitors will find the Club's floating jetty convenient for landing but tenders should be moored on either side of the end free for embarking and disembarking.

Changing rooms with showers are available on the ground floor of the New Building; there are drying rooms upstairs in both the Club House and the New Building. Visitors are strongly advised to leave valuables with the Secretary or in the lockers provided and not unattended in the changing rooms.

Facilities for drying sails are provided in the sailroom; care should be taken to avoid 'crossed lines' and to attach a sailbag to the sail so that it may be stowed when dry, if necessary, by the boatman.

MEMBERSHIP

Visitors who would like to participate in the Club's sailing activities on a more regular basis may consider applying for membership. It is necessary to become a provisional member for at least one season; this allows the individual to demonstrate his/her sailing intentions and to get to know members. Temporary membership can also be taken out on a month by month basis. Applications from those who are unacquainted with any members who might propose and second them, may, after an appropriate introduction, be counter-signed by a member of the Committee.

Children who wish to participate in the Children's Fortnight should apply for temporary membership. Children under 12 must be registered as Hon. Child Members and must be under the continuous supervision of a responsible adult who is a full or temporary member of the Club.

CLUB OFFICE

The Club Office is reached via the outside stairs to the New Building. The Secretary, Cmdr. Colin Marr, RN, will be pleased to provide further information about the Club, take entries for open meetings, bookings for stage berths, meals and accommodation etc. The office telephone number is Birdham (0243) 512 400 (Members: Birdham 512 376). Visitors' cheques, subject to the availability of money, may be cashed through the office when supported by a Bankers Card.

WE HOPE YOU ENJOY YOUR VISIT AND WILL COME AND SAIL WITH US AGAIN.

January 1984