

HIGHCLIFFE SAILING CLUB HISTORY

1953 onwards to 1982

In compiling the history of the Highcliffe Sailing Club much information has been gathered from founder members of the Sailing section of the Highcliffe Community Association and members of the Sailing section of the De-Havilland Sports and Social Club, Christchurch.

As the Sailing section of De-Havilland's was first to start organised sailing and racing from Mudeford Quay, I think it appropriate that we start with their part in this history, which I will call the 1st part.

In 1953/54 a number of employees of De-Havilland's formed the Sailing section of the De-Havilland Sports Er Social Club. They then became affiliated to the Royal Yachting Association, and with Major De-Havilland as Commodore, the De—Havilland Sailing Club, Christchurch, was formed.

In 1955 permission was obtained from Christchurch Borough Council to moor an ex-motor torpedo boat at Mudeford. The boat was purchased up-river at Christchurch and was towed down to Mudeford Quay, where it was moored off the foreshore, and adjacent to the old Lobster Pot Café. The boat was fitted out as a Clubhouse by a number of stalwarts, which included Fred Alexander, Bob Cherry, Harry Newton and many more enthusiasts. A galley was fitted out and seats out of old gliders were used to fit out a small lounge, changing rooms were also built, and a lot of work was put in by many willing hands.

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The Clubhouse was appropriately named "Sea Vixen" after the aircraft which was then being built at the De-Havilland factory at Christchurch for the Royal Navy. The aircraft was known as the De-Havilland 110 "Sea Vixen". The De-Havilland Club purchased 5 new GP14's which were built by a local boat builder. The numbers of the boats were 114, 951, 952, 953 and 954. John Cannel, a stress engineer at the De—Havilland factory, also purchased a GP14 No: 950. The boats were raced in Christchurch Harbour most weekends during the Sailing Season by highly competitive helms and crews who became very well known locally for their expertise. Amongst these helms and crews were John Toy and Britt Hand who are still members of H.S.C. Other well known names were: Colin Mallor, Alan Kirby, Bob Cherry, John Cannel, Fred Alexander, Harry Newton, Bob Houghton, Len Ashford and many, many more. The Club consisted of about 100 members along with many wives and children, among them and still members of H.S.C. are: John Toy's wife Hilary and their children, also Thelma Hand and Christine. The Club flourished right up to the amalgamation with H.S.C. in 1962.

The 2nd part of the history (before the amalgamation in 1962) was the Sailing section of the Highcliffe Community Association. The Committee Meetings for the sailing section were held at a house in Wharncliffe Road, Highcliffe, and the section started in 1959/60. The founder members were: Mrs. G. R.

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Leather, Alan Head, Jim Hole, John Aberdeen, Bob Pike and Mr. Duckworth who was the Treasurer. Bink Shaw joined them later. The members initially learned to sail by taking lessons at Roy Stride's, who had a training school situated at Stanpit, with access to the Harbour from the foreshore at Stanpit. There was terrific enthusiasm amongst the membership, so much so that they decided to build a Club dinghy of their own. They decided to build an Enterprise — a popular class, which was built in Mr. Duckworth's garage, and this boat was used later to train members to sail. Bob Pike and Bink Shaw had their own boats, Gulls, and the members of the Community Sailing Section sailed from the foreshore on Mundeford Quay. The section became affiliated to the R.Y.A. in 1961, and from then on they were the Highcliffe Sailing Club, but they had no Club headquarters, and there didn't seem any hope of the Christchurch Borough Council ever agreeing for them to establish a Clubhouse on Mundeford Quay.

The time was now 1962, and I will now revert back to the De-Havilland Sailing Club.

In early 1962, the De—Havilland Aircraft factory at Christchurch was rumoured to be closing down. This later became a reality and the decision by the Government of the day was that the factory was closing that year. When this bad news sunk in to the members of the De-Havilland S.C. they were obviously concerned about their jobs, but also when it was realised that many of the sailing members

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would be staying in the Christchurch area, some way had to be found to keep the Sailing people together. Many ideas came forward, including an offer to Mudeford Y.C. to amalgamate with De-Havilland's which was rejected by M.Y.C. However, it was then realised that we had another Sailing Club already on Mudeford Quay which was the newly formed H.S.C.

In due course the initial offer was made to H.S.C. and it was decided that sub-Committees from De—Havilland and Highcliffe Clubs should get together and sort things out to a satisfactory conclusion, taking into account the fact that De-Havilland Social Club owned the assets, i.e. "Sea Vixen" and 5 GP14's and other equipment.

The Sub-Committee members were:—

De-Havilland's	H. S. C.
Len Ashford	Jim Hole
Fred Alexander	Bob Pike
Britt Hand	Bink Shaw

The main factor which had got to be sorted out was finance, where were we going to get the money to pay De-Havilland's Social Club. At this point I would say that all the assets of the De-Havilland Sports & Social Club were to be sold, and the proceeds donated to the Christchurch Hospital League of Friends. This had been decided by the Sports Club members and Trustees, which without

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any doubt was an excellent way of disposing of the assets.

The De-Havilland Sailing Committee had been given a realistic figure by the Sports Club, and this was the amount of money we (De—Havilland SC. and H.S.C.) had got to find. De-Havillands were very sympathetic towards us all. There were going to be at least 40 members of De- Havilland S.C. in the new set-up, so the Sports and Social Club decided that these 40 members would be entitled to half the financial assets, therefore H.S.C. had to find the other half.

Now H.S.C, had a problem. They had no finances to really talk about, then one of their team came up with a brilliant idea. They decided to offer life Membership to a number of H.S.C. members at a figure agreed by H.S.C. and it worked. All the money was drawn together and De-Havilland's were paid out. They were happy, and we were more than happy. The only thing that I personally would have liked to have seen was a completely new name for the new set up, such as "The Haven Sailing Club", Mundeford Quay.

I think at this stage I ought to name the Life Members, because without these people and the stalwarts from De—Havilland S.C. there may not be a Highcliffe S.C. on Mundeford Quay today.

They were: —

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1963 was the first full year as the new H.S.C. and a new Committee was formed at the start of that Season. The 1963 Committee was:—

Commodore — Fred Alexander

Vice-Commodore — John Aberdean

Rear Commodore — Britt Hand

Secretary ~ Betty Summerel

Treasurer — Mr. Duckworth

Boat House Captain — Bob Pike

The Club membership during the year 1963 increased quite rapidly, and team races with Christchurch Sailing Club were organised with great success. Team Races also continued with Lockheed Sailing Club, Leamington Spa, Warwickshire. These races with Lockheeds were originally started by the DeAHavilland Club and it was decided to carry on as long as practicable.

The Club progressed from the racing and social side and many hours of enjoyment were had, both on and off the water. The "Sea Vixen" was a great attraction to all the membership.

The year finished with our Annual Dinner/Dance and prize presentation, the first time at the Kings Arms Hotel, Christchurch.

1964 started with a racing programme organised by

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the Sailing sub— committee, with all the Club racing being in Christchurch Harbour. But ideas were afoot to start Sea Racing. The 5 Club GP14's were becoming a liability, problems were experienced with getting the boats repaired and repainted, also the Club Enterprise was being neglected. At this time there was no dinghy park as we know it today. Boats were pulled up on the foreshore. Also there was no dinghy park fee, so with membership subs. at £1 it was quite a reasonably priced Club to belong to. Even in that day new members had to be sailors and new members were scrutinised to ensure that they were so. As I have said, the Club boats were not such an attraction as in the past, and members were inclined to want their own boats. However, the Committee in their wisdom decided to sell the fleet of Club dinghies. The selling price was agreed and they were to be offered to Club members first. Well, there was no problem selling the boats and they all went to Club members. As the Club were now considering racing out at Sea, a rescue boat was needed, and a subcommittee consisting of Jimmy Hole, Britt Hand, Bob Pike and Bink Shaw were given the task of finding a suitable boat. Their travels took them to Poole Harbour to inspect a 16' 6" tender to a cruiser. This tender was exactly what we were looking for. It was in first class condition and the price was reasonable at £340. However, it was decided by the Committee to buy the tender, and that is how "Seafox I" started; (little Seafox as she was known). The boat gave us years of service, and as many of us know, she was sold last

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year — 1980, still a good boat and still moored in Christchurch Harbour, by its new and proud owner.

1965 — the Club membership was expanding above all expectations. Christchurch Borough Council decided to organise a Dinghy park on the Harbour Foreshore, hence the commencement of paid dinghy parks. H.S.C. rented two areas of ground from the Council. Area I was where the Catamarans are now moored, Area II the area near to the old Lobster Pot Cafe, that was then situated at the rear of where H.S.C. is now.

Many happy days were enjoyed on board the old "Sea Vixen". Storms had moved her from her mooring by the Lobster Pot, to the position where she finished her useful life (where the Cats' are now). Open Meetings were being organised for a number of classes, they were raced in the Harbour, and it was a great sight to see 505's with spinnakers set, racing down from Blackberry Point to the "Sea Vixen". Many well known helms from all over the Country began to realise that we had excellent waters to host National Championships in Christchurch Bay, and so our Club was looking into the future, and the hosting of National Championships which would really put the Club on the map.

Plans were going ahead at this time to start a junior fleet, but before anything could be started in this way, a proposition had to be made to the Club

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through an A.G.M. However, at the first opportunity Britt Hand forwarded the proposition to the 1965 A.G.M. which was held in the Stanpit Village Hall. The proposition was turned down, as it was thought that the "Sea Vixen" could not accommodate a growing number of youngsters using the small changing room. After much thought it was decided that this could be overcome by enlarging the changing rooms, not a lot more space was available in the old Motor Torpedo Boat, as can well be imagined. However, modifications were carried out, and we did gain a bit more room. The proposition was again put forward at the 1966 A.G.M., and Britt Hand gained a lot of support for the proposed new junior fleet. There was a change of heart at the A.G.M., because as it was explained, our future lay with the up and coming juniors, so the proposition was carried unanimously, and so H.S.C. now had a junior fleet.

The juniors raced in the Harbour with all classes of dinghies, Cadets, OK's, Solos, etc., and the first junior fleet Captain was Ian Pike, who did a good job getting the fleet established within the Club. Neil Osman took over from Ian, Ivan Bailey took over from Neil, followed by Nigel Summers. Nigel sailed a Cadet with his brother Adrian as crew, and they sailed it far too well, as many juniors soon found out. Simon Van Loock took over from Nigel, Simon being our last Junior Fleet Captain. By this time the juniors had progressed to bigger and better boats and were racing out at sea. Open Meetings were

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organised for juniors, and entries came in from Christchurch S.C. and Mundeford Y.C. They had 17 entries for their first Open Meeting which really got the juniors off the ground.

In 1966 the old "Sea Vixen" was bursting at the seams and it was obvious to the Committee that in the very near future we had got to look for another Club Headquarters. The Committee approached the Christchurch Borough Council with ideas of either another boat to replace "Sea Vixen" or a permanent building. The Council favoured another boat and all manner of ideas were contemplated, at one stage we were going to have two boats, moored side by side, however, no other boats were available of the type we wanted. At one stage we were negotiating to buy a Thames Barge and it would have made an ideal Club H.O. but the one big problem was "how would we get it up the Run". The measurements we had of a Thames Barge were 50' beam and 100' overall length. That decided that, we could not get a Thames Barge up the run. So we decided to go for a permanent building on the Quay.

In the meantime, the Club Membership was growing, Racing was the main feature, also the Club was running Open Meetings. At this time the first National Championship was booked for 1967, which was to be the "Mayfly's". The Mayfly was in great demand and was a very good family cruise/racing boat, and the fleet grew rapidly. Came the end of the year and the Club voted in a new Committee with

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Dr. Brian Wood at the helm, Jimmy Hole as Vice—Commodore, and Britt Hand as Rear Commodore. Trevor Phillips was Secretary and Bink Shaw was Treasurer.

1967 saw the Club developing Sailing and Social wise. The Committee Meetings were held at different Members' houses, and midnight oil was spent on many occasions. It was decided in 1967 that we had to have a new Club H.O. if we were going to keep going. The "Sea Vixen" had already been shored up on the port beam to hold it together. The poor old "Sea Vixen" was really breaking up, and was without doubt on her last legs, and becoming dangerous to use, especially the top deck. We had to limit the number of people allowed at any one time on the top deck in case it collapsed onto people in the changing rooms below.

It became obvious to the Committee that we had to get things moving and approach the Christchurch Borough Council for permission to build a permanent Club H.O. Many applications were forwarded, and turned down by the Council. Special meetings were held between the Committee and the Christchurch Council, and we eventually saw a faint ray of light. At one of the later meetings they wanted to know what type of Clubhouse we were thinking of, membership numbers, if we wanted a bar etc., I think that when the Council realised that we were intending to build a purpose designed Sailing Club, and were prepared to pay approximately £12,000 to

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have one built, they appeared to change their attitude.

In the meantime and over the years 1967/8/9 Club activities were going well, also the Club had started running raffles, jumble sales and all kinds of events to build up the funds for the day when we would have permission to build. Special G.M.'s were called, and the Club membership unanimously agreed for the Committee to go all out with the Council for permission to build a new H.O. Gordon Robbins, our Club members' Architect, was approached and he agreed to draw up plans for the new building (this was before the Council even gave us the go ahead — we were that confident!!). First a prefabricated building was planned and initially approved by the Christchurch Borough Council, and they also agreed for the building to be positioned amongst the trees on the corner of the run by the Sandhills Caravan Site. This was ideal, we could even start the races out at sea from this position. We were already racing out at sea. We used to start the races from the foreshore in front of the Race Control Hut.

However, things were going too well, we thought, and how right we were, the plan was turned down by the Hampshire County Council, and they had the last word. We did not give up. Gordon Robbins was approached to draw up more plans for a brick purpose-built Club House and in the meantime the Committee kept plugging away at the Council.

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The Club finances were excellent, and under the watchful eye of Bink Shaw (Treasurer). We applied to the Sports Council for a grant towards the building costs, we had all the confidence in the world that we were going to build. At last the Council gave in, and with full approval of the Hampshire County Council we were offered the site where the Club is now. Underneath the Clubhouse is still the traffic island where traffic used to turn into the public slip with their boats.

In 1969/70 the plans were finalised for the new Club H.O. Finances were looking good, we had £6,000 in the Bank. We managed to negotiate a grant from the Sports Council (London) of £2,000, and this gave us a total of £3,000, not enough. So we decided we would have to go to the Club membership for Debentures to be raised amongst the membership. We had no problem, the required amount was raised. But this did not give the Committee any finance in case of extra money being required, we then approached the Bank, Lloyd's of Christchurch. We had a good reputation at the Bank, also a sympathetic Bank Manager, and we managed to have a £4,000 overdraft, only to be used if we actually wanted it for the building, as planned. The overdraft was not to be used for extras. Eight Club members came forward to guarantee the overdraft [Bank requirements) and they each guaranteed £500. The members were Brian Wood, Jim Hole, Britt Hand, Trevor Phillips, Bob Pike, Bink Shaw, Keith Westbrooke and one other.

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At this time Trustees had to be appointed, and our first ever Trustees were: Brian Wood, Jim Hole, Trevor Phillips, Britt Hand. All the hard work negotiating with Councils and local bodies had at last paid off, we were about to start building a permanent Club H.O. Purpose built externally to Christchurch Borough Council's requirements, and the interior designed to give the best possible usage with the space available.

Gordon Robbins did a very good job, and in the words of Brian Wood our Commodore — "The building would outlive us all". Whilst all the building arrangements were going on, the sailing and racing as well as the social side of the Club went on as usual. Fund raising was still going strong. An Auction Sale was held in the Stanpit Village Hall, all items were given by members, and we raised over £300, which was quite a lot of money. The Jumble Sales were still going on, and the ladies had a great time sorting everything out. These Jumble Sales were organised mainly by Keith and Audrey Westbrooke and Hugh and Jane Merrett, and the helpers came forward without any problems. The ladies who helped were: Kath Merrett, Elsie Van Loock, Janet Phillips, Edith Parks, Thelma and Christine Hand, Betty Pike, Joyce Abbott, Myra Holmes, Lena Houghton and Flo Downing. I expect I have missed some names, for which I apologise. Quite a number of the husbands helped also. We raised a lot of money at these events, money that was a lifesaver for

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the Club.

The building of the Clubhouse was programmed to start in September 1970, and the specifications had gone out to several builders in the area for tenders to be submitted to the Club Committee. Six tenders were received and these were all studied by the Committee. We had a limited amount of finance available, so it was obvious we had to choose a tender within our budget, and also make sure we chose a builder who was going to do a good job. However, a local builder got the job, Temple and Son of New Milton, who had a good reputation in the area.

The 1970 Sailing Season was getting under way. Points races for various classes and Handicap racing was organised for out at Sea, and the juniors were racing in the Harbour, The juniors had various Fleet Captains over the years, names still very familiar with a lot of us, Nigel Summers, Ian Pike, Simon Van Loock. (Some of these youngsters have now grown up and are now organising the main events of the Club, Nigel is now Rear Commodore, responsible with his Sailing Committee for organising the whole of the Club racing programmes.)

1970 saw 505, Fireball, Seafly Open Meetings and Mayfly National Championships, 1970 also saw the young girls of the Club getting interested in racing, and a junior ladies cup was raced for, and again

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names are still familiar and many are still members of the Club, even though their Surnames have now changed as most are now married with youngsters of their own: Rosemary Head, Kay Williams (now John Simms' wife), Christine Hand, Kay Merrett (now Ivan Spreadbury's wife), Denise Galvin. Many girls were also crewing on the faster boats out at Sea.

Meantime the Committee had been organising the commencement date for building the new Club H.Q. This was scheduled to start in September 1970. Many things had to be done such as sorting out the interior decoration, electrical fittings, showers etc., etc., Gordon Robbins was again very helpful, and supplied catalogues along with his wide knowledge. However, the final decisions were left with the Committee. The exterior décor was to Christchurch Borough Council's specification and we really had no say in that matter. We knew it had to be black and white and that was all.

As planned, building of the new Club H40. Started in September 1970, and the progress of the building was photographed by Britt Hand from start to finish ~ no doubt these slides will be donated to the Club archives. Great interest was shown by all members in the progress of the new H.Q. It was a great venture, probably the greatest the Club will ever commit itself to. The Committee had all the confidence in the world that the building was going to be a success, and would be the making of the Club. There were no

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qualms at all whether it would be paid for, because this was a foregone conclusion. The Committee did not have to call on the Bank's overdraft even, things went so well. I think you must at this stage congratulate the Committee, especially the Commodore Dr. A. Brian Wood, on their fine achievement. The full Committee responsible for this venture were:

Dr. A. Brian Wood — Commodore,

Mr. Jim Hole Vice—Commodore,

Mr. Britt Hand — Rear Commodore,

Mr. Trevor Phillips — Hon. Secretary,

Mr. Keith Westbrooke — Treasurer,

Mrs. Elsie Van Loock — Catering Chairman,

Mr. Don MacKay — Bosun, and

Mr. Doug Spicer — Social Secretary.

Note: Keith Westbrooke had taken over from Bink Shaw, who had been taken seriously ill with a heart attack. Bink was a good Treasurer, and it was a great pity he had to give up at this time.

1971 was going to be the year to be remembered — a great year in the Club's history. The new Club H.Q. Was going to be opened on May 8th, and while all the business of the new building was going on, the Club now was functioning as usual, the membership was still growing, Open Meetings were organised along with a full Club racing programme. The National Championship this year was going to be for the

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“Contender” Class and we had 44 entries. George Everest had again come forward with the loan of his cruiser as a Committee Boat,

As if the Club hadn't got enough on it's plate, it was realised that little ”Sea Fox” (our only rescue boat was not going to cope with the ever growing entries of boats for Club racing, let alone Open Meetings and National Championships. It was now decided to purchase another rescue boat, this was agreed by the Club membership. It was also agreed that a good sea going diesel engined launch was what the Club needed, and once again many miles were travelled and many catalogues and specifications looked at, but they were all way beyond our financial means. However, Vice—Commodore Jim Hole got in touch with a boat builder on the East Coast, they were informed of what we wanted and the money we had to spend, which wasn't a lot, because we were committed to an expenditure of £12,000 for the new Club H.O. The boat builders offered us a Colvic Hull complete with Lister Diesel engine, all complete and ready for the water, for a total sum of £785. This met with all our requirements financially and otherwise, and it was decided to place the order for the launch as specified; hence the coming into service of our “Sea Fox II”. Certain modifications have been carried out to the launch during the past years, such as a deeper skeg, a reduction gearbox and a self starter, which greatly improved the performance etc., and made a first class safety launch.

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Well, the great day arrived — May 8th, 1971 and the opening of the new Club H.O. With Brian Wood our Commodore at the helm, and many V|P's in attendance, the opening was performed by His Worship the Mayor of Christchurch — Councillor John C. Morgan, along with the Mayoress Mrs. Joyce Morgan. The ladies of the Club provided the refreshments, and they did an excellent job. Elsie Van Loock was the Catering Chairman and there is no doubt the ladies looked after us well, not only on the day, but in previous years in the old "Sea Vixen" and now they had a modern galley with electric cooker and hot running water • the ladies were in their element.

With the Clubhouse open everything seemed so easy from the old "Sea Vixen" days. We had problems, as was expected, it was all new to us, and with the Clubhouse being in the position that it is on the Quay, we had problems keeping the general public out.

The next job was to get rid of the old "Sea Vixen" motor torpedo boat. We could not do it ourselves — it was much too big a job. We eventually called in Dunford's the scrap dealers from New Milton. He quoted us that he would give the Club £300, and he would burn "Sea Vixen" on site, but he wanted all the scrap copper etc. However, we thought it was a fair offer, even though we knew there was a great

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deal of copper nails etc., in the old hull. The Club did have quite a number of items off the old “Sea Vixen” — bronze port-hole surrounds, brass floor lights etc., which will eventually be fitted for decoration in the new Clubhouse.

It was a sad day when they burnt the old “Sea Vixen”. We had had many happy days aboard her, but the site was cleared within a few days, and now we have only the memory and a picture of the burning of the “Sea Vixen” hanging in the new Bar.

The new Clubhouse was a pride and joy to us all, and all credit for this fine achievement must undoubtedly go to the man at the helm, Commodore Dr. A‘ Brian Wood, for without his devoted enthusiasm and expert knowledge, backed by a hard working devoted Committee, there would not have been this purpose-built fine building on the Mundeford Quay today.

In July 1971 the Club sustained a sad loss. Jim Hole — our Vice- Commodore, was taken ill in the Clubhouse suffering from a stroke‘ Jim died 10 days later in Boscombe Hospital. It was a sad loss indeed. His wife still lives at Highcliffe and is a life member of H.S.C.

With the National Championships (Contender) over, and the Club racing programme complete, the year was drawing to an end, and Dr. Brian Wood was

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coming to the end of his term of office as Commodore, he had done a good job, and it was up to a new Committee to continue the good work,

January 1972 — A.G.M., and a new Commodore Britt Hand took the helm, along with a number of changes on the Committee. At this A.G.M. A proposition was put forward to have a Licenced Bar in the Club, although the membership agreed in principal when the vote was taken, it did not reach the two thirds majority required and so we would have to wait another year.

1972 was going to be an exciting challenge to the new Committee. We had the cream of National Championships being held at the Club — “505's”. This was scheduled for the third week in July, and 6 weeks after that the Club would be hosting the European “Moth” Championships.

Also the Secretary Dennis Hodgson had a new Club Constitution to compile, ready for the 1973 A.G.M. With a full Club racing programme being organised by the Sailing Committee.

Although the A.G.M. Had not agreed to having a Licensed Bar in the Clubhouse, the Commodore Britt Hand went ahead with negotiations with Devenish Brewery, Weymouth, and the Christchurch Borough Council. Our lease with the Council prohibited us from having a permanent Bar, and we had to have a special Licence and permission from Christchurch Borough Council to have a temporary Bar for special events, such as National and Open Meetings etc.,

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Danny Cook (Somerset Hotel) who was also a Club member, used to supply the drinks; we had to transport it from the Hotel by car and trailer, and then return any that was not sold by the same method, a lot of work was involved running a bar this way. However, many letters and applications were made to Devenish Brewery who had sole rights for selling alcohol on Mudeford Quay. We knew that we had to get permission to open our Bar from Devenish before the Council would agree to an amendment to our lease. After 3 years of negotiation with Devenish we won the day, and with their blessing we finally persuaded Devenish to give us the go ahead for a permanent Bar. Devenish then conferred with the Council.

We also applied to the Council for our lease to be amended to include permission to supply alcohol to Club members. This created no problems, and in the early part of 1975 we opened our permanent Bar in the Club, the Bar being situated in what was then the Committee Room.

1972 Sailing Season was one of the finest on record. We had the International "505" National Championships, with 128 entries. This was without doubt our greatest Championship on record. The organisation for this event had been started by Dr. Brian Wood, Trevor Phillips and Britt Hand 18 months previous, and by early 1972 the whole arrangements were being finalised. We had the loan of 6 John Player FWA rescue launches, along with our own 2 rescue launches, also 4 cruisers belonging

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to Club members acting as stand—by rescue launches.

Alan Scivier was in charge of the rescue services, and this was without doubt first class organisation, more like an army operation. The Royal Corps of Signals supplied the Radio Communication along with British and Gurkha soldiers to operate it, they were a grand set of lads, and did a good job. We borrowed a "Bob 8" Catamaran from Tom Lack for a Committee Boat. We also brought in a professional OOD to run the races, which proved very expensive. Also we realised we could have done the job just as well ourselves, although I must admit we learned a few tricks of the trade during the week. The catering for the whole week was under the expert guidance of Elsie Van Loock our Catering Chairman. The ladies did a magnificent job. It was no small task to cater for approximately 300 visitors, most of the ladies that did the Club so proud are still members of the Club: Kath Merritt, Peggy Derham, Peggy Summers, Margaret Scivier, Flo Downing, Edith Parks, Thelma Bailey, Thelma Hand and numerous other names – in all over 100 members gave up a week's holiday to organise and run this prestige event.

The week went off very well and we were now really on the map as regards hosting international events. We had all get settled into the new Club H.O. And things were really going well. Club racing was progressing beyond our expectation, with a regular turnout of 40 boats.

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At the end of August we were hosts to the “Moth” dinghy class for their European Championships. We had an entry of 87 boats, with entries from 11 different Nationalities. This was another exceptionally good week. We expected a clash with the language, but it proved no problem, and everyone mixed with ease, including some very good looking Swedish and French girls who were competing in the Championships!

Tony Hibbert of the “Salters” Lymington was the “Moth” International Secretary, and he gave the Club tremendous help with the organisation of the event, both on the water, social—wise and financially. Once again the end of the year was approaching, and the Committee decided to change the venue for the Annual Dinner/Dance from the Kings Arms Hotel, Christchurch, to The Counlands Hotel, Bournemouth. The event was organised by our Social Secretary Tod May, and a first class job was done by Ted. This was our first venture outside the Christchurch area for our Dinner/Dance. 220 members and friends made this our highest attendance on record. We had such an excellent and well organised evening that we immediately booked the Counlands for the next year 73.

The new Bar was going well and much appreciated by many members. The small room had been fitted out by Bob Taylor our Rear Commodore (Clubhouse), and a number of willing helpers: Mervyn Bailey came forward with his first class expertise and experience and really got the Bar going

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for us. Thus ended another good year for the Club.

At the 1973 A.G.M. The new Constitution was presented to the membership. This was an excellent document, well thought out and compiled by our Hon. Secretary Dennis Hodgson. The Commodore Britt Hand presented the document to the meeting, with the intention of the Constitution being accepted in principal, knowing full well that some parts would eventually come up for modification as time went on. This is exactly what happened and over the following couple of years certain parts were amended to the satisfaction of the membership as a whole.

The Constitution was then printed in booklet form and distributed to the members.

1973 was another good year, with the Club membership increasing to well over 300. Hugh Merrett organised his first Horticultural Night, which is now an annual event. We hosted the "Seafly" National Championships again, and Club racing was going well. At the end of 1973 our Hon. Secretary had to resign for personal reasons, and this put an exceedingly heavy load on the Assistant Secretary Audrey Wickson. Audrey did very well, and carried us through to the A.G.M. In January 1974.

1975 was going to be another marathon on the racing calendar. The Club was hosting the Albacore class for their National Championship and over 100 boats were expected to enter. The Bar was going well, and

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many members appreciated the colossal amount of work put into the organisation of the Bar by Mervyn Bailey, our Vice-Commodore. The Committee were aware of the fact that the room used for the Bar was very small and inadequate, and that it would not be a bad idea if we could extend outwards to give us a bigger and better Bar, The Christchurch Borough Council were approached with a view to an extension to the Clubhouse. We were politely informed that in no way could we extend either upwards or outwards. We were stuck with what we had got — which was the Sailing Club, purpose built to accommodate the sailing from the Quay. So all we could do was to look for ways and means of re-planning the interior of the Clubhouse. However, we carried on for quite a while and made good use of what we had.

At the A.G.M. In 1975 a new Hon. Secretary was elected, Dr. David Tuddenham, who was a great asset to the Club. He re-organised the whole of the administration side of the Club, and brought everything up to date. Although sometimes when you walked into the Clubhouse the notice-board appeared to be set out like posters on a Railway Station — but it was much appreciated by the whole membership.

The Haven House Inn on the Quay was being modernised and a new Restaurant added to the inn. The old Lobster Pot Cafe was demolished which gave us an unobstructed view from the Bar and the Galley across Christchurch Harbour.

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Out of the blue and much to the surprise at the Committee we were approached by Christchurch Council to see if we would like to build an extension onto the front of the Clubhouse, This we could hardly believe.

We had been turned down by the Council only a few months before, and told we were not extending anywhere. However, miracles do happen.

The idea was for us to add a small extension to tie up with the new design of the Haven House Inn. We couldn't believe our luck and we moved immediately. Gordon Robbins, our member Architect was contacted and with his expert knowledge he designed us an extension which was absolutely first class. A model was made by Gordon, which was presented to, and accepted by the Club. Gordon submitted our plans to the Christchurch Borough Council planning office, which were duly passed. In the meantime John Beauchamp (Building Contractor) who was carrying out the extension and renovation to the Haven Inn next door, was contacted and asked if he would submit a tender to do our extension. We thought as he had all his equipment and men on site, it was the logical thing to do.

John Beauchamp initially tendered for £2,500 to do the job, complete, but due to an exorbitant increase in building material, costs etc., the tender was eventually increased to £3,000, which was agreed and accepted by the Committee.

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The 1975 Sailing Season was going well, We hosted all the usual Open Meetings, along with the Albacore National Championships, when there were 119 entries, not quite so many as the 505's in 1972, but still a very good entry. The week went very well and a lot of work was done by well over 100 members. The Catering was a gigantic task, but was well done by our ladies under the Chairmanship of Kath Merrett. The racing programme was organised by Britt Hand and his sub-committee. This was the first time we had tried a gate start, instead of the conventional line start. We were a bit apprehensive at first, but it turned out to be the ideal way to start a large fleet.

We had progressed well during 1975. We had achieved the impossible by obtaining permission from the Council to build an extension to the Clubhouse. The Social side of the Club was improving and we had hosted another marathon National Championship. The Club had built up a first class reputation for organising National and International Championships, and requests were coming in from many classes to host their Championships. We were already booked up to 1979. By this time the Club had two first class race officers, with the ability to organise and run any type of Championship from Open Meetings to top class International Championship with 100 plus entries. Those two members were Trevor Phillips and Britt Hand. Also another member a little later on the scene was John MacPherson. His advice and "know how"

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were invaluable.

To run a successful Championship you had to have a reliable Committee boat with helm and crew, and none better to fill that post than our very great friends and members Gordon and Denise Stevenson. They are members of the highest esteem. Gordon, Denise, Trevor and Britt made up a fine team which ensured the success of the Championships. Dr.

David Tuddenham, our newly elected Hon. Secretary had done a fine job in his first year of office. He was of invaluable help with information to competitors during the Championships.

And so the year 1975 came to an end and was chalked up as another fine year of achievement.

1976 A.G.M. And Britt Hand decided to have a rest from the Committee with the end of his 4 year term of office as Commodore, also 14 years on the H.S.C. Committee, and before that 4 years on the De-Havilland Committee, To mark the occasion Britt and Thelma Hand were made Honorary Life Members of H.S.C. Also Thelma was presented with a magnificent glass vase. Thelma had served on the Catering Committee for many years, 4 of those as the Treasurer.

Mervyn Bailey was elected Commodore at the 1976 A.G.M. Mervyn had been Vice-Commodore for a number of years and was well acquainted with the running of the Club. He also took over the job of completing the fitting out of our new Bar.

1976 turned out to be a very good year. The Bar was

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completed and was a very great asset. We were hosting the "Wayfarer" class to their National Championships, and a large fleet was expected. Britt Hand did not last long off the Committee. A Bosun was needed and he stepped in to fill the job. However, that was short-lived. The Rear Commodore (Sailing) had to resign for certain reasons, and Britt found himself doing Rear Commodore (Sailing) as well as Bosun. This was temporary (lasted 3 years!). But there was a prestige Championship coming off and experience was needed until a new Rear Commodore could be trained.

The Wayfarer Championship was first class, and the visitors were a very happy family crowd. They liked Highcliffe and the way the Nationals were organised, so much so that they booked up for their Nationals again for 1981.

1976. The year 1976 ended the first year for Mervyn Bailey in the hot seat (Commodore). Mervyn did a fine job organising the completion of our new Bar. Most of the fitting out of the Bar was done by Adrian Woodman, who, being a first class carpenter, did a first class job. Adrian and his wife, Jill (who was our Minutes Secretary at that time) returned to Australia a few months later, Jill going home as she was an Australian girl.

A point worth noting at this time, the Club was running very near the bone financially. We had achieved a lot over the last few years, but the Committee decided to pay for the building of the new

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Bar outright, and at the end of the financial year we finished up with only £90 in the kitty.

We were quite happy and confident that we would soon reverse the situation, and in a few years have a reserve fund.

1977. We hosted the “Contender” class again for their National Championships, quite a substantial number of visiting helms were feeling at home at H.S.C. As this was the third time we had hosted the “Contender” class for their Nationals.

During the years running up to 1977 the Club was very proud to have in their membership, a number of National and International champions.

Eric Summers and Bob Houghton had both been National “Seafly” champions more than once. Dick Jobbins was National and World champion of the “Contender” class. The Club was internationally known for its top class helmsmen.

1978 was another very good year both on the water and socially, and although Mervyn Bailey did an excellent job as Commodore, he was also keeping a very keen eye on the organisation of our Bar, which was proving to be a very enjoyable part of the everyday life of the Club, besides helping to keep our subscriptions down substantially.

Ideas were afoot at this time to replace two of our safety launches “Seafox I” and “III” the latter being a very fast launch which was excellent for laying courses, but not too good as a rescue launch.

However 1978 and Mervyn was coming to the end of

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his term of office as Commodore, also David Tuddenham, our first class Secretary, wanted a Change. Both of these important positions were going to be hard to fill.

1979, A new Commodore took the helm, Ted May. Also a new Secretary, John West. New blood at the top with David Tuddenham taking the Vice—Commodore's position.

Ted and John had some new ideas for the running of the Club, which many members thought and knew, would not work, and how right they were. Ted was also an R.Y.A. Measurer and his job took him away from the Club quite a lot, also John West had ideas afoot to start his own business in Poole. So before these two new figures could really settle in, they both had to resign their positions on the Committee at the 1980 A G M.

1980. The helm was taken over by Dr. David Tuddenham, and the new Secretary, Britt Hand, with Mr. Desmond Doughty — Vice-Commodore, and Mervyn Bailey — Rear Commodore (Clubhouse), Sam Stoye was on his second year as the Club Treasurer.

The Committee immediately got down to the task of replacing the two rescue launches “Seafox I” and “III”. The two launches were sold locally and are still in use in Christchurch Harbour by their new owners.

The Committee, after much consultation and many hours of discussion, decided to go for a similar

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launch to "Seafox II" with diesel engine. It was during these discussions that the decision was made that all future launches would be diesel engine types. We had had many problems with petrol engines right from the start. "Seafox II" had proved to be absolutely ideal, especially as the diesel engine very rarely let us down.

However quotations were received from far and wide, mostly more than the Club could afford. Finally it was decided to buy a package deal which "Coll/ic" of Witharrl, Essex, were offering. This was a 19' 6" G.R.P. Hull lthe same as "Seafox l]"l fitted with a 14 hp MINI Twin "Fetter" diesel engine, with stern tube and prop fitted, to be fitted out and finished by the Club. This package was offered at £2,300 and it was left to Len Savage and Britt Hand to complete the deal.

The package arrived in May 1980, and Bob Taylor very generously allowed the hull to be finished off in one of his garages at his builder's yard in Bargates, Christchurch. Many willing hands came forward initially, but in the end the job of completing the launch ready for the water was left to Chris Blamire, John Garton, Britt Hand and Len Savage. The launch was finally finished off at Mundeford Ouay by the side of the Clubhouse, and christened "Seafox I" by the Mayor and Mayoress of Christchurch, Councillor and Mrs. Kevin Bishop. The launching took place on the 19th May, 1981.

1981 was a good year. We again hosted the "Wayfarer" class for their National Championships.

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They again went home happy with the hospitality they had received from our Club. 1981 also produced three young Flag Officers to the Committee, Roger Smith — Vice-Commodore, Nigel Burt — Rear Commodore (Clubhouse) and Nigel Summers — Rear Commodore (Sailing). This was going to be the year of the Clubhouse. Ideas for alterations to give more and better facilities to the Clubhouse had been thought of for quite a while, this year it was decided to put ideas into practice.

Much thought was given to this venture, and a Sub-Committee consisting of the Flag Officers was formed under the Chairmanship of the Commodore, Dr. David Tuddenham. Gordon Robbins, our Club Architect, was also consulted. Some very forward-looking ideas were considered, some impracticable and some very good. However, it was finally decided that the Gent's changing-rooms could be extended into part of the Committee room, the galley extended into part of the Committee room, and a new Committee room could be built on the South West end of the gallery, extending over the main hall. Also new windows to replace the centre doors in the North West facing wall, and a picture window in the South West end gable wall. A new room could also be built on the north end of the South West facing balcony. These seemed the best practical ideas, and Gordon Robbins was instructed to prepare the drawings ready to be put to the A.G.M. In January, 1982 for approval or otherwise by the membership. After much discussion the membership accepted the proposal,

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potential quotations were also accepted.

It was decided to go ahead with the alterations in two stages, Stage I the most urgent, consisting of extending the gents changing-room, extending the galley and building the new Committee room. Peter Squires (a local builder quoted for the job (Stage I] at a quote of £2,800 plus Architect's fees. This quote was accepted and the job commenced in mid-May, 1982 and was completed early in July, 1982. These alterations were a great improvement and Peter Squires did a good job.

Although the final cost of the job was more than the quote, this was due to extra work which developed after the job was started, Everyone was pleased with what had been done to date. Stage II was scheduled to start early in 1983.

The year 1982 and David Tuddenham, our Commodore, was doing a good job. He had new young blood on the Committee and new ideas,

A new harbour safety launch was purchased which seemed to satisfy the harbour fleet, if not others. '1932 also heralded the first time the Club had hosted a World Championship, the "Hornet" class. This proved to be very successful, and all in all everyone had a good time, and many letters of congratulations were received on the excellent organisation of the whole week.

The Highcliffe Sailing Club is organised and run by volunteers from the membership. The galley is

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organised by the ladies catering committee under the present chairman, Mrs. Jean Doughty. Each weekend the ladies turn up to make the tea and coffee and light refreshments, which is much appreciated by many members, The safety launches and O.O.D.

Duty are manned for each race. At least 12 members have to report for duty to run the Harbour and sea racing. The Bar is manned by members, under the control of Nigel Burt, our Rear Commodore (Clubhouse), and George and Sally Ward who do a lot of work behind the scenes.

To give some idea of the colossal task of organising and running a National Championship for approximately 100 entries, at least 100 members give of their time and expense to make the event successful.

This write—up of the Club History was started in 1979 and completed in October 1982. The idea is to give members an insight of the formation of Highcliffe Sailing Club and how it has progressed over the last 20 odd years, which I think is quite phenomenal.

The history of the Highcliffe Sailing Club was compiled from information from Club records, also from my knowledge of the Club, having been associated with all activities in the Club since the 1958/62 DeHavilland S.C. And 1962/82 Highcliffe S.C. Having served on the Committees of both Clubs for a total of 24 years to date.

The items in this write-up are correct to the best of

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my knowledge, and names which may have been missed out were not intentional.

Britt H. A. Hand,
Hon. Secretary,
Highcliffe Sailing Club
October, 1982.

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SAILING AT CHRISTCHURCH

These notes are intended to provide a guide to the special features of the area from a sailing point of view. It is hoped that newcomers to the area will find them helpful.

In the Harbour

Christchurch Harbour is about one and a half miles long and, at its widest, about three-quarters of a mile across. All parts of the harbour are relatively shallow and even in the marked channel boats drawing 2 feet or more may go aground at low water. A capsize in the harbour usually results in the crew being able to right their boat while standing on the harbour bottom. This is true for about 80% of the total area, but in the channel the depth may be as much as 15 feet in certain parts. The harbour bottom varies from sand, often exposed at extreme low water, to a few inches of mud on top of gravel. Wading, apart from the risks of encountering some broken glass or rusty cans, is generally safe.

The presence of many sandbanks makes for interesting, if sometimes rather exasperating sailing. Lifting centre boards and bilge keels are desirable in this area. Dinghies with fixed rudders, e.g. Finn, are at risk until their helmsmen have found the deeper

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water.

When sailing in the harbour you should remember that the larger vessels, even if under motor power, do not have to give way to you as they are in a narrow channel. Generally speaking you will find that the larger vessels will be moving very slowly so you should be able to pass one side or the other without causing the helm of the larger vessel to have a heart attack! Remember that when single screw vessels have to engage reverse gear suddenly to avoid you, they will inevitably swing around from the action of the propeller and may go aground. Certainly they will be unable to steer under these circumstances, so please obey the rule — the smaller vessel, even if under sail, gives way to the larger vessel in a narrow channel — and the whole length of the channel from the Run (harbour entrance) right up to Christchurch Priory is a narrow channel. As an added hazard, you should also be wary of the small cabin cruisers with outboard motors that are hired out to holiday-makers by the hour. Often the helmsman will not be experienced and if collisions are to be avoided it may be up to you to take the necessary action.

The harbour is the mouth of two famous fishing rivers, the Hampshire Avon and the Dorset Stour, which join together just below Christchurch Priory. These rivers are exceptionally clean and unpolluted, with the result that salmon and sea trout run up from the sea into these rivers.

The fishing in the harbour is controlled by the Christchurch Angling Club and permits are required

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to fish up harbour from a line across the lower end even though the water is tidal. When sailing, please give fishermen plenty of room so that you do not spoil their pleasure.

Launching of trailer-borne boats and dinghies is either from the public slipway adjoining the Highcliffe Sailing Club Clubhouse “Sea Vixen” or directly from part of the car parking area. If you leave cars and trailers anywhere in the Quay area it is necessary to have parking tickets for both the car and the trailer unless you have been allotted a temporary dinghy park by the Club, in which case parking tickets are required for the car only. This assumes that you leave the trailer in your dinghy berth. Do not leave it on the foreshore.

Having put your boat in the water take note of the fishing punts and other small boats lying at anchor close to the shore. In the absence of better information you should assume that each is attached to a “Fisherman” anchor with one fluke in the sand and the other sticking straight up. It is very easy, and this is written from painful experience, to sail your boat over one of these and find an anchor fluke coming up through the bottom of your boat.

Leaving the Harbour

Unless you are competent to handle your boat in the weather conditions prevailing at the time, do not leave the harbour. In the Bay you will find some of the finest sailing water on the South Coast, but remember that it is open sea and potentially

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dangerous. The Highcliffe Sailing Club insists on the wearing of buoyancy aids during races, and it is strongly recommended that all who sail in the Bay should wear buoyancy aids at all times. In the early part of the year wetsuits and buoyancy aids should be worn to ensure a good prospect of survival in the event of a capsizing in very cold water.

To leave the harbour, proceed westward along the channel which runs approximately parallel to the shore. Just past the Clubhouse there is a line of rocks marked by a black conical buoy. Leave this to port but stay within about 10 yards of it or you may find yourself aground on the end of the sandbank. Keep going on the same course until you can see straight down the Run. What you do now depends on the tidal and wind conditions. If the tide is coming in fast and you cannot make progress against it, sail right across to the far side where you may be able to sail through close to the far shore where the current is not too strong. Alternatively, put your pride in your pocket, land on the shore and walk your boat up the Run and round the corner until you can sail away.

On weekdays from February through to July the professional fishermen net the Run and some distance along the sandbank inside the harbour. They are not allowed to close the Run completely and must leave a navigable channel. When netting is in progress, usually at or near slack water in the Run, it will not be possible to tack through the Run. In these circumstances, land on the spit and, with your centre board and rudder up, walk your boat in or out asking

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permission from the fishermen to pass yourself and your boat over the top of their nets. The nets will be moving as you walk over them, so watch you are not pulled off your feet.

Remember that the fisherman is working, you are not. A “thank you” as you pass will be appreciated.

If you have to tack up the Run, keep a sharp look out for other less manoeuvrable vessels which may be entering or leaving harbour. If you are running as you enter the Run beware of a violent change of wind direction as you pass the public house on the Quay. When there is a lot of traffic in the Run, particularly at Bank Holidays and good summer weekends, please be reasonable about tacking through the Run. It is not good manners or good helmsmanship to insist on sailing through, making a few feet on each tack, to the discomfort of everyone else. Get out on the sandbank and walk up leaving the channel to those who have to use it.

Centre board dinghies can usually turn out to sea whilst still opposite the Cluay wall, but they will be going out over a sandbank and the water may only be a few inches deep. Those with fixed keels or rudders should keep to the buoyed channel until clear of the entrance marker.

The breaking of waves over the sandbank coupled with the strong currents make the Run rather frightening to many newcomers, but a few minutes spent watching others sail through should convince anyone that it is nothing like as bad as it appears.

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Outside the Harbour

If you are sailing without the company of another boat, do not venture far from the shore so that, should you capsize, there is a good prospect that you will be seen. Remember that a gear breakage could leave you helpless no matter how experienced you are.

Tidal currents clear of the Harbour entrance are generally running almost directly East and West. Slack water in the Bay does not coincide with slack water in the Run. The main tidal flow is slack at about one and a half hours before High Water at Portsmouth. High water at Christchurch Bar is difficult to define accurately and the charts show how the water height at the Bar varies dependent on whether the tides are Springs, Neaps or in between. Within the Harbour and in the Run itself the time of slack water will also depend on the amount of water coming down the rivers. At times of flooding the direction of flow in the Run may not change with the tide.

Hengistbury Head is a rock outcrop which continues below sea level for nearly three miles out to sea to the South East. The average depth over the Ledge, as it is known, is about fifteen feet. On the Bournemouth Bay side the depth increases suddenly to about thirty-five feet.

Incoming tides meeting this obstruction cause rough water over the Ledge and while conditions may be

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alright in Christchurch Bay they may be quite severe over the Ledge itself.

Should you, for any reason, wish to anchor over the Ledge, use a tripline on your anchor, or preferably a rock-filled sandbag that you are prepared to lose. If you use an anchor here and it catches under a rock ledge you are unlikely to recover it. Elsewhere in both Christchurch and Bournemouth Bays the bottom is generally sand or shingle, and anchors may be used without risk.

On the Ledge and in one or two other very localised areas in the Bay where rocks occur, the local fishermen traditionally lay lines of lobster pots. These are attached to lines and buoyed using small plastic buoys or old plastic bottles and similar floating objects. In calm water they are readily seen and avoided. In choppy seas it is a different story, and in making a passage over or along the length of the Ledge, a very sharp watch must be kept. These lobster pot lines are not a problem to sailing dinghies, but the lines may get entrapped by propellers of auxiliary motors on motor sailing craft. They may also get caught between keel and rudder. Should you get caught up like this you should make every effort to free the line without cutting it. That lobster pot is part of a man's livelihood but you are there for pleasure. The fishermen lay their pots in regular lines, and it is usually possible to see a clear route through them once you have seen the pattern.

In light weather, if you do not have auxiliary power, try to stay up tide of the entrance to the harbour, so

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that if the wind does die you will not have too much trouble returning to the harbour entrance.

Vessels with deep draughts should stay at all times within the clearly marked channel, which is re—buoyed each year. The channel is never the same from one year to the next, but usually the most dangerous point is between the second and third buoys from the sea-ward end of the channel. It is here that, in a heavy sea, the risk of broaching is at its maximum.

At weekends and on some evenings local clubs, particularly Highcliffe Sailing Club and Christchurch Sailing Club, hold races for both dinghies and cruisers. Each club sets its own courses and these will depend on the direction of the wind. H.S.C. Courses usually start off the beach opposite Mundeford Quay and take in three fixed marks, one near Hengistbury Head, labelled H.S.C. No. 1; one about a mile to the East of this, labelled H.S.C. No. 2; and one H.S.C. No.3 near the shore close to Steamer Point. Cruiser courses are usually bigger and take in some of the navigation buoys such as the Ledge Buoy.

Participants in racing must obey the usual rules regarding the avoidance of collisions. However, if you are not racing it would be a much appreciated courtesy if you do not insist upon your rights, and take action early to avoid forcing a racing boat off course or to avoid slowing a competitor by “blanketing” his sails.

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Racing boats can be recognised by the flying of a square flag at the mast head. These square flags should not be used when not racing, but sometimes a racing dinghy out for practice may be seen using one. The absence of other competitors should then make the situation fairly obvious.

Finally, while sailing in the Bay, please keep an eye on any other boats in case they should be in difficulties. If you see a boat capsize and fail to be righted quickly, please sail to the incident in case you may be needed.

During racing the H.S.C. will have two rescue boats at sea, and if you then sail near the racing course without causing interference to the participants, you will be able to take advantage of the presence of these boats to ensure your own safety. If you sail alone you should carry flares on your boat so that others can see that you need assistance. There have been very few incidents in this area where life has been lost. It is up to all of us to keep good watch to prevent unnecessary tragedy.

GOOD SAILING!

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