

HURST CASTLE
SAILING CLUB

1938 – 1982

A STORY



"Hurst Castle from Keyhaven" 1832
Reproduced by kind permission of Kings of Lymington Ltd.

Remote areas frequently have an austere beauty of their own even when only marshland bordered by long swift tides. They have an economic value of their own also, usually only marginal such as fishing, wild fowling or the production of salt. Hurst Spit, Keyhaven Lake and the Pennington Marshes comprised such an area, and if this were all, our story would be quite short. There is something more to tell, however, when there are closely adjacent areas where the population is steadily rising and commerce and industry firmly expanding, and then there are grave risks that the remote beauty may be invaded, despoiled, or even destroyed.

HURST CASTLE SAILING CLUB

A Story. . . 1938- 1982

BEGINNINGS

Yet, despite the tremendous pressures exerted over the years by commercial events, Keyhaven Lake and Hurst Beach have remained comparatively unspoilt, and it is comforting to know that the present declared government policy now gives great prominence to its conservation. And this concerns more than mere marinas, for it could have been very much worse. Lymington, at one time, was a very thriving port, exporting bricks and salt and importing stone and coal, and in 1863 indeed, plans were published for the development of extensive docks covering the area west of the river over the flats as far as to Pennington Creek. Such a development would have rivalled, if not overtaken, Southampton, but for some reason, thankfully, the plans were never implemented. Who knows? Long ere now Keyhaven could have become an ugly conurbation of an even uglier city of Lymington!

OTHER HAZARDS

There are, however, other pressures, national emergencies for example. King Charles I would be quite surprised if he could see the ghastly Victorian monstrosity that even now surrounds his old dungeon on Hurst Spit. The natural elements also play their part, wind and tide. It is only 120 years since the Needles were reduced from four to their present three; and whether dredging for gravel has materially affected the issue is perhaps arguable, certain it is that the Shingle Bank no longer dries out at low water. Even within the last twenty years the beach at Hurst has crept some eighty yards to the north, to form the geographers classic spit-hook. It will also be remembered that Hurst Spit, that stretches from Milford to Hurst Lighthouse, is not like the Chesil Beach in Dorset, which is self perpetuating: there, one tide may wash away, but later tides will restore. Coast erosion at Southbourne and Barton are already of costly and grave concern, and Hurst Spit itself has over many years been regularly breached by winter gales. Should for any reason the defence afforded by Hurst Spit be eliminated, the geography of a very wide area would be profoundly affected, including Keyhaven. Against long odds, then, Keyhaven has survived, to become a natural centre for small boats, the suitability of which brooks no argument, and what more gregarious and club loving creature is there than the small boat owner.

EARLY FOUNDATIONS

The initiative for the formation of Hurst Castle Sailing Club must go to Mr. Roy Knight and Mr. George Andrews, who together approached Major I. M. Bellairs early in 1938 with their ideas, with the result that the inaugural General Meeting took place at the Toc H Hut in Milford-on-Sea on Wednesday, 20th April 1938. Seventeen attended, from whom a committee of nine was elected, comprising the Captain (Major Bellairs), the Mate (Mr. Finzel), the Hon. Secretary (Mr. R. Knight) and the Hon. Treasurer (Col. Tyndale-Biscoe), and five others. Subscriptions were fixed at 5/- for adults and 2/6d. for juniors (25p and 12½p respectively), and it was agreed that racing should take place three times a week, Wednesdays, Saturdays and Sundays.

PROMPT ACTION

The Committee promptly met two days later to formulate the Rules, to draw up the racing regulations, and to approve the design of the Club burgee, devised by Captain (now Colonel) Solly. The Rules as then drawn up, have remained basically the same to this day, but the racing regulations subsequently became the subject for much discussion and argument, and there appears to have been the usual differences of opinion about handicaps. Fixed courses were agreed upon, and identified alphabetically.

Keyhaven Lake 1964
(Reproduced by permission of Southern England Air-Photos, Blackbushe Airport, Camberley, Surrey)



NUCLEAR REACTION

Prior to 1938 there had been a Keyhaven Sailing Club, frequently confused with Keyhaven Yacht Club, but not very well supported. There had also existed the Oxey Lake Sailing Club, whose future was somewhat threatened when a sewer was laid across Oxey Lake. The members of these two clubs formed the nucleus, firstly of Hurst Castle Sailing Club, and secondly of Lymington Town Sailing Club, some joining one and some joining the other. L.T.S.C. were lucky enough eventually to find premises in the Old Bath House in Bath Road, which they still retain, and H.C.S.C. also had some time to wait before they too were comfortably housed, but more of that anon.

FIRST THINGS FIRST

The first Regatta was held on Wednesday, 3rd August 1938, and although only two sailing races were included, all the fun of the fair was enjoyed by members and visitors. Not only was there buried treasure, ringing the bottle, and various other sideshows, but also greasy pole (prize one ham), hand paddling, dinghy tug-of-war, outboard race (no handicap), rowing and swimming races, and finally, a dog swimming race for which the first and second prizes were 5/- and 3/-. Which dogs collected the prizes and what they spent the money on is not recorded in the minutes. There were no entry fees, and total expenditure amounted to £13, which was more than covered by donations from members, and the surplus of £9 was donated to the local hospital.

OTHER PRIORITIES

During the first year also, the Club application for affiliation to the R.Y.A. was accepted (fee £2 2s. Od.), attention was given to the adoption of a one-design for class racing (Montague Sharpies), General Meetings continued to be held at the Toc H Hut (3 in all), and in the absence of club premises, Committee Meetings (5) were held variously at Keyhaven Barn (Major Bellairs) and Aubrey House (Col. Tyndale Biscoe); the first Club Dinner was held at the Creamery, Milford-on-Sea on 21st September in the hope that it would become a regular event, the Club burgee cost 2/- (10p) each and the recorded membership rose to 41.

AND THEN. . . ?

1939 opened with enthusiasm, and by early June the membership had passed the 60 mark, but even by then the shadows of approaching war had begun to darken. The Air Ministry recruited the Hon. Secretary and a replacement had to be found. Nevertheless, a starters hut was secured (£8 2s. 6d. plus paint) and with the kind co-operation of Mr. Hendy was established on the beach; a wedding present was organised for Mr. Roy Knight, Air Vice Marshall Portal became a member, handicapping was again adjusted (45 seconds per foot instead of 2 minutes), and all the arrangements for a second Regatta enthusiastically pursued. This duly took place on Wednesday, August 9th with the assistance of two representatives from Keyhaven Yacht Club (Messrs. J. C. A. Simson and V. C. Lisby). The programme was as before, including the side shows and the dog swimming race, insured for £10 against rain for a premium of 18/9d., programme price 3d., and prizes bought from Boots with a 40% discount (instead of cash prizes) at a total net cost of £6, and this time there were four sailing events (entry fee 1/-) and the profits invested in a Post Office Savings account, whilst the proceeds from collecting boxes were held pending guidance from a General Meeting, which, in the event, was not to be given. The Minutes of the Committee Meeting held on 13th July 1939 are not signed, neither are the Minutes of the General Meeting held on 9th June 1940, at which only 4 attended. This, for Hurst Castle Sailing Club, could have been the end, but in fact, it was only the end of the beginning.

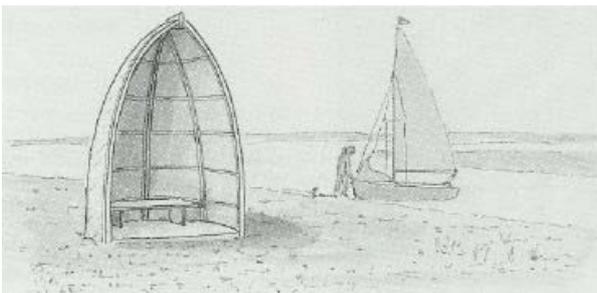
POST-WAR REVIVAL

Pre-War is a phrase frequently used to describe a different world, as indeed it was. Social engineers, historians, economists, politicians and egalitarians may be able to identify and perhaps describe the differences between then and now; but to members of H.C.S.C. it was merely the period when the very firm foundations of a self-help D.I.Y. club were established. It wasn't until nearly seven years later on 31st March 1947, that the next General Meeting was held (again only 4 attended).

A FRESH INITIATIVE

Freedom is a much abused word, so frequently used as a synonym for licence, and much as it may describe the feelings of those returning from the restrictions inevitably imposed by the exigencies of a global war, release is a word that better describes the general reaction. The beaches became once more accessible, slowly but surely all the resources and materials of normal civil life became once more available, technology began to turn its attention to dinghies, and dinghy sailors were once more able to resume their egotistical, self-reliant, wilful, happy, and very lovable ways - which they did, and again with great enthusiasm.

Major Bellairs, Miss Finzel, Mr. G. A. Andrews and Mr. Cecil Whistance were the four to attend the first post-war general meeting, held at 15 High Street, Milford-on-Sea, and between them they laid and carried out the plans for reviving the fortunes of the Club, remembering that fortunes may not necessarily be measured in terms of money, newspaper headlines, numbers of members or Olympic successes, a surfeit in any of which may for a modest club spell embarrassment if not disaster. Former and potentially new members were canvassed and within months the membership had passed the 100 mark, and within a further year, more than 300 members had been recorded. Of great urgency then, became the provision of premises. As a temporary measure, a half-boat kindly donated by Capt. Adams was installed up-ended on a concrete plinth on Hurst Beach as a shelter for race officers (to replace the original hut which had been destroyed during the war). This proved a constant and irresistible target for vandals, including the removal of the memorial coins embedded in the concrete, and was finally burnt down some years later (1968). Also as a temporary measure, a war-time pillbox was brought into use at Keyhaven as a gear store (5/- per season, plus 2/6d. key deposit). But a permanent clubhouse was another problem - three problems, in fact: What? Where? And with whose money? - not to mention a rather more delicate problem, the relations with Keyhaven Yacht Club, the removal of whose clubhouse to the west bank was then imminent.



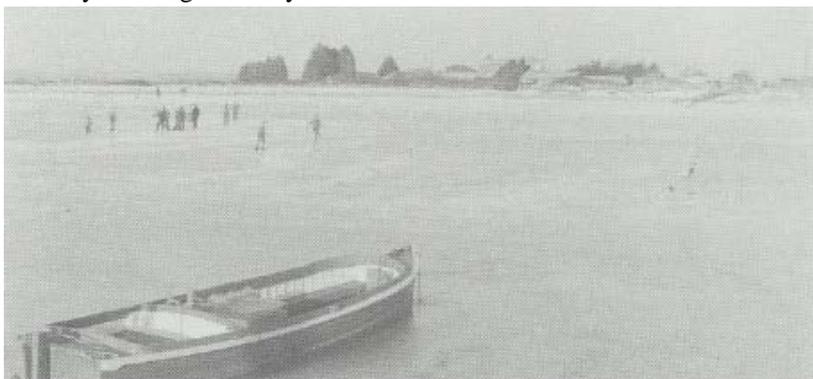
Half-boat. Hurst Beach 1947-1968
From a sketch by Paul Jeffree

SHOAL WATERS

The local authority (Lymington Borough Council) quickly responded by preparing the present plot, (it had previously been used as a rubbish tip) removing the pillbox, and offering a 21 year lease at £1.00 per annum. At that time the control of Keyhaven Lake had been vested by the Ministry of War in Keyhaven Yacht Club, and perceiving certain advantages in developing close collaboration between the two clubs, certain members of both sought to bring the two clubs together, including shared premises. Circumstances were such, however, that Hurst Castle Sailing Club found it impossible to participate in any such arrangement.

The offer of the lease was then promptly accepted, and plans laid to secure a permanent clubhouse. The necessary finance was advanced by three members, Major Bellairs, Mr. J. Walker and Mr. C. Whistance as an interest free loan until such time as the Club could afford to redeem it. There then remained the more difficult problem to solve, to select and acquire a suitable building, and since during the immediate post-war years materials were in very short supply, and even for essential purposes controlled by very strict government regulations, the range of choice was very narrow. Eventually the cricket pavilion from the Newlands Manor Estate was located, and with the help of many members, especially Mr. H. Champion, whose generous credit terms constituted a further valuable interest-free loan, re-erection on the present site was completed. The net price amounted to £300, and together with transport, labour, drainage, fencing, etc. the total cost amounted to £639. The ceremonial opening was performed by the Mayor, Councillor S. G. David, M.C. on Whit Sunday, June 5th 1949.

Other developments were to follow. Furnishings, crockery, mirrors, and two flagstaffs were soon acquired, frequently as gifts from members, and within a year a gear store was erected at the rear. Later still, in 1963, when in January Keyhaven Lake froze so solidly that one could walk or skate all the way from the hard to the Camber, the verandah was added. In 1966 there were further extensive improvements, including the enlargement of the galley, installation of hot water, shower baths, additional lockers and a greatly enlarged gear store. Naturally, all the planning, gubernatorial processing and supervision during construction required more than mere amateur expertise, and for this the Club was greatly indebted to Mr. G. B. Bagnall, who from 1948 onwards has made available to the Club his professional services so freely and so generously.



Skaters on Keyhaven Lake,
January 1963

PLAIN SAILING

An interesting feature of the early days was the strong support given by members to social activities, colour slide talks on a wide variety of subjects, given occasionally at what now might be considered to be unsocial hours - Sunday afternoons; and the annual dinner, usually preceded by the General Meeting. Attendance at the 1947 annual dinner must have comprised up to half the membership, when some 80 people enjoyed soup, roast turkey and plum pudding at a cost of 6/6d. each (321/2p). Judging by the Minutes, it must have been a long evening calling for much stamina, which was again in evidence when the 1951 Regatta was followed by an impromptu dance.

THE DOLDRUMS

However, there is more to success than mere evanescent enthusiasm, and the initial drive inspired by the euphoria of the immediate post-war years began to decline. Membership which had peaked at 450 in 1950 began to ease away, and by 1957 had dropped to less than 200. A new generation was developing, new diversions began to appeal, and the earlier signs of fragmentation caused by the proliferation of new dinghy designs, the almost insuperable problem of handicapping, and the divergence of opinions on cruising versus racing, all took their toll: as also did death and sickness. "King Neptune" Bellairs (who died in September 1957) and "Davey Jones" Whistance, who for a long period was seriously ill, were sadly missed. The next meeting to follow the A.G.M. of 27th June 1958 (34 in attendance) was a committee meeting held on 21st January 1960, an inter regnum of 18 months, during which, nevertheless, the Club managed happily to continue with its affairs, albeit on a somewhat reduced scale.

The Clubhouse as first erected 1949



RACING

With all due respect to Ratty, the esteemed friend of Mr. Toad of Toad Hall, there is for many people something even better than just messing about in boats, and that is racing in them, particularly when the craft are well matched [ideally, of course, they should be class boats), and on the Solent where variable tides and flukey winds can tax the skills of even the most experienced, the excitement is great. The Club gave early recognition to this view in two separate ways: firstly for adults in the design and development in 1948 of an entirely new class originally known as the Hurst 16 Footer, and subsequently renamed Hurst One Design; and secondly and more importantly, for children under 18 years of age by adopting the Yachting World Cadet [now International Y.W. Cadet),. and making special arrangements for their encouragement. The Hurst One Design was of sturdy design, clinker built, by Elkins of Christchurch, and well suited to the short seas of the Solent. In all a dozen of these craft were acquired by members, and with sails of different colours, they made a splendid sight when racing together. Alas! only rarely do any of them appear on our waters these days.

CADETS

As early as 1948, Major Bellairs had presented the Schools Trophy for competition between the under 18s, won for the first three years in succession by Sherborne, and early stimulus was thus provided for the juniors. Four years later in September 1952 saw the first open Cadet meeting and the presentation of the Margaret Browne and the Leeman trophies, won respectively by David Allpress and Jeremy Cecil- Wright, the latter helming Cadet No. 1 "Colt". The new class attracted considerable interest and very keen competition, which has continued unabated ever since. 1960 saw the formation of the squadron, now known as No. 42 [Keyhaven and Hurst], which, under the very energetic supervision of Brigadier M. W. Hope has grown to become the largest in the country, comprising more than 30 craft. As a nursery and a training ground its contribution to the promotion of sailing, racing and seamanship generally has been quite significant, earning a reputation that is not confined to Keyhaven; some very illustrious names have appeared in the roll of trophy winners.



Cadets, off Hurst Beach

KESTRELS

Further evidence of the growing popularity of class racing is provided in the emergence of the Kestrel class. The first to arrive, in 1965, was "Ploof", owned by Paul Jeffree (who has done so much to improve the starters hut and who recently, with Ian Day and Martin Rayment, achieved fame with their speed sailing boat "Jacob's Ladder"). Slowly but steadily the number has grown, and now up to a dozen craft regularly participate in the Sunday racing. For the open meeting held each year up to 20 competitors can be expected, and for the National meeting held in 1979, the Club entertained some 34 craft to a most successful two days racing. Those who are considering joining the racing fraternity would do well to take a close look at this sturdy, efficient, and yet comparatively inexpensive craft.



Kestrels and Hurst Beach

From an original painting specially commissioned by H.C.S.C. painted by Mr. Gordon Bird

REGATTA

From its inception, the Club has always taken great pride in organising the annual Regatta. It gives a lot of fun for the members, and provides an opportunity for the Club to entertain its many friends and to acknowledge to the community at large the many kindnesses it receives. In the early days the start and finish line was located in the river, but now, owing to acute congestion, this is no longer possible. For the same reason the bucolic fairground type diversions became impracticable and are now omitted, and in any case, they would have to be of a very high standard indeed to compete with, say, the T.V. programme "It's a Knock-Out" to have any entertainment value. Support varies, not the least with the weather, which on occasions has been very unkind, but also inversely with the number of other fixtures organised at other adjacent centres on the Solent during the same period. Local support has always been very loyal, dinghies numbering some 60 - 80, and a further 20 - 30 larger craft for the keel boat races. When, after a successful Regatta, competitors and spectators are assembled in the sunshine on the Clubhouse lawn for tea and the presentation of prizes, there is revealed a truly English scene, which few if any, of those present will ever forget.

Leeman Trophy Winner (aged 10)

The youngest to complete the course, 1980



Regatta Scene, 1970

TRIMMING THE DISH

The finances of a club always present a problem, which, as for parishes, can be solved in one or other of two ways - be well endowed, or poverty stricken; and of the two the latter is ironically enough the easier. But more difficult than either, is the middle road. Hurst Castle Sailing Club has always been a self-help club, and the financing of all its activities has always and only come from its members, as of course it should. In the early days the annual subscription of 5/- (2/6d. juniors) was obviously quite inadequate to fund the required capital assets, and the position remains unchanged to this day. The current annual subscription of £5.00 has the same purchasing power of the 1938 5/- (remember when cigarettes were 1/- for 20?) and regularly, after due depreciation, the Club has over the years shown a surplus of revenue over expenditure. (Historical accounting, of course!) But what would the surplus, or perhaps deficit, have been had depreciation been calculated on replacement costs? This can be terribly important, because, ideally, annual subscriptions should always be related not only to current running costs, but also to future asset replacement costs, particularly in respect of the clubhouse. The clubhouse is wearing out, and sometime, somehow, it will have to be replaced. Whereas in the past the generosity of members has been adequate to meet the sporadic demand for exceptional additional funds (e.g. the original clubhouse, the various clubhouse extensions, the rescue boat and its outboard engine, etc.) the funding of a new clubhouse would present a very much more difficult problem. It is at least desirable that members should have early warning of this contingent liability, that there is always the possibility that the begging bowl might have to come out once more.

WHOSE MONEY

For there are other heavy and ever growing calls on Club funds, challenging stability. A few figures will illustrate this. The first lease called for a peppercorn rent of £1 per annum, which continued until 1969, when it was increased to £10 per annum. At the 1977 revision, rent of £230 was demanded, and was only reduced to the more reasonable figure of £25 after a prolonged and somewhat hard fought appeal. Rates for the clubhouse plot for the first few years remained at £12 per annum. They are now £260 per annum. The R.Y.A. affiliation fee in 1938 was £2 2s.0d.; the Club now pays 4% of its subscription income, which in 1981 amounted to £89. The Keyhaven River Committee were able to record and control the moorings on the river with a subsidy from the Club of 2½p per member; the Club is now being asked to pay £1 per member per annum. It will be seen that in all cases the increased demands are in excess of the rate of inflation. It is strange that a Club that over the years has made such a handsome contribution to the social amenities and corporate life of the locality could perhaps be regarded as a source of revenue for bureaucrats.

WHOSE WATER

The ownership of the bed of Keyhaven Lake is claimed by the Meyrick Estates, who in 1934 granted a 99 year lease to the local authority (Lymington Borough Council), now held by New Forest District Council. On the strength of the lease, N.F.D.C. have imposed their own bye-laws and taken control of all the moorings in the river, but without statutory rights. Now that the river is so congested, some kind of control is essential; there are so many conflicting interests, but the results are somewhat like the curate's egg, and have been secured at a somewhat greater cost. The budget for 1982/83 was set at £33,565, including some £13,700 as a contribution towards the general overheads of the Council, leading to greatly increased costs of moorings, launching fees, and a levy on Club membership. This represents an additional heavy burden to be carried by the already over-taxed small boat sailor.

CLUB STALWARTS

Tribute must be paid to the long list of Officers (see page 16) who over the years have served the Club so well. More than mere diligent thought goes to the performance of their duties, as those who have ever served will know. Many are mentioned throughout this story, but there are others, who, not aspiring to flag rank have nevertheless made a quite handsome contribution to the welfare of the Club. One such, is Miss M. L. Lewitt who as Purser over so many years maintained such detailed records of the Club's activities, and who spent so many hours in wind, rain and shine as race officer on the beach. And another is, of course, Stan Schisan who for so long has master-minded the working parties, without which the costs of maintaining the Clubhouse would be so much greater. Our erstwhile honorary auditors, Ray Miles, Mick Power and Jim Pedley to name but a further three, and innumerable committee members who have walked on, played their parts or just prompted in the wings, have all had the interests of the Club at heart and tried to make it better.

Mention must also be made of Douglas Cane who, ably assisted by the late Tommy Green, has for so long commanded the "Dad's Army" of small cruiser owners when parking their craft for the winter. With a simple trolley, block and tackle, and a little manpower, Alacrities, Silhouettes and the like are carried from beach to berth in the Autumn, and vice-versa in the Spring. In spite of much advice from the "ranks" the C.O. has achieved a high standard of efficiency, handling up to four craft an hour, leaving them in their smart parade in the dinghy park with a military precision that even the Guards might envy.

Undoubtedly, however, the most outstanding contribution came from Cecil Whistance, who after the 1939/45 War was so successful in reviving the fortunes of the Club. As Hon. Secretary/Hon. Treasurer, frequent Race Officer, organiser and general factotum, his close and energetic attention to detail, so ably augmented by the Hon. Purser (Miss M. L. Lewitt), safely navigated the hazards of an expanding organisation. Nor were his energies confined to Hurst: for many years he was Secretary of Lyminster Town Regatta and thus Lyminster, too, has cause to be grateful.



Cecil Whistance (circa 1957)

THE WAY AHEAD

The sailing of small boats is more than just a hobby; it becomes a habit, and with habit comes addiction, and addicts become stubborn. For as long, then, as Keyhaven Lake and Hurst Roads remain suitable for small boat sailing, it can reasonably be predicted that there will be small boat sailors, and in consequence, their forum, Hurst Castle Sailing Club. Membership fluctuates; after the nadir of 1957, numbers steadily rose, peaking at 580 in 1976, and remaining steady around the 450 mark ever since.

From time to time fears have been expressed that the membership could become too large, and action be taken to restrict it. Wisely, however, the membership list has never been closed, and all those who wished and who subscribed to the objects of the Club have been able to join. Nevertheless, with the interest in small boat sailing continuing to grow, the size of the Club will be limited, not by its available accommodation, modest as it may be, but by the limited resources of the locality. There is a long waiting list for both moorings and dinghy parking spaces. It is within these limits that the Club has become stabilised, and unless dramatic changes overtake the river (e.g. the building of a marina in the Camber, hotel/flat developments on Hurst Beach, or the banning of all non-sailing activities) the character and functions of the Club are likely to remain relatively unchanged. Doubtless this will accord with the wishes of all members.

But it must always be remembered that growing standards of living and the ubiquitous motor-car will continue to exert their pressures on the available resources at Keyhaven, bringing to the area more and more people; and as everybody knows, p-e-o-p-l-e inevitably spells pollution, and pollution in whatever form it may take is the one enemy that could destroy the area. Only strong and wise administration will preserve for posterity what so many of us now enjoy, the heritage of Keyhaven.



The new Hurst Castle Sailing Club launch at the H.C.S.C. Regatta, 30th August 1970. Douglas Cane at the *helm*.
The launch was provided *from* members' donations.



Hurst Spit 1969

Note the classic "Spit Hook" already forming at the entrance to the Lake



"Jacob's Ladder" at speed when securing the World Sail-Speed Record, Class C, 1982

ACKNOWLEDGEMENTS

Acknowledgements are due to the hard-working Honorary Secretaries who, over the forty-four years of the Club's existence, have so carefully recorded the progress of events. From their records the facts of the story herein related have been culled. Facts, however, are inflexible; opinions are somewhat different: under the influence of pressures, political, sociological or emotional, they can become contentious. Where, then, in this story, opinion is discernible from fact, the reader is invited to look at the facts, to examine them closely and to decide whether other conclusions are possible. To such readers who then still remain unconvinced full apologies are tendered, Tendencies are slow to develop, and unfortunately and all too frequently it is only after the passage of time that with hindsight we can determine where the errors were made. Keyhaven was a gem, with a truly wonderful setting. It still retains a lot of its charm.

CLUB OFFICERS

PRESIDENTS

1954-1957	Major I. M. Bellairs
1960-1972	Mr. C. Whistance
1975-1976	Mr. S. G. David

CAPTAINS

1938-1954	Major I. M. Bellairs
1954-1962	Mr. S. G. David
1962-1963	Mr. P. G. Pentz

COMMODORES

1963-1966	Col. D. Heald
1966-1969	Mr. G. Bishop
1969-1972	Mr. D. Stevenson
1972-1975	Mr. P. Jeffree
1975-1978	Mr. M. Martin
1978-1981	Mr. K. L. Ruth
1981-	Mr. A. Barr

HON. SECRETARIES

1938-1940	Mr. R. Knight
1947-1960	Mr. C. Whistance
1960-1964	Mr. G. Bishop
1964-1970	Miss E. A. McGhie
1970-1972	Mr. F. W. C. Hinton
1972-1975	Mr. A. J. Weston
1975-	Mr. R. P. Raithby

HON. TREASURERS

1938-1940	Col. Tyndale-Biscoe
1947-1960	Mr. C. Whistance
1960-1968	Mr. J. Walker
1968-1975	Mr. T. H. Green
1975-1976	Mr. F. Walsh
1976-1981	Mr. R. Smith
1981-	Mr. D. Wakefield

HON. PURSER

1949-1960	Miss M. L. Lewitt
-----------	-------------------

Sincere thanks are extended to the special Sub-Committee who have compiled this story, and to all those who have contributed their ideas and photographs. Costs have been defrayed from Club funds.