

# History of Liverpool Sailing Club

## Editor's Comment

I have edited this History of the Liverpool Sailing Club in preparation for serialising it in the Club Newsletter, and for the sole purpose of making it more readily understood by present-day readers, who may be reading it for the first time some 40 years after it was originally written. That editing has been done with the lightest possible touch, and amounts primarily to clarifying (where necessary) the references to the Airport (which are all to the old Airport - part of which is now the Estuary Commerce Park), and to adding supplementary notes (*in italics*) to relate quoted sums of money to present-day values.

Oliver L. Shaw  
Son of the late Author of the original document  
19th April 2003

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## Author's Preface

I was asked to write this short account of events to date, and do so with the hope that it will form the basis for a continuous record that will provide interest in the years to come. In a short treatise such as this it is not possible to refer by name to all who have given very generous help to the Club. When it has been essential to the narrative I have made such references - and have done so with great pleasure. Those not mentioned by name will, I feel sure, bear with me in my predicament and know that my grateful acknowledgements extend equally to them.

Ted Shaw  
17th August, 1963

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## **PREFACE by R. Glynne-Evans**

Most histories are written about matters of general interest or public importance, but the Liverpool Sailing Club claims to come within neither of these categories. This history, therefore, need not be slanted in any way and can be a truthful record of both good and bad. Like the Club itself, the story is for the benefit of the members, who themselves are making the history. I hope we have no pretensions other than to enjoy our sport and each others' company.

Now, in December 1963, I am mindful that this 'history' will be read many years hence. It should be explained that the historian of events to date is Ted Shaw, who, in recent months only, has executed his task of covering the years from the club inception. While he has drawn upon his memory, the News Letter, and Committee Minutes for information concerning the latter part of the period, there was not so much detail available for the really early days. For this period he was restricted to his own recollections and a few notes which I had kept.

I think he has produced something accurate and readable which may become more interesting as time passes. Perhaps the only omission is adequate reference to himself, only a few cursory lines having been inserted by myself, so as not to violate his natural modesty.

The future is to be taken care of by others, and I wish them joy and enthusiasm in their task. Only that way can we be sure of a good job.

To you, the reader, I hope the club record is intriguing. If it is not, just close the book; if it is, then share it with someone else.

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## **THE BEGINNING**

Bob Glynne Evans was not the first to try to form a Sailing Club in Liverpool, but he was the first to succeed. During 1958 he inserted several advertisements in local papers asking all those who were interested in forming a Sailing Club in South Liverpool to get in touch with him. These advertisements drew sufficient support to encourage him, but even he was surprised when a meeting at the Property Exchange on 16th September 1958 was crowded out into the corridor long before it was due to start. At the end of this meeting no less than one hundred and nineteen men and women signed an attendance card.

At this meeting Glynne was elected Chairman of an "Ad Hoc" Committee charged with the task of fully investigating the possibilities of sailing on the Mersey and to report back to another public meeting. This meeting, also at the Property Exchange, was held on Tuesday 18th November 1958, when it was decided to form a Club and to call it the Liverpool Sailing Club.

Those present were invited to pay a registration fee of One Pound, in return for which they would be known as Founder members and possibly entitled to pay a reduced Entrance Fee in due course. Percy Aubrey was elected Treasurer and he was authorised to open a bank account for the Club. Sixty seven people attended this meeting and twenty nine of them paid the registration fee before they went home.

During the winter and following spring, investigations and negotiations continued. The brunt of this work fell on the broad shoulders of the Chairman and George Haslam. The beach was inspected from Hale down to Otterspool, and whenever possible a dinghy was launched and recovered, often with considerable difficulty. Sometimes this involved a lift up a cliff face some six or seven feet high. In this way additional experience of the river was gained.

Meanwhile negotiations took place with Liverpool Corporation and the Airport (then under control of the Ministry of Civil Aviation) Officials.

## **GARSTON HOTEL**

On 15th July 1959 all those who had shown interest in the Club were invited to meet at (what was then) Liverpool Airport (*i.e. the old Airport, part of which is now the Estuary Commerce Park - Ed.*). Eighty three people assembled at the Banks Road Entrance and a convoy of thirty three cars was escorted across the Airport to No. 3 Crash Out Gate by two Fire Service Tenders.

On arrival at the beach the party split up into groups, and Messrs Glynne Evans, George Haslam and Percy Aubrey explained the area available and its possibilities. When this inspection was completed the convoy was escorted back across the Airport. This was the first of many times that the Airport Staff co-operated fully with the Club. Later that evening a formal meeting was held at the Garston Hotel to constitute the Club by adopting rules which had previously been circulated. These rules were amended and accepted and by this act the Club as now known was born.

Elections were held with the following results :-

Commodore	R. Glynne Evans
Vice-Commodore	G. Haslam
Captain	R.H. Derbyshire
Honorary Treasurer	F.P. Aubrey
Honorary Secretary	E.G.Shaw
Committee, Messrs.	R. Bradshaw, G.A. Charnock, H.S.Davies, D. Davies, L. Dickenson, G.W. Groves, F. Haggis, F.G. Harris, K.H. Knight, P.A.J. Latham, W.D. Pooley, F.W. Skutil, Mrs R. Aubrey, Miss N. Broadhurst and Mrs M. Shaw.
Auditors; Messrs	E.S. Fletcher and G.P. McNulty

The Commodore announced that an Inaugural Sail would be held in September and appealed for volunteers to bring their boats, and the Vice-Commodore promised to provide a temporary ramp to facilitate access to the water.

## **THE FIRST OFFICERS**

### **R. Glynne Evans**

Glynne was the founder of the Club, being responsible for the Newspaper advertisements calling the first Public Meetings to discuss the formation of the Club. From the earliest days his great enthusiasm carried us along, and his ever ready and delightful sense of humour constantly eased the way for all of us. It was only fitting that he should be the first Commodore, an Office he held with distinction until on 17th March 1961 he was elected Vice-President.

### **G. Haslam**

Our first Vice-Commodore proved to be a wise choice for he took under his wing the Site Committee, and with his knowledge of the building trade supervised and led all building operations at the Club. With his principle of never buying retail if you can get it cheaper and never buying cheaper if you can get it for nothing he must have saved the Club hundreds of pounds. (*That is, hundreds in the early sixties; equivalent to many thousands in today's money. Ed..*) He was a natural choice to follow Glynne as Commodore in 1961.

### **R.H. Derbyshire**

Richard as our first Captain had the task of organising the Sailing at a time when no facilities or organisation existed. He fully deserved his promotion first to Vice-Commodore and then to Commodore. His contribution to the Club has often been quietly unobtrusive and frequently it has not been observed. Working peculiar shifts, as he does, he has been able to get down to the site during the week and has been invaluable in controlling deliveries of stores of various kinds. His naval training and experience have been invaluable.

## **F.P. Aubrey**

Percy as Treasurer guarded our monies so carefully and well that when the time came we were able to meet our bills including such items as over £1,200 to fence the access road. For several years he kept us on course, and when early in 1962 he moved out of the district he had the satisfaction of handing over our finances in very good shape.

## **E.G. Shaw**

Ted Shaw attended the Inaugural Meeting with an open mind, being undecided whether or not to join the Club. He asked so many questions and made so many suggestions that to keep him quiet he was elected Secretary. It was nearly four years before he could find someone to take over from him, which served him right. In this period he had created an administrative foundation which strengthened the club and gave it an identity.

## **SPEKE**

The present site off the (old) Airport at Speke was chosen because it had fewer disadvantages than anywhere else. The principal shortcoming is that it will probably never be possible to moor keel craft near the Club. On the other hand sailing was immediately possible, even if access was not very convenient, and the task of making everything shipshape was not quite impossible. Safety factors have always seemed important to the Club, and the absence of shipping lanes and a couple of miles of open shore downstream before the start of the continuous dock walls were felt to be powerful considerations.

Quite early on it was recognised that at high tide there was water for all comers. Dinghies can sail from here to almost anywhere - across to the Cheshire side of the river or up stream to Widnes and beyond. Down stream presents the difficulty of cheating the tide on the return journey, and it was not until 1963 that the first down river cruise was organised.

Vandalism was expected, but not on quite the grand scale actually experienced. After five years there are signs that the Club is being accepted as part of the scheme of things and for the time being, at least, the attacks have diminished. It is hoped that when the new runway and Control Tower are built on the Airport near our premises this chapter will be closed.

In one respect in choosing to go to Speke the Club was luckier than it knew. From the very first the Airport Staff have always been full of co-operation. Led firstly by Mr W.A.R. Harris and of late by Mr H. Andrews they have always welcomed us as a responsible body which could be trusted. No reasonable request has been turned down and quite often we have been give far more than we dared to ask for. This helpful spirit prevails through the staff at all levels.

Negotiating the lease took a long time partly because the Ministry was in the process of returning the Airport to the Corporation and there was some doubt as to to whom we should make application. In the end the Corporation offered us very generous terms which we were not slow to accept. Glynne Evans did most of the negotiating, but the legal side was very capably handled by our tame solicitor, Ron Bradshaw.

## THE ROAD

When after prolonged negotiations the Corporation gave us our lease it was a little like the curate's egg. The area consisted of a corner of the Airfield, for use as a dinghy and car park, and a strip down the perimeter track for access. An onerous requirement was that, as a first step, we must fence off the entire area with chain link fencing. Nearly a mile of fencing was required and despite the very best efforts the cost could not be kept below some £1,150.

*(This was in 1961's money; I would guess that the equivalent today of the same sum of money would be nearer to £20,000. Ed.)* Having paid for the fencing the Treasurer reported that there was nothing left in the kitty to pay for the road and for a time it looked as if the Club might founder in a welter of mud. The access strip was at the best virgin grass and a combination of light traffic and summer rain soon churned this up.

Even this problem was not too much for us. We found a chemical works, in Widnes, who were anxious to dispose of a waste product which had the quality of compacting down into a hard surface. Load after load was brought at not further cost than an occasional packet of cigarettes for the lorry drivers. Weekend after weekend a small band of volunteers spread this 'shale'. The result was a road along which one could travel and be sure of getting to the other end. Members owning 'company cars' were even observed travelling quite fast along it. Despite a few ups and downs and by dint of much filling in of pot holes this road served the Club well until in 1963 the Royal Engineers T.A. from Tramway Road came with a grader and levelled off the surface for us. After this even the author was known to drive his car along it at 20 m.p.h.

*(The author's original text credited George Haslam with finding this material, but there was then a subsequent by the same author that he had since been told that it was not George Haslam. For the sake of completeness, and credit where it is due, does anyone now know who did find this for us?)*

## THE SLIPWAY

The first essential was to cut a causeway down to the beach. For this a bulldozer was essential and thanks to Archie Crawford one was obtained on very generous terms. Many tons of earth had to be moved, for the cliff was some fourteen feet high and the gradient had to be such that it would be possible for two people to pull a dinghy up off the beach by themselves. The spoil was pushed round the corner to bolster up the cliff, which was showing signs of erosion.

Norman Bush found some defective concrete beams available gratis, and after these had been delivered many of them were hand laid, side by side, until quite a substantial slipway reached out into the river. In the later stages the faithful few who formed the regular working party had the help of a fork lift truck, provided by our good neighbour Mr McIndoe and driven by Dick Pearson, who because a "feature" of the Sunday work parties.

The result of all this hard work was a usable slip which prolonged the sailing time each tide. But even so it was not enough and it was recognised that something better would ultimately be required. It was however cheap and it served its purpose. The Committee felt that before authorising any further expenditure it would be as well to observe the effects of the winter storms and high tides. Projecting, as it did, but a few inches above the mud it was hoped that it would have little effect on the tidal flow of the river, and this indeed proved to be the case.

The original slip survived the winter storms but the intense frosts of early 1963 broke up the surface so badly that a fresh slip had to be constructed using the old one as a foundation. For the very first time the Committee made a general appeal to members for funds. Almost at once money flowed in from the generous few and it was soon possible to spend £900 on concrete. The new slipway was ready in time for the 1963 Regatta.

## **THE CLUBHOUSE**

From the start the Committee realised that some form of shelter was essential if only to provide changing rooms for crews who had capsized. For the Inaugural Sail two pantehnicons were borrowed from T.P. McNally to convey pedestrians across the Airport and to provide shelter on the beach. Later to save expense Glynne Evans and Ted Shaw brought their caravans.

While the caravan was there Margaret Shaw started to make tea and sell it at 4d a cup in aid of Club funds. It was at once obvious that this was a useful service which could earn valuable dividends. A gas ring was purchased and a tent acquired. Philip and Sylvia Latham took this under their wing and did yeoman service every time we had a sail. Even before the lease was granted the Committee were considering what form the Clubhouse should take and decided that if possible we should start with a permanent structure because it was felt that if we once got a temporary shack we would not be able to afford to replace it for many years. Various types of building were considered and several second-hand ones inspected. In every case whilst the purchase price was very reasonable the cost of transport and erection was prohibitive.

Considerable work went into the preparation of a general appeal to members for money to form a building fund. This appeal was never made because just when it was most needed an anonymous benefactor, who can only be presumed to be a member, very generously offered to lend the Club £2,000 interest free to be repaid over eight years. (*Once again, this was 1961 pounds; perhaps equivalent to between twenty and forty thousand today (i.e.2003). - Ed.*) It is quite impossible to express adequately the great benefit this has been to the Club. It has provided a focal point as well as almost luxurious quarters for the members.

In these days of rising building costs it may be thought that £2,000 would not go very far. But this was not the case. The Site Committee under George Haslam and Norman Bush were able to produce plans of a suitable building and also convince the Committee that it could be built with some considerable 'do-it-yourself' for the money. A notable feature of the design was that it provided a reasonable standard of amenity and at the same time scope for further improvement and extension as time required and funds permitted. The wisdom of this imaginative planning has already been demonstrated.

The Club was indeed lucky to have George Haslam and Norman Bush in charge of building operations, but they would be the first to acknowledge that many others also played their part. Douglas McNulty gave a good start by finding the metal frame at scrap metal price. Some of the building operations were beyond us. Skilled labourers were hired for example to erect the steel structure and build the walls. But everything we could do we did. Bob Thompson obtained all the piping for the water system at very little cost and Brian Hughes took charge of the electrical wiring. Bob also became foreman painter to such an extent that his wife still complains that he will never lift a paint brush at home now. Perce Roberts looked after the woodwork, and employed his men, and then we suspect 'forgot' to make any entry in his books as often as not.

Building a Clubhouse is not just a matter of bricks and mortar. Plans have to be prepared and negotiations have to be held with various Corporation Departments. These were in the capable and willing hands of Norman Bush.

The leaders have been mentioned, but their efforts would have been to no avail if they had not been backed up by a very loyal if rather small band of willing helpers who turned up in old clothes time and time again to do the labouring work.

As the Clubhouse gradually took shape around us the Club prospered and it was found possible to finance features not at first contemplated. Most important of these was the false ceiling, which has done so much to increase comfort and to remove the barn effect. Some of this was put up by members but the task was too big for us and outside labour had to be called in to finish the job.

Late in 1962 Birkenhead Brewery agreed to put in a bar for us and provide tables. All at no cost to the Club. Previously the Committee, for obvious reasons had been shy of tying the Club to any particular Brewery, but new legislation in 1962 removed all difficulties and an amicable arrangement was easily made suitable to both sides.

### **BLUNDELLSANDS CUP**

In accordance with established practice locally, from the start we have invited representatives from neighbouring Clubs to attend our annual prize givings. Amongst these was Bill Wormald, then Commodore of Blundellsands Sailing Club. The first time he came he was most impressed with the spirit he found in the Club and with what we had obviously accomplished in so short a time. He noticed that, not unnaturally for a young Club, we had few trophies to award, and decided to present a Cup to us.

When the Cup actually came no conditions were attached to it, and the Committee decided to use it to further the good will which existed between the two Clubs and put it up for annual competition between them. Each year as many yachts as possible race in one handicap team race to decide which Club shall hold the Cup for the ensuing year. The venue of the event alternates between the Mersey and the Alt. The first race, at Speke, in 1962 was won by Blundellsands who gained the first three places on corrected times.

### **1959**

Whilst the initial moves had been made in the previous year the Club did not really come into being until the General Meeting on 15th July 1959 adopted a constitution. The early part of the year had been taken up with investigations and negotiations which were to continue for several years to come.

A week after the Club had been constituted the first Committee meeting was held. There was routine business to dispose of and the members of the Committee had to get to know each other - many of them were meeting each other for the first time. That evening the News Letter was born. The idea came from Blundellsands Sailing Club, who had established a regular issue some little time before. It was felt that at least until we had a focal point in the form of a Clubhouse a regular News Letter would be essential to keep members informed and to develop a Club spirit. Margaret Shaw undertook the editorship and despatched regular monthly issues until in March 1962 she was elected Sailing Secretary and handed over her pen to Joyce Lamb.



Stan Davies undertook to organise an open competition to design a Club Burgee. This produced a spate of interesting designs which one evening, not much later, the Committee studied for some hours. Making a selection proved to be extremely difficult and in fact the final choice was a combination of two of the entries. The prize money was divided between Master G.R.G. Evans and Miss W.L. Nuttall.

The rest of the summer was taken up with preparations for the inaugural sail in September. The problems were considerable. Access to the coast could only be obtained by using the Airport perimeter track, and this meant organising convoys to and fro, all of which had to be escorted by Fire Service vehicles to ensure that no aircraft were endangered. When the coast was reached the only means of getting on to the beach was by means of a very steep ramp which had to be kept clear at all times in case it should be needed by the Airport for rescue operations. All the stores needed had to be transported there and brought back again afterwards.

When the day came conditions were ideal. The sun shone brightly from a blue sky and the breeze was just enough to make the boats move smartly through the water. All who enjoyed a sail that day went home convinced that the Club would make a go of it. So were many more who sunned themselves on the cliffs watching the spectacle.

All who attended were well briefed beforehand as to the necessary safety precautions imposed by the Airport authorities. In the main all behaved in a most responsible manner, yet one individual ignored all regulations and anxious to go home drove his car, unescorted, right across the main runway just as an aircraft was preparing to land. No damage was done and this thoughtless act did not even damage the reputation which the Club already enjoyed of being a responsible body. This is a remarkable tribute to the understanding spirit of co-operation we have always received from the Airport Officials.



In October the Secretary was able to report that the Club had been recognised by the Royal Yachting Association and the Club adopted the following classes:-

National Enterprises  
G.P. 14  
Heron

The Club's first Dance, an immediate success, was held in November and was organised by Rita Aubrey, Dorothy Haslam and Margaret Shaw, who looked after all our early Social Activities. Ninety people attended this first Dance and all enjoyed themselves in a way which has almost become traditional, and the Treasurer rejoiced at the profit of £15 16s.1d.

About this time news was received that the City Council had agreed in principle to our application for access to the river and as it now seemed likely that within a reasonable time the Club would have regular sailing facilities to offer it was decided to start charging members a subscription in 1960.

During the winter various Social Activities took place, which kept the Club spirit alive, entertained the members and augmented the funds.

Official invitations were received from other Clubs. The first, which came from a Club whose name is kindly forgotten, invited the Commodore and Secretary to dine with the Flag Officers and Members at their Annual Dinner. Anxious to do the right thing and to show the flag properly, Glynne Evans and Ted Shaw, having visited a famous establishment in Lord Street, arrived resplendent in Dinner Jackets to find all the Members in blazers and slacks. Somehow they managed to enjoy their hot pot and apple pie.

Warned by this experience the same two were properly dressed for the Dee Sailing Club's dinner a few weeks later. This night too stays in their memory. It was so foggy that they had to steer by dead reckoning all the way there and back some hours later. Never has Heswall seemed so far from the tunnel entrance.

## **1960**

A club without a home. Committee men wishing to visit the site had to call in at the Airport Offices for permission to cross the runways. Six days allocated to sailing when members were escorted to and fro in convoys. Hard work. These were the prospects at the start of 1960.

The early part of the year was taken up with preparations for our first Regatta and of course negotiations about the site were always with us. Members showed their appreciation of the News Letter and of what was being done by writing to the Editor with many suggestions. Some of these, including the suggestion of a mass pools entry to raise money, were reluctantly turned down for one reason or another. But others were gladly accepted and all were gratefully acknowledged.

Consideration was given to the matter of power boats. Whilst there was a large measure of agreement amongst the Committee that it would be wise to deal with the question before it became controversial there was a wide divergence of points of view when it came to the question of just what should or should not be done about it. The debate in Committee lasted for many months and in the end some bye-laws were adopted which remain in force to this day. It was felt that the whole nature on the Club would be changed if power boats were admitted without any form of control. On the other hand, it was recognised that the owners of such boats could, as later was proved to be the case, make a valuable contribution to the Club and that there was plenty of water for all. The main purpose of the bye-laws was to demonstrate that this is in fact a Sailing Club, and whilst allowing power boat owners plenty of scope for enjoyment, to provide the Committee with power to deal with any thoughtless individuals, who might by their conduct spoil the legitimate enjoyment of the majority of members.

As Captain, Richard Derbyshire had to organise the sailing. Everything had to be fabricated. Portable flag staffs, racing marks, O.O.D.'s tent - all had to be acquired, taken there, used and brought back again and stored until next time. As if this was not enough, convoy arrangements had to be made, agreed with the Airport authorities, and circulated to members.

It says much for Richard's hard work that we actually had any racing. And what fun it was. Lovely weather every time.

Meanwhile, social activities and administration continued. The ladies started a series of coffee mornings to help raise money, and these incidentally did much to foster the Club spirit. A club tie was approved and put up for sale.

On Tuesday 3rd May a Special General Meeting of the Club unanimously elected Mr W.A.R. Harris D.F.C., Commandant Speke Airport, an honorary Member for "special and gratuitous services performed by him for the Club". At the time of writing (1963, *2 others have been elected since. Ed.*) he remains the only Honorary Member of the Club - a well deserved honour.

At the same time, as the prospect of regular sailing was at least only on the horizon, the rules were altered to enable the Committee to increase the Entrance Fee with a maximum of £5 and to facilitate the affiliation of Youth Clubs and similar organisations. Subsequently the Committee adopted a system of gradual increases so that when the time came and we were able to enjoy regular sailing all members had contributed approximately the same sum to Club funds irrespective of the date upon which they were elected.

Following the formal business, which did not take long, the Commodore spoke to the members about future plans and undertook to bear in mind the many helpful suggestions which were made from the floor.

In May the Committee approved the syllabus of a series of Training Evenings which were held on alternate Wednesdays through the following winter and conducted by Fred Harris and Philip Latham.

Already complaints were being received that the racing marks were not easy enough to see. A problem which was not solved until 1963. Marks which are both easy to transport and easily visible are not easy to devise, and it was only permission to lay permanent marks which enabled us to overcome this difficulty. Concern was also expressed at the length of time Committee meetings lasted. The Commodore pointed out that they might end earlier if they started more promptly! Some considerable time was spent discussing vandalism on the beach, but no satisfactory solution was found.

In September planning permission for the site was received and Stan Dobby was appointed Club Measurer, a post he still held when this history was written, in 1963. Ted and Margaret Shaw presented a cup to the Club. Our first trophy this, and the Committee decided to call it the 'Shaw Cup' and to award it to the first and so far only (*Unfortunately there is clearly a block of text missing here. Ed.*) ..... (Document resumes) ....Garden Party, handed over £55 to the Treasurer, a most useful addition to Club funds for which she was very gratefully thanked.

About this time Glynne Evans found a second-hand starting cannon for sale, and as these are very hard to come by the Committee jumped at the chance to acquire one for £15.

By November the Club funds had climbed up to £438 and to increase these the Committee subscribed £1 each to provide prizes for a Christmas Draw. Bill Skutil, on behalf of Lagos Yacht Club, presented us with a Burgee to be used to help decorate the Club House when it was ready. This was gratefully accepted and in our turn we presented a burgee to Lagos Yacht Club.

## 1961

Still no access road - still convoys - still only six sails we thought as 1961 dawned. The Sailing Committee studied the tide tables and submitted a long list of suitable dates to the Airport Commandant so that he could choose the six most convenient to his staff. To our delight he accepted the entire list and we had over twenty sails during the summer. Just after the turn of the year we heard that the Town Clerk had been instructed to prepare our lease and that work could commence as soon as this was signed. So in February the Committee was told that the line of the road had been agreed with the Airport director and marked out.

At the same Committee meeting it was decided to propose at the Annual General Meeting, to be held the following month, that subscriptions should be raised from £1 to their present (*i.e. 1963 Ed.*) level i.e. Gentlemen £3 3s. Ladies £2 2s. and Junior Members 10/6d. And, as funds were urgently required, to invite members to apply for Life Membership at a suitable fee.

By March George Haslam, who had gone into the question very deeply, was able to advise the Committee that the very lowest possible estimate for constructing the fence for our road and parking area was £1,109 and as we had not enough money to meet this expenditure it was decided to have the necessary gates installed so that work on the fence could start as soon as funds permitted. At the same time an offer of shale, delivered free, to surface the road was accepted and a bulldozer was hired to construct the ramp down to the beach. Thanks to the generosity of Archie Crawford this only cost us a fraction of the proper cost.

The first Annual General Meeting was held at the Garston Masonic Hall on Friday 17th March. The Commodore reported on progress to date and said that later in the evening the Vice-Commodore would describe plans for the future. He asked for £3,000 to enable the Committee to carry out its plans for access to the river and to build a Clubhouse. George Haslam told the meeting that despite very strong pressure from all those who had served with him, Glynne felt that he should not continue in Office as Commodore for another year. The Committee had accepted his point of view with very real reluctance and so he now proposed that Glynne should be elected our first Vice-President. He mentioned some of the many things which Glynne had done for the Club of which he could truly be said to be the founder. This election was carried out by acclamation.

The results of further elections were as follows :-

Commodore	George Haslam
Vice - Commodore	Richard Derbyshire
Rear Commodore	Ted Shaw
Captain	Len Dickinson
Honorary Treasurer	Percy Aubrey
Honorary Secretary	Ted Shaw
Honorary Sailing Secretary	Miss Norma Broadhurst

To serve on the Committee to replace those who were retiring :-

Messrs N. Bush, S. Dobby, Mrs D. Haslam,  
Messrs J. Holt, D. McNulty, and Mrs I. Rollo.

After the formal proceedings had been completed the new Commodore outlined future plans and then all present enjoyed a 'jolly' for the rest of the evening.

Later in March the Committee decided to appoint Philip Latham Sailing Instructor to the Club, a post he still held when this history was written, in 1963. The Commodore reported that work on the site would start any day and appealed for working parties. A roster of leaders was arranged for the following month, a piece of business which figured in the agenda of every Committee meeting for several years to come. Stan Dobby promised to lend a tent which was used for serving teas at every sail until the Club House became available.

Our Fitting Out Dance this year was memorable because Bill Wormald, Commodore of Blundellsands Sailing Club, presented us with the cup now known as the Blundellsands Cup. There were no strings attached to this gift and Bill left us to decide what we did with it so long as it was presented at our Prize giving each year. We decided to use it to cement the good fellowship which already existed between the two Clubs by putting it up for competition each year between them.

It was finally arranged that the event should alternate each year between the Mersey and the Alt with the host Club responsible for the arrangements. There were to be two main objects - to get as many boats as possible sailing and to get as many people as possible to a 'jolly' afterwards.

By now our reputation as a responsible body of people was firmly established and by routing us along the East side of the Airport the Director felt that we could safely use the perimeter track without convoys and without escorts, pending construction of our fence and road. This was a great boon, but it brought its own problems. At one place the route crossed the end of a subsidiary runway and it was necessary to observe traffic lights. As these were small and almost at ground level there was some concern lest they be unobserved as they were not always easy to see unless you knew where to look for them. Suitable notices to draw attention to them were prepared and each time we went down to the Club these were put up in good time.

All the sudden relaxations and the extra dates available took the Sailing Committee by surprise. But they rose to the occasion and all was well. During the season there was always racing for those who wanted it and others had many good cruises.

About this time it was decided to drastically reduce the subscriptions of students who were over eighteen years of age but not yet earning for themselves. In recognition of past services to the Club the Speke Sea Cadets were affiliated. In an effort, which proved somewhat abortive, to reduce the length of meetings the Committee had some standing orders prepared and these were adopted.

A bank overdraft was arranged to enable the Club to pay for the fencing as soon as this was required, and consideration of an appeal for funds was left on the table. The Site Committee was instructed to get on with the fencing as soon as sufficient progress had been made on the road. To assist in this good work, in her husband's absence on business, Ivy Rollo presented his wheelbarrow to the Club. And to increase the size of working parties the advertised starting times for sails were advanced one hour so that when members arrived they found the tide still out and so turned to and helped.

In May the Treasurer reported to the Officers that he had received an offer of a loan of two thousand pounds, free of interest, on two conditions:

1. The lender was to remain anonymous.
2. The money was to be used to build a Club House and for no other purpose.

*(That loan would be equivalent to around £30,000 in today's money (i.e. 2003) Ed.)*

This news was received with enthusiasm and later formally accepted by the Committee, which arranged that two hundred and fifty pounds would be repaid each year over a period of eight years. George Haslam prepared estimates which proved that a Club House could be built for £2,008. At the suggestion of the Committee the Club granted the lender an equitable mortgage over the property, because although he had not asked for any security it was felt that in the event of the Club having to be wound up for any reason it was only fair that he should be given such preference as could be arranged over any other of the Clubs' creditors. Norman Bush not only prepared detailed plans of the building but also steered them through the various Corporation Departments.

Glynne Evans and George Haslam each presented a trophy to the Club in the form of a silver dinghy on top of a capstan, and the Committee decided to call these the Glynne Evans and Haslam Trophies, and to award them for a series of points races sailed by G.P. 14's and National Enterprise respectively. Later when Stan Dobby presented his Shield he would have liked this to have been available for general competition on a personal handicap basis. After much discussion it was decided that conditions were better for Class racing and he very sportingly agreed to its being awarded to the winner of a points series in the Mixed Class, the only class at the time without a trophy.

About this time also, to help preserve order at meetings, J.G. Samuel presented us with a gavel and block which was suitably inscribed. A little later Jim Gower presented the Gower Cup for annual competition open to all members of the Club. In thanking him for his gift the Committee invited Mrs Gower to formally present the Cup at the next Dance.

Our regatta this year was marked by two things - an almost complete absence of wind and too much oil on the water. However the sun shone so we decided not to shoot the Sailing Committee.

In the circumstances of the season regular class racing had not been possible, so when it was all over from the results obtained it was decided to allot the trophies as follows:-

Glynne Evans Trophy	G.P. McNulty
George Haslam Trophy	S. Dobby
Shaw Cup	N. Bush
Dobby Shield	F.W.J. Skutil
Gower Cup	G.P. McNulty

In the autumn Philip Latham again held his regular training evenings which were deservedly popular.

In November Bill and Helen Skutil presented a silver vase to be known as the Ladies Cup. In thanking them for this trophy the Committee arranged the terms of the annual competition, which at the present time seems to be the cause of more interest than any other event in the calendar.

The year ended with a generous offer by our benefactor to postpone the first repayment of his loan as in fact none of the money had yet been spent.

## 1962

The year started on an original note. Due to war time operations nobody knew just where the Airport water main lay, and the nearest hydrants were too far away from our premises for George Haslam, who was concerned about the cost of piping and trenching which would be required. Many digging operations failed to locate the main, which being made of asbestos, did not reveal itself to the latest electrical gadget either. When George said that he had secured the gratuitous services of a water diviner we looked at each other with knowing looks and began to wonder if the strain had started to tell. But George was serious and we consoled ourselves with the thought that it would only cost the price of another hole or two.

The following Saturday afternoon the regular working party was there to receive Mr Charles L. Warren of West Kirkby Sailing Club when he arrived. We were all anxious to see what equipment he had brought with him, but he had brought none. He explained that he could not divine water as such, but he could indicate the presence of a cavity underground and so was confident that he would find the water main for us.

He then gave us a demonstration. Picking up a piece of reinforcing steel which was lying on the ground he bent one end to form a small handle. Holding this by the handle he was then guided over a field drain, the position of which was known to us but not to him. As soon as he was over the drain the rod twisted violently in his hand and he not only told us where it was but also how deeply it was buried. After several of these demonstrations some of our members tried it out and found that they too could get results, but being inexperienced they had no precise idea as to the depth of the cavity.

Then Mr Warren was taken to the known vicinity of the water main, and casting around he was able to stake out its path for us. Selecting the point nearest to the Club House, he told us that the main was four feet six inches deep. Digging started immediately but had to stop when a layer of tarmac was reached at about three feet. On Monday morning workmen with picks and shovels soon got through this layer and found the main, about three inches deeper than we had been told to expect. The Club is very grateful to Mr Warren for giving us his time and saving us so much money and effort.

At the January Committee meeting Rita and Percy Aubrey said that they had bought a trophy which they would like to present to the Club-for competition amongst the Junior Members. This offer was gratefully accepted, and the Commodore pointed out that the Junior members of today are the Club of tomorrow, and for this reason deserved all the encouragement we could give them.

The ladies were still having coffee mornings - three held about this time raised £14 12s. - and the Treasurer was asked to put the profit from social activities on one side to be used to provide crockery and kitchen equipment when the time came.

The Sailing Committee spent a lot of time preparing a personal handicap system in detail and produced a list of handicaps. It was immediately pointed out to them that they had not first obtained the Committee's approval in principle and so could not feel aggrieved if their time proved to have been wasted. The Committee thanked them for the hard work they had put in on this scheme, but decided to continue to organise racing in classes and that if there were enough entries for this to race according to the Portsmouth Yardstick of the yachts in a handicap series.

By this time the concrete floor of the Club House had been laid and the steel frame erected. In March the bricklayers started on the walls. Power cable for the main supply was obtained, after prolonged negotiations, at manufacturer's price, and Bob Thompson gave all the cable required for the internal wiring.

The second Annual General Meeting of the Club was held at the Garston Masonic Hall on Friday 16th March. After he had given an account of events to date the Commodore appealed for volunteers for future working parties to finish the job. Several amendments to the rules were agreed which had quite important effects:

The date of the Annual General Meeting, each year, was changed from March to November as this would be a more convenient date in many ways. This meant another Annual General Meeting later in the year.

The principle of "once a member - always a member" was approved. The effect of this is, that provided no subscriptions are unpaid, a member who resigns for any reason can rejoin later merely by paying the current subscription. He will not have to be re-elected nor will he have to pay a further Entrance Fee.

After considerable debate it was decided to instruct the Treasurer to publish in April each year the names of all those members who had not by then paid their subscriptions. It was hoped that this measure would assist in the collection of subscriptions and reduce the labour and cost of their collection.



The results of elections were as follows:

Commodore	George Haslam
Vice Commodore	Richard Derbyshire
Rear Commodore	Ted Shaw
Captain	Bill Skutil
Honorary Treasurer	Percy Aubrey
Honorary Secretary	Ted Shaw
Honorary Sailing Secretary	Mrs Margaret Shaw

To serve on the Committee to replace those retiring :

P. Aubrey, Miss N. Broadhurst, L. Dickinson, I. Henry,  
Mrs S. Latham, R. Roberts, Miss W. Talbot and R. Thompson.

As she had been elected Sailing Secretary Margaret Shaw asked to be relieved of the duties of Editor of the News Letter, which she had published regularly ever since the Club was formed, and Joyce Lamb volunteered to take her place. As Joyce was not on the Committee she was invited to attend its meetings.

No sooner was the Annual General Meeting out of the way than the Secretary received a very helpful letter from the Royal Yachting Association about the Licensing Act 1961 which advised us that, if we wished to be registered under the Act so that we could have a bar, further amendments to the rules would be required before we could expect to satisfy the Justices. To save expense an Extraordinary General Meeting was called for early April to approve the necessary amendments in time for them to be circulated to member together with those arising from the Annual General Meeting.

This was to be the first time we had complete freedom of access and could sail whenever we wished and the tide served. Bill Skutil, the new Captain, prepared for a series of races during the season and wisely counselled the Sailing Committee not to be too ambitious. Calling on his long experience and knowledge gained in other Clubs he prepared a set of Sailing Regulations which were accepted by the Committee and are now part of the Club. These are a model of their kind and started us off on the right lines.

Sailing started with a race on Good Friday and Ted Shaw found out that Easter is far too early in the year to enjoy swimming.

In May the Commodore pointed out that some members of the Committee were doing more than their fair share of the work and others very little. He appealed to the remainder to pull their weight. Brian Hughes, not then on the Committee, promised to wire the Club House for electricity, and nearly every day after that throughout the summer he could be found at the Club patiently working on this mammoth task which he undertook almost unaided. In the early part of the summer permanent racing marks were constructed and laid, and an Officer of the Day's hut erected together with a flagpole. As soon as the Club House started to grow we were plagued with vandalism. With the exception of a motor mower nothing of great value was taken but much damage was suffered. Later when it was much nearer completion a number of space heaters and a small water heater was stolen. One party of intruders even had an orgy of soft drinks at our expense.

In contrast to the previous year Regatta day was marked by too much wind and no oil. Racing had to be postponed for two weeks and then, despite strong winds and a squall, was very popular. It was at this Regatta that we really first started to acquire a reputation for a high standard of organisation which makes all the difference to the visitors' enjoyment. This was due to two things. Firstly the really excellent set of Sailing Instructions drawn up mainly by Bill Skutil and carefully recorded for future reference, and secondly to the hard work and enthusiasm of Fred Harris who organised the beach party to help launch and, no less important, to help competitors come ashore afterwards.

The treasurer was delighted with these arrangements. If he had his way we would have all our Regattas postponed, for thwarted folk are thirsty folk and he likes two lots of bar profit.

In September the Club applied for registration under the Licensing Act 1961, and this was granted after the Secretary had given an undertaking that the license would not be used until the rules had been amended to include the permitted hours for opening the bar. The third Annual General Meeting was held in the partly completed Club House on Friday 16th November, and as it was desired to have the bar open before this meeting very early in the evening an Extraordinary General Meeting was held with the sole purpose of formally amending the rules as previously mentioned. As soon as this meeting was concluded the bar was opened.

Later in the evening the Commodore at the Annual General Meeting reviewed the past season and thanked those concerned for much very hard work. He went on to say that whilst the Club House was obviously not complete the end was in sight. He had been negotiating with Birkenhead Brewery who were going to install a bar for us on very favourable terms. Speaking of the future he said the next task was to extend the slipway and plans for this were already in hand.

The result of elections were as follows:-

Commodore	Richard Derbyshire
Vice-Commodore	Ted Shaw
Rear-Commodore	Norman Bush
Captain	Stan Dobby
Honorary Treasurer	Geoffrey McNulty
Honorary Secretary	Ian Henry
Honorary Sailing Secretary	Harry Lamb

To mark the conclusion of his two year of office as Commodore a plaque was presented to George Haslam, and a similar plaque to Glynne Evans the only previous Commodore. In making these presentations Ted Shaw said that he hoped he was establishing a precedent which would last for many years to come. At the conclusion of the meeting George Haslam asked all present to have a drink with him to celebrate the opening of the bar.

The new Sailing Committee got busy and soon produced an ambitious programme for the following season and announced that eight new trophies would be required. It was suggested that an appeal for trophies should be made in the News Letter and this was debated at length. There was no opposition to the idea but concern to see that the Club retained some measure of control to ensure that unsuitable trophies were not collected and to ensure that the privilege of having ones name on a trophy was reserved, in the future, for those who had made a substantial contribution to the Club.

Norman Bush said that Stan and Norman Caulfield had approached him about a Rose Bowl which they wished to present to the Club and he was asked to put them in touch with the Sailing Committee to arrange details. In the end it was agreed that this Rose Bowl should be known as the Stalbridge Trophy.

Just before the end of the year it was decided that we should hold a "Bar Launching" ceremony in January, but that the Official Opening of the Club House should be postponed until we had had time to get everything ready and shipshape. The Treasurer rolled his eyes with glee at the thought of the two lots of bar profit.

### 1963

Hopes were high at the beginning of the year. The Club House was almost complete, the slipway was to be extended, and on almost every available date we would have two races. Then came the frost, the great frost of 1963 which broke up the surface of our slipway.

But all was not lost. We heard that a Territorial Army Unit would help us with the road and the slipway. With our slender resources it would have been folly to spend our money on work the T.A. would do for us if only we were patient. Having waited so long we decided we could wait a few weeks longer and make do with the damaged slipway for a time. Then what was left of the slipway was put out of use by the hard-core which had to be stockpiled in preparation for the arrival of the bulldozers.

When the T.A. came they did not, at first, work the wonders we had expected, but in the end they tidied everything up very nicely and left us much better off. At the time we had very mixed feelings about this exercise, but looking back now it can be seen that we derived considerable benefit. Not only was a great deal of hard work done for us, but also we learnt a great deal about how to tackle the job, which came in very useful when we came to surface and extend the slipway later on.

Meanwhile the advent of the Club House brought its own administrative problems. Norman Bush and the House Committee produced rosters of Bar Stewards and Club House Cleaners. It must never be forgotten that these people, members of the Club, gave their services voluntarily and generously - in some quarters they were not always appreciated quite as much as they should have been. Regular Social activities, some purely entertaining, some instructional were held on alternate Tuesday evenings and each time the Social Committee came up trumps.

Frequent burglaries of the Club House made the Committee very seriously consider the installation of a burglar alarm, but they were deterred from this by the expense involved. Instead all portable appliances and stocks were removed daily from the Club House and taken back again the next time they were needed.

Mr Harry Andrews, Director of the Airport, was able to assure us that when the new runway was constructed our interests would be looked after and that we had nothing to fear from these developments. Indeed we hope that the proximity of the new control tower, when it is built, will bring us increasing freedom from vandalism of all types. Mr Andrews said that he would like to present a trophy to the Club and this was most gratefully accepted and is now known as the Airport Cup.

Richard Derbyshire and Elsie presented a cup to be known as the Commodore's Cup and at his suggestion this is awarded to the winner of a short series of up river races. They were both warmly thanked for this generous gift.

The appeal for trophies did not fall on deaf ears. Mr and Mrs Archie Crawford presented the Cressington Cup and Alfred Hughes handed the Commodore a cheque to use to buy a trophy. When this had been purchased he very generously allowed the change to be used to buy a "die" from which ornaments in the form of the Club Burgee could be made for the annual replicas. The same die will also be used to manufacture broaches, which it is hoped will find a steady sale, earning some profit for the Club. We are all very grateful for these gifts.

Early in the spring the Airport offered us the building we now use as a store explaining that if we did not want it they intended to knock it down. We gratefully accepted and have since found it invaluable.

The Treasurer became, justifiably, concerned about our finances. Whilst our Revenue Account was buoyant our capital was fast getting exhausted and there was much more capital expenditure to be met. Ted Shaw was asked to form a small Finance Committee to go into the question of the best way to raise funds. To test the feeling of members generally an informal meeting of a few selected members was held at which the situation was discussed and from this meeting a large measure of support and many helpful suggestions were forthcoming. As a result the debenture scheme was introduced to a meeting of the whole club.

It should be recorded that at these two meetings several members suggested that the subscriptions should be raised, but the Committee resisted this suggestion on the grounds that the money was required for capital expenditures and that loans which would have to be repaid over the years ahead would be a more suitable means. This method would have the providing the facilities which they would find already provided for them (*That sentence is printed verbatim, but is clearly garbled and the writer's precise intended meaning is not clear. Ed.*). The debenture scheme got off to a very good start, but then, as was expected at least for the time being, ground to a halt when just under nine hundred pounds had been collected. But even if now more is forthcoming in the future, the money has served a very useful purpose. (*NB. This was written in 1963 - Ed.*) All the money raised was promptly spent on the slipway.

Again sailing started at Easter under difficult conditions which made it impossible to keep to the advertised programme, but at least things gradually improved as time went on. Almost as soon as the season started the Committee found itself in difficulties over the use of the Club House. Whilst everybody knew what was wanted, i.e. a place where all the family could come and enjoy themselves and relax in comfort, it was difficult to find a formula to achieve this without a series of bye-laws which nobody wanted. The trouble arose from the irresponsible behaviour of a small minority with transistor radios, and from indiscriminate use of the table tennis table. The first problem was solved by a suitably worded note in a News Letter and the second by putting the table in the store for the summer.

The Official Opening of the Club House on May 17th was, as was only right, performed by Glynne Evans our founder and only Vice-President. In the presence of many members and guests who came from other local Clubs and the City Council he unveiled a commemorative plaque in a simple ceremony. Afterward the Royal Mersey Yacht Club presented us with a barograph to mark the occasion. The business concluded, all present had a most enjoyable party.

Our regatta was held in almost perfect conditions and again all went well. For the first time a shorter course was set for the slower boats and this innovation was most helpful. Again Fred Harris did yeoman service organising the beach party, and the Club is indebted to all those who gave up their sailing that day to see that it was a success.

Perce Roberts and Joe Skeaping both presented trophies to the Club and were warmly thanked by the Committee.

Those few members who did not go to Anglesey for the first two weeks of August found that at Speke we had much the better sailing conditions. Later in the month we went to Hightown for the Blundellsands Cup event, which we lost in rather stormy conditions by two points. Strong winds led to the postponement of the race until almost the turn of the tide when a short and vigorous race was enjoyed by a small number of craft. Afterwards we were entertained royally in the Club House. As soon as the tide had receded the sun came out and the wind dropped, as so often seems to be the case.

The following day at Speke again, 25th August 1963, we had the Airport Cup Race for the first time. For this an interesting and unusual course was chosen and sailed in rather a strong blow. It became a keenly fought out race and it made history because the winner was only decided after the first meeting of a protest committee in the history of the Club.

The circumstances were such that the verdict depended upon whether or not 'Eroica' was beating at the material time, it being agreed that she was sailing close hauled. Some of the Committee held that she was 'beating', others equally strongly believed that she was not, on the reasonable grounds that she had never tacked and that at least two tacks are required to constitute a beat. In the end the matter was passed to the R.Y.A. for a ruling and it transpired that earlier in the season an appeal had been heard into similar circumstances at Rye Harbour S.C. It was the considered opinion of the R.Y.A. Council that as being close hauled is an integral part of 'beating', a yacht which is close hauled is considered to be 'beating' for the purpose of rule 42.

On the 29th September a large number of members gathered at the Club for a "Magpie Frolic" organised by the Social Committee. Competitors enjoyed this very much indeed and were sent out to collect a wide variety of things, ranging from a carton of milk - urgently needed in the kitchen - to details of the lettering on the Town Hall clock - not needed by anyone.

## **1964**

*At this point the authorship of the History changed, and the copy manuscripts that has been passed to me contains no clue as to who the author might now be. For the sake of completeness, and to give credit where it is due, if anyone does know who it was the Editor would be pleased to hear.*

The result of the election of Officers and General Committee at the Annual General Meeting were as follows:

### **Officers**

Commodore	E.G. Shaw
Vice Commodore	L.N. Bush
Rear Commodore	D. McNulty
Captain	S. Dobby
Hon. Treasurer	D.R. Batty
Hon. Secretary	I.A. Henry
Hon. Sailing Sec.	H. Lamb

### **General Committee**

H. Graham, G. Haslam, H.W. Jones,  
N.B. Caulfield, R.H. Roberts, P.A.J. Lathom

Originally and to date the History of the Liverpool Sailing Club has been in the very capable hands of Ted Shaw who, with his extensive knowledge of the club from it's very beginning has been able to compile a volume of fact that not only makes interesting reading to all who have the interest of the Club at heart, but has also set a standard that makes it difficult for anyone trying to continue it. It is with this in mind, your scribe very reluctantly agreed to try and follow on with the very good work, and he must crave your indulgence in at least the initial stages of it.

All the committees and sub-committees which form the backbone of any organisation are important, but as this is a sailing club perhaps the most obviously active committee is the one dealing with sailing. The Captain elected for this present season was Stan Dobby, and he and his Sailing Committee had drawn up perhaps the most ambitious programme in the Club's history. A slipway that had escaped the frost hazards of the previous winter offered a sound footing for the increase in the sailing events, and of course the trophies donated during the later part of last season contributed enormously to the prospects of a successful racing season.

In the early part of the year one could not envisage that it would be possible to achieve the programme in full, but in actual fact not only was this accomplished, but additional events such as the Northern Area Heron Championships were staged impeccably.

Our usual vendettas with our neighbours at Fidlers Ferry and Blundellsands were highly successful too; we won both trophies this year!!!!

The Regatta which is normally any sailing club's show piece was rather marred initially by the action of vandals who succeeded in removing the Hale mark in the early stages of the racing, and this resulted in postponement. However, when this was ultimately sailed in October the slipway had been improved and extended in the weeks between, and this added considerably to the event and rounded off a season in a manner satisfying to every one.

The Secretary of the Heron Association was warm in his praise of the welcome offered by the Club to the competing members of the Class, (and I have no doubt that most of us will remember the evening which followed Saturday's racing). He particularly mentioned the race management of the event which covered two days, four races in all. (Come to think of it almost everyone visiting seem impressed with this side of the Club's organisation).

Sailing members during 1964 have shown a marked performance for the G.P. 14 and Enterprise classes with perhaps the Heron slipping a little from favour. In the Handicap section there seems to be a little strengthening in the twin hull class, and one supposes this is reasonable in view of the large sailing area available at Liverpool.

The Power Boat section has shown signs of increasing during the year, and now has its own sub-committee under Brian Hughes. Bert Robert's boat is of course the designated rescue boat, and at the request of the R.N.L.I. this boat has been nominated as the rescue boat on coastguard call for this area.

The local sailing press have recently expressed an opinion that power and sailing boats do not mix, but we feel that this is very comforting to have one or two power boats cruising around, particularly when the weather has deteriorated. In fact, with the large expanse of water at our disposal at Speke, and the long courses popular with the Club, there is enough water for everyone and the safety factor of power boats being on hand is more than welcomed by the sailing members.

The Club House is now an establishment, and the luxury of hot showers and the inner comforts provided by the bar and kitchen have brought a good deal of work to the Social and House Committees. Social functions during 1964 have increased, and the extended sailing programme and additional events have proved how well the high standard set by these committees could be, and were maintained. The Club has of course greater financial responsibilities, and although the Treasurer is always concerned about his revenue, the response from both these committees has proved very encouraging.

No matter where one looks in this book, either the Hon. Treasurer is on the point of despair over the bank balance or the Finance Committee has expressed concern over the state of our finances. The year 1964 has proved no exception to the rule, and two members of the Finance Committee (the Vice and Rear Commodores no less) suggested that a draw should be organised to swell Club funds. Approval was readily granted, and both officers then proceeded on the formidable task of selling many hundreds of tickets at threepence each for what were described as superlative prizes. They were indeed, a tape recorder, and two wireless sets being the major attractions and the major prize was won by the Captain, Stan Dobby. The important feature of course was that the Club funds made a net gain of some £139, which was a very creditable return for a great deal of hard work.

Extending the Slipway was proving a problem, and as it was vital that a maximum sailing period was obtained as quickly as possible, a rather novel solution was suggested by the Vice Commodore. He thought the idea of buying a piece of slipway was a good one and suggested that 30/- per foot for a piece twelve feet wide was a bargain price, and on the face of it, it must have been because the slipway at the end of the season was 303 feet longer!!! The response to this rather unique method was outstanding, and in passing it is amazing how the 'Mr Anonymous' creep into the subscriptions list. Two substantial amounts were given for this very necessary improvement.

Whilst on the subject it seems reasonable and proper to mention the amount carried out by the Site Committee and the work parties who assisted in the laborious job of laying and levelling hard core, as a preliminary to the concrete slipway. Much hard labour went into the weeks prior to the slipway proper, and perhaps it is fitting that this record is made of work done by the Site Committee, which is so often taken for granted.

During 1964 the Galley and Bar floors were fitted with tiles, and a very attractive and substantial improvement made to the Galley by the addition of cupboards, work tops and storage space to facilitate serving.

Vandalism is something to be overcome, and the bar and galley have suffered considerable during the year in this respect. Additional measures have been taken to ensure some further degree of security, but the very nature of the site leaves the Club wide open to these unwelcome intrusions.

And so we conclude this year's chapter in the Club history, looking forward to the Club's first dinner. The first of many more to come we hope.