



**A  
SHORT HISTORY  
OF  
LALEHAM  
SAILING CLUB**

**ANDREW TURNBULL**

**A short history of Laleham Sailing Club,  
formerly Thames United Sailing Club**

This book is dedicated to the Club's past and present Members who, by virtue of their various talents, past activities and hard endeavours have enriched the life of the Club and ensured for it a long and proud history.

In particular, it is dedicated to Commodore and their wives, upon whom the Club has been greatly benefited and to whom the Club owes a great debt of gratitude.

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President — Laleham Sailing Club

1983

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Introduction

The motivation for writing this book is to provide a short history of the Laleham Sailing Club in the year that it celebrates its 25th anniversary. It is primarily a guide to the club's history and its members.

### Dedication

This booklet is dedicated to all those Laleham Sailing Club Members who, by virtue of their various talents, personalities and hard endeavours have enriched the life of the Club and secured for it a long and proud history.

In particular, it is dedicated to the Commodores and their wives, upon whom the burdens have always been greatest and to whom the largest credit has always been due.

The story of sailing as a popular sport on the lower reaches of the Thames starts about one hundred and twenty years ago. It was in 1866 that the 'Royal Thames Club' was founded. Ingrid Holland records in her book 'A Century of Sailing on the Thames' that this club had a fleet of 125 boats. It was the first club to be formed on the river and its members were the only club which was open to all comers. The club was to be mentioned in the list of acknowledgements.

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In 1911 the Thames Sailing Club was founded. In 1918 the Thames Sailing Club was founded. Later in the 1920s other clubs were founded, the first of which was the Thames United Sailing Club.

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## Introduction

The motivation for writing this booklet is to honour Laleham Sailing Club in the year that it celebrates its centenary. It is primarily the history of a sailing club which, over the years has brought to its Members the rewards of happiness and fulfilment in their sport.

It is a wonderfully human story and it is unashamedly full of tiny details which, from time to time engulfed the interest of the small group of people as they coped with the vicissitudes of fortune. The Club has never grown to large proportions and for many years enjoyed little more than the humblest of premises, but, it has nevertheless attracted to its Membership some famous names and at times provided the sailing world with some of the finest competition.

The story to be told is not entirely the story of a sailing club, but it forms as well a little part of the wider history of inland sailing and also part of the long history of the River Thames. Much of the information for this history comes from the Club's archives, from literature searches and Club Members. Concerning the early years, however, much of the picture would have been totally impossible to present without the information willingly provided by many people who have a close affinity with Egham and its environs. It is a pleasure to include their names in the list of acknowledgements.

The story of sailing as a popular sport on the upper reaches of the Thames starts about one hundred and twenty years ago. It was in 1866 that the 'Royal Canoe Club' was founded. Ingrid Holford records in her book "A Century of Sailing on the Thames" that this club had to wait until 1878 before it acquired clubhouse premises for the first time at Kingston. It is likely however, that the 'RCC' was a club of some standing in the boating world. Thus we find that in 'The Sportsman' in 1883, the list of yachting fixtures for June of that year details not only such clubs as the 'Royal Thames Y.C.', the 'Royal Alfred Y.C.' and Corinthian Y.C. but also the 'R.C.C.', the only club which sailed boats on the upper reaches of the Thames to be mentioned.

In 1870, the 'Thames Sailing Club' was founded at Surbiton and in 1876 the 'Thames Valley Sailing Club' was founded at Hampton. Later in the 1880's a number of other clubs were founded, the first of which was to be 'Thames United Sailing

Club' in 1883 at Egham. Other important clubs were soon to follow such as 'Upper Thames Sailing Club' in 1884 at Bourne End and 'Tamesis Club' at Teddington.

Of the Thames sailing clubs founded up to year 1883, only two of them, 'Thames S.C.', and 'Thames United 'S.C.', claim with justifiable pride to have existed for one hundred years. It is the history of the second that we are now going to follow. Some of the details of the early years up to 1904 are contained in the Club archives, including a "Candidates Book", two Race Books and a Fixture List. Mr. H. Scott Freeman records the founding of the Club in 1883 and tells of some of the events up to about 1909.

Harry Scott Freeman was a man of very considerable stature in the local community and had close associations with the Club for many years. In his youth he won fame in the rowing world. With his brother, he was undefeated in the pairs race for a number of years. He also became a champion punter. His brother, Mr. B. Scott Freeman, who was already sailing with the Club around the turn of the century introduced him to the Club in 1902 to become one of its most distinguished Members. He was at that time Steward of the Manor of Staines and became Lord of the Manor in 1933. When he retired as a solicitor in Staines in 1948, he left the area to live in Bourne End. The list of original Members, who are recorded as 24 in number, contained other distinguished names. Admiral Boughey is one such name and Mr. H.C. Tower is another.

Records of later years suggest that Mr. Tower was considered to be the prime mover in the very earliest days of the Club's existence. It is generally regarded that Mr. Tower was the founder of the Club and it was he who was to become its first Commodore.

The exact location of the Club's headquarters has been established as Wharton's boat house, which in those days existed on the upstream side of Yard Mead at Riverside Egham. This is some 600 yards upstream of the well known pub, called in those days, 'The Anglers Rest', by Bell Weir. The boat house has been described by a local resident, Mr. A. Turner as having a very fine Umpire's room and a verandah from which Members' guests could sit and watch the sailing.

During these early years, a key influence on the Club was the existence of the 'Royal Indian Engineering College', which was sited close by at Cooper's Hill, since pupils and a number of the staff of the college were to join the Club very soon after its formation.

The 'RIEC' was founded in 1871 for the training of candidates for the Government service in India in the engineering, telegraphic and forestry services. However, as reported in the 'Surrey Herald' in 1891 "the students from 'RIEC' would be called upon first of all to assist in the construction and development of the railways in India". The 'RIEC' was well known in its day for the strength of its sporting clubs. Its football club had a fine reputation and, to quote the 'Lock to Lock Times' of 1889, "the college has an excellent boat club with from 50 - 60 members". This rowing club had its headquarters further upstream, close to Magna Carta Island. Small wonder perhaps that their interests widened to include sailing, when this sport started at Egham.

In 1886, the head of the College, General Sir Alexander Taylor, G.C.B. was elected a Member. It is not clear exactly how many of the remaining 43 Members elected in that year came from the College, though, it is possible to identify a minimum of 10 Members from the 'RIEC' who were elected in those early years. The likelihood is that the real number was much greater.

It is worth noting that the General was 60 years of age when he joined the Club and was recorded as sailing up to 1899 when he would have been 73 years of age. To be accurate however, the General's name is given as the boat owner, but comments made by Race Officers at the time refer to him as the helmsman. He was a famous man of his day, and is recorded as having served in India at the time of the Mutiny (1857-1858). Many years later, he was at the forefront at the local festivities at Egham to celebrate the relief of Mafeking.

In the years up to 1904, the number of yachts sailing in Club races was usually rather small. It would have been exceptional to find a number of starters as high as six.

Starting in 1897, there was an annual Open Meeting to celebrate Queen Victoria's Diamond Jubilee. This event

Up to 1901, there were only 22 days in the Season for which Club fixtures were arranged. Sadly, after that date, this number was to dwindle to just 11.

An interesting observation from the Race Books is that throughout the Club's history until 1930 there were only 2 minutes separating the 'Preparatory Signal' from the 'Starting Signal'. It was not until 1924 onwards that the now customary 'Warning Signal' began to be used, five minutes before the 'Preparatory Signal'.

During the whole of the period up to 1904, it was quite usual to find one Member who acted for several months of the season as Officer of the Day, thereby presumably foregoing any participation in racing. Interestingly, one name which appears as Officer of the Day for about two years during 1901 and 1902 is E. Wharton. This was Ernest N. Wharton, who became owner of Wharton's Boat House. Also worthy of note is that each race was for a specific prize. This could be a Challenge Cup, but very frequently the prize would be donated by one of the Members, some of whom, like the Flag Officers might well have been described as 'Gentlemen'. The majority of the Club races were for 'Class 1' boats with the remainder being on handicap.

It is worth while noting some of the Members who made up the Club during this period. General Sir Alexander Taylor has already been mentioned. From the records, we presume that he gave up sailing his Rater 'Water Lily' in 1899 when he reached the age of 73 and handed his boat over to Major Taylor. Mr. Harry Scott Freeman has also been mentioned. In a letter to the Club, he said that he sailed General Sir A. Taylor's Rater 'Lily'. This would have been after 1904.

Mr. H.C. Tower's name figures prominently in all the sailing records of these early years. He must have been a very enthusiastic helmsman, judging from the number of craft that he owned. The following is a list. Up to 1897 it was 'Kitty-wake', then 'Phaeton', 1898 'Vixen' (rating 0.9), 1902 'Scamp', 1906 'Scamp II' and finally in 1907 'Vagabond'. Records for the latter two are from Ingrid Holford.

Sir Edgar Chatfield Clarke Q.C., M.P. was a Liberal and joined the Club in about 1890 at the age of 27.

Sir Frederick Dixon-Hartland M.P., J.P. joined the Club in 1886 at the age of 54 and was Conservative M.P. for Uxbridge from 1885. Very useful from the Club's point of view, was the fact that he was Chairman of the Thames Conservancy from 1895-1904. A man of some means, the list of his addresses includes, two manors, one in Sussex and one in Gloucestershire. William Augustine Ellison M.V.O. joined the Club in 1889 at the age of 34. He had evidently led a very full life and was very successful in his career. He was educated at Eton and was in the Eton 'Wall' Football Eleven. He was a Gymnastic Medallist at the age of 22. At 23 he won the Oxford University Boat Club Pairs. He rose to become Surgeon to H.M. Household at Windsor Castle in 1888, a year before joining the Club and later became Surgeon to King Edward VII's Household in 1901. Gerald Francis Yeo M.D., F.R.S. was born and educated in Ireland, but had also studied in Paris, Berlin and Vienna. At the time he joined the Club in 1886 at the age of 41, he was Professor of Physiology at Kings College, London. It may seem strange that a man who had achieved great eminence in a long career in medicine was also a member of The Royal College of Veterinary Surgeons. As well as being a Member of 'TUSC', he was a member of a number of yacht clubs. As already mentioned, together with Mr. Tower and Mr. Torpid, Dr. Yeo represented 'TUSC' at meetings of the Sailing Boat Association from 1889.

The history of the Club in the 1900's is a sad one. Up to 1902, a large number of Members had been elected. For example in the years 1890-1902 a very minimum of 57 Members joined, despite this, the number of boats participating in Club races, (never very large) became smaller and smaller, until by 1903, there were really only two boats that were sailed regularly. These belonged to Mr. Tower and Mr. Slee. For many years following 1904, there appears to have been no organised club racing, despite the fact that there is evidence that there were at least two people, Mr. Tower and Mr. H. Scott Freeman, who continued to sail at the Club.

It was strongly felt that a major contribution to the decline of the Club was the winding up of the 'RIEC' at Cooper's Hill. By 1906, the 'RIEC' had closed and the Club became deprived of the considerable number of people from this college who had played an active part in 'TUSC' life. Finally, a tragedy occurred in 1909 or 1910, Wharton's Boat House, which, for many years had been the Clubhouse of

'TUSC', burned down. We learn from Mr. H. Scott Freeman that the fire consumed not only the boat house but all the vessels. Despite his remarks, it seems that one vessel did survive. The Rater which Mr. Tower owned, which was called 'Vagabond' and survives to this day.

By this time, a second boat house founded by a Mr. Nicholes, had just become established, only a few yards from Wharton's. Mr. Nicholes' son, Mr. Percy Nicholes was a little boy at the time, but still remembers the fire. In the illustration of Wharton's Boat House, there is a small tree just to the left of it. This tree was badly scorched by the heat. Mr. Nicholes family were afraid that their boat house might also catch fire. In the event, no harm was done to it. The little tree healed itself and managed to survive and still exists today. Perhaps in some way it served as a kind of symbol for 'TUSC', for the latter also just about managed to survive, to await a revival a year or two later.



*Wharton's Boat House, Egham headquarters of Thames United Sailing Club during the early years. Photograph dates from about 1907*

### 1911 - 1918 The Rebirth — 'TUSC' at Laleham Ferry

During the period 1905 - 1910, 'Thames United Sailing Club' was dormant. The Club existed in name alone, but nevertheless retained a place in the thoughts of a number of Members who dreamed of reviving the sailing activity. Two such Members were Mr. H. Tregoning and Mr. H. Lloyd Davis. The former was a handicraft master at West London School, Ashford and took his holidays in a tent at Laleham. Being an excellent woodworker, he built himself a 'Sharpie' and then a houseboat.

Together with a few other enthusiasts, Mr. Tregoning would organise some racing. He and Mr. Lloyd Davis were the prime movers in bringing together fourteen people at the 'Three Horse Shoes' Laleham on the 14th October, 1911 with the express purpose of reforming the Club. Mr. Lloyd Davis was in the chair and proposed that the Club should be reformed. This was duly seconded by Mr. H.C. Tower, the original Commodore and Founder Member and the proposition was carried unanimously. At the same meeting, the constitution of the new Club was agreed, and Mr. Tower became Commodore once again.

It was agreed that sailing should make use of a course beginning immediately above Chertsey Weir and extending



*Harris' Boat House, Laleham Ferry — Headquarters of Thames United Sailing Club from 1913 — 1946*

for about half a mile. This is exactly the same course that was used in the very early days and almost the same course that is used today. The Club Station selected was at Laleham Ferry where there existed convenient moorings. There was however, no Club house until 1913, when the top floor of Harris' Boat House was rented as a pro tem measure.

From the Race Books, we see that the Club had a completely new fleet. From 1911 to 1914, the Club had some seventeen craft with handicaps ranging from 0.1 to 0.6. The method used for calculating time allowances was almost certainly based on the Sailing Boat Association's formula  $\frac{S \times L}{6000}$ . There was however, an adjustment made to a yacht's handicap if it won a race. This early system of handicapping came in for some criticism because it was only deemed to be successful if all yachts finished equal, thereby discouraging helmsmen from trying to improve.

So even in those days, forceful mutterings of discontent were to be heard on the subject of handicapping. They were to continue for decades to come despite the curious fact that the Club relied so heavily on handicap races until 1939. For very many years Mr. Tregoning was the man who bore the responsibility, not only for devising handicapping systems but for the measurement of boats as well.

Some nine years earlier, the 'SBA' had, for the benefit of small craft with ratings of up to 0.4 brought into being a 'Restricted Class' called the 'Gig'. These boats, also called 'Dinghies' were up to 12 feet in length. To promote fairness in racing, regulations were laid down in 1902 regarding certain dimensions. Now evidently most of the smaller 'TUSC' craft at that time were so built that they were not seen as being competitive in this 'SBA' class. So for this reason, it was decided to postpone ideas of re-joining the 'SBA'.

In 1913 Mr. Aron presented to the Club a prize to be called the 'Aron Challenge Cup'. The particular point of interest about this cup is that the conditions for winning it set a tradition which has been maintained to the present day. It was awarded to the winner of the race on the long course from Ferry to Weir, and was declared the property of any helmsman who won it twice. When the Cup was eventually won outright, the owner presented a new trophy to be sailed for under much the same conditions. (In this way, we see a succession of trophies, starting with the 'Aron Cup', followed

by the 'Maitland Cup' (1922), the 'Day Cup' (1960), the 'Two-up Trophy' (1969) and the 'Icup' (1976)). In these days, there were only some nine races held during the season. Apart from the Challenge Cups, there were prizes given for a large proportion of the races by the various Club Officers.

All the Committee Meetings were held at the 'Three Horseshoes'. This also became the favoured venue for the Annual Supper for some years. The supper was usually followed by what was described as a 'Concert' with Members supplying some of the entertainment.

A special War Commemoration Meeting was held on the 1st July, 1915. The Chairman referred to the "cruel war which was raging and which cast a gloom over everything". It brought a sudden end to the 1914 Season. It was recorded that the Rear Commodore, Mr. Barr and two other Members were bravely doing their duty to their King and Country at the Front. However, it was declared that the Club was still alive, although in common with all other Thames clubs in a state of inanimation.

#### 1919 - 1938 Gigs and 14 footers

In May 1919 the Members gathered together at the 'Three Horseshoes' to get the Club and its sailing programme started again. The new season started well with as many as fourteen yachts in all, five of which were from pre-war days. The yachts comprised three 'Sharpies', three 'X' One Design, three Raters and five Dinghies.

The 'Sharpie' is a relatively large boat, 19.5 feet long and narrow with a beam of 4.5 feet. This carvel built, one-design class had a modest sail area of 130 sq. ft. When raced, they were seen as being competitive with 'International 14ft' boats which were to make their appearance at the Club some ten years later.

With a total membership at such a low figure of 16, there were severe difficulties in finding Members willing to serve as Officer of the Day. However, it was still the practice of some Members to sacrifice much of the sailing season solely to officiate at race meetings.

Specialists in handicapping would probably be surprised to learn that as well as the Club's own system based on the



'SBA' Rating, another complication was introduced in 1919 whereby yachts were started at differing times according to the handicapper's carefully worked out rules. The idea was to create a feeling of excitement amongst onlookers as they saw craft of very differing sorts crossing the finishing line more or less simultaneously. The idea however, did not meet with much enthusiasm and was rather short lived.

For a short time, beginning in 1920, the Club used its own modified version of the 'SBA' Rating Formula. This was also short lived, because in 1921 the Club decided at long last to rejoin the 'SBA'. The 'SBA' insisted that their Measurer now carried out all the measuring on Club boats and the Club started sailing again with the 'SBA' Formula  $\frac{S \times L}{6000}$  obtaining. The decision to re-join the 'SBA' had a number of important consequences. For the first time, the Club, from 1921 held races which were open to other clubs. These clubs however, were restricted to those which were also affiliated to the 'SBA'.

In 1923, the 'SBA' presented a prize for the Open Meeting held at 'Thames United S.C.' for such affiliated clubs. The prize was purchased from funds remaining from the winding up of the 'Thames Valley Sailing Club' in 1922. This prize was called the 'Rouse Ebbetts Challenge Cup' in memory of the one time Secretary and Treasurer of the 'SBA' and Commodore of 'Thames Valley S.C.' from 1887 - 1914. This cup has been in the possession of 'TUSC' ever since and remains one of the Club's most important and magnificent trophies.

In 1923, most of the 10 or more boats in the 'TUSC' Fleet were 'Gigs' and thus the Fixture Lists for 1923 - 1929 announced that the race for the 'Rouse Ebbetts Cup' was to be for this class of boat. However, from 1924 onwards there would appear at least one '14 Footer' included in the list of entries. Up to 1928, the total 'TUSC' Fleet remained small at around nine boats, but the proportion of '14 Footers' grew significantly from this year. This is reflected in the entries for the 'Rouse Ebbetts Cup'. Indeed by 1931, most of the boats participating in this race were '14 Footers' and by 1938 no other class boat was represented.

As well as organising the 'Rouse Ebbetts Open Meeting' for the 'SBA' classes of yachts, the Club was also actively supporting the other very important annual event, the series

of races at 'Upper Thames S.C. during 'Bourne End Week'. It was also engaged in team racing with such clubs as the Cambridge Cruising Club', 'Staines S.C.' and 'Tamesis Club'. A number of Club Members travelled great distances to compete for the 'Prince of Wales Cup' for 'International 14 Footers'. The annual race for this cup was held at many different places over the years.

During the 1930's, the Club Fleet grew to some 20 craft. With a strong fleet of 'International 14 Footers', helmsmen were enjoying fair competitive sailing in very keenly supported races. Of course during the whole of this period when the Club had its headquarters at Laleham Ferry, each boat had to be paddled the three quarters of a mile trip downstream to the starting line. This would have been at the wide part of the river some 250 yards downstream of the Water Company's pumping station.

One method of crewing which had become popular with 'International 14's' was to hang out on a rope fixed at one end of the mast and attached somehow to the crew at the other. Some of these devices were considered somewhat hazardous, as a quick release mechanism was not always present. However the Club, along with others was experimenting for the first time with forms of trapezes.

With an increasing involvement in open meetings, the Club was growing in stature. As sailing became more popular, so the number of fixtures in the season increased. Apart from Open Meetings, and team races, there would be some 26 Club races listed from 1935. During all this time, it remains curious how popular the practice was for sailing most races on handicap. By this it is meant that time allowances would be given to the helmsmen according to their performance as judged by the handicapper. In one year, 1933, it was even decided that all but one of the Club races should be sailed on handicap. Some effort was however, made to achieve a greater measure of acceptability for this system by appointing for the first time a special committee to decide the handicaps.

During the early part of 1939, there was an attempt at introducing the 'National 12 ft' class. Not many years earlier, in 1936 this class had been sponsored by the 'YRA' as a relatively less expensive alternative to the 'International 14 ft' class. In the event, the class never really stood much of a chance at a time so close to the onset of war. There appears in fact to have been only one 'National 12' introduced into

the Club and this was sailed just a few times with the remaining fleet on class handicap. During the whole of the Club's history up to 1921, Mr. H.C. Tower had been the Commodore. When he resigned the office in this year, it must have been felt by the Club Members to have been like the end of an era. There is, alas no record of any active participation by Mr. Tower in the Club's affairs after that date. He is remembered as being seen always wearing a yachting cap and flannels and sporting a full 'Vandyke' set. It was singularly appropriate that he was elected the first President of the Club in 1924.

From the end of the Great War until 1925, the Club remained quite small in terms of membership. Even in 1922 there were only seventeen fee paying members. It is true that the Club premises were far from satisfactory during this time and this may have contributed to the lack of growth. Because of the lack of room, most meetings were held at the 'Three Horseshoes' or at the homes of local members. On two occasions it is recorded that meetings actually took place on a couple of the Fleet's craft! There was clearly much emotional discussion within the Club as to what was wrong with it, despite the fact that it was achieving a good reputation amongst other clubs at which 'TUSC' Members competed. For one thing, the Club had the drawback of having its headquarters some half a mile from the sailing course. As well as this, the Members were evidently ashamed of their Club-house. Around 1925, only three or four yachts would sail regularly.

In February 1925, things came to a head, when at a special meeting, the Members considered as one of their options, closing down the Club. This however was not taken seriously and another option found unanimous favour. This meant that the Club was to have a new Club-house, to be put up specially by Mr. Joe Harris but still at Laleham Ferry.

The Club's future was now set to enjoy a greater measure of prosperity. In 1926, it was decided that the Club blazer should be of white flannel, edged with red braid and with a Club Burgee and initials on the pocket in red silk. This year was also to see a remarkable increase in Membership.

The Members were well aware that their sailing course represented possibly the finest one on the Upper Thames. So it was with considerable alarm that the Committee learned that 'TREES' were to be planted on both banks along the Sailing Course. The consternation was considerable and the

matter occupied Members' thoughts as the threat continued for some years. The culprit, it appears was a certain Mrs. Clare who conceived the idea of planting Willows from which to make cricket bats. After much discussion, Mrs. Clare was offered £25 per year for the next five years to remove existing Willows and not to plant any more. This offer was duly accepted.

In 1929, Mr. H. Scott Freeman was elected President, he, it will be recalled was a Member of the Club in its first years at Egham and was at all times held in great esteem. Later, he was also to become Commodore of 'Upper Thames S.C.'

In February 1935, a new Member was elected who, to the great benefit of the Club, has enjoyed unbroken membership for a period of years unequalled in the Club's history. This Member was Mr. John (Jack) G. Coryton-Day, who after many years, was to succeed Mr. Scott Freeman as President.

Although the Club was by now enjoying much better facilities as Laleham Ferry, the situation was by no means stable. In 1936, there was much panic after a letter was received from Mr. Jack Harris that the rent would from then on be £70 per annum. This was the first of many occasions when Members were to feel that the Club's existence was very insecure. However, after endless discussions, a reasonable seven year agreement was reached with Mr. Harris which left Members feeling more relaxed about the future. Apart from the rent for the Club-house, other expenses incurred were, a fee of three guineas to the Ferryman for one season's service and a small sum to the Lock Keeper at Chertsey, who obligingly laid the marks in the river at the down-stream end of the course for each race.

The Club now became relatively thriving with its large fleet of 'International 14 Footers' which had been built up between 1932 and 1938. However, the outbreak of the Second World War in 1939 was to bring about many changes and almost half of the Club Members, including Mr. Day were called upon to join the Armed Services.

### 1939 - 1946 Through the War Years

With war once again casting gloom over Europe, a group of some five or six Members still managed to sail a few races

and thereby keep the Club going. Meanwhile, on active service, at least two Members were tragically to lose their lives. One of these was Mike Brown, son of Mr. A.C. Brown who was to be Commodore soon after the war.

By 1942, it was decided that it was impossible to arrange any racing fixtures, but efforts would be made to organise some races on an ad hoc basis, even so only two races were recorded in the years 1942 - 1944.

In 1943, the Club was requested to give instruction in the rudiments of sailing to fighter pilots stationed at Northolt Aerodrome. The idea was that this would give them some sort of help in the event of their being shot down over the sea. Most of the pilots were Polish and they came down to the Club nearly every week. This very willing co-operation continued for two seasons. All ideas of racing were given up while this was in progress. By 1945 however, things had changed. The RAF now had a very efficient Air Sea Rescue Service and the Club was very anxious to re-establish itself in the sailing world. Accordingly, a full season was organised for 1945, with racing every Saturday. The Club had at this time a number of worries, some of which pre-occupied the thoughts of Members for years. In the first place, the Club was, at intervals, receiving notices to quit. Somehow, a satisfactory agreement was usually possible, which allowed the Club to continue, but much thought was being given to the idea of moving the Club's headquarters downstream to a plot of land immediately above the Water Works Wharf. Such was the position in 1944, when ambitious ventures such as this needed much courage. It was a time when the Club's membership was small (probably about fourteen paying Members) and its future uncertain.

It was thought at the time that the 'Internation 14 Foot' boats were too expensive and Members were anxious to change to a cheaper class such as the 'National 12 Foot' or a new one design dinghy which was currently the subject of discussion by the Dinghy Committee of the 'YRA'. It was felt important that such a change would attract younger members to the Club. The new one design dinghy was to be the 'Firefly' and we thus establish that 'TUSC' had an active interest in this class even before its introduction by the 'YRA' later in 1946.

Over the coming few years, tackling the problems which have just been mentioned, culminated in radical changes in the Club.

The stresses imposed on Flag Officers were probably considerable. Throughout its history up to 1945, the Club had only four Commodores. For the past nine troubled years, Mr. Newton Wetherilt had been Commodore. Now, a resolution was passed which proposed that as far as possible, Flag Officers should hold their office for no longer than two consecutive years, a tradition has been maintained to the present day.

Problems concerning the Club-house came to a head when, in September 1946, Mr. Harris' solicitor sent a letter to the Club, ordering it to quit the premises by Christmas day of the same year. Fortunately, a few months earlier, the problem of moving to a new site next to the Water Company's works at Laleham Burway, were already being investigated intensively, having obtained an option to rent the land from Harris! The Commodore, Mr. A.C. Brown, generously offered £100 towards the cost of building new Club premises.

All these problems did not deter the Club's enthusiasm for building up its Fleet, which, during the war years had declined to a relatively small number of mixed types of craft.

During 1946, the 'YRA' adopted the 12 Foot National 'Firefly', intended as a relatively inexpensive one-design yacht which would provide excellent competitive racing. The Club was at the same time giving ever increasing thought to adopting this class also. Later in the year, Members filled in order forms for six 'Fireflies', which at that time cost £92 including sails. One of the Members Mrs. Newbegin very generously donated one 'Firefly' to the Club.

Although the Club became committed to its move to Laleham Burway there had still been no decision made on any new building by November 1946. At the end of the year, the Club was without its headquarters at Laleham Ferry.

#### 1947 - 1958 'Fireflies' at Laleham Burway

Another new and important era in the history of 'Thames United S.C.' was about to dawn as the Club resolved to build a new home at Laleham Burway.

In February, 1947, the decision was made to purchase a wooden hut of modest size, 25ft. x 13ft. This was to be the new Club-house. It was erected in the Summer of 1947. Together with this hut, a pontoon was also purchased. The land on which the Club was now sited was rented from Lord Lucan. As we shall see, further additions to the premises were to be made in the following two years. This period of the Club's history was one of great activity for the Members who were not only creating a new home but were re-structuring the sailing fleet.

During 1947, the new 'Fireflies' were delivered and all the Club trophies were re-allocated to the new fleet, which still included one or two 'National 12's'.

There is no record of any racing having taken place in that year, but an ambitious programme was drawn up for the following year with racing not only on every Saturday but on alternate Sundays as well. With a total fleet of 'Fireflies' which reached 13 in number, the very first race for this class took place on the 24th April, 1948. Of the seven boats which competed, one of them, the Club boat was appropriately named 'Newbegin' after the Member, Mrs. Newbegin who had so generously donated this boat to the Club.

In pre-war days, team racing with neighbouring clubs was restricted to relatively few events in the season, such as those with 'Tamesis Club'. However with the introduction of the 'Firefly' class to the Club, the practice of holding matches with other clubs was to grow, especially since a number of these clubs were also finding the 'Firefly' a popular class.

The Club's first association with the 'RNVR Sailing Club' began in 1948 with the first of a series of friendly team races.

In 1949, it was decided that the Club's fleet would be restricted to 'Fireflies' and 'National 12's' but by 1949, participation in races was confined solely to 'Fireflies'.

In 1947, the 'Sailing Boat Association' was wound up, with the consequence that the magnificent trophy, the 'Rouse Ebbetts Challenge Cup' came into the Club's possession. It was very natural then that in 1950 the decision was made to make it the challenge cup for the annual open race for the

'Firefly' class. In this year, two other premier club trophies, the 'Newton Cup' and the 'Red Lion Cup' became established as the cups to be awarded for Saturday and Sunday points respectively, aggregated over the season for 'Firefly' racing. The same year, Mr. Chuter presented four more cups including the 'Helmsmanship Cup' and the 'Single-handed Cup'.



*Thames United Sailing Club at Laleham Burway—  
Photograph dates from early 1950's and shows the  
Houseboat and original wooden Club-house*

The popularity of the 'Firefly' was such that by 1952, the Fleet had grown to twenty eight. Perhaps equally significant is the fact that each race attracted a high proportion of entries. During the early 1950's, it was not uncommon to find as many as fifteen yachts competing in Club races. The Club's programme reflected the new found enthusiasm, with racing fixtures arranged regularly on Sundays as well as on Saturdays from 1950.

A memorable incident occurred in 1955 when Chertsey Weir collapsed. It appears that this actually happened during a race, although no boats were lost as a result. The consequence was however, that the river dropped a few feet and the width of the river shrank drastically. In fact it necessitated dragging the boats over some 20 feet of mud to reach the landing stage. This situation was of course highly inconvenient for sailing, but nevertheless persisted for a few weeks. Apart from such incidents as this, the sailing activity during the fifties had settled into a pattern. As well as the regular Club races, in the mid 1950's up to 10 team fixtures with neighbouring clubs would be sailed and a Club team would

also compete for the 'RNVR' Trophy' in the series of races which started in 1955. Later on, from 1957, Club teams competed in other open events including that at 'London Corinthian S.C.' for the 'Nina Wood Trophy'.

Over these years, the first of a long line of highly successful helmsmen emerged, including J. Day, A. Janssen, P. Brewer and C. Goulborn. Beginning in 1957 teams involving these helmsmen won the 'Nina Wood Trophy' four years in succession. Furthermore, each year from 1951 - 1958, Mr. Day won both the 'Red Lion Cup', and the 'Newton Cup', the premier trophies for Club races.

The Members felt justifiably proud of their achievements since the move to Laleham Burway and felt that the name of the Club should include its location. As a result, a unanimous decision was made at the 1957 'AGM' to change the name to 'Laleham Sailing Club'.

In 1958, a 'LSC' team won the 'RNVR Trophy' for the first time. It was in the same year that the Club celebrated its '75th Anniversary'. To commemorate the event, the Club presented the '75th Anniversary Team Trophy' to be sailed for during the annual 'Firefly' Open Meeting. Such was the development of the pattern of sailing during these important years. Equally interesting is the development of the Club's organisation during the same period. Even at the start of the first full season of sailing based at its new home at Laleham Burway, it was decided that the accommodation was inadequate. The Club needed facilities for storing boats and so a galvanised corrugated iron shed, some 30ft. x 12ft. was eventually purchased and erected during the Summer of 1948.

The following year 1949, 'TUSC' was to acquire a house-boat, which was to become such a well known feature of the Club's premises. It was at the 1948 annual Dinner at the Oatland Park Hotel, Weybridge, that Miss Beryl Vezey announced her very generous donation of the house-boat to the Club. Moving this house-boat from its moorings upstream of Laleham Burway was not without its difficulties. The idea was to position the house-boat on the low lying muddy bank close to the water's edge. To accomplish this, a period was chosen when the water was high and the bank flooded. Both Mr. Day and Mr. J.S.E. Page, the Rear-Commodore and Vice-Commodore respectively at the time, played key roles in the operation.

During these first three years at Laleham Burway, the erection and fitting out of the new premises occupied much time of the Club Members. Because there was no mains water, a long galvanised iron pipe was sunk into the mud and water drawn from below the river bed to make tea. To complicate matters, the iron shed blew down in a fierce North Westerly gale in February 1949 and landed many feet away near the flag pole. Later on, during the Summer, this shed was extensively repaired and strengthened.

In addition to the damage inflicted by gales, there was the damage produced by water and mud, as a consequence of the flooding which occurred during the winter months, maintaining the house-boat habitable as a Club-house was a constant battle. Despite the primitive conditions, the Club was, by 1949, truly thriving. By this time, a 'Race Officer's Box' had been constructed by Mr. Noble and the slipway was about to be improved by extending the railway for the launching trolley and by erecting a capstan to facilitate the hauling out of craft from the water.

By 1950, it was foreseen that the Club membership could rapidly approach saturation, bearing in mind the limited accommodation. Nevertheless, there were thoughts about introducing another class of boat. In 1951, it was decided to adopt the 'Moth' class, unfortunately only a few of these yachts were sailed at the Club and in little over a year, plans to continue with this class were abandoned. Another attempt at introducing a new class was made in 1952. The Fairey Marine Company had by this time developed the 14ft. 'Gannet' design. The similarity of this yacht to the 'Firefly' no doubt encouraged Members to believe that the new class could enjoy a similar degree of popularity. Attempts at introducing the 'Gannet' were, however, largely unsuccessful and after four years the Club no longer sailed this class.

Despite the disappointing results of attempting to develop two new classes within the Fleet, the Club had become well established with its large fleet of 'Fireflies' and was looking forward to the future with considerable optimism. Such optimism was shared by many clubs in the country following a general surge of interest in the sport of sailing. In 1953, it was decided that the time had come for the Club to be fully developed. Although the Club still awaited such modest luxuries as running water, a number of alterations were made to the premises to make life more comfortable for the

Members. Access to the Club had always been by a small rowing dinghy from the Middlesex bank. Now for the first time, life was made a little bit easier by the construction of a landing stage on this bank.

In 1955, the first outboard motor was purchased. Prior to this, the 'Officer of the Day' had the burden of rowing up and down the course to lay the buoys. Alternatively, the buoys would be taken down river by one of the sailing boats.

In 1954, the Club broke with tradition and for the first time in its history elected a lady as 'Rear Commodore'. Before being elected to this office, Miss Pat Erant had served as Honorary Treasurer for five years. She was a popular Member and as well as contributing greatly to the Club in many ways, she was an excellent helm with her own boat.

The main social event of the season was the annual dinner dance. Until the mid fifties, various venues were used for this event, although probably the most popular of these was the 'Laleham Village School'. From 1956 however, for many years the favourite venue became the 'Pack Horse' Staines.

For a decade, the House-boat had served as a modest Club-house, despite the fact that there were endless problems with maintenance and by today's standards, the accommodation was cramped. To consolidate this decade of growth, it thus became inevitable that important new developments were to take place.

In 1958, a new Club-house was bought to replace the house-boat. The pre-fabricated 'Arcon' building provided the much needed improvement in space. This was the first of three similar units which were erected over a period of twenty years. Existence continued to be a little on the Spartan side, without such comforts as electricity or mains water. In 1958, plans were made for improving the river frontage and constructing a new landing stage. A further very important decision was also made to adopt the now well established and rapidly growing 'Enterprise' class to increase the Club's fleet now that the improvements in accommodation had been affected. It was only two years earlier in 1956 that the 'Enterprise' first appeared on the sailing scene. It was the fastest growing class in the country at the time and produced over 2,000 sail numbers in the first two years. The Club was soon to experience another period of growth.

## 1959 - Modern Times Growth and Consolidation

By 1959, the fleet comprised 18 'Enterprises' as well as 36 'Fireflies' and a full programme of races was compiled for both classes. New cups were allocated to the new 'Enterprise' class. The Club presented the 'Enterprise Cup' for the Open Meeting, Mr. D. Dray presented the 'Dray Cup' and Mr. D. Jolliffe the 'Jolliffe Cup' for the Saturday and Sunday points series respectively and Mr. Swaine presented the 'Swaine Tankard'. A cup for Cadets was presented by Miss Anne Melville.

The first Open Meeting for 'Enterprises' took place in 1960 and was won by Mr. C. Goulborn. In the early sixties the 'Enterprise Fleet' at the Club grew to a maximum of 31 craft, with a similar number of 'Fireflies'.

During the sixties, the list of highly successful helmsmen was to become formidable. Although it would be impossible to list them by name and give a worthy account of their accomplishments, their influence played a vital role in providing extremely competitive sailing and raising still further the status of the Club,

In 1962 the Enterprise Association's 'Thames Valley Bowl' series of races was inaugurated. This trophy is awarded for performance achieved in races at eight clubs in the area and many of the open meetings at 'LSC' for the 'Enterprise Cup' counted for the 'Thames Valley Bowl' as well. For this reason, the number of visitors competing for the 'Enterprise Cup' was frequently high and the standard of sailing was highly competitive. In the years since competition for the 'Enterprise Cup' began, this trophy has been won on as many as ten occasions by Members of 'LSC'. In fact one Member succeeded in winning the cup a total of four times, three of which were in successive years.

In the 'Firefly' class, competition for the 'Rouse Ebbetts Challenge Cup' was of a high standard despite the relatively small number of 'Fireflies' in existence nationwide. In 1965, the Firefly Association's 'Vines Trophy' was presented as a challenge trophy for the helmsman achieving the highest result for his four best open meetings in the country. 'LSC'

Open Meetings for the 'Rouse Ebbetts Cup' were chosen by the Association to count for the 'Vines Trophy' series. In the eighteen years from 1965 to 1982, the 'Rouse Ebbetts Cup' has been won by 'LSC' members a total of twelve times. One Member succeeded in winning this trophy four times and another five times, of which four were in successive years. In addition, these two Members have both won the prestigious 'Vines Trophy' four times. In each case this was achieved in successive years.

It is worth noting the popularity of so called friendly team racing with neighbouring clubs during the 1960's. In some years the Club had both 'A' and 'B' teams and up to 14 team races in each class would be sailed in a season. Interestingly, this pattern changed after 1968 and such team racing declined substantially.

Of singular importance, was the rapid increase in numbers of Club Members who attended 'away' Open Meetings. Their successes were to bring much credit to the Club. Helmsmen in both classes were involved. As an example, in the 'Enterprise' class, nearly all the 'Thames Valley Bowl' events in 1970 were attended. In the 'Firefly' class the number of Club helmsmen competing in away events was, by 1969 already particularly large. It was such helmsmen who were the first of a growing number who during this period sailed with distinction and were responsible for spreading the image of the Club across the country.

Mention has already been made of teams competing for the 'RNVR' Team Trophy. This important trophy was won four times by 'LSC' teams in the years 1958 - 1980.

In 1969, the Club introduced a third class, the 'Mirror' dinghy, which was now becoming the fastest growing class of one design dinghies in the world. The Club organised racing for this class along much the same lines as for the other two.

A trophy, called the 'Morris Cup' which was originally presented to the Club in 1920 by Mrs. Morris, was re-allocated to the 'Mirror' class as the challenge trophy for the open meeting event. As well as this trophy, the 'Bosun's Cup', presented originally in 1954 by Mr. D. Dray as a 'Firefly' trophy was transferred to the class as the trophy for the Saturday Points series. Also, Mr. C. Bell presented the 'Morecambe Trophy' for the Sunday Points series.

Throughout the sixties and seventies in particular, there emerged a succession of many helmsmen with undoubted talents who have competed in meetings across the country and in regular Club events. It is important to record that many of these successes can be directly attributed to the encouragement given to younger Members. This well established tradition has resulted, for example, four wins in the 'Firefly Under 16 Trophy' and wins in the 'Restronguet Ovaloid Trophy' for 'Fireflies' and the cup for under 16's in the 'Mirror Open Meeting' at 'QMSC'. In 1978, nearly half of the Club trophies were won by Cadets.



Laleham Sailing Club — The present Club-house

The 'Mirror' class grew in number to a maximum of seventeen boats after ten years from its introduction. During this time, the class enjoyed popularity and the Open Meeting attracted up to twelve visitors. In one year, 1976, the first four placed were won by 'LSC' Members. The popularity of the 'Mirror' however, never rivalled that of the two senior classes. Perhaps with more than a hint of inevitability the younger helmsmen, for whom the 'Mirror' seemed so suited at first, gradually became more attracted to the larger classes. The consequence was, of course the gradual decline in Club racing for 'Mirrors' which occurred after 1978.

Returning to 1959, the beginning of the period under discussion, many improvements have been made to the Club premises since this date to compliment the large increase in the fleet, which more than doubled in just two years.

Over the country as a whole, dinghy sailing was approaching a peak in popularity. By 1959, the Club's membership was close to saturation and by 1960, for the first time, would be Members were being put on a waiting list. Gradually, the Club acquired such modest luxuries as electricity (in 1960) and mains water (in 1961). With hindsight, it is surprising that the Club had to exist for such a long time without these services. Furthermore, it was not until very extensive work on the Race Officer's Box was completed in 1962, that the 'Officer of the Day' had any protection from the elements.

Until 1965, the Club's landlord had been Lord Lucan. However in this year the Woking and District Water Company purchased some 20 acres, including the Club site. Over about the next two years, the meadows adjacent to the Club were to be transformed by the construction of a new reservoir. In fact this was just part of a project in which the whole of the land known as Abbey Mead was to be redeveloped by the Water Company. By 1970 the new reservoir was completed.

A feature of Club life has always been the great deal of work to which so many Members have been devoted, in maintaining and improving the Club premises. Most of this work has been carried out in February and March, before the beginning of each new season. During the early part of 1965 and again in 1968, the decision was made to try and cut down some of the trees on the Surrey bank which had become an increasing nuisance by spoiling the wind. It turned out to be a mammoth task, but many trees were felled, then laid aboard the Club's ferrying dinghies and towed through the mist, upstream to the Club for burning.

In the following year, 1966, the major task of the working parties was to replace the Club-house floor. During this year, the Club welcomed the applications by many members of the 'Decca Sailing Club' to join at a time when it was no longer possible for it to sail on its own water. A few 'Firefly' dinghies owned by 'Decca S.C.' now became integrated with the 'LSC' fleet.

Another change to the landscape was to occur in 1969 when the M3 motorway bridge was constructed just upstream from Chertsey Weir. Fortunately, this was to have negligible influence on the sailing course.

The next major changes to take place in the Club premises were in 1972 and 1977. It was in 1972 that the second 'Arcon' unit was erected on the previous site of the so-called 'tin shed'. This latter shed was literally picked up by a large body of Members and removed to a different site. The new 'Arcon' building provided the Club with much needed modern changing rooms together with washing facilities and showers. When the third 'Arcon' unit was erected, again the old tin shed had to be picked up and moved to its present site. The new building provided invaluable new space for the storage of craft and equipment.



Laleham Sailing Club — The dinghy park



The aspirations of the Members, declared in 1953, that the Club should be 'fully developed' had become realised in large measure. It has been the reward for the devotion and hard work for many individual Members with much of the load always being borne by successive Committees and in particular by the Commodores.

This most recent period of the Club's history has seen some of the largest involvement by its Members in the broader aspects of the sailing world. Largely in recognition of achievements gained in racing on a national basis, a number of Members have been called upon to devote even more energy to serving on various external committees. For example, three Members have served at various times as Chairman of the 'National Firefly Association's Management Committee', while others served on 'RYA' committees.

#### The History of some of Laleham Sailing Club's Trophies

The following list includes most of the trophies for which the original purpose has changed during the Club's history.



The "Rouse Ebbetts Challenge Cup" with 1982 winners  
Gerry Griffiths and Mrs. Jennifer Singleton

#### 'ROUSE EBBETTS CHALLENGE CUP'

T. Rouse Ebbetts was Commodore of 'Thames Valley S.C.' from 1887 to 1914 and been Secretary and Treasurer of the 'Sailing Boat Association'.

When the 'Thames Valley S.C.' was wound up in 1922, various trophies, including this cup were purchased out of the proceeds. The cup was presented by the 'SBA' in 1923. Originally it was awarded at open meetings for 'SBA' affiliated clubs held on the Laleham Reach under the management of 'TUSC'. The first race for this trophy took place in June 1923 for the 'GIG' class. From 1930, the race was for the combined classes of 'Gigs' and 14 foot boats. After the closing down of the 'SBA' in 1947 and the introduction of 'Fireflies' to the Club, the cup was allocated to 'Fireflies' and 'National 12s' for the two years 1948 and 1949 in Club races. Finally from 1950 to the present day the race was held for the 'Firefly' class alone and declared an 'Open Challenge Cup'.

#### 'RED LION CUP'

This cup was presented by Messrs. Barr, Paxton and Stewart in 1920 for the highest aggregate of points gained during the season for 'Class' races, (i.e. not handicap races). The name was derived from the 'Red Lion' bungalow in Laleham owned by Mr. W.D. Stewart. In 1948, the rules were changed in line with the new fleet to define the classes as 'Fireflies' and 'National 12's' and the award was made for the highest aggregate of points for Saturday races. In 1949 the rule was changed again such that the points gained were based on personal handicaps. Finally from 1950, the cup was awarded for the highest aggregate of points for Sunday races sailed by 'Fireflies' not on handicap.

#### 'NEWTON CUP'

The Newton Cup was presented by Mr. Newton Wetherilt in 1946 to 'the boat giving in his opinion, the best overall performance of the Season, including seamanship and up-keep'. In 1948, the cup was awarded to the 'National 12' class for aggregate points. From 1950 onwards, the rules were similar to those for the 'Red Lion Cup', except that it was awarded for Saturday races sailed by 'Fireflies'.

#### 'ARON CUP' and 'MAITLAND CUP'

The first of these cups was presented by Mr. H. Aron in 1911 as the challenge cup for helmsmen gaining the maximum

points for a season's Club racing. In 1913, the rules were radically changed, when it was awarded to the winner of a single race. The cup would become the possession of any helmsman who won it twice. Mr. Maitland Dodds lost no time in securing the trophy permanently in 1922, having joined the Club only two years previously. However, Mr. Dodds was in the happy position of being Managing Director of a firm marketing all manner of cutlery and replaced the 'Aron Cup' with the 'Maitland Cup'. He stipulated that the winner only qualified if he owned the boat which he sailed. To make it harder to win outright, the cup would have to be awarded three years in succession for races held over the 'long course'. This cup was finally won by Mr. J. Coryton Day in 1958, who in turn responded by presenting the 'Coryton Cup', stipulating the same rules as for the 'Maitland Cup'.

#### 'DAY CUP', 'TWO-UP TROPHY', 'ICUP'

The first of these trophies was presented by Mr. J.C. Day in 1960, for the 'Enterprise Class'. For all three trophies, the rules have been similar to those of the Maitland' and 'Coryton' cups. The 'Two-Up Trophy' was presented by Mr. P.V. Brewer in 1969 and the 'Icup' by Mr. I. Carpenter in 1976.

#### 'LADIES' PLATE'

This beautiful salver was presented in 1931 by ten lady Members for a class race. In 1948 it was allocated to the 'Firefly' class for aggregate points but in 1950 it became a trophy to be awarded for a single race for 'Fireflies'.

#### 'GANNET GOBLET'

When the 'Gannet' class was introduced into the Club in 1952, the Club presented the 'Gannet Goblet' as a trophy for aggregate points accumulated for the series of races held for this class in the evenings. Due to the very small number of 'Gannets' that ever sailed at the Club, the series of races was held in only one year, 1954. After that, the 'Gannet Goblet' was allocated to the 'Firefly' class as the trophy for the 'Ladies' Race'.

#### 'DILLON CUP'

The 'Dillon Cup' was presented by Mrs. Chuter Snr. in 1952 as the 'Open Challenge Cup' for the 'Gannet' class. Because of the small number of 'Gannets', '14ft Internationals' were also allowed. The class never flourished, and,

like the Gannet Goblet', the 'Dillon Cup' became allocated to the 'Firefly' class from 1955 onwards. It was awarded to the winner of a race held towards the end of the season for helmsman who had not had a first place in a Club race.

#### 'THE MORRIS CHALLENGE CUP'

Mrs. Morris presented this cup in 1920, for the last class of the season. In 1948 it was allocated to a race for 'Fireflies' and 'National 12's'. In 1951, the race was for 'Fireflies' only, but in 1969 the cup became the challenge trophy to be awarded to the winner of the 'Mirror' class open meeting.

#### The Commodores of Thames United Sailing Club/Laleham Sailing Club

1883	H.C. Tower	1964	P.C. Rayner
1921	H.H. Tregoning	1965	G.W. Scales
1925	J. Bull	1967	J.A. Tagg
1937	N. Wetherilt	1969	C. Bell
1946	A.C. Brown	1971	H.O. Holgate
1947	J.N. Wetherilt	1973	F. Singleton
1952	J.S.E. Page	1975	T.W. Price
1954	J.C. Day	1977	C.J. Foster
1958	D.E. Dray	1979	P. Hinton
1960	M.F. Sutton	1981	D. Cherry
1962	P.V. Brewer	1983	M.E. Crosswell

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