

Littleton Sailing Club 1958 to 2008



Littleton Sailing Club

50 years –1958 to 2008



1956 aerial photo of a gravel pit in Littleton Lane before extraction south towards river.

1959 aerial photo of old lake & No 2 clubhouse the 1st official clubhouse.



1957

In early 1957, Ann Kahn had written to the CS Sports Council suggesting that sailing should be one of the many sports it supported. Her published letter brought a large response and what became the Civil Service Sailing Association was born a little later that year.

At that time there was concern about the large number of unsightly gravel pits, particularly in the Thames Valley and interest in what should be done with them. As librarian in the then Ministry of Housing and Local Government, Ann had access to all the maps showing the location of these pits and she passed this information on to Rex Clutton, who was charged by Sir Eric Seal KBE CB (soon to become the CSSA's first Commodore), to see whether any of them were as suitable for sailing. Rex was Chief Dinghy Instructor for the Central Council for Physical Recreation in his spare time from the Admiralty, accompanied by John Jones, they soon identified a pit to the east of Littleton Lane as a potential dinghy club site. The CSSA's Steering Committee quickly agreed that negotiations should proceed and they were swiftly and successfully concluded.

The first time a sailing dinghy took to Littleton Lake was in October 1957. Soon afterwards, Littleton Sailing Club was unofficially founded as a sub-tenant of the Twickenham Piscatorial Society (affectionately known as the Twicks). In those days Littleton Lake was owned by Thames Ballast (Shepperton), which was extracting gravel from the site for the booming post-war construction industry. In fact the lake continued to be a working gravel pit until April 1967.

Until then, the sailing area was something of a movable feast depending on which part of the lake was being worked. Not that there was any conflict between work and play; on the contrary, Thames Ballast was more than co-operative in providing large quantities of spare material to make the first dinghy park, roughly where the South park is today. (Initially,



He missed a bit between marks 8 and 10!

members climbed into the barge and shovelled the ballast into a succession of wheelbarrows for transport to the rapidly extending dinghy park. Later, a dumper truck was often hired for weekends and much larger quantities were removed from the barge.) The comradeship built-up among the early members, by working hard together for so long stood the club in good stead over the years.

The first dinghy-park, surfaced with ballast, was on a promontory of land opposite and about a hundred yards from the Thames Ballast plant. Pedestrian access was initially via a narrow footpath from the car park through the brushwood (self planted after use to support Thames Ballast's discontinued narrow gauge railway) but this was soon replaced by use as a ferry of an apparently genuine whaler, acquired from Shepperton Studios after use in the film 'Moby Dick'.

She was soon equipped with new ash sweeps and thole pins, and christened "The Queen Mary". She was heavy to row, but six people at the oars – a seventh on the steering oar – got her up to quite a respectable speed after a hundred yards or so, but her main use was as a ferry, for she was too cumbersome as a rescue boat.



Club House No 2 – Rex Clutton Commodore.



Regatta catering.

Scorpion

The Scorpion fleet at Littleton was the hot three sail boat to have in the 70's after the Fireballs left for bigger water. The Littleton boats were named after a children's TV programme "The Magic Roundabout" Mr Rusty, Florence, Dougal, Zebedee etc



Scorpions. No clubhouse.



Mayfly.

Founder members of CSSA /LSC



1960 Bunny Brown Rear
Commodore CSSA,
Sir William (Later Lord)
Armstrong Commodore CSSA,
Robin Thoyts Chairman CSSA
General Committee.

Sir Eric Seal had officially opened the Club on 22nd June 1958. (In heavy showers, members and guests saw demonstrations of how and how not to sail, before light refreshments in a small ex-army marquee. The 'changing room' for the day was a borrowed (PO jointer's tent.) High-tension power cables crossed low over the water and path between the car and dinghy parks.

A fatal accident, at another pit crossed by cables, made it essential that masts were not erected until dinghies were ashore in the dinghy-park. Sir Eric Seal pointed out to CEGB that the low height of the cables impeded use of our facilities and the compensation paid, covered the cost of a brick laid track from the car park to the dinghy-park – still in use today through what is now the South Park.

A year or two later, Thames Ballast's announcement that it was going to extract the gravel to the south and west of the dinghy park, meant that the club site would inconveniently become an island. At that point, a member reported that a wooden footbridge

over the Thames near Staines had been condemned and was being dismantled: were we interested in the timber? Following a quick inspection and confirmation that it was indeed available for free, a couple of lorries were quickly hired and loaded with a substantial amount of timber, mostly 12"x 12" and 12"x 6" in section and 8'-10' in length, which was delivered to Thames Ballast's car park and floated across to our now island site. Within a few weeks, the club had a substantial bridge capable of taking a large car across the gap that had been cut, leading from the track.

Littleton SC was the Association's first active club and soon had more than 100 members, who were recruited from government department offices in the London area through the CSSA. They sailed all sorts of dinghies: Fireflies, GP14s, Herons, Moths, Mayflies and the then brand new Enterprise, several of them home-built. By the early 1960's, however, there were just four 'approved' classes: Enterprise, Scorpion, Solo and Mirror, other classes sailed in the handicap fleet.



1960's Address by the Commodore on Regatta Day.

The first clubhouse had been nothing more elaborate than a portable office purchased from a building site in Carshalton for the princely sum of £15. This was transported to Littleton and located about two-thirds of the way along the road between the present North and South dinghy parks. It had no plumbing, no lighting and no heating, although the acquisition of a small generator and a chemical toilet soon made the facilities relatively palatial.

A 'proper' clubhouse was constructed in early 1958 using a hut, which had been discarded by the Twicks. With the help of Thames Ballast, who loaned a tug and a barge, the hut was moved to the south end of the lake – roughly where the eastern hard shoulder of the M3 is now.

It was enlarged to provide male and female changing rooms and, for the first time, a small galley.

Mrs. A. H. Edmonds, wife of the Chairman of the Twickenham Piscatorial Society, formally opened the clubhouse on 21st June 1959. The new facilities were a great improvement and even boasted running water, which was pumped up from the lake and filtered. (It tested safe and apparently no one suffered any ill effects from drinking it!).



Temporary Clubhouse Number 1.

Apart from John Jones, the Club's founder members included Peter Chapman, the former Vice-Commodore of the CSSA; Rex Clutton, its first Commodore; and Robin Thoys, to whom the club probably owed its existence most. Robin was a solicitor, in fact a senior Solicitor to the DHSS, and not only took responsibility for all the legal aspects of setting up a club but put considerable energy into creating those early sailing facilities.

Later, as Chairman and National Organiser of the Civil Service Sailing Association for many years, Robin was much sought after by those wanting to establish other CSSA sailing clubs. He also obtained agreement for our own lodger clubs without whose support the club would not have been viable in later years.

Littleton SC along with Wraysbury Lake SC were the pioneer of sailing on gravel pits but, because of their deep water and the passage of many heavy lorries filled with ballast, etc., gravel pits were unpopular at the time. Even though Thames Ballast was keen to promote a better public image, it did not want a pit full of drowned dinghy sailors and as one can imagine, we had some trouble convincing the powers that be our safety procedures were acceptable.



1962 Regatta Day now South Dinghy Park.

Enterprise

In 1955, The News Chronicle commissioned Jack Holt to build a dinghy for the masses. The remit included a boat that could be cruised, rowed, accommodate an outboard, be raced and be available in kit form for home build. It was a huge success story; The Enterprise Association was formed and marketed by The News Chronicle. Cost of boat £130 with racing sails or part built and, later in kit form, for £85 plus carriage.

Even though the Enterprise had been around since 1956 it was not until the late 70's that it became the fleet to race. A strong Association marketed by a national newspaper, perfect timing with sailing on a high, sons and daughters beating dad, were some of the factors of success, many Enterprise sailors went on to become champions in other classes.

The Enterprise Trophies read like "Who's Who" in British dinghy sailing and was a major factor so many good sailors from Littleton raced them. David Giles and Geoff Carveth were probably the most successful from Littleton.

For many years Littleton SC armed with one Enterprise lots of spares and a team of 30 + sailors and helpers attended the West Lancs. SC annual 24 hour race. More about that later.



Ent 226 Chris & Cathy Brading.



Ent 226 Littleton gusts.



1960's Enterprises
on island start line
between marks 7/8.



Enterprises circa 1983.



Lasers F1.

1962 Victory and Portcullis Trophies

Littleton members challenged and raced against teams from as many local clubs as possible, but Littleton's first major team racing event was the "Victory Trophy", inaugurated in 1962 and contested by teams from the Royal Navy, Army, RAF and Civil Service closely followed by the "Portcullis" a team racing event between Civil Service Departments and each called for considerable effort from the Club.

These competitions were in response to the great increase in dinghy sailing that started in the fifties based very much on home building of famous designs such as the two-man Enterprise, which families could use to enhance their leisure and in which fathers could teach their children or, as was often the case, parents and children could learn together.

In the early days Littleton provided the boats for the Victory Trophy, which meant persuading owners to loan their Enterprises for strangers to sail. There were also handling parties so that the crews could step out of their boats at the conclusion of each race to be offered food and drink and be waited on by an agent of the Race Committee to enquire about protests.

The racing took place over two days. At the conclusion of sailing on the first day, a reception was held in the clubhouse which the Armed Services treated as a parade and all concerned made a point of attending. At the end of the second day, a party was held at the house of Rex Clutton at Wraysbury, which involved a marquee on his front lawn. The trophy was presented in turn by representatives at Permanent Secretary and Chief of the Defence Staff level. It is a sad fact that the CSSA team rarely won but were never disgraced.

The arrangement for the competition changed over the years, partly because the Armed Services and the Civil Service reduced in numbers while their commitments increased and partly because of the sophistication of the sport which resulted in new boats being provided direct from Jack Holt at Putney. Jack Holt often attended the event.

The Victory Trophy is a CSSA trophy made from a bolt and timber from HMS Victory, which Rex Clutton (Admiralty) had made by Portsmouth dockyard apprentices.

The event is a Civil Service Sports Council representative event and is still running today with a fifth team made up from Littleton members.



The Victory Trophy.



CSSA winning team 1983 l/r: Colin Dobner, Mike Carr, Dorothy Fuller, Phil Montague, Richard Thorp, Bill Andrews (Captain), Ted Giles (Manager).



Victory Trophy Team Racing.
Fireflies 1963.



New Enterprises ready for the
Victory Trophy.



Victory Trophy team racing.

Portcullis

On the **Portcullis** weekend teams would arrive from distant parts of UK since members of non-CSSA clubs would be recruited into some departmental teams. Many helms and crews were Littleton members and sometimes Littleton boats were borrowed. The event was well run both as to race organisation and catering and became very popular, in which a peak of 48 boats were handled faultlessly

This event suffered a transition as the nature of the sport changed. The camaraderie of the first events when boat owners showed off their handiwork in their home-built boats changed as more professionally built boats were sailed and a more competitive edge entered the sport. Alas, today team racing is mainly raced at Universities and similar institutions that own fleets of same class boats and has made way for one on one Match racing.



Close-up of the Portcullis Trophy.



Portcullis presentation 1965 Clubhouse No 2. Note the trophy on the table.



GPO team (Buzby) L/R Brian Conroy (Commodore Fishers Green SC our sister club) Ron Elsdon, Tom Behan, Dennis Harris, John Griffin, Colin Dobner.



Still before Health and Safety Risk Assessments!



GPO team (Buzby).



1965 Times Postcards. Enterprise 1313 sailed by Ron Mills and Joan Jones.



1963 Ice Skating. Robin & Joyce Thoyts. Before Health and Safety Risk Assessments!

Frostbite Trophy – 1965-1973

It all started in the early 60's when a Mirror dinghy was the latest thing in on-water fun? Those were the days!

On one of them, a certain F. Walter Rowe Jnr, a retired US Navy Captain who was then serving with NATO in London, paid a casual visit to Littleton and was invited to join, initially as a guest, both he and his family being keen dinghy sailors. Walter then became the CSSA's first Associate Member and legitimised his Littleton SC membership.

It wasn't long before several of his colleagues were also welcomed as Associate Members and they proved to be among the most enthusiastic members the club has ever had. Now it so happened that Captain Rowe's 'home' club was the Frostbite Yacht Club of America, which had been founded in 1932 at Larchmont in the United States.

In 1962 the Frostbite YC had issued a 'mini America's Cup' challenge to the Royal Brighton Yacht Club of Melbourne, Australia, following that club's challenge for the America's Cup in Gretel. The challenge was accepted and this unlikely event had taken place every winter (summer for the

Australians) in the icy waters of Long Island Sound. But, upon being so warmly welcomed by Littleton Sailing Club, Captain Rowe had the idea of extending the challenge to the English. He contacted the Frostbite's International Secretary, Everett B. Morris, who granted Littleton the 'charter' in October 1965 (see page 16).

Now all that was needed was a trophy, boats and...money. A suitably 'frosty' trophy was unearthed in the Silver Vaults on Chancery Lane. It consisted of the centre portion of an epergne (an ornamental centerpiece for a table to contain fruit and flowers, etc.), which had apparently been exhibited at the Crystal Palace Exhibition in 1851 (same year as the first America's Cup race) and given to one Captain Sir George Nares, the arctic explorer in 1876.

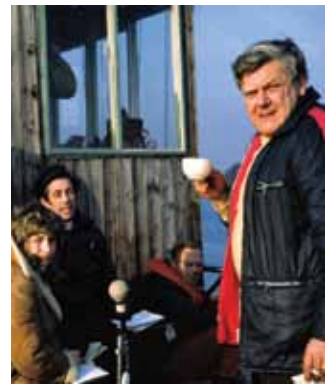
The boats and the money came together. Littleton's first idea had been to ask the Civil Service Sports Council for a grant. The reply was disappointing: "the Finance Committee was not prepared to make a grant towards the cost of entertaining an American team visiting Littleton in the early part of 1966. They did however appreciate that the club might be temporarily embarrassed by this



Littleton International Frostbite competition 1965 to 1973.



International Frostbite Trophy.



Jim Raybould and team "Race Officer".

decision and accordingly are prepared to make a loan of up to £100 repayable over one year, free of interest.”

As so often happens, support came as a result of personal acquaintance. The then Commodore of the Civil Service Sailing Association, Sir William Armstrong, knew the Chairman of IPC (publishers of the Daily Mirror), Hugh Cudlipp, who agreed to underwrite the event and provide the boats – eight brand new Mirror dinghies, which were delivered to Littleton on New Year’s Eve 1965!

An international event of such stature needed a reputable race committee. Among those invited was Dr Reginald Bennett MP, who responded appropriately: “I would be very amused to come along and serve on any race committee in the Frostbite Championship knowing what hard swearing there is on these occasions”.

So the inaugural Littleton International Frostbite Trophy was contested on 8th and 9th January, 1966 between three-boat teams from the Frostbite Yacht Club of America – who flew over on Pan Am, the Royal Brighton Yacht Club of Melbourne- recruited from London-based Aussies and Littleton Sailing Club, whose team consisted of Roger Aggleton, Sandy Allum, June Cracknell, Roy Deeks, Jim Gallogly, John Jones, Pat Noble, Helen Winsor and Barry Woolley, with Chris Brading and Alan Head in reserve.

Refreshments for the event were served throughout the weekend by properly attired waiters and waitresses in a large marquee erected in the dinghy park – courtesy, again of the Daily Mirror. The good press coverage, expected as publicity mainly for the new dinghies sponsored by the paper, were illustrated not by racing, but by a picture of two pretty daughters of members sitting in a Mirror dinghy!

That year and the next, it was won by Littleton, but in 1968 a fourth team – the Yacht Club de L’Île de France – was invited to take part and

went home with the trophy. Each year after that saw yet another team join the competition: in 1969 the Royal Belgian Sailing Club, in 1970 the ‘Royal Watersports Club’ Loosdrecht from Holland: in 1971 the Danish club Hellerup; and in 1972 the Ville Sailing Club from Cologne, making a total of eight teams (the French had dropped out in 1971).

In fact, such was the prestige of the event that the national newspapers covered it. On 23rd February 1969 the Sunday Telegraph reported: “Littleton S.C., captained by the Olympic bronze medalist Graham Mann, looks well placed against de L’Île de France who carried it off last year. The first match between the Royal Brighton Y.C. of Australia and the French produced a notable crop of five protests over the two races.

These concerned what one might have thought were simple questions of fact: Did boat A hit the mark or not? Did boats B and C (both French) collide or not? Witnesses, however, all appeared to have been 100 yards away at square leg at the vital moment.” (What happened to that sort of reporting?)

In some later Frostbite events, however, competition in the Protest room was as hotly contested as the keen racing on the water.

As predicted, Littleton did regain the trophy in 1969. The French won it back in 1970; the USA registered their only win in 1971; Littleton won it a fourth time in 1972; and in 1973 it went to the Germans.

But the sailing itself was only part of the ‘entertainment’ laid on by Littleton and the Daily Mirror for the visiting yachtsmen and women. This began on the Friday night with an extravagant buffet reception at IPC headquarters in Holborn, where the draw for boats took place and continued the following evening with a party at exclusive venues that included Windsor Guildhall, Osterley House, the Middle Temple, the Tower of London, the House of Commons and the Cutty Sark – the last two twice each.



Winning German team from "Ville Sailing Club" from Cologne 1973.



Mirrors on start line with Club house No. 2 in background pre M3.



Frostbite Trophy thanks to The Daily Mirror's generosity.

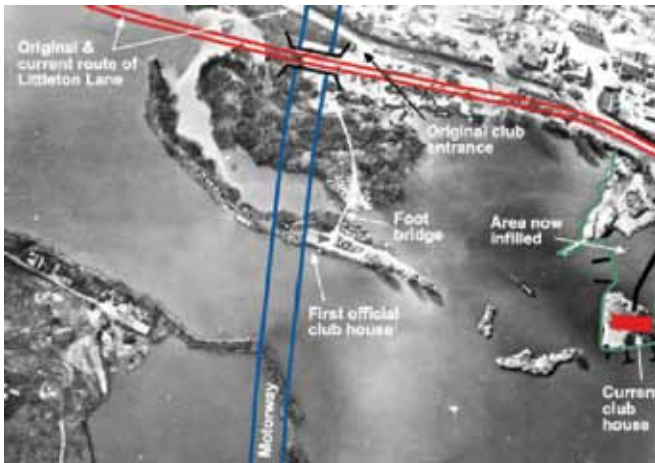
1973 witnessed the last Frostbite Trophy competition. Hugh Cudlipp's retirement led to 'restructuring' which, together with a cut-back in press advertising, inevitably put an end to the Daily Mirror's generosity. Today it is hard to imagine such an event ever having taken place – least of all here at Littleton.

Frostbite Charter

The Frostbite Yacht Club founded 1st January 1932 know all men by these presents:

WHEREAS the LITTLETON SAILING CLUB (Civil Service Sailing Association) based on a water hole in a 150 acre gravel pit euphemistically entitled Littleton Lake situate in Shepperton, Surrey, England, enthusiastically carries on winter racing in sailing dinghies and WHEREAS said LITTLETON SAILING CLUB has faithfully pursued such ventures for five seasons in all manner of abominable English winter weather and WHEREAS many contestants in these wintry competitions have vigorously upheld the inalienable rights of the Port Tack, even to the extent of inflicting damage to the frames and planking of unwary Starboard Tack vessels and WHEREAS it has become evident that the LITTLETON SAILING CLUB has by the foregoing shown itself to be dedicated to the finest traditions and principles of THE FROSTBITE YACHT CLUB, and WHEREAS it is the policy of the parent and founding club to encourage the growth of the incomparable sport of winter dinghy sailing in all parts of the world of yachting, therefore be it noted that EUROPEAN CHARTER NUMBER ONE is hereby assigned and issued without reservation or restrictive qualifications by the FROSTBITE YACHT CLUB, situate in the late revolting colonies become the United States of America, to the LITTLETON SAILING CLUB (Civil Service Sailing Association) Littleton Lake, Shepperton, Surrey.

1967 The M3 a threat to the club's very existence unexpectedly appeared



1966 with proposed M3 and club house No. 2 doomed.

Hard to imagine but there were only two motorways in the whole country, although a third was being planned. The danger was that the third one would cut Littleton Lake in half and put an end to sailing. Several alternative routes had been proposed for the new M3 some of which were less detrimental to the future of the club. To try to ensure that one of these was selected, John Jones attended a public enquiry, held at Sandhurst in 1967. He was in fact representing the interests not only of Littleton but also of several other clubs in the area including those at Thorpe (now subsumed by Thorpe Park) and others no longer in existence. Despite a severe interrogation from Queens Counsel, John was later complimented by the Minister of Transport herself, Barbara Castle, for making his point.

So the present route was chosen and Littleton would lose only 19 acres of water. Unfortunately, it would also lose the site of its clubhouse. So in early 1970 work started on clubhouse No.3, which was sited close to where the Portastor now stands in the South Park, parts of the previous clubhouse being moved and converted into changing rooms.



Club house No. 3 South Dinghy park 1970.

Thames Ballast first offered the lake to Spelthorne Council but at the time gravel pits were not popular and were considered dangerous places. The Civil Service Sports Council were persuaded that it would be a good buy and having confidence that the CSSA could manage the site, completed negotiations for the purchase for some £25,000 from Thames Ballast, which had by then finished economic extraction and moved on.

The CSSC was compensated for the loss of land and water to the motorway, receiving £23,000. Net cost £2000.

The motorway opened in 1973 and by the following year it was decided that the new clubhouse No. 3 was inadequate. Not only was it too small, but also it was too close to the motorway and the noise of traffic.

Nevertheless, it continued to be used until 1981 while ambitious plans for clubhouse No.4 (our present one) were gradually realised. Clubhouse 3 found a happy home at CSSA Reading SC.

1967/74. 150,000 tons of rubble from A3 Hook underpass filled the gap to the island.



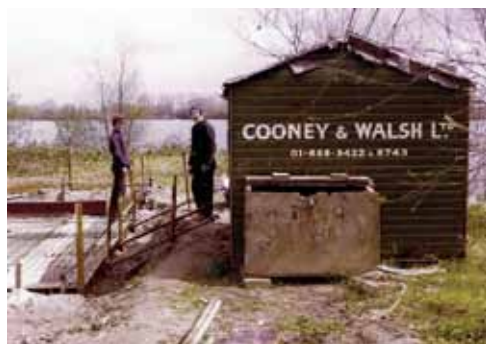
1975 Entrance to the site with an acquired septic tank.

The chosen site was then an island at the end of the former Allen Concrete site and the water separating it from the road was the deepest in the lake. This meant that a massive filling operation had to be put into action and there wasn't enough money to pay contractors to do it.

Over the next three years 150,000 tons of material was tipped into the lake by members and friends. One of these (an acquaintance of John Jones) happened to be a director of Genet Brothers of Chertsey, who were then constructing the Malden underpass on the A3; they were glad of somewhere to dump their spoil and the club was glad to have it dumped (in spite of objections from the local authority!).



No traffic on the M3 near mark 9.



Contractors.



Foundations are laid. John Jones and Sir Frank Cooper.

The work was at last completed in 1977, by which time a suitable second-hand building had been found for the new clubhouse – a Hounslow site-office suite – and the planning application steered through by club member John Bartlett. The building was dismantled and brought to Littleton for reconstruction.

Once again, the members themselves carried out most of the work. Only the laying of the concrete slab and the erection of the steelwork was done by contractors (Cooney and Walsh) – but under the close supervision of John Jones and Mervyn Cook.



Current clubhouse, without panels or second floor.



Current clubhouse – foyer.



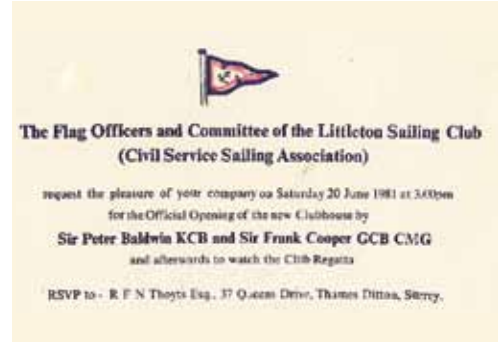
Block and tackle used in the construction.



Current clubhouse steel frame and panels.



Current clubhouse – roof.



20 June 1981.



Important infrastructure (built by Chris Brading and team).



Clubhouse No. 4 opening June 1981.

And so, with due pomp and ceremony, our new clubhouse was finally opened in June 1981 by the Chairman of the Civil Service Sports Council, Sir Peter Baldwin, the Commodore of the Civil Service Sailing Association, Sir Frank Cooper, and the Chairman of Thames Ballast, Alan Duke – as well as a number of justifiably proud club members.



A proud moment.

1973 Norman Batten training principal 1972 – 2006

In 1972 Norman Batten and Jim Raybould became our first Dinghy Instructors and Littleton embarked on the road to become an RYA Training Centre.

The first course at Littleton, on seven consecutive Saturdays, was in 1973. The club had no training fleet so the instructors used their own Enterprise dinghies and ones loaned by other members of the club. This is how we came to use Enterprises rather than Wayfarer dinghies that were used by most commercial centres.

Although the RYA had a training system it was left up to the senior instructor (Norman) to run things as he felt fit.



Dry capsizing.

As the courses continued, nine out of ten would reach the standard required to obtain the RYA certificate. After graduating, trainees would continue to sail on a Saturday and join in Peter Hardy practice sessions that avoided the racers who sailed on Sundays. This proved very popular and probably account as to why Saturday sailing at Littleton is so today.

As the training became more popular (always over subscribed) the money accumulated from course fees and help from the CSSA, Norman built up the Training Fleet, over the years they



Norman Batten (centre) 1995 with new trophy to be awarded in his name to most improved club racer. Past Commodore Colin Dobner and Walter De'ath supporting him.

were repaired, maintained and upgraded to the fleet of GRP Enterprises that we have today. The number of club members that volunteered as instructors are too numerous (well over 50) to mention but one Brian Congdon instructed on virtually every course over 20 plus years.

Norman wrote in 2003, he had run 77 courses and trained over 750 beginners, today that is well over 800 people who may not have taken up sailing had it not been for RYA training at Littleton and all those volunteer instructors.



Best Racing Improver Laura Glover May 2006 being presented her trophy by past Vice Commodore Norman Batten.

1979 Littleton Phabsail



Challenger Triamarans donated by CSSA.

Today Phabsail is run by John Moore and Ross Lamb with many helpers and meets twice a month in the summer,

Phabsail have volunteers and helpers many that have been trained at Littleton to obtain RYA qualifications in Power Boat Level II, Rescue boat and First Aid.



Underway with helper.

In 1981 Phabsail (physical, handicapped & able bodied sailing) became our first Lodger Club. Robin Thoys a past commodore steered the negotiations though CSSC to obtain the licence to allow this precedent to be set.

The CSSC donated state of the art Challenger triamarans and donations followed from other sources.

The aim of the club is to bring handicapped and able-bodied people of all ages together. Some of the handicaps are 'mental', others are 'physical', some are congenital and others as a result of an accident. But it is not what you can't do that matters, it is what you can do that is important.

The club's five boats are designed not to capsize. There are two mono hulls which have deep and heavy dagger boards and three triamarans (two of which have aero-rigs). All can be reefed and are capable of being sailed in quite strong winds! Sometimes people will go out accompanied by an able bodied person but a handicapped person going out on their own is possible.

The pontoon that is used has a mounting for the club's own people hoist to assist the handicapped getting in and out of boats.

Phabsail have their own support and rescue boat "Audrey" It was funded from the legacy of the mother of one of our members Audrey Moore.

Magna Carter trophy

In 1980 the "Magna Carter Trophy" was presented to Littleton by Mike Whitt who as part of the R.N.L.I ran a volunteer rescue service on the River Thames and other venues and who used to train at Littleton.

The "Magna Carter Trophy" is awarded each at the discretion of the Littleton SC Flag Officers to the **Clubman of the Year**. Below is a personal letter from ex-Commodore Robin Thoys to John Jones expressing his appreciation and affection for our club.

My Dear John,

I feel that I cannot adequately express my thanks for the award of the Magna Carter Trophy for 1980. I have had many awards in the past for my connection with the CSSA including Honorary Life Membership of the club of which I am very proud. These were all in the past, however, and the gesture by you and your officers is the culmination of everything. It is most encouraging to be told that even after retirement; one is capable of contributing to such worthwhile activities. If my acceptance sounded stilted, will you please put it down to emotion in an old man who still loves Littleton well and who had absolutely no idea beforehand that the presentation was a possibility? I am most grateful to receive this high honour and appreciate it the more because my active dinghy sailing career has long since ceased.

You and I, of course, together have seen the venture grow from its beginnings. I can foresee limitless possibilities for the club once the new clubhouse (mid Jan I think) and facilities are completed, which will be finished and in use well in advance of our Silver Jubilee.

Littleton's reputation here and overseas is already high under your example and with the help from your committee, I have no doubt it will so remain and be enhanced.

Ever yours. Robin



Lake scene 1980.

1980 Larchmont

In 1980 Larchmont Yacht Club celebrated their centenary with an International Team Racing Regatta (now known as The World team Racing Championships). 16 teams from 10 countries were to compete for the Gold cup and Littleton SC (through our pre mentioned American sailor Frostbite member Walter Rowe (now an Admiral) were invited to represent the United Kingdom.

So off we went to America via Freddy Laker, led by team manager Robin Thoyts, to conquer the world and enjoy American hospitality at Essex YC Connecticut and Larchmont Yacht Club, New York.

Ten sailors in five boats completed the round robin event of 106 races with winners determined by the most wins.

Fittingly the winning team were our hosts Larchmont YC with 11 wins, Littleton joint second with 10 wins and the only team to beat both the American teams. Littleton, not satisfied with one dose of American hospitality, went twice more.



Larchmont Yacht Club – USA.



Welcome USA Essex, Connecticut style.



Back: I/r, Eddie Pope, Colin Dobner (Captain), Nick Young, Robin Thoyts (Team Manager), David Giles, Gerry Emes, Geoff Carveth, Front: Renee Crawshaw, Ray Wilson, Vanda Young.

Optimist

For about 15 years between 1975 / 1990 Littleton had a strong Optimist fleet with 50+ boats at our open meetings. One year in the late 80's we hosted the Optimist National Team Racing Championships hosting 16 teams.

We seeded the teams, split the fleet in two and sailed 59 races. The final was sailed in very poor light said the mums and dads, but the eyes of those young sailors were as sharp as their sailing skills.

The success of youth sailing is down to the enthusiasms of the parents and helpers. One of our first Flotilla leaders was Robin Butler, now Lord Butler of Brockwell whose training included chasing ducks on the water, picnics on the Island and lots of swimming that was called capsizing drill, it was about enjoying your Oppy. One of our last flotilla leaders was Ray Wilson (ably assisted by Keith Mosley) whose son Rob went on to become a serious contender for the British spot in the Olympic Tornado class.



Optimists.



Flotilla leader Robin Butler.



Heather Brading Girls National Champion 1981.

1982 Littleton Lake SC

Littleton Lake Sailing Club was first inaugurated as a lodger club in 1982. The purpose was twofold, to allow non-civil servants and local people the chance to enjoy the excellent facilities and to swell the ranks of sailors and provide a much needed boost to the funds.

In the 1980's London based Civil Service departments were down sizing and relocating to other parts of the country, consequently the number of potential sailors in the Civil Service was considerably reduced and there was a real concern that the Civil Service Sports Council might be forced to withdraw funding.

The then key players at Littleton, Robin Thoys and John Jones, drew up a draft licence under which the LLSC could operate and, it was hoped, would satisfy both the CSSA and CSSC. In essence LLSC members were afforded the right to use and benefit from all the amenities that LSC members enjoyed. The draft Licence, which was submitted to and granted by the CS Sports Council, called for officers to be appointed to represent the membership and be answerable to the LSC committee. The officers were to collect subscriptions from the members at a rate set by the CSSC and to forward dues to the LSC as and when called for. LLSC members were to perform duties and to respect all the rules and safety regulations of the main club. The elected Chairperson and a member, were required to attend the LSC General Purpose monthly meeting. Voting was at the discretion of the LSC Commodore and not permitted on constitutional issues.

Historically the first officer to become heavily involved with the LLSC was Mike Troake a local man from Staines. He performed the duties of Treasurer and Secretary. Sadly he died early some years ago and a wealth of knowledge of the initial setting up period was lost. However records show that the new Club finished the inaugural year with 56 members. Today Club

membership hovers around the 200 mark and has stayed at this level for many years.

In practice LLSC has fulfilled the original requirements in every respect. Its members have strengthened not only sailing activities but have over the years become heavily involved with all aspects of running a successful Club. LLSC members have been permitted to integrate seamlessly with Civil Service Sports Council members and are amongst the most enthusiastic members on and off the water.

1983 Silver Jubilee Celebrations of CSSA and LSC at Royal Thames YC



Silver Jubilee at Royal Thames YC.



Commodore John Jones receiving Heathcote Amery Trophy from HRH Duchess of Gloucester at Silver Jubilee dinner.

1988 30 years



LSC 30th Birthday – Robin Thoyts, John Jones, Brian Congdon.



LSC 30th Birthday – Flag Officers Derrick Carveth, John Jones, Norman Batten, Colin Edmonds.

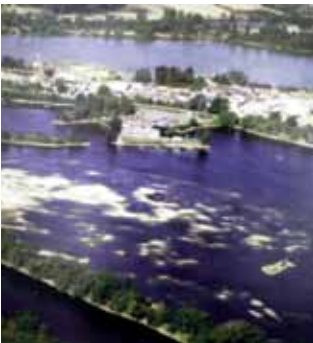
The big drought 1991

After the gravel was extracted and the motorway built, the contractors responsible for land fill between the M3 and Chertsey Lane damaged the clay (waterproof) side of the motorway resulting in a huge loss of water from our lake.

Until the problem could be resolved we arranged for water to be pumped under Littleton Lane from Taylor Woodrow (Home farm) where they were dry digging for gravel, this water was originally pumped into the Thames but it saved our bacon.



Shallows 1991.



Shallows 1991.



What shallows.



Dredger walking into lake.

1992 Union Sportive Melun (voile) on the Seine.

In the 60's by command of Commodore Ernest Meadon, Littleton sent a team to Yacht Club de l' Isle de France on the Seine near Paris lodged with members and won the event.

In 1992 we did it again, Spelthorne Council twinned with Ville de Melun south of Paris near the beautiful town of Fontainebleau.

Local schoolteacher and club member who taught French, Felicity Roberts, was part of the twinning committee and put forward

Littleton SC to promote "entente-cordiale" with the local sailing club.

Spelthorne considered our large commercial neighbour Queen Mary SC but decided on Littleton as a local family club with the same values as Union Sportive Melun (voile) on the Seine.

So off we went to France wine, dine, sail and make new friends that still exist today.

1993 Littleton South (LSSC)

The third club at Littleton, known as Littleton South (because of its base in the south dinghy park) has its roots in the former BP Yacht Club. The dinghy section of BPYC (later BPSC) was originally based at a clubhouse off Broom Road in Teddington, which it shared with the rowing club. In 1992 there were major cost cutting and redundancies in BP as a result of very low oil prices and the inevitable occurred – the boathouse was put up for sale. The search was on to find a new home and, of the options available, the facilities and welcome at Littleton made the choice pretty much a foregone conclusion. Rumour has it that the initial approach of BPSC to Littleton arose through a local badminton club! By August 1993 the licence to operate at Littleton had been drafted and signed and BPSC decamped from Teddington to a site, which was cleared in the south dinghy park, adjacent to the old Littleton clubhouse location. The site enabled the newly named 'Southerners' space for a boat shed and equipment store, essential since LSSC operates on the basis of a shared fleet of some 20 co-owned and self-maintained boats.

Since moving to Littleton, LSSC has maintained a membership of approximately 50; with members taking part in the full range the Littleton activities, as well as providing some additional events. The BPSC legacy events such as the Brass Monkey and Summer Cup have survived to the present day, together with the combined Clubs' Regatta held in September, all of which are well supported. LSSC also provide an opportunity for some coastal dinghy cruising, usually in Chichester harbour. This activity started long ago as an alternative to restrictive river sailing, but has remained as popular as ever and trips are made 4 or 5 times a year.

LSSC also run an 'Introduction to Sailing' course each April. This serves the twofold purpose of club regeneration and getting existing 'summer sailors' back out on the water helping out. The sessions are mainly based round Wednesday evenings and on completion of the course, LSSC then host 'buddy sailing' throughout the summer Wednesday evenings. This enables any Littleton members, especially less experienced sailors, to come along and build confidence in their sailing skills in a relaxed environment.

Netley CSSA Dinghy Championships

Netley Cliff SC on Southampton Water annually hosts the CSSA Dinghy Championships. It is an individual and a club event.

Most of the CSSA clubs enter this event but by far the strongest represented clubs are Fishers Green and Littleton who race for the "Littleton Bell" a trophy that was presented by Commodores John Firth from Fishers Green and John Jones from Littleton.

Littleton has been the most prolific winner over the years but this year, our 50th, Fishers Green won by a narrow margin (as always) from Littleton.



Andrew Turbull Commodore CSSA. JJ winning. Mike Angwin R/O.



Netley Winners – l/r back: Colin Dobner, John Jones, Eddie Pope, Clodagh McDuff, John Kendall, Sue Pinnell, Peter Hardy (Team Captain) David Cummings, Simon Gommershaw, Helen McHale. Front: Ann McHale James Day, Martin Vinson, Heidi Dodd, Julia Bond, Mike Windsor, Tim O'Toole.



Littleton Bell.



Netley Team – same faces, bit older.

Windsurfing 1980



Original windsurfers.

In 2004 the windsurfing lake the other side of Littleton Lane closed and a good number of its members joined us.

These recent windsurfing members have continued to enjoy their windsurfing, embraced dinghy and off shore sailing at all levels and make a great contribution to the club. However in the 80's we had a strong windsurfing section mainly made up of existing members who wanted to have go at this new fast sport. We raced in all the LBSA and UKBSA events as Littleton Race Team. Our team captain was Dee Caldwell the World Freestyle Champion, a great spectator sport but I'm not sure we are ready for the next level, Kite Surfing!



Some of the team.

Another cake 40 years 1998



Social

The club holds a variety of social events, organised by the house committee, such as the Summer Ball, Quiz nights, Beer and Skittles, Xmas Socials and various talks during the winter.



Southport 24 hour race



As mentioned before, for many years Littleton SC armed with one Enterprise, lots of spares and a team of 30 + sailors and helpers attended the West Lincs. SC annual 24 hour race, better known as Southport to the annoyance of the organisers. Our results go from excellent "1st Enterprise" to "could do better" as you will see from the many wooden trophies in the clubhouse.



Southport team l/r: Helen Winsor, Judy Sillitoe, Gavin Wolfenden, Paul Nicholson, Colin Moss, Mike Keeble, Richard Fremantle, Karen Keeble.



West Lincs. 24 hour race team.



West Lincs. l/r Colin Dobner, Roger Houston, Judy's friend, Paul Nicholson, Tony Cook (the original), Emma Otten, Geoff Carveth, Richard Fremantle, Colin Moss, Tony Maxted, Mike Keeble. Paul's mate Judy Sillitoe, Gavin Wolfenden. Sitting: Mike Reynolds, Phil Dobner, Helen Windsor, Ian Houston.



Hayling Island SC Federation week, LSC team.

RS200

The demise of the Enterprise racing fleets nationally and at Littleton was the RS Fleets success story, again due to marketing and product. New modern high tech low maintenance, asymmetrical, open transom planing boat, same price as new FRP Enterprise was hard to ignore.

At Littleton the RS 400 was too fast for the size of our water but the new RS 200 was ideal.



2004 John Jones (President) presents Veteran Trophy (presented to LSC by Ron & Olive Mills) to Derrick Carveth, past Rear Commodore Sailing. About 170 years between them.



RS200s.

The RS200 fleet was growing but a major boost was given when the sailing committee, seeking to replace the dwindling Enterprise with a modern two man dinghy asked the GP committee for and received £28k to buy six RS200 for hire.

The fleet would be self-financing and replaced every two years whilst they had good resale value. In 2008 we are on our fourth group of boats and approx 100 new people have joined Littleton as a result of this scheme. To date over 150 people have taken part in the hire scheme.

Other users of Littleton SC

Littleton Artists have been with us for about 20 years started by a member who invited her artist friends to enjoy the natural light upstairs with its all round glass. The artists enjoy wonderful views and facilities twice a week, we enjoy the security it gives by having people on site.

Dr Barnado's children who lived at Kingston Hill used Littleton SC before they sold the premises and moved away. Behind the bar there is a burgee of a little boy in short trousers on a scruffy flag "Dr Barnado's SC"

Elmbridge Canoe Club, winter train at Littleton while the river is in flood. It would be nice to think we helped the Elmbridge Canoeist win Gold and Bronze at the Sydney and Beijing Olympics.

Divers, The NE lagoon is dedicated to CSSC and local sub-aqua clubs who are all PADI or BSA affiliated.

Wags. Woking Adventure Group was formed in the mid 1960's by a group of volunteer instructors to help young people participate in sports normally only available by joining a specialist club. The sailing section came to Littleton in the 80's and together we host Surrey Schools Regatta.

Staines Sea Scouts use Littleton with their fleet of Picos they keep in the south dinghy park. Joyce Brend ran the scouts for many years until recently when sadly she succumbed to a long illness but introduced many young people to sailing via Littleton SC.



Staines Sea Scouts Picos with plenty of water.

Not quite Hollywood but our neighbour **Shepperton Studios** has used the lake and our members for many films and TV adverts.



Membership secretary Andre Nicholson & JJ touting for members at the dinghy show.

Comet Class



Comet.

Laser Class



Laser "Clive Friend Scene Editor".

Solo Class



Solo Keith Carter.

Champions

In the past 50 years Littleton has been blessed with many fine young helms. Geoff Carveth won The Endeavour Trophy four times. Our members have competed at the highest levels and as a club we have produced Open, National, European, World and Olympic Champions in the following classes putting our little pond club firmly on the National and International sailing map.

| | |
|----------------------------|--|
| International Optimist. | Open. National |
| International Topper. | Open, National. |
| International Cadets. | Open, |
| RS 200. | Open, National, European. |
| RS 400. | Open, |
| National Solo. | Open, National, World. |
| International Enterprise. | Open, National, World |
| Comet. | Open, National |
| Scorpion. | Open. |
| International Dart. | Open. |
| International Tornado. | Open. |
| British Moth. | Open. |
| International Yingling. | Open, National, European, World and Olympic. |
| International Windsurfing. | Open, National, European, and World. |
| Nordic Folkboat. | Open. |
| International Laser SB3. | Open, National and World. |

Offshore

Many Littleton members started offshore sailing via the CSSA Yachts on the south coast "Sea Essay". Events like the Cowes Rally, Weymouth Jolly were well supported in 1990 and the IDOR (Inter dept offshore Race) goes from strength to strength.

Littleton started their own introduction to Yacht racing, organised by Commodore David Hartland, "The Bash" as it became known has taken place 10 times with a record number of 18 Yachts one year. We started pre Sunsail at Port Solent, in a fleet of Westerly yachts. Today we use the Sunsail matched fleet.

An experienced skipper with a reliable mate and mainly novice crews from Littleton members and friends would race in "The Bash" a mid week Regatta. For many years we would supply our own Race Officer Victor Crawshaw who would send the novice fleet up and down the Solent, around the Bramble Bank and back to Cowes, to party. Littleton would fill The Cowes Corinthian YC with 200 members and friends for the spectacular prize giving with many of the teams entering into the fun by performing comedy skits. In later years we have also used the Island SC for race management and prize giving. The final sail of the "Bash" would be a passage race back to Port Solent.



On a Jolly. Joyce & Ted Giles, Sue Pinnell, Vanda Young, Ross McTaggart.



Offshore.



Over 100 Littleton members & friends enjoy 'The Bash'.

Littleton SC = self help

Today Littleton sailors enjoy exclusive sailing on our picturesque lake of some 80 acres between Shepperton and Chertsey. There are about 500 members in total.

The two storey clubhouse, with a panoramic view over the lake, provides excellent facilities including changing rooms, a licensed bar and a professionally run galley serving hot and cold food.

Berthing is available in two dinghy parks. There are also a number of storage racks for sailboards, Optimists and Toppers. Separate launching facilities exist for dinghies and sailboards.

Racing and cruising, with safety cover, takes place at weekends throughout the year and on Thursday evenings during the summer months. Adopted classes are RS200, Solo, Optimists, Lasera, Comets and sailboards. There is a large active fleet for handicap racing, including Laser 2000, Enterprise, Topper and others.

There is a full racing programme at weekends and holiday time. A very popular Twilight series is held on Thursday evenings in the summer months and there are interclub open meeting events from May to September.

The Club runs Class Association Open Meetings for Solos, RS200's and the Comet Class held their National Inland Championships at Littleton in the spring of 2009

Littleton Sailing Club is an RYA recognised training centre for dinghy sailing and powerboat training.

Training courses for club members are held at regular intervals, using the club's Visions, Lasers and Picos. Members from the age of 14 years and above are welcome to apply for a place.

We encourage our junior sailors to sail during the warmer months with an informal fun session of training and racing on Saturday afternoons. A small charge is made for the use of club dinghies. The club has several charter fleets, each consisting of new club purchased boats.



Dennis Cox, Brian Lyons.



Rear Commodore Richard Mitchell.



Ex Rear Commodore Chris Brading.

Littleton SC 50 years – 2008



Littleton SC 50 years anniversary cake.



50th marquee party.



Club events in 2008

Icicle Trophy If you are determined to get rid of those pounds after the season of indulgence, then join the crowd on the water for a nippy winter sail. Best 2 from 3 General Handicap races. Prizes awarded to the top 3 after sailing.

In honour of the clubs 50th Anniversary, for 2008 this event will be open to members of all local Thames river clubs (Aquarius, Desborough, Hampton, Laleham and Staines) with a small social after the event.

Brass Monkey For the depths of winter, but unless the lake is frozen (it has happened!), wrap up warm and sail best 2 from 3 General handicap races, competing for the Brass Monkey. This little fella always raises a smile. Even if you don't win him, you can still learn the true meaning of the expression. Prizes for the top 3 boats, after the event.

Victory Trophy Once a year the club is closed to normal club sailing while Littleton hosts and competes against the Navy, Army and RAF in a team racing event. Come along and see how to do it as a spectator!

Short Race Day This will be a hectic day of racing for all. 3 races in the morning and 2 more races in the afternoon. The races will be shorter than standard races (30min or 1-2 lap(s) – dependent on wind!). All races will be General Handicap, with best 4 from 5 to count. Prizes for the top 3 boats awarded after sailing.

Pioneer Cup Keep those 'Top Dog' sailors in check using your Personal Handicap to level the fleet. Every extra 20 points difference between your personal handicap and that of other helms gives you about 1 minute's advantage. This is sailed in both the spring and autumn. Prizes for the top 3 overall awarded after sailing. Personal handicaps are revised every 6 months just in time for both Pioneer cup events.

Race Familiarisation New to sailing or a regular cruiser and not sure how to get into racing? These monthly sessions, run between April and September, help ease you into the way racing is done at LSC. These informal sessions, run by regular club racers between 11.00 and 13.00, cover topics including signing on, the start flags and sound signals and where the marks can be found. Sessions will lead into the personal handicap race on Sat afternoon with a briefing given beforehand.

'Raise Your Game' Do you need just a little incentive to get back out onto the water? Many of the club's volunteer instructors and top sailors will provide training for racing that is informative and intensive enough to take your mind off the chilly weather. Sessions ashore and afloat throughout the day depending on the weather conditions.

Mid-Thames Trophy Open to all members of the local Thames river clubs (Aquarius, Desborough, Hampton, Laleham and Staines) as well as Littleton sailing club. Minimum 3 and maximum of 5 boats from each club to count towards the team prize. The trophy is 3 General Handicap races of which best 2 from 3 count. A chance for Littleton sailors to win the trophy for the club. This years event will be hosted by Hampton Sailing Club.

Pepper Pursuit Race Named in honour of the owner of this inspirational idea, this event will test the stamina of all participants. A monster 3-hour pursuit race. Great for novices because being a pursuit you will be able to tell on the water how you stand in the race and the start line should be a little less frantic than usual for all but the OD! Starting later than normal events it may be wise to use the lye in to get the energy required to last. Prizes awarded to top 3 boats after the event.

6-Hour race One boat, two crews, 1 hour on the water 1 hour off repeatedly for the whole 6 hour race. Choose wisely as you don't get to speak to your team members all day, but you may yell and shout at each other on the changeovers! Watch out someone might be observing giving marks out of 10. Prizes awarded on general handicap and personal handicap after the event, if you don't make either of these there is always the Capsize trophy!

Summer Cup Not Midsummer madness brought on by the Pimms, but a chance for you to win the elegant "Plank" trophy. This best 2 from 3 General Handicap event always attracts a good turnout. If you are an LSSC member, there's the "Summer Plate" and "Naft Lamp" too. Prizes for the top 3 after sailing.

CSSA Dinghy Championships Sailed at Netley Sailing Club and sailed on Southampton Water, this a great taste of sea sailing in small waves without having to be on the water all day. Open to all LSC members and members of any civil service sailing club, prizes available to all, with an additional prize for the winning civil servant as well as a prize for the best performing Civil Service Club. A full weekend event. This year Littleton goes back as defending champions for a second time. Lets make it a hat trick!!

Holiday Week Training and informal racing is arranged, look for notices at the club nearer the time.

Club Regatta Summer holidays just a memory? Need some excitement before the winter sets in? Look no further than the Club Regatta. 3 GH races in the morning and 2 more GH races in the afternoon. The races will be shorter than standard races (30min or 1-2 lap(s) – dependent on wind!). Best 4 from 5 could win you the amazing "Costain Galleon" trophy, (plus the "Drake Bowl" if you're an LSSC member).

Add to that the chance of some Junior and Novelty racing, and maybe some onshore fun and games and food and you'll understand why the Regatta is a great way to round off a good summer.

In honour of the clubs 50th Anniversary for 2008 this event will be open to members of all CSSA Dinghy Clubs.

Allen Vase The presence of a pursuit race in the middle of two general handicap races gives more people a chance to upset the form book. Prizes for the top 3 overall after sailing.

Junior Cup Run in conjunction with the Allen Vase.

Class Championships So who is the fastest in your fleet? Separate starts for RS200s, Solos, Comets and the General handicap fleet which always includes a good number of Lasers. Trophies for the winners and prizes for the top three overall, plus a prize for the winner on personal handicap in each class will be awarded after sailing.

Trophy Day Three general handicap races that will include:

11:10 **Single-handed Trophy**: any person sailing any boat single-handed

11:10 **Crews' race**: For double-handers with the regular crew and helm switching positions.

12:45 **Veterans' Cup**: any person who has passed their 50th birthday

12:45 **Married Couples' Trophy**: any persons married or with partner living at the same residence.

14:30 **Ladies' bowl**: Female entrants of any age

Littleton SC hire Fleets

RS200 Hire to race. We are now into our 7th successful year of Hire to Race and have 6 brand new RS200's for hire to members. Hire sessions are in blocks of 4 months to fit in with our racing programme. Our old boats are also sold at very reasonable prices.

Cost is £300 a boat. That's only just over £37 each per month. Insurance and berthing is included.

Pico

Littleton has a brand new fleet of Picos for hire at only £75 for a 3 month period. This makes Pico hire affordable to nearly everybody. This proves that sailing doesn't have to be expensive!

The laser Pico is a beginners to improvers boat with a high boom and self draining cockpit. Built out of Tecrothene 109 thermo plastic construction that provides high structural uniformity and consistency, immense stiffness and exceptional impact strength, you won't be able to break it easily. Buoyancy is built in. The mast is 2 piece aluminium and has a click on kicker. The rudder and centre board are easy to lift and the centreboard has a shock absorber. Sail area can be reduced by reefing.

RS Vision

We have three brand new RS Visions for hire to members. The Visions are a great introduction to asymmetric sailing for sailors of all levels, and are ideal for competitive racing or cruising with enough room for the whole family!. Like the RS 200s, the hire is for 4-month periods: March to June, July to October, November to February. Cost is £300 per period and includes insurance and berthing.

Enterprise

Littleton SC owns 7 Enterprise dinghies which are available to members on an extended loan – particularly to members who have not yet got around to buying a boat or who have a single hander which is not suitable for family outings. They may be used for club racing as well as for cruising. The loan period is 3 months. There is a maintenance/insurance charge of £50 plus a returnable deposit of £50. These boats are used for some training courses and will not be available on course days. Borrowers must hold a RYA Level 2 certificate or be of a similar standard.

Solo

The club has one competitive GRP/FRP composite solo for hire to club members. Hire sessions are in blocks of 4 months to fit in with our racing program

Cost is £160 a boat with a refundable deposit of £100. Berthing and insurance is included in the price.

Windsurfing Boards

Littleton SC hire out Fanatic short windsurfing boards, with a selection of different rigs and sails to cope with any wind strength to club members on a daily basis. This costs £5 per hour. Just ask for "Windsurfing Charlie" down at the club to arrange your hire

Fevas, Toppers, Picos and Optimists

Make up the junior/youth fleet. These boats are available at £10/session, youth sailing/ training: Saturdays from April till September.

Scene

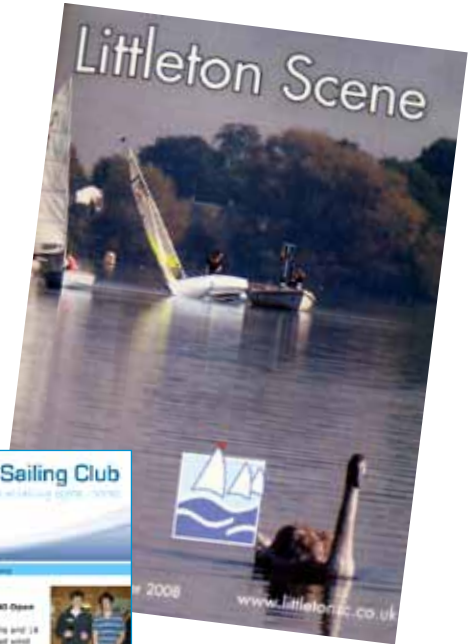
Members are kept up to date through the club magazine "The Scene" professionally produced by member and editor Clive Friend and by a website that was originally set up by John Gates that has recently been taken over with a new look by Jon Jowett.

www.LittletonSC.co.uk

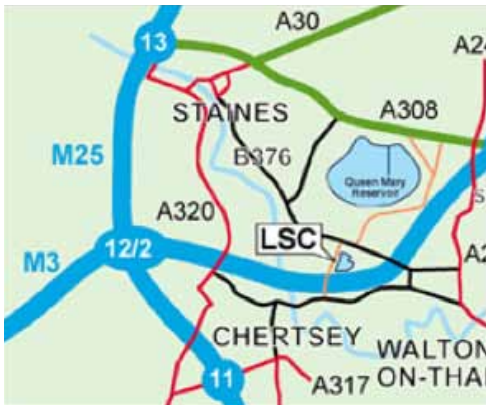
The screenshot shows the homepage of the Littleton Sailing Club website. At the top, there is a navigation menu with links for Home, Members Page, Club Page, Boat Hire, Events, Contact Us, Boat Hire, Club, and Photo Gallery. The main content area is divided into several sections:

- Welcome:** A paragraph introducing the club as an active sailing club with convenient access from the M25, M20, and M4, and a list of active events, windstarts, and relaxed sailing.
- Events and Results from HSCC and HSCC Open Meeting (22nd Feb 2008):** A notice about a boat race with 24 home boats and 24 visitors, with a link to the results page.
- Boat Open Meeting - 23 boats (Apr 10th):** A notice about a boat race with 23 boats, with a link to the results page.
- News:** A section with a sub-header "New Sailing Instructions (2nd January)" and a paragraph about the club's new sailing instructions and a link to the news page.

At the bottom of the page, there is a footer with social media icons for Facebook, Google+, and Twitter, and a link to the club's page on the City of London website. Below the footer is a large photograph of a group of people on a boat.



Location



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