



CLYDE CRUISING CLUB



BARDOWIE : 1982 - J.S.C. HOUSTON ...

BARDOWIE 1932 - 1982



1932 1982

INTRODUCTION

Its full style and title is the Clyde Cruising Club Dinghy Section but to thousands of yachtsmen who learned to sail there it is simply Bardowie; and to any sailor the place he or she first experienced the magic of a boat slipping along with only the force of the wind in its sails is a place to remember forever.

In this its Jubilee year Bardowie has been remembered by members past and present who have sailed the oceans of the world having first sailed on the Loch and by those who, despite having tasted the excitement of transatlantic racing, still regularly sail at Bardowie. Bardowie was the result of a dream to provide a place where people, predominantly young though not necessarily so, could learn to sail cheaply and safely. It was, and still is, unique in that all the boats are Club-owned and practically all the necessary maintenance and repairs are carried out by Club members. In this way Bardowie does more than simply teach its members how to sail boats; they learn about boats - and jetties, buildings and club administration. Self help is one of the cornerstones of Bardowie and in this account of the first fifty years the reader may be surprised to see little reference by name to those who have worked so hard and given so much time and effort to giving us the Bardowie of today. This lack of acknowledgement is quite deliberate, since by the nature of those who do so much in the background as well as the foreground, they do not seek publicity. There are many instances of generosity to Bardowie, both in time and money that can never be recorded; to mention a few would be to omit many and that would be unjust. Those who have helped Bardowie along in any way, no matter how small, have the satisfaction of seeing the end result. Bardowie is only a small patch of water, under a mile long and about a quarter of a mile wide, set in beautiful picturesque surroundings and providing home for a variety of wildlife. On a lazy summer evening it can provide a wonderful escape from the trials of a working day, and in a gale of wind it can give exciting sailing. I am sure that it will always be held in great affection by those who learned to sail there and used it as a springboard to go on to greater things, as well as by those who still sail at the Loch. Its appeal may be difficult to define and may be different to each individual - but that it has an everlasting appeal can never be in any doubt.

"I first sailed round Bardowie Loch single-handed then became more ambitious and did the same thing round the World."
Edward Allcard

THE CREATION OF BARDOWIE

At the General Meeting of the Clyde Cruising Club on 21st November 1927, Mr. A. Wotherspoon spoke regarding the necessity of encouraging the younger members to take an active interest in sailing, and he suggested that if suitable water could be found near Glasgow, a number of 14-foot centre-board dinghies should be built for the use of Cadets and Members. Mr. Wotherspoon asked to form a committee to look into the project and he and Frank Blair, William Lyall, Leslie Parrott and Jimmy Hardie were duly elected.

Thus was the first formal mention of the Dinghy Section noted in the Club's records and indeed reported in the press next day. However, the idea had been fermenting in the minds of several members for some time. In the years after the First World War there was a great enthusiasm for yachting and cruising among many people who found it was a way of escaping from the turmoil of the war that they had endured. However, yachting carried with it the image of large steam yachts and Britannia and Shamrock, with owners and guests in Blue Blazer, White Flannel and Yachting Caps. Youngsters had little chance to sail as the sport was essentially for men only, with families left behind and, contrary to the Club song, membership was not "growing and growing". Several members decided that this state of affairs should be changed and that a wider circle of people should be made aware of the pleasures of sailing.

William Lyall was principal among this movement and it was he who recognised the need to "catch 'em young", which led to the idea of a place where young members could learn to sail cheaply and safely. The idea was discussed in many anchorages, and in the Club Room in Kenfield Street, and eventually the vast majority of members were enthusiastically supporting the formation of a Dinghy Section, which would be provided with dinghies designed for safety rather than speed. The Sub-Committee reported occasionally in the years up to 1932, and although little progress was formally noted, the search for suitable facilities continued through the years of Depression. It was not until October 1932 that the Committee was informed negotiations were sufficiently advanced to take the matter to a General Meeting of the Club, to seek approval to form a Dinghy Section at Bardowie Loch. Bardowie was in fact the smallest of several Lochs considered, including Loch Thom and Castle Semple Loch. However, it was most suitable for several reasons; including convenience of travel from Glasgow by public transport, good searoom with clear shores and pleasant surroundings that would give steady winds and the availability of space to build a Clubhouse.

A circular was sent to all members prior to the November General Meeting, setting out the objectives of the Section which were; firstly, to provide Sailing facilities during the week throughout the summer when it was not convenient to travel to the coast; secondly, to instruct the members and cadets in the handling and racing of dinghies; and thirdly, to institute evening races and generally encourage small boat sailing. The Club would advance sufficient funds to pay the rental of the Loch, build and equip boats, provide a Clubhouse, Moorings, Racing Marks, etc. and engage a Waterman. The Section would repay this loan over a period of 6 years and, to meet this liability, would make a charge to its members. In addition, a guarantee fund could be set up. Privately-owned boats would not be barred, but their design would be subject to approval, and their owners would be charged an additional subscription. The matter was discussed fully at the General Meeting which was brought forward to 3rd November. William Lyall spoke for the proposal and, although there were some members in opposition on such grounds as the remoteness of Bardowie and the tying up of Club funds, the motion to form the Section was passed unanimously and 40 of the 57 members present intimated an intention to join. Not only was the motion carried but a guarantee fund was set up there and then, with 18 members underwriting a total of £195. The amount of this fund at a time of depression, when the Club's Dinner Dance was reduced to a mere Supper Dance at 12/6d. per head, is a measure of the enthusiasm for the formation of a Dinghy Section.

Thus on 3rd November, 1932 the Clyde Cruising Club formally decided to set up a Dinghy Section and to make a firm offer for an initial five-year lease of Bardowie Loch.

Things got under way quickly with a committee including William Lyall, F. Blair, J. Johnstone and L. Parrott, and by December of 1932 the Secretary, C.K. Young, was writing to the factor for Bardowie, offering £25 per annum for a 5-year lease with a break after 3 years. The Dinghy Section met twice in February 1933 to discuss the design of the boats, which was undertaken by William Lyall and Leslie Parrott of G.L. Watson & Company. The original Club design was for a round bilge boat. However, J. Adam of Gourock submitted an alternative hard chine design, which he was prepared to build for £16 each against £30 which he would have asked for a round bilge boat. After consulting all the members it was decided to accept this quotation and that of Messrs. J. McFarlane for sails at £8, with delivery of the boats in early April.

By the end of March the 6 boats were well under way and a quotation of £31 had

been accepted for a Clubhouse, including founds, which was built on the site of the present sail shed. This original Clubhouse was built partly over water, on stilts, and staging was built in front with a finger jetty about the same length as the present floating jetty. At that time the area was not nearly so open as it now is. The path led from the road to a derelict stone bathhouse, roughly at the east end of the present hard, and continued to the Clubhouse. There was no boatshed, paint shed or building where the present Clubhouse stands and, of course, there was no hard. The path was wooded on both sides all the way to the end, much as it is today between the boatshed and present Clubhouse.

Moorings and racing marks were assembled and laid, two rowing dinghies obtained, one a Smiths dinghy purchased for £10. Although all the property was then insured, it was decided that a premium of £2 per boat was excessive and they were left uninsured.

On the financial front the Section secured overdraft facilities for £150, using Club war stock as security, although there was of course the Guarantee Fund to fall back on. Subscription was fixed at £1.10/- for Ordinary Members and 15/- for Ladies and Cadets which, with boats then costing £16, makes interesting comparison with the present day subscription of £25 and cost of boats of around £1,500. The boats were not ready by April but this left time to complete arrangements for the opening, draw up the Club rules and engage as Waterman a genial Irishman, John McShea, who was paid 15/- per week. Although the Waterman was always present, sailing was not to take place unless the Steward, who was chosen on a rota from the senior members, was also present. It was agreed to provide a partition in the Clubhouse to form an extra room, and to provide a chemical toilet "to the satisfaction of the Sanitary Inspector". The Clubhouse was fitted with a Yale lock, and all members were issued with a numbered key which served as a membership card. Water was not provided and electricity was not even considered. 12 Board of Trade Kapok Lifejackets were provided but their use was not compulsory and left to the discretion of the Steward. Finally, a system was drawn up for allocating boats and crews - the log book. Bardowie had been put together in six months at a cost of £264.1.8d. and now everything was ready for the opening.

On Thursday, 18th May 1933 at a ceremony on the jetty, attended by representatives of all Clyde Yacht Clubs, the Commodore Sir Thomas Dunlop, Bt. gave the signal to break out an ensign declaring Bardowie open. In his opening speech he noted that "We have got to get it into the minds of the young that we are a maritime nation. We have got to give them a chance first of all to be yachtsmen. They cannot all be shipowners but they can easily own a boat on a lock like this". The skippering system which was inaugurated soon after has certainly given many non-owners the chance to look after a boat of their own, and every Bardowie member has of course always been responsible in a small way for the upkeep of the boats.

Immediately after the opening ceremony there was a race, which although starting in a calm finished in a good breeze with R.C. Warren leading home Frank Blair and Leslie Parrott. Also in the race were E.L. Reid, J. Adam, the boatbuilder and Sir Alastair Young of Seawanaka Cup fame, who was holder of key No. 1 of Bardowie.

The Section was not restricted to Cadets, and Senior Members were encouraged to join. However, it was primarily for the training of young people, and while a Cadet Section did exist within the Club, it consisted mainly of sons of members and was fairly small. Although the number of Cadets was destined to grow through the very existence of Bardowie, the process was helped considerably by a close association with the Scouts, many of whom then joined Bardowie. There were about 150 members in this first year and right from the start Points

racing was held on three nights a week, with one series running until July and another starting in August. Cups were presented by Mr. Nigel Laird for seniors and juniors, though where these trophies are now is not known. Beginners had to sit a test on the rules of the road and Racing Rules as well as seamanship.

The boats, all in different colours with numbers on boat and sails, had planked hard chine hulls with web frames at 2 ft. centres and three $\frac{1}{2}$ " square timbers between. The decks were canvassed and there was a raised coaming all round which made sitting out a painful process. However, to minimize the need for this they were deliberately beamy with a high freeboard and a 50 lb centre-board to give safety and stability for teaching purposes. Sitting inside was not much easier as there were no side benches and only one thwart. The sails were, of course, cotton and were carried on the wooden mast and boom by slides in a track. The boats were 12ft. long with a beam of 4'10" and freeboard 19 ins. They drew 6" on the hull and 30" with the centreboard down, and lay at moorings with sails and gear stowed ashore in the Clubhouse. The Sail area was only 80 sq.ft.; however this was quite enough to cause problems during a careens gybe, since the boats had no kicking strap but did have a standing backstay which caught a high boom with obvious disastrous results! This backstay was, however, later removed since the mast with lower and upper shrouds and wide spreaders was quite adequately stayed.

THE EARLY YEARS

The first season, a summer of glorious weather, was highly successful although at the General Meeting in November 1933, William Lyall had to comment on the neglect of gear and non-attendance of stewards - which seem familiar themes to modern members! However, the boats came through the season well and in the following spring one was specially fitted out at Thorneycrofts works in Glasgow and exhibited at the Scout Exhibition in Kelvin Hall, where she aroused considerable interest. The second season then opened on the last Saturday in April, with 24 stewards on the list as well as the paid Waterman. Points racing started straight away with formal protest meetings held on the last Thursday of every month. The members were not content to sit still and soon inter-club team races were being arranged, and proposals emerged to increase the fleet to nine boats and to extend the Clubhouse. J. Adam insisted on raising the price of the boats to a princely £23. However, orders were placed and the cost was met by Sir Thomas Dunlop and Col. Spencer who donated one boat each, and W. Bergius and R. Mowat who donated the third. A launching ramp was built out from the side of jetty and the Clubhouse was extended at a cost of £9, to provide rather better accommodation for the ladies, although it could be argued that it was still fairly basic. One feature which started in 1934 and which was to last until 1966, was the use of the Club boats for a small donation by the Royal Technical College School of Navigation, whose Principal, Capt. Charles H. Brown, was a good friend of the C.C.C.

However, probably the most important innovation of 1934 was the Trophy donated by Nigel Laird, the Commodore of the Royal Scottish Motor Yacht Club, for a series of inter-Club races at Bardowie. Although now changed in nature to a one day inter-school challenge trophy, the original races were spread over several weeks and school teams were actually barred after the first two years. The teams taking part in the first races were Loch Long Sailing Club, Merchistonians, Ayr Yacht Club, Bardowie Cadets, Clyde Cruising Club Ladies, Technical College and Clyde Canoe Club, and the eventual winners in a final sailed in a gale of wind were C.C.C. Ladies, the only time a Ladies' team has won the Trophy. Eventually in pre-War days up to 16 clubs took part in the series. All this racing took place with only reluctant support from the Commodore who regarded it as unfortunately inevitable, and yet it took place against the backdrop of the Club's first Ocean Race, which took place in 1933, although by 1935 the Club was still banning the use of spinnakers in its races.

By the 1935 season the range of Club activities was beginning to follow a now familiar form. The three new boats were launched by Col. Spencer at the Opening Day on 15th April, and from then until the end of June Points Races were held every weeknight for the new Points Cup presented by William Lyall and the final, which was raced by winners from each night, was won by W.A. Bergius. The Laird Trophy was sailed in September and October and eventually won with a narrow margin by Glasgow Academicals. At that time capsizing, while accepted as an inevitable part of Dinghy sailing, was slightly frowned upon and considered to show lack of skill. A note in the 1936 Journal mentions the number of "bapsizals" being reduced from 12 to 4 per annum, which was considered to be a very much better performance than in previous years, when in fact the very first "capsizal" by Norrie Chesters was worthy of discussion by the Committee. By the time Larka was introduced to the Loch in the late 60's a dozen capsizes a day would not have been considered out of the place.

At the end of 1935 the Club suffered a blow when a gale put six boats and the rowing dinghy ashore and capsized the other three at their moorings. However, the Club recovered and despite having to replank the rowing dinghy, all the repairs were completed during the winter by the members in time for Opening Day 1936. This day saw the unusual spectacle of two dinghies racing two canoes from the Clyde Canoe Club with the dinghies winning. 1936 also saw the introduction of the last feature required to make Bardowie as it is today - the Regatta. This was organised by Stanley MacKechnie and held on 22nd August, and as well as races included an aquatic pillow fight, cock fight on raft, obstacle race and a tub race in which most if not all of the tubs capsized at the start! Other items added during the years included a greasy pole, lilo race, relay race and a sculling race which produced a time of 21 secs. from the east end of the present hard to the Sailed jetty.

The years up to the War found Bardowie establishing for itself a pattern of activities much as it is today. Opening Day was at the end of April and two months of Points Racing on every night of the week followed, with a final then at the end of June. The Regatta was at the end of August although an additional one was held for the Coronation in 1937. Towards the end of the season the Nigel Laird Trophy, as it was then known, was held with the Club's men eventually winning it in 1936. There was a great family atmosphere at the Club, with at least thirteen families known to be members at one time. This, of course, inevitably meant romance between the younger members and led to the first of many marriages which owe their existence to Bardowie. The Club had then, as it still does, a hard core of members who did most of the sailing and working, but of course a great camaraderie existed and on a Saturday evening in winter they would often board a wooden seated bus, and go into town for tea and on to a show at the Wilson Barrett Theatre - in the gods, of course! Many of the present senior members of the Club, including the immediate Past Commodore, John Mills, owed their sailing education to Bardowie in these days. In fact, Alec Biggar recalls that the memory of seeing a dinghy clawing off a lee shore at Bardowie helped him many years later in a similar situation with a 10-tonner!

During this period a party led by William Lyall carried out a full hydrographic survey of the Loch and produced a chart some 54" by 27". Although the chart is now reported lost the names of the surveyors are immortalised at Johnstone's Patch, named after Jimmy Johnstone; Dod Isle, after Doddy (George) Lyall, a brother of William Lyall; and Leslie Isle, after Leslie Parrott. However, donations from this time which did last many years included a deck seat from RMS Iona, presented by Walter Bergius, and from Capt. J.S. Cattinach the ship's bell from SS Bhamo, which was mounted on a wooden base and used for starting races and generally drawing attention up to 1977, when it was lost in a fire.

Also during this period the administration of the Section became established. Bardowie had been set up by the older generation and of course by the main Club. C.K. Young, who had been Club Secretary since its inception in 1909, took on the duties of Bardowie Secretary at first, though this passed to Bill Lyon in the second year. The day-to-day affairs of Bardowie were run by a Committee, generally led by William Lyall. This state of affairs was satisfactory for the first two years while the Section ran under the impetus of its creation. However, by the 1935 season boats and property were requiring maintenance and a recognised leader was clearly required. The older generation decided that the youngsters who used the Club should now run it, and after a stormy General Meeting in 1935 Stanley MacKechnie emerged as Bardowie Secretary and a new post of Captain was created. This was filled by James McIntyre, a kind and jolly man, yet one who was undeniably strict and demanded his own way, to the extent that he was at one time almost chased away from the Loch. That he was not lost to Bardowie was, indeed, a blessing since without him it is quite possible that the Section would not have survived the War as a thriving organisation.

One sad event in 1937 was the death of William Lyall who, along with C.K. Young, had been on the original Clyde Cruising Club Committee in 1909. He produced the sketch that graced the front of the journal for many years, drew the inset chart for the Sailing Directions and designed the Club Burgee but his greatest monument, even acknowledged by the press at the time of his death, was undoubtedly Bardowie and it is fitting that the premier Trophy at Bardowie - the Points Cup was, in fact, presented by him. However, perhaps the most apt comment on Bardowie comes from the 1939 Journal:-

"Has the Bardowie project justified its existence? Undoubtedly it has, but let facts answer for themselves. The personnel of the Section has been growing and changing each year, and the increase in the membership of the parent body is largely traceable to the scheme. Lest, however, it should be said that dry land sailors are being bred, it is of some interest to know that from a conservative estimate made recently, it was found that at least fifty former Bardowie youngsters had become active cruising members of the Club, while several of them are yacht owners. Other Clubs have benefited also, but perhaps the psychological effect of the scheme has been greatest of all for its impetus to yachting on the Clyde, at a period when few young lads appeared to be interested in the sport, is incalculable.

The dinghies themselves are in good condition, and the Club property has been well maintained, thanks largely to the influence of the Captain, Mr. McIntyre, who is in large measure responsible for the success attained by the Section."

Other prophetic words came later from the Commodore, speaking at the Annual Dinner Dance when he described Bardowie as bringing forward young men who, with their elders, would be ready if called upon to save the nation. In fact, many Bardowie members did go to war and several did not return.

THE WAR YEARS

When War broke out an extension to the Clubhouse was being planned, since accommodation was tight, even with the stone Boathouse which had been roofed and floored by a team spurred on by J. McIntyre in 1935, and which now provided welcome additional space. These plans were naturally dropped and it would have been easy to have laid up the boats temporarily and stopped sailing.

However, Bardowie had gained a priceless asset in Jimmy McIntyre as Captain. Old Jimmy McIntyre, already 70 when he became Captain, took over and ruled Bardowie. Under his leadership Bardowie stayed open throughout the War and, despite the fact that serving members paid no subscription and the ordinary

subscription was reduced from £1.10.0 to £1, the Dinghy Section accounts continued to show a surplus until in March 1941 the Secretary was instructed to return the guarantees to the guarantors, as Bardowie was now self-sufficient. Not only did Bardowie stay open but it was open during the day, since Mr. McIntyre, without the benefit of private transport, travelled from Paisley each day and could be at Bardowie as early as 10 a.m. If no-one else wanted to go sailing he would go himself, often donning a long oilskin and sea-boots if necessary on wet days - the wearing of a lifejacket does not appear to have arisen. Of course the question of others not wanting to go sailing while J. McIntyre was Captain did not often arise. There was no lounging around a Clubhouse wondering whether to go sailing - if you came to Bardowie, you sailed or worked. It was J. McIntyre who got rid of the Waterman and nurtured the idea that Bardowie members would do all their own work.

During the War Bardowie fulfilled many roles for its members. Organised Points Racing was impossible since no young man could be present eight weeks in a row. However, racing did take place when serving men came home on leave and went out to the Loch for a well-earned break. There they could have a sail and enjoy the company of the youngsters, who were out almost every day following "Skipper" McIntyre around and doing odd jobs. To these youngsters, too, Bardowie served a purpose, as summer holidays were impossible. Even during the winter they would continue to come out and work on the boats lying upside down on trestles outside. If it rained they simply got under the boat and worked on the inside!

There were, of course, restrictions during the War and the principal one at Bardowie was in the form of 15 - 20 ft. long logs moored all over the Loch to dissuade possible enemy seaplane landing. Their effect on seaplanes was never tested but they were extremely inconvenient to sailors until gradually the moorings, which were rather weak, mysteriously kept parting leaving the logs to drift ashore out of harm's way. However, before this happened at least one member home on leave remembers being well beaten in a race with the Captain, since he knew better the way through the logs! The large raft which is still at the Loch appeared around this time, brought out by an R.N. squad on a Saturday afternoon, to become Bardowie's first, though unsuccessful, attempt at a floating jetty. The Navy and Reserves used Bardowie and it is estimated that around 140 RNRV Officers received training there from time to time.

Despite the War restrictions the boats' decks were re-canvassed in 1940 and two rowing dinghies were purchased in 1944. Life had continued as normally as possible throughout the War period, due almost entirely to the efforts of Mr. McIntyre, who considered that it was his part of the War effort to ensure that Bardowie was in good heart when sailing and racing could resume after hostilities ended. He had the knack of seeking out workers who could tackle any job around Bardowie, with the minimum of tools and materials and many was the job that earned the Skipper's accolade of "a damn good job and cheap". In fact at the parent Club A.G.M. in March 1943 the Rear Commodore paid tribute to him "For his continuing enthusiastic work at Bardowie, by which he was keeping in being the only Club activity possible during the present conditions".

POST-WAR EXPANSION

Despite the considerable efforts during the War when at least six boats, though not the original six, were re-planked they were thirteen years old by the end of 1945 and it was clear they could go on no longer. However, the Club itself was in good heart, justifying the lease of the Loch being renewed in 1945 for another 5 years at £30 per annum, while by 1948 membership had to

be restricted for the first time. The decision was made to replace the fleet and Leslie Parrott drew up plans for both a clinker built boat and, at the request of Mr. McIntyre, a chine boat. J. Adam was again approached but could not give a price since there was in force a post-War Order prohibiting the building of new boats. As a stop-gap measure new Sails were bought and the old fleet soldiered on.

At the same time financial stringency was showing in other ways as the Parent Club decided, due to ever-increasing costs to sell the Club Yacht "Rosemary", which for at least 20 years had been available for charter to Club Members and which had provided the first taste of deep water sailing for many Bardowie members.

Despite all the difficulties of finance and restrictive orders, the question of new dinghies eventually could not be left any longer and Bardowie, having flown the C.C.C. burgee all through the War, was not going to be beaten now. A new design was prepared by A. Mylne, whose father had retired as Commodore in 1946, and this design was donated to the Club by Mr. G. Seligman. Silvers yard at Rosneath offered to build one boat free of charge as a trial and this was tested by the Committee at the Gareloch on 19 January 1948. The boat was a success and after obtaining a permit from the Admiralty 9 were ordered at a cost of £130 each, with sails at £9 from the Greenock Sail & Tent Co. These boats, which came into service in 1948, were 13 ft. overall, 12 ft. in the water-line and had a beam of 4'9" with a draught of 7 $\frac{1}{2}$ " and 3 ft. with the plate down. They were conventional, decked hard chine boats but lighter and much livelier than the old boats. Web framing was again used with varnished mahogany planking and one thwart was provided for the helmsman with no side benches or thwart for the crew. Sails were, of course, again cotton and although the boats started life with the mainsheet led to a transom horse, this was soon changed to a centre mainsheet arrangement. At that time a small but significant development in sailing was noted at Bardowie, with the use of the new resin glue to secure the necessary mainsheet lead to the aft end of the centreboard case. Seven of the old boats were sold and the proceeds put to the purchase of the new boats. Four of these boats were donated by Col. Spencer, the retiring Commodore; R.J. Dunlop, the new Commodore; an anonymous member and the Royal College of Science and Technology. Of the remainder, one came from the sale of the previous fleet, one from Dinghy Section surplus, one from capital and two from surplus Club income.

The old guard had some misgivings about the new boats but the youngsters were much more enthusiastic, and at least one is known to have expressed doubt as to whether the older members had the agility to sail the boats to their best advantage! To some extent the old guard won and in 1949 new bigger and heavier centreboards were fitted to improve stability. However, the old guard were not so bad at sailing and at Points Racing members like Ian Lyall, Alfred Mylne, Alec and Hamish Lawrence, Willie Rowan and Bill Carey were showing the young tearaways how to sail. It was during this period that one of the (not so) old guard showed them all the way home, and in 1946 and 48 Sheena Sandeman (now Reid) became the only girl ever to win the Points Racing final.

While 1948 was the first season of the new boats it was also the last season of Mr. McIntyre's Captaincy. In commenting on the great debt of gratitude that the Club owed him it was noted that one way in which he would be missed was that afternoon sailing, which had been made possible by Mr. McIntyre, would now have to be restricted to the weekends only. Jack Harris took over as Captain and the Club continued to thrive, drawing in up to 180 members who Points Raced every night of the week. The post of Bardowie Secretary had lapsed when Stanley MacKechnie took over the Main Club Secretaryship in 1937

and Jimmy McIntyre continued to run affairs single-handed. However, eventually in the late 1940's the purists in the Club demanded proper minutes of meetings and Victor Dare took over as Secretary in 1948, a post he was to hold for 48 years.

Additional berthing space was provided by an L-shaped extension to the jetty in 1949. However, boat storage during the winter continued to be a problem and eventually in 1950 the present boatshed was built, thus avoiding the trouble and expense of storage at premises in Glasgow, which had been adopted for the new boats in preference to lying under tarpaulins as with the old boats. A year later the first Paint Shed was built from second-hand wood and although the present structure bears little resemblance to the original, it is at least on the same site.

Late in 1951 came one of the most important events in the Club's history. The Loch, which hitherto had been leased, was put up for sale with some of the surrounding land. The main Club Secretary, John Dobie, who had taken over "temporarily" from Stanley MacKechnie in 1939, realised the importance of this development and when it was made known that a quick, firm offer would secure the Loch, a general committee meeting on 30th November 1951 speedily resolved to purchase the Loch for £1,000. A Special General Meeting of the Club was called on 7th January 1952 to ratify the Committee's decision and by the time of the meeting which, of course, agreed unanimously with the Committee, some £300 had already been contributed to the cost. By the time the 1952 Journal was published £2745 had been raised, which surely indicated the importance which the members attached to Bardowie. Thus, some 19 years after the inception of the Section, this was the best tangible evidence that Bardowie was here to stay - and the Dinghy Section subscription was still only £1.10.0 for seniors and cadets. The balance of the purchase price of the Loch was incidentally met from part of a legacy to the Club of £500 from the late Commodore Col. Spencer, thus the purchase left Club reserves untouched.

Having purchased the Loch it was time to keep looking ahead. The Club was going from strength to strength and there were around 200 members, with a waiting list in force at the start of each season. Accommodation was, however, sparse consisting of the original Clubhouse which was about the size of the present Sailshed, and the stone boathouse which had been floored and again re-roofed. Changing facilities, which consisted of an area in the boathouse behind a tarpaulin, demanded a fair degree of trust from the opposite sexes if any modesty was to be maintained, and toilet facilities still consisted of an Elsan Chemical Toilet, which was periodically emptied by the youngest cadet available far, or not so far as the case may be, up the Loch! Changing and toilet facilities were needed and if money permitted, so also was a Clubroom.

After holding a Coronation Regatta in 1953, the second in Bardowie's history, the next major item was the Clubhouse. A building 16 ft. x 20 ft., containing male and female changing rooms with toilet facilities to a septic tank, was considered essential and it was agreed that this should be funded from the Club reserves. An extension 24 ft. x 20 ft., incorporating a kitchen and Clubroom was desirable and although no direct appeal was made for funds for this section, since the Loch purchase appeal had been made only a few years earlier, there were many donations as well as fund raising activities by Bardowie Members. The first phase costing £1,170 was opened at the 1954 Regatta by the Commodore's wife, Mrs. John McKean, whose son Bill, a Bardowie member at the time, is now himself Commodore. After some discussion it was decided to go ahead and build the shell of the kitchen and Clubroom early in 1955, leaving the lining and finishings to be completed by Club Members during the course of the year. Not content with completing the Clubhouse,

later that year the members also built (from a Kit) a Yachting World Pram Dinghy which continued to serve Bardowie for 17 years.

All this expansion of course added to the responsibilities of running Bardowie and as Jack Harris retired and Bill Carey became Captain in 1955 the Committee were discussing such weighty matters as the setting up of a reserve fund for boat replacement. In 1955 the Bardowie subscription rose from £1.10.0 to £2, the first increase since the Club opened in 1933. However, Bardowie had many friends and despite the Parent Club Membership of only about 730 to Bardowie's 200, the Secretary, John Dobie, writing in the 1954 Journal estimated that at least 1,000 yachtsmen on the Clyde and elsewhere, owed their training to Bardowie and when money was required they never forgot the Club.

Before long there were complaints about the way members kept the new Club-house and changing rooms. However, at least it was a healthy sign that the Club was being used. At weekends no-one went home in the evening. The boats were brought to the jetty about five o'clock, by which time the youngest cadet around had been despatched to the farm at the top of the road with a can for milk. Everyone had sandwiches and would eat them on the jetty or at long tables in the Clubhouse. After tea, sailing continued although by the evening it was less likely than that boats would have to come in for crew changes, as was necessary during the busier afternoon when sailing was restricted to an hour at a time. Sailing always had to stop in time to catch the last bus to Glasgow since although many cycled to the Club, few came by car. However, there was always time to add a few cryptic comments in the Log Book in a continuing story of the fictitious characters who allegedly roamed the Loch. Points Racing was fully subscribed, to the extent of seven boats racing on five nights of the week, and from being the inexperienced youngsters of the late 40's, the names of Bill Carlew, Ronnie Sharp, Norrie Macdonald and "Tich" Bell (who later built a National 14 and sailed in the Prince of Wales Cup) were from 1949 on, firmly engraved on the Lyall Trophy along with others, although it must be added that Willie Weir was surely the most consistent runner-up. It became generally understood that these people were unbeatable, so when a young upstart won the first race of the 1962 final it was dismissed as a fluke. However, he also won the next three races and Willie Tucker had arrived with a new generation to break the now older generation's domination of the Points Trophy. The social side was not forgotten either and took the form of dances during the winter, first in the Plaza and then in the Saltire Rooms to the music of a borrowed record player - was Bardowie first with discos?

Having got the Clubhouse behind them the members turned their attention to the area of ground in front of the building. Not much space was now available since the shore followed the general line of the Loch only a few feet in front of the Clubhouse, so in 1956 the infill of the area began what was certainly to be Bardowie's longest project, culminating in the completion of the present hard in 1964.

THE THIRD WOODEN FLEET

While the land reclamation went on the boats were getting older and some very major repairs were undertaken by the members. In the late fifties consideration was again being given to a new fleet. However, conditions were different and dinghy sailing was becoming more of a sport in its own right, rather than a prelude to deep water sailing. For this reason there were now several standard class dinghies on the market and also on the horizon was a completely new concept in boat construction - fibreglass. This time the search for a boat went on for years until class boats were narrowed down to a Mayfly, or a beefed-up Enterprise to stand Bardowie treatment, and these were

considered along with another specially evolved one design. Quotations were invited for the boats in fibreglass as well as wood. However, fibreglass turned out to be at least 30% more expensive than the equivalent wooden boat which, even allowing for reduced maintenance, was not considered reasonable. Eventually at the end of 1958, G.L. Watson, who had prepared drawings to a Club design by Archie Scott, were asked to invite tenders for the one design. The lowest of these was from Hugh McLean at Greenock, who offered to build the boats for £195, with sails from W.B. Leitch at £18 per boat.

Again 9 boats were built, each 12'6" long by 5'9" beam and moulded depth 1'9" with a sail area of 90 sq.ft. They were painted blue on the topsides and white below the waterline with stone coloured decks and inside, except for thwarts, coaming, kingplank, etc. which were varnished. Delivery took place in stages during 1959 which was the Parent Club's Jubilee year, and because the last boat was not delivered until the Regatta, Points Racing was restricted in that year only to a four-week series in August and September. Despite being a wooden one design the new boats displayed several advances in sailing dinghy development. They were, of course, deliberately heavy by any standards but this of course was to stand up to Bardowie treatment, and also since like both their predecessors they had to lie to moorings, as hauling out of the water was not considered. However, they were built of rot-proof plywood with minimum framing and had a metal mast, though still a wooden boom with track for slides. The sails were still cotton with reefing points. The mast was now deck stepped on a jack with single shrouds and forestay a pre-set length. Gone were rigging screws with all the interminable adjustment as boats were tuned but in came the mast jack, with essential and easily lost tommy bar for adjustments, and of course the jacks themselves were easily lost if a mast broke or went over the side. Masts did unfortunately break now and then and were also prone to buckling until the spreader arrangement was finally modified. Gone also were the old tin cans for buoyancy and in came modern, inflatable and too-easily punctured buoyancy bags. No kicking straps or tiller extensions were provided initially and were only fitted in the following year. Toe straps, another new innovation, were fitted after the boats had been delivered and tested, and although the crew still had no jam cleats, a forward thwart and side benches were now provided and gave some comfort. These boats were again paid for without recourse to the Club funds. Two were donated by members and one came from the Royal College of Science and Technology. The remainder of the cost was made up from donations, the sale of the old fleet and accumulated Dinghy Section reserves, thus requiring no contributions from the Parent Club.

The members soon adjusted to the new boats, which were again faster and livelier than the previous fleet. They planed readily and capsized easily, often turning turtle and putting the mast in the mud. One problem which had also been present in the first fleet of boats was the short length of the rudders. The blade, which did not lift, came almost out of the water when the boat heeled and of course the boat then luffed up out of control. During 1961 an experimental aluminium rudder blade was tested but this unfortunately bent, so it was not until 1962 that new longer solid mahogany lifting rudder blades were provided. Early teething troubles could not, however, detract from the success of these boats which were well built to a good design, and which could provide exciting sailing in a blow while having the necessary stability for Bardowie's most important role of teaching.

Such was the pressure on membership (there were 220 members by 1962) that members had to pass the test within 2 years or face the possibility of being asked to resign. Enthusiasm was still high and boat skippers vied with each other to make their boat fastest and best fitted out. Even during the winter the Club was well used, with table tennis set up in the Clubroom and an old wind-up gramophone with a stock of about 3 records providing the entertainment, and of course when it was really cold skating took over and on several

occasions an ice yacht was built. Despite these attractions, fitting out with the help of paraffin heaters (for the benefit of drying paint - not comfort) was well advanced most years, and in fact 1960 saw the skippers demanding the Club open early as they were ready with the boats. Later in that year two Regattas were held, the additional one which had many novelty races, being held in July to celebrate the Parent Club's Jubilee. The social scene had by now switched from Plaza Nights to a dance at the beginning and end of the season in the Saltire Rooms to the music of a portable record player which the Club had bought. Dances were also held at the Clubhouse and film shows and lectures were arranged during the winter. Although there was talk of electric power there was still no money for this and Tilley lamps remained the order of the day. When a mains record player or film projector was used in the Clubhouse, a cable was led from a nearby house across the fields via many damp and flashing connections to the Clubhouse.

Points Racing was keenly contested and although Bill Carlaw won back the Trophy in 1963 it was again won for the new generation by Jock Fleming in 1964. The trio of Sharp, Carlaw and Macdonald kept the Trophy for the rest of the Sixties, until that generation's domination of the Points Racing was ended in 1970. However, it will be some time before anyone beats Bill Carlaw's eight wins, spread over a period of 18 years.

While the coming and going of fleets of sailing Dinghies gives great interest, the passage of the rowing dinghies as they go from ferrying duties down to workboats is hardly noticed. The first rowing dinghies were, of course, clinker built and it is interesting to see that the latest addition in 1979, although fibreglass, has also a clinker hull. In between there have been many boats; an iron dinghy of the 40's, the red dinghy of the 50's and even, as workboat only, a ship's lifeboat which was bought in 1971 for £10 and immediately had its copper buoyancy tanks removed and sold for £12! Early in the 60's, when again a rowing dinghy was needed, it was decided that this should be in fibreglass as a proving boat for the next fleet, since it was recognised even then that these boats would be built in fibreglass. This boat was bought in 1961 and has proved the value of fibreglass by surviving to the present day. However, it is still not the longest-surviving boat at Bardowie. This honour goes to one of the original dinghies, which itself was finally superseded as a workboat when the fibreglass boat took over the main ferrying duties from an old clinker built Smiths Dinghy, which was then put to work duties. "No. 10", as the original dinghy was affectionately called, was finally burned on the jetty after a Regatta in the early 60's, and fittingly consigned to the deep somewhere in the Loch. The wooden clinker built dinghy which went to work duties had earlier been a fine example of Bardowie self-help, when in 1961 it was completely reframed under the guidance of the Captain, Bill Carey, with the help of a home made steaming box. During the 60's there was one rowing boat which was definitely not for ferrying duties. This was a proper rowing skiff with eight oars, and at 20 ft. long was easily the largest boat ever on the Loch. Unfortunately, there was only one. However, races against the clock were frequently held round Middle Deep. There have been various canoes from time to time at the Loch, but one particular favourite was a proa which, with its extra stability from the outrigger proved a formidable weapon in water fights in the late 50's and early 60's!

Another relic of original Bardowie also disappeared in the 60's. The original Clubhouse which by now had been reduced to the status of sailshed and store, was in a poor state and had to be replaced. It is interesting, though, that although there was now a smart new Clubhouse, the original building at the end of the jetty was still the focus of attention and the point from which the Steward worked. Eventually, however, in 1963 it was demolished and a new shed was erected in 1964. This new shed, while intensely practical now being on a concrete base with an asbestos roof, had none of the character of the old

building with its doubtful flooring and a roof substantial enough to allow sun-bathing or provide a platform from which to have a controlling influence on water-fights! It is worth mentioning here that the last of original Bardowie finally disappeared in the late 60's, when the jetty was destroyed by ice driven down the loch by Hurricane Low Q on 15 January 1968. The only remaining remnants of the original construction are now the piles under the present deck in front of the sail shed.

However, Bardowie was not all destruction in the 60's and in 1964 the jetty project was completed when the hard, as it really is, was finally brought into commission. This had been started in 1956 and for years had occupied all the members, though principally Hamish Thompson, Norrie Macdonald, Willie Weir and Henry Macdonald in filling in the area in front of the Clubhouse by hauling stone from all over the Loch by ingenious methods, including tying a raft to the back of a car. A large source of fill was from the demolition of the old stone boat house, which by the mid-Fifties was superseded by the new facilities available. However, most of the material came from the demolition of Duke Street jail. Eventually in the winter of 1960/61 progress was far enough advanced on the jetty to allow the face of the quay to be built. Steel beams were driven as piles and being opportunists the team took advantage of the ice on the Loch as a pile driving platform. The inevitable happened and as the fourth pile was being driven the ice broke, landing the whole working party in the water! Progress continued using a scaffolding platform and then railway sleepers were inserted between the piles, the whole face tied back to the shore and infilled with carefully placed stone blocks. Fendering was hung on the front, concrete placed all round the edge, and the quay was open for use during 1964 providing welcome additional berthing space.

In 1961 long tables and benches in the Clubhouse were replaced with basket chairs and coffee tables. However, a major advance took place in 1966, the year after Colin White, a Committee member of pre-War days, took over from Bill Carey as Captain when, after many years of discussion, electricity was finally provided in the Clubhouse and Boatshed. This was installed by a team led by Henry Macdonald and Willie Weir, and cost around £70 with a connection charge of £32.10.0. On 11th October 1966 the Tilley lamps were put away for the last time as power came on. The same year, 1966, also saw expansion at the Car Park. Up until then the Car Park consisted of little more than a lay-by. However, changing trends meant that far more members were travelling to the Club by car and since the Car Park was hopelessly inadequately sized, it was extended to its present size and fenced off. The loss of the original Jetty in January 1968 left a shortage of berthing space despite the new hard. Also, it became apparent that in certain winds the hard was quite exposed. An attempt was made to build a jetty-cum-breakwater at the west end of the quay, and although this failed in the deep water and soft mud, it fired the imagination of Bertie Campbell who then set about producing a floating jetty. This was first installed in 1970 and was so successful that it was extended in 1974. It was only removed from its original position in 1981 when the staging in front of the sail shed was restored and a jetty started in the position of the one destroyed in 1968, with the floating section providing the outer end.

In 1964 another stage in the development of sailing was marked at Bardowie when the boats were equipped with sails from Jeckells in the new material, terylene. The original jibs had been found to be too small, so using a model of a dinghy, a larger jib of 50 sq. ft. was designed increasing the sail area to 120 sq. ft. and much improving the performance of the boats. The introduction of terylene removed one of the big bugbears of sailing - that of hanging up wet sails to dry. Cotton sails could never be put away wet or they would rot. They were always hung up in the boatshed and although the presence of jib sheets and outboards made it much easier to hang them by the leach - woe betide anyone who did so since unless hung by the luff they went quickly and badly out of shape.

During 1962/63 a group of members, led by Jock Fleming, raised money and produced a film of the Club's activities over the year. Although they did not record the effects of Hurricane Debbie in 1962, which left boats capsized at moorings and a tree through the Clubhouse roof, or the repairs to the rotted Clubhouse floor, involving spreading ash and tar in the foundations, they did record one of the biggest freeze-ups of the Loch in 1963, when cars were racing course 1 and a motor-bike roared up the Loch at 65 mph on 14 ins of ice.

The film made in 62/63 also showed the members sailing without lifejackets. Unthinkable now but commonplace until 1963. Until then the question of life-jackets had been left to the steward's discretion, and it was very seldom made compulsory to wear the Club's heavy Board of Trade Lifejackets. However, in 1963 the Parent Club received a letter commenting on the dangers of sailing without lifejackets and the Parent Committee pressed Bardowie on the subject. The Bardowie Committee resisted making lifejackets compulsory as they felt this was best left to the stewards who had an intimate knowledge of the Loch. Only reluctantly, after noting that other Dinghy Clubs on the open sea left the matter to the Officer of the Day's discretion, did they agree in 1964 to enforce the wearing of lifejackets at all times. However, it is one rule which has remained strictly enforced at Bardowie, and when one considers that at the time of its inception dinghy sailors wore much heavier clothing than today's wet suits require, it is perhaps just as well.

The ability to refer to other dinghy sailing clubs in the discussion over life-jackets was a small but significant feature. In 1933 Bardowie was almost unique and was only outdated to any extent by the Clyde Canoe Club, which was founded towards the end of the last century, and Bardowie still does hold the distinction of being the only Club in the country where all the boats are Club-owned. The Club had pioneered one design dinghies with the first fleets which were custom built boats because there really was no alternative. By the time the third fleet was built dinghy sailing had developed sufficiently for off the shelf boats to be available, though none were considered suitable for Bardowie. It was during the Sixties that dinghy sailing got going to the extent that by the time the third fleet of wooden boats was getting a bit long in the tooth around 1967/68, there was a wealth of standard class dinghies to choose from though even then not all in fibreglass.

In the winter of 1967/68 major maintenance involving new bottoms in two of the boats was carried out by the members and it was obvious that yet again new boats would have to be considered. Unfortunately, at the same time, despite the drives for membership, which was now well below 200, the days of waiting lists and Points Racing every evening were gone and the Bardowie and Parent Club Committees took a serious view of Bardowie's future. A small sub-committee was set up under the Captain, Colin White, not only to look for a suitable new boat but also to see if Bardowie was on the right lines. The Committee concluded that the Dinghy Section should not move from its present site to Milngavie reservoir as had been considered. Members' boats should not be allowed on the Loch and also that a National Class dinghy in fibreglass should be bought. Several classes were examined but the clear leader after trials at Stirling University and at Bardowie was the Lark. This was a comparatively new class but one which was raced by several University Sailing Clubs, and thus offered the possibility of good inter-club races.

THE LARKS AND OTHER BOATS OF THE 70's

The first Larks appeared at Bardowie in 1969 about the same time as man landed on the moon, and the difference between them and any previous boats was like comparing a space craft with a biplane. The Lark was a round

bilged fibreglass racing dinghy which was totally uncompromising to beginners. There was no question of it lying at moorings as it was too unstable even to let the crew go onto the foredeck to rig the jib. This led to the building of a new, more sheltered, launching slip at the east end of the jetty and the construction of a high fence round the Club for security, after the idea of a dinghy park on Leslie Isle had been rejected. It went without saying that the Lark capsized readily, but it did have built-in buoyancy tanks which allowed it to be righted easily, and self-bailers and transom flaps which allowed it to be sailed dry after a capsize, giving a completely new dimension to Bardowie sailing.

At 13'3" long x 5'6" beam and with a sail area of 105 sq.ft. the Larks were actually longer and beamier than the wooden boats and had less sail area. However, their all up weight was much less at 205 lbs. and they easily out-sailed their predecessors. No experimenting was needed with this fleet which had been increased to ten boats and which was built by John Baker, with nails by Rockall. Five of the boats were delivered in September 1969, with the remainder in time for the opening in 1970. The boats were thoroughly modern with aluminium spars, jib halyard on a high-field lever and drum tensioned kicking straps, though these were later changed to simpler tackle versions. As mentioned above there was also built-in buoyancy, self-bailer and transom flaps, none of which had been seen at Bardowie before. Out, however, went the simple sail numbers 1-9 in favour of regulation numbers 399-408 and out also, to some extent, went the effect of the skipper whose degree of care and attention could easily be seen on a wooden boat. The greatest loss, however, was possibly the little things that taught members ultimately how to handle larger boats, like picking up and leaving moorings and tying down reefs - but perhaps Bardowie wasn't training people for bigger boats any more.

Not only were the boats very different, so also was the method of financing the fleet. At a cost of £430 each the days of donations of boats were over but the days of Government grants had arrived. As long as the boats provided additional new facilities a 50% grant could be obtained from the Scottish Sports Council. This suited the Club perfectly as it was clear that the old boats would be needed for training, and seven were kept in commission for several years. The remainder of the cost was met from fund raising activities which were arranged by the team of Douglas Murray, Jock Fleming and John Carmichael. These had started as long ago as 1964 when Bardowie held a Tombola at the Club's Annual Dinner Dance, and in 1969 a collection at the A.G.M. raised almost £100. At the old Grosvenor Restaurant that year Lark No. 401 was put into the ballroom fully rigged, to encourage donations to a raffle. The boat just went up the stairs, close past a large mirror, but the mast had to be hoisted through a window! However, the biggest and most complicated fund raising event was a 24-hour race with a competition to guess how far the winning boat would travel. This was held on 20/21 June 1971 and the boats were each rigged with a mast-head light for the occasion and marks were also lit. A marquee was erected at the Club and for the only time a temporary licence was given. Bardowie had a carnival atmosphere and the result of 24 hours' racing was still in the balance right up to the finish, when Helenaburgh Sailing Club won, having travelled a distance 75 miles 96 yards 1 foot 5 inches (or so the Surveyors alleged). The second team was Monklands 12½ minutes later with Bardowie only 35 seconds behind. Throughout the entire 24 hours hot food was available, to the considerable credit of the girls of the Tea Committee. This was also probably their biggest-ever effort, but from the very first opening day successive Tea Committees have provided the most magnificent catering at Bardowie open days, regattas and particularly the Laird Trophy. As always at Bardowie the work is done by willing volunteers although the minutes of the General Meeting of April 1962 do record that Mrs. Canny "was nominated and unanimously elected without being allowed to speak".

Bardowie entered the Seventies with more boats than ever before. Sailing and the teaching of the art was more widespread and Bardowie, which had been providing the boats and teaching its members for 40 years, was beginning to find competition from Local Authorities and sailing schools. Bardowie, however, had no need to fear this competition since it could provide far cheaper sailing than any Local Authority establishment, and could teach its members in the congenial atmosphere of a Club and without the necessary "cramming" of a sailing school. Nevertheless, it was necessary to convince the outsider by allowing members to show they had reached a nationally recognised standard. The new Captain, Jock Fleming, who took over from Colin White in 1971, recognised this and in 1972 a training course was held at the Club by the R.Y.A. national coach, Bob Bond. Sufficient Bardowie members were trained to R.Y.A. Instructor Standard to allow the Club to be recognised as an R.Y.A. teaching establishment and to issue R.Y.A. Dayboat Certificates. This, of course, did not affect the Club's own test which was still maintained.

The Bardowie Test dates back to 1955 when after several "capsizals" as they were then called, it was recognised that some sort of proficiency had to be established before members could be allowed to take out a boat. The test quickly evolved into sections on knots, racing rules and seamanship, with the first two to be passed before the seamanship. In early days Members were issued with a blue membership card and were only allowed to sail as crew until they passed the seamanship test, allowing them a red membership card and the privilege of taking out and racing a boat as skipper. The colour card system ended in the 60's and so also did the signing of time cards to verify time spent at the helm before attempting the seamanship test, although time cards did re-appear for a few years in the 70's. The test, however, never stopped and the feature of two classes of boats in the 70's allowed some relaxation in the requirement to pass racing rules before seamanship for non-Lark sailors. However, the knots test remained and in fact when it was once reviewed, since it was thought too complicated, one knot was dropped and two added! The Test is an integral part of Bardowie and as well as maintaining a high standard and ensuring that boats are competently sailed, it provides an objective for the novice to attain. Training, too, has always been fundamental to the Bardowie concept and over the years many formal training schemes have been operated on specific nights of the week from Bill Carey's knots classes on Tuesdays to Dod Whyte's team racing practice on Sunday evenings. However, the cornerstone of the whole teaching system remains the continuous informal training that every member is expected to give every novice.

Despite the ability to offer R.Y.A. Certificates the decline in membership was continuing and, again on the instigation of the Captain, in 1972 a small but subtle change took place at the beginning of the season with the changing of Opening Day to an Open Day. This was advertised in the press, leaflets were distributed and the Club was open to the public. The objective for once was not to make money but to get members and in this aim the event was a huge success. On several occasions in breezy conditions the Club has witnessed anxious parents watching their offspring returning from an inadvertent capsized soaking and freezing, and with no change of clothes, but desperate to sign a membership application form!

The 70's were punctuated by the appearance and disappearance of various boats with the only constant feature being the Larks. Largely due to the Larks, rescue facilities, which had hitherto consisted of the large dinghy of the time and a pair of oars, were improved in the early 70's by the addition of an outboard motor. However, this offered a poor comparison with other clubs and eventually, again assisted by a grant, a 13 ft. dory with 20 h.p. engine was purchased in 1973. This boat could reach the far end of the Loch within a minute and although it had obvious drawbacks in cost and engine maintenance, it certainly allayed any doubts there may have been over Bardowie's safety

standards.

By 1973 the wooden boats had become too much of a handful to maintain and they were sold to Skye Sailing Club. Much as these boats were maligned in comparison to the livelier Larks, they had served the Club well over 14 years. So well, in fact, that it was recognised that while the Larks were excellent for the more experienced sailors, a large stable training boat was still essential at Bardowie. As it happened a comparatively new class was on the market to fulfil just that role, and the Club bought 10 Marine Tutors.

At 14'6" long the Marine Tutor was the largest fleet boat Bardowie has had. It was a fairly standard heavy displacement fibreglass boat, designed for training with a high boom well out of the way, plenty of space and no frills. Most important they could lie at a mooring which was essential as there was no space left on shore. The boats cost only £350 each but since 9 of them were replacements for existing boats, grant was only available on the tenth. The remainder were financed from the sale of the wooden boats; from a handsome anonymous donation; and by a donation of one boat each from the National Playing Fields Association and Caledonian Yacht Services.

The fleet was further increased at the end of 1973 by the donation of 2 Skipper Dinghies from Dunhills, who were actively sponsoring sailing at the time. However, in 1976 these boats were replaced by 4 Lasers which were secondhand from the I.Y.R.U. Youth Championships at Largs. The Lasers were financed partly by the sale of the Skippers and partly from fund raising, as an expected grant did not materialise, and one was donated by the Parent Club. The Lasers were again a departure from previous Bardowie boats, in that they were single-handed boats and therefore could not fulfil the Club's primary role of teaching. For this reason they were received with mixed feelings, although they were undoubtedly popular with the more active members, who took them to many open meetings away from Bardowie. In this sense it was argued that they provided advanced training.

The Bardowie fleet by 1976 numbered some 27 boats - 10 Larks, 10 Marine Tutors, 4 Lasers, two Rowing Dinghies and one Dory. These boats, together with the dory engine, and property including an ageing Clubhouse, stretched the Club's resources to the limit. However, it was all worthwhile since the membership was then approaching 250, and on many occasions 60 or 70 members would be at the Club at one time, using all the boats, although by now the Club closed for sailing at about 6 p.m. at weekends. Undoubtedly the Open Days at the beginning of each season contributed greatly to the increase in Membership and so also did the lowering of the age limit for entry.

The minimum age limit of 14 had already been reduced to 12 in 1968. However, in response to many requests at Open Days, it was finally reduced to 8 in 1976 provided an adult accompanied members under 12. It was also being noted by this time that there was a large transient membership, with some 70 or 80 members joining and leaving each year. Bardowie was by now clearly being widely used as a place to learn to sail and as dinghy sailing in its own right was now so well established, many more people than previously were moving on and buying their own boats. Such was the demand for sailing at Bardowie that in 1979 a paid Steward was introduced to keep the Club open during the day in July and August, and to defray the cost of the Steward's wages, a small additional payment was made by members using the Club at that time. This was, of course, satisfying a demand that had existed when J. McIntyre was Captain and also re-introduced the paid Waterman who was engaged in the 1930's. The presence of the Steward further helped to deter would-be vandals, who by now were a serious menace.

Despite the increase in membership during the 70's, Points Racing never again

occupied all five nights of the week. Mondays and Thursdays were the dominant nights of the week, although racing did take place on Fridays and Tuesdays, which at times developed into a Ladies' Night. While the Thursday Night racers dominated the 50's and 60's, the 70's belonged to Monday night racing, and after Jock Fleming won in 1970 only three names; Ronnie Dunn, Douglas Murray and Dod Whyte appeared during the 70's, until in 1980 Alan Weir, again someone of a younger generation, took the Trophy for which his father had so often been runner-up.

Not only did the 70's see the coming and going of several boats, they also saw more Captains and Secretaries than any previous decade. When Colin White took over as Captain from Bill Carey in 1965 it was, as it always had been, with no finite period of service in sight. By the time Jock Fleming became Captain in 1971 he stipulated that the Constitution should be changed to require a minimum of two years' service, but a maximum of four, since without this limitation very few people were willing to take on the duty. Although Jock Fleming served for five years, subsequent Captains have opted for shorter terms with John Carmichael serving three years from 1976-78, and Dod Whyte two years from 1979-80. The Captain at the time of the fiftieth anniversary, Douglas Murray, has been in office since 1981 but is likely to retire after the 1983 season.

Bardowie Secretaries, too, have been more numerous in the 70's than in previous eras. The post had lapsed during J. McIntyre's Captaincy, which of course included the War and when Victor Dare, who is also a past Commodore of the Club, assumed the role of Secretary in 1948, it was largely because the members wanted proper minutes of the A.G.M. However, as the Club grew in sophistication, so too did the duties of Secretary. Victor Dare held the post for 18 years until it transferred to Douglas Murray in 1966. By this time it was no simple matter of keeping minutes, as the Secretary was almost as deeply involved in the running of the Club as the Captain. Bobby Taylor became Secretary in 1975 and held the post until 1977. However, his successor, Dod Whyte, only stayed for a year as he moved to Captain in 1979. The Secretary since 1979 has been Hamish Gibb. However Bobby Taylor has now moved back into a new position of Treasurer, which was created in 1982.

THE RACING SCENE

It is worth digressing at this stage to the racing scene. Inter-club team racing had been a feature of Bardowie ever since the earliest days. In the early 30's one design dinghies were a rarity and Bardowie therefore took the initiative in extending invitations to other clubs for level team racing at Bardowie. The benefit of course came when the return match took place, thus helping to broaden the members' experience.

Team racing was particularly fostered by the Laird Trophy, which in pre-War days attracted up to 16 teams who raced a series of knockout competitions. Although racing for this Trophy stopped during the War, it was reinstated in 1954 and continued to be a popular feature for many years, until during the Sixties it began to wane in popularity and by 1965 only one entry was received. After a delicate meeting between the Captain, Colin White, and the son of Mr. Nigel Laird the donor, it was agreed that the format could be changed and instead of excluding schools teams, which had been done in 1936, the Trophy was made exclusively for schools teams in 1966. The effect was dramatic with ten schools competing in the first year, and by the 1970's as many as 20 schools, all racing in one day to a complicated permutation of boats and crews which ensured thorough mixing. This is now established as one of the Club's most successful racing functions and, held as it is in October, provides plenty of work for skippers who have to keep ten boats in full working order. The Laird Trophy also drew attention to Bardowie among schools, which was no bad thing.

In 1966 Mr. and Mrs. Brazill, two local residents of Bardowie, donated a cup to the Club as a way of thanking it for the many hours of pleasure they had derived from watching the boats on the Loch. It was decided that this cup should be for a race between the Parent Club and Bardowie, and on 17 August 1966 the first Brazill Trophy was won by Bardowie. This is another very enjoyable event, since although standards may vary, racing is keen with maximum kudos to be gained by the winning side. It also provides a good opportunity for members of the Parent Club, usually Flag Officers, to get the atmosphere of Bardowie first hand.

Of course the Laird and Brazill Trophies were not the only team racing events and Bardowie teams travelled south to Ayr, east to Granton and north to Oban, taking on and usually beating all comers. Although there must be many memorable races, one of Bardowie's more outstanding victories was at Oban in August 1974. Despite the fact that the wind was blowing smoke up Kerrera Sound the team was determined to go out. Of 8 starters only three finished and by sheer doggedness, and sailing under jib alone, Bardowie had 2 of the finishers and therefore won by simple strength of numbers.

It was not only the members who could travel and 1966 and 67 saw the first times that boats were taken from Bardowie to race in the dingy events at Clyde Week. In 1968 boats went to the Helenburgh Small Boat Weekend where with their specially calculated Portsmouth Yardstick handicap of 107, the best position was 7th out of 17. Later, during the mid 70's, the Losers were often taken to open events where they could be raced as a class.

Team Racing continued in the 70's on a more formal note with the introduction of the R.Y.A. Team Racing Championships in 1971. In an arrangement looking remarkably similar to Bardowie's own Laird Trophy of the 50's, Clubs from all over Scotland competed for a place in the Scottish and ultimately British finals. Bardowie reached the first Scottish Area Final in 1971 and again in 1973. In 1972 the Club stretched its resources too far by entering two teams but in other years up until 1977 Bardowie did reasonably well, though failing ever again to reach the finals.

In 1975 Bardowie was eliminated from the competition in the early rounds by Largs Sailing Club, thus robbing the Club of the chance to sail the finals on their home water. On 20th September 1975 the Scottish Area Finals were held at Bardowie. New sails bought earlier in the year were kept for the event and 4 Larks were borrowed from Edinburgh University. This allowed two races to be sailed simultaneously from a start line using a moored Marine Tutor in the middle of the Loch. Despite very windy conditions which delayed the start while all boats reefed, sufficient races were sailed off to show Edinburgh University as the winners.

Team Racing was taken seriously at this time and special training sessions, organised by Dod Whyte, took place on Sunday evenings for several years during the mid 70's. Although the R.Y.A. team races dominated events there were other occasions when Bardowie Teams were in action. In 1972 Dod Whyte and Mike Forbes travelled south to the R.Y.A. Youth Trials and did extremely well by coming 5th. However, unfortunately it was never possible to repeat this trip as the borrowing of boats proved too difficult. Again in 1977 a team of 6 led by Dod Whyte travelled to Loch Morlich to take part in the North of Scotland Team Racing Championships, where they came in 4th. Teams have also taken part in the Mudhook races in the Gareloch since they were first opened to club teams in 1976.

Bardowie has also in recent years played host to other Championships besides

the R.Y.A. Team Racing Final. The Scottish Universities Championship was held under the burgee of Glasgow University Sailing Club in March 1975 and 1980, and the first R.Y.A. Scottish Women's Championship was held at the Loch in June 1978.

Although not strictly team racing, a crew register has been maintained by the Club since the 1950's and through this many members sailed on the Clyde and elsewhere. The Club has also been prepared to sponsor Cadets on the S.T.A. Ships and the yacht "Crusade" won the mini Tall Ships Race on the Clyde in 1974, while manned by a crew of 12 Bardowie Members, and in 1977 Cadets were also aboard the O.Y.C. yacht "Taikoo" at the Tomatin Races.

One regular team racing event established in the 70's was against the Clydesdale Bank Sailing Club who, having no facilities of their own to offer, put up a trophy in 1973 for a race sailed at Bardowie but with the Bank S.C. providing all the catering. It wasn't until 1979, however, that the Bank finally won their own trophy.

The use of Bardowie by other organisations has always been permitted in return for donations to the Club Funds. The earliest association was with the Scouts at the time of Bardowie's inception, and the earliest recorded boats on the Loch were two carvel built American whalers brought by Naval Cadets during the War. However, the longest-standing arrangement was with the School of Navigation, who used Bardowie from 1934 until 1966. During most of this time they had two large lug sailed clinker built whalers on the Loch which of course were also used by Club Members. Several Glasgow Schools, and even the Police Sub-Aqua Team, have also used the Club facilities for training.

The Bardowie Trophy collection, which started in 1934 with the Laird Trophy, increased dramatically in 1973 and 1974, with the introduction in the first year Opie Quaich donated by friends following the death of John Opie, for a Steward's Race at the Regatta, and the Thursday Trophy donated by those members who had sailed at the Loch on Thursday evenings regularly since the late 40's for the Gentlemen's Race, which had strangely never had a cup in all its history. In 1974 a McRobert Thistle Cup was presented and used to provide a prize for the Marine Tutors Skipper's Race. However, with the selling of the Tutors, this Cup is now likely to be awarded to the winner of a Cadets' race for the under 18's. These Trophies joined other well-established Trophies at the Regatta - the Beginners Cup presented in 1950 by Findlay Paterson for the winner of the rigging and sailing race for members who had passed their test within the previous year; the Ladies' Race Cup presented in 1953 by W.P. Findlay for the Ladies' Race - a cup completely dominated by Jean Stevenson (Tindal), who has won it no fewer than 14 times; and the Skipper's Cup presented in 1951 by R.W. Trail for the winner of the race for boat Skippers - these members without whom the boats would never be kept in working order. The Brazill Trophy has already been mentioned and, of course, the supreme prize and the one most keenly contested, is the Points Racing Trophy, fittingly presented by the "father" of Bardowie - William Lyall in 1935.

MODERN TIMES

One modern social problem which Bardowie did not escape was vandalism. There had always been break-ins from "good, honest thieves" but by the 60's wanton destruction was starting. When the Larks were bought in 1969 a security fence was required and by the mid 70's the Clubhouse windows were being boarded up or replaced with unbreakable plastic sheeting. However, on 11 July 1977 the first really bad act of vandalism resulted in the sail shed being destroyed by fire, only months after electricity had been installed. Inside the shed were 23 sets of sails for Larks, Marine Tutors and Lasers, 4 Lasers and 30 Life-jackets, as well as numerous spares, all of which were totally destroyed. Only quick action by passers-by saved the Larks outside. It appeared that sailing

would have to stop for the first time ever but by the next day sufficient old sails had been rescued from various members' attics to equip 8 Larks. The following week 5 Marine Tutors' sails which Jockells had on the shelf were delivered, and within 3 weeks all the boats had new sails. The replacement of the Lasers took longer while insurance problems were cleared and eventually only two were replaced in time for the 1978 season.

The replacement of the shed itself, which was in concrete, was also delayed until 1979 since its loss left vacant a site which was being considered for a new Clubhouse. The idea for a Clubhouse was pursued with professional assistance from Club members right through to a detailed estimate and receipt of planning permission, and although various methods of raising the £60,000 necessary for its construction were considered, it was felt by 1978 that the project was too ambitious and it was dropped.

Consideration of facilities at Bardowie did, however, prompt another sub-committee to look into the Section's future in 1979 and 80. By now the change in Bardowie's relationship with the Parent Club since 1932 was becoming marked. In 1942 the Club had 482 members with 121 at Bardowie. Sailing in heavy displacement dinghies was a prelude to sailing in larger boats on the Clyde and further afield. In 1980 the Club had about 1700 members with 240 at Bardowie. The Parent Club, which had held its first ocean race in the same year as it set up the Dinghy Section, had now raced as far away as Norway and Brittany, and with Tomatin, was running the largest Regatta in Britain, outside Cowes, while at Bardowie members were planing round the Loch in high speed Larks and Lasers. Dinghy sailing was now a sport in its own right and many dinghy sailors wouldn't be seen dead in a keelboat. Conversely, many keelboat sailors thought they were about to die when they stepped into a light displacement dinghy at Bardowie's Brazill Cup! Within the Club, finance was becoming more and more complicated with the many commitments of the Cruising Club. Inflation had taken its toll and the days of large donations to keep Bardowie going were ending (though some very generous donations must still be acknowledged). One obvious solution which had been mooted for years was that Bardowie should become a totally independent Club. This was put to the General Meeting of the Cruising Club on 31 March 1980, and this meeting approved in principle a resolution that would have safeguarded the Parent Club's financial interests and created a new independent sailing club at Bardowie. The resolution also called for more detail to be provided by the next General Meeting before the proposals could finally be adopted. However, by that time much more work had been done on the proposals and plans for an independent Bardowie were altered, to a resolution to revitalise Bardowie within the framework of the Clyde Cruising Club. Financial relationships between Bardowie and the Club as a whole were formalised and the idea of a recognised boat replacement fund, first suggested in 1953, was finally implemented.

The sophistication achieved on the financial side by the 80's was quite the reverse of what was needed by then on the physical side of Bardowie. The facilities and equipment had become too sophisticated. By 1976 the Larks had serious defects on the seams of the buoyancy tanks which had to be repaired to prevent leakage. A major effort was made to repair these at Bardowie. However, despite the use of heaters to achieve the correct conditions it became apparent that fibreglass could not be used effectively at Bardowie in winter, so over the winter of 1977/78 the Larks had major professional repairs carried out in Glasgow.

The number of boats and amount of equipment and property have already been mentioned and although the major fitting out of wooden boats had been eliminated, sheer numbers made maintenance during the season far greater. In the heyday of the wooden boats, the skippering system introduced before the War by J. McIntyre, whereby one member looked after each boat, ensured great rivalry to see whose was the best kept dinghy. During the winter a chart was

pinned up in the Boatshed detailing every coat of paint and varnish that the boat required. Two coats inside and on the deck, varnish on all the bright-work and two undercoats and a top coat on the bottom and topsides plus spars, floorboards, rudders, tillers, etc. Boats were lovingly rubbed down, filled and painted, and some members were known to come out when no-one else was around to put on a top coat of gloss which was not allowed to have one speck of dust. However, changing trends in leisure activities meant that members were no longer able to give the single-minded attention to Bardowie that had been possible in the past, and it was difficult to raise members enthusiasm for even the minor work required on a fibreglass boat.

Perhaps Bardowie's success lies in its ability to adapt to prevailing conditions, and the conclusions of the Sub-Committee in 1980 included a recommendation that the Club should revert to one class of easily maintained boats, which could be used for training and still give good racing. The G.P.14 has been around for decades and has well proved itself to be what it was intended to be - a General Purpose Boat. The decision was taken in 1980 to replace the Larks and Marine Tutors with G.P.14's, and in 1981 six G.P.'s were delivered to Bardowie in time for Open Day, after an all-night dash from England through blizzards. 1981 was the last year of the Larks at Bardowie and by 1982 the fleet had increased to 9 G.P.'s and two Marine Tutors; the Larks and other Marine Tutors having been sold. The G.P.14 is in many ways the modern equivalent of the traditional Bardowie boat. It is 14 ft. long with a very standard layout incorporating built-in buoyancy. Acknowledging the fact that maintenance is difficult, the boats are completely basic with no self-balers or transom flaps or jib tensioning devices. Simplicity and ruggedness are the keynotes, with such details as snap shackles applied on to prevent loss, and a strong rudder with permanently attached tiller that will surely end one of the worst recurring problems with all fleets - that of rudders and tillers breaking. The woodwork of the boats is in teak and is deliberately not varnished to reduce maintenance. This latest fleet of boats which was supplied by Bossom's Boatyard, with sails by Jack Molt, cost around \$1500 each, which compares with the cost of the original fleet 50 years ago of only £16 per boat including sails, and the fleet was bought from the sale of the old boats, donations to the Jubilee Fund and record revenue surpluses following a reappraisal of the Bardowie subscription structure, again leaving main Club funds untouched.

The G.P.'s were not the only new craft to be seen at Bardowie in 1981, as for the first time members brought their own in great numbers. Boardsailing had come to Bardowie and so enthusiastically was it carried on, that an early winter series of races was held on Sundays late in 1981, though the last had to be cancelled due to ice on the Loch. The enthusiasm for sailboards continued into 1982, when for a modest charge members could hire a board at the Loch. Races for boards were included in the 1982 Jubilee Regatta and the Autumn series repeated, with well over 30 boards racing and sufficient Lasers for a class start.

However, it is not only on the water that Bardowie enters its 51st year with new facilities. On Friday, 13th March 1981, vandalism again struck Bardowie in the way most feared for many years. The changing rooms were gutted by fire and the rest of the Clubhouse damaged beyond repair. There were some seven weeks to go before Open Day and clearly no way in which a new Clubhouse could be erected before then. However, as on the previous occasion when fire struck Bardowie, nothing faltered and the Club opened on time, with teas being served as usual, though this had to be done from the Clubhouse steps, with the girls working in the burned-out remains of the kitchen. Insurance settlements inevitably took time and Bardowie survived for the season of 1981 without the Clubhouse. All the usual events took place with only the Laird Trophy being reduced in numbers to ease the catering. The

shell of a concrete Clubhouse was eventually erected at the start of the 1982 season and after the completion of the Points Racing series many members, spurred on to a considerable extent by the Captain, Douglas Murray, gave up their sailing and concentrated on completing the Clubhouse in time for the Jubilee Regatta. The old Bardowie spirit prevailed and, members turning their hand to any trade, completed the job on the eve of the Regatta.

THE JUBILEE

Thus Bardowie was justified in celebrating the completion of the 50th season of continuous sailing at the Loch. An all day Regatta was held on 4 September 1982 in an atmosphere charged with nostalgia. Members, former members, and most important, founder members, came from all the airts and all the ages. Stanley MacKechnie who had stepped in as Secretary in 1935 when the organisation was faltering, Norrie Chesters who got hauled up in front of the Committee for the first "capsizal" in 1933, R.C. Warren who won the very first race on 18 May 1933, Colin Tebbutt, Frank Watson and many more were there - and who was going to ask Stanley MacKechnie if he had passed his test when he went for a single handed sail up the Loch? All six Captains still alive were present and all but one of the former Secretaries, as well as about a dozen Points Racing winners including Sheena Reid, the only girl to win - and twice at that! Yarns of up to 50 years ago were swapped and racing, though in very light conditions, was open to all - members or not. Thus it was that Willie Tucker, the young upstart who had snatched the Points Trophy from the old guard twenty years previously, won the Thursday Trophy despite claims that he had not sailed all season. In the evening over 140 members attended a Buffet Dance in Milngavie Town Hall, where acquaintances of many years ago were renewed, and a display of photographs stretching back 50 years sparked off memories of what Bardowie - and its members - used to look like.

Bardowie enters its second half century looking forward with a new Clubhouse and new boats, and looking back with satisfaction over the last half century, having taught thousands of people now scattered all over the world how to sail. Bardowie opened when the 'J' class yachts "Britannia", "Shamrock", "White Heather", "Velsheda", "Lulworth" and others were racing at Clyde Weck. The first dinghies were solidly built, planked boats with wooden spars and cotton sails. A jacket and tie was common wear for sailing and capsizing was a major event. There were no rescue boats or lifejackets. Fifty years later, the boats are built of lightweight moulded fibreglass with the minimum of wood-work. They have metal spars and terylene sails, but their cost has jumped to one hundred times that of the first boats. Capsizing is commonplace and wet suit and lifejacket are the order of the day, with a high speed rescue boat to deal with emergencies. Nothing could be wider apart than the original dinghies and today's sailboards.

The Club has always moved and adapted with the times but is still pursuing essentially the same objectives as its founder members intended, and is still attracting members despite competition from sailing schools, Local Authorities and other clubs, which can offer much more sophisticated facilities including bars - a thing which Bardowie, in deference to its younger members, has never had. The pre-War member will still recognise the same range of activities as took place in the 30's - Opening Day, eight weeks of Points Racing, Regatta and, at the end of the season, the Laird Trophy, all conducted under the watchful eye of the Stewards, who are still placed on a list at the start of every season to oversee the Club on each of over 150 days' sailing during the year.

Sailing at Bardowie has never stopped for 50 years, throughout the War, two destructive fires and several Sub-Committees seeking to direct its ways. The Bardowie experiment of 1932 is as unique in the sailing world today as it was then and there can be no doubt that it has been a success.

ACKNOWLEDGEMENTS

The writing of this account of Bardowie has undoubtedly been a labour of love. However, it could not have been accomplished without considerable assistance from others. In particular I must thank Stanley MacKechnie and Norrie Chesters, two founder members who gave me a great insight into the early days and who will find their notes liberally plagiarised in the account, as will "Historicus" whose article in the 1969 Journal has also been used. The Journal has also been a great source of information and for copies of these I am indebted to Gillie Paterson, who provided me with copies of all early Journals as well as numerous early photographs, and to Colin Tebbutt, who also provided many informative early photographs. The other major source of information has been the Club Minute Books and I thank the Secretary for making these available. I would also thank the Girls on "Carrick" who had to interpret my pencil-written manuscript in order to produce the first typewritten draft and of course the typist who produced the final copy. There are many others who have provided information and assistance, particularly those who read the first draft and offered their comments. I am most grateful to all of you.

I have also received many amusing anecdotes about incidents over the years. Space has precluded their inclusion here but perhaps they can be told in future Journals.

Despite my efforts to ensure accuracy and report faithfully, there will inevitably be errors and omissions in this account. If any member or friend can add any comment, I would be grateful if they could drop a line to the Club office and I will ensure that the Diamond Jubilee edition in 1992 is suitably altered.

John C. Carmichael.

CAPTAINS

1935-48 J. McIntyre
 1949-54 J. Harris
 1955-64 W. Carey
 1965-70 C. White
 1971-75 J. Fleming
 1976-78 J. Carmichael
 1979-80 D. Whyte
 1981- D. Murray

CAPTAINS, SECRETARIES AND TROPHY WINNERSPOINTS TROPHY

1935 W. Bergius
 1936 W. Lyon
 1937 A. Baird
 1938 H. Grieve
 1946 S. Sandeman
 1947 No Race
 1948 S. Sandeman
 1949 D. Bell
 1950 W. Carlaw
 1951 N. Macdonald
 1952 W. Carlaw
 1953 R. Sharp
 1954 M. Turner
 1955 R. Hill
 1956 W. Carlaw
 1957 N. Macdonald
 1958 N. Nicholson
 1959 W. Carlaw
 1960 W. Carlaw
 1961 R. Sharp
 1962 W. Tucker
 1963 W. Carlaw
 1964 J. Fleming
 1965 R. Sharp
 1966 N. Macdonald
 1967 W. Carlaw
 1968 W. Carlaw
 1969 R. Sharp
 1970 J. Fleming
 1971 R. Dunn
 1972 D. Murray
 1973 R. Dunn
 1974 D. Whyte
 1975 D. Whyte
 1976 D. Murray
 1977 D. Whyte
 1978 D. Murray
 1979 D. Whyte
 1980 A. Weir
 1981 D. Whyte
 1982 C. Carrie

SECRETARIES

1934-35 W. Lyon
 1936-37 S. MacKechnie
 1948-65 V. Darr
 1966-74 D. Murray
 1975-77 R. Taylor
 1978 D. Whyte
 1979- H. Gibb

SKIPPER'S CUP

1951 N. Macdonald
 1952 N. Macdonald
 1953 I. Baird
 1954 B. Dudman
 1955 R. Hill
 1956 J. Barron
 1957 A. Winter
 1958 B. Dudman
 1959 J. Opie
 1960 P. Nicolson
 1961 J. Opie
 1962 W. Tucker
 1963 W. Tucker
 1964 R. Dunn
 1965 K. Ross
 1966 W. Murdoch
 1967 M. McKillop
 1968 K. Aeberli
 1969 C. Whyte
 1970 R. Brown
 1971 A. Lees
 1972 C. Allison
 1973 D. Stevenson
 1974 D. Stevenson
 1975 C. Carrie
 1976 A. Weir
 1977 D. Whyte
 1978 E. Thomson
 1979 A. Weir
 1980 B. Whyte
 1981 H. Ireland
 1982 P. Dudman

CADETS' RACE

1950 G. Dempster
 1951 V. Smail
 1952 M. Turner
 1953 M. Thomson
 1954 J. Boyd
 1955 J. Greenaway
 1956 A. Grant
 1957 J. Blyth
 1958 J. Opie
 1959 A. Muir
 1960 D. Murray
 1961 L. Anderson
 1962 R. Taylor
 1963 D. Taylor
 1964 J. Sidebottom
 1965 S. White
 1966 M. Dunn
 1967 P. Aeberli
 1968 C. Whyte
 1969 C. Allison
 1970 C. Naylor
 1971 C. Scobie
 1972 G. Cairnie
 1973 G. Barr
 1974 R. Harding
 1975 E. Thomson
 1976 D. Dickson
 1977 M. Elder
 1978 J. Weir
 1979 D. Aiken
 1980 R. Boyd
 1981 S. Newlands
 1982 J. Wink

McROBERT THISTLE CUP

1973 A. Weir
 1974 K. Miller
 1975 S. Reid
 1976 F. Cairnie
 1977 F. Macdonald
 1978 H. Gibb
 1979 L. Green
 1980 D. Aiken
 1981 R. Boyd
 1982 No Race

OPIE QUAIICH

1973 D. Whyte
 1974 D. Whyte
 1975 D. Whyte
 1976 D. Whyte
 1977 D. Mollison
 1978 P. Brown
 1979 C. Ritchie
 1980 C. Carrie
 1981 A. Weir
 1982 D. Whyte

LADIES' CUP

1953 M. Watson
 1954 S. Mathieson
 1955 J. Tindal
 1956 D. Bell
 1957 E. Grieve
 1958 J. Tindal
 1959 J. Tindal
 1960 J. Stevenson
 1961 P. Johnson
 1962 A. Johnson
 1963 P. Johnson
 1964 P. Johnson
 1965 S. Watson
 1966 J. Stevenson
 1967 G. Weir
 1968 J. Stevenson
 1969 J. Stevenson
 1970 J. Stevenson
 1971 J. Stevenson
 1972 C. Watson
 1973 J. Stevenson
 1974 J. Stevenson
 1975 S. Matthew
 1976 J. Stevenson
 1977 S. Anderson
 1978 J. Stevenson
 1979 S. Anderson
 1980 J. Stevenson
 1981 S. Wilson
 1982 S. Wilson

BRAZILL TROPHY

1966 Bardowie
 1967 Bardowie
 1968 Bardowie
 1969 Seniors
 1970 Seniors
 1971 Bardowie
 1972 Seniors
 1973 Bardowie
 1974 Bardowie
 1975 Seniors
 1976 Seniors
 1977 Bardowie
 1978 Bardowie
 1979 Bardowie
 1980 Tie
 1981 Bardowie
 1982 Bardowie

LAIRD TROPHY

1934 C.C.C. Ladies
 1935 Glasgow Academical S.C.
 1936 C.C.C. Seniors
 1937 Clyde Corinthian Y.C.
 1938 Clyde Corinthian Y.C.
 1954 Cove & Kilcreggan S.C.
 1955 Royal Clyde Y.C.
 1956 Helensburgh S.C.
 1957 Cove & Kilcreggan S.C.
 1958 C.C.C. Bardowie
 1959 C.C.C. Bardowie
 1960 C.C.C. Bardowie
 1961 C.C.C. Bardowie
 1962 C.C.C. Bardowie
 1963 C.C.C. Bardowie
 1964 Clyde Canoe Club
 1965 Clyde Canoe Club
 1966 Glasgow Academy
 1967 Jordanhill School
 1968 Geo. Watson's College
 1969 Loretto
 1970 No Race
 1971 Kelvinside Academy
 1972 Dunoon Grammar
 1973 Rothesay Academy
 1974 Edinburgh Academy
 1975 Rothesay Academy
 1976 Bearsden Academy
 1977 Geo. Watson's College
 1978 Hutcheson's Grammar
 1979 Oban High School
 1980 Loretto
 1981 Rothesay Academy
 1982 Edinburgh Academy

THURSDAY TROPHY

1973 W. Weir
 1974 D. Murray
 1975 M. Jones
 1976 T. O'Rourke
 1977 A. Weir
 1978 N. Macdonald
 1979 (A. Muir
 (D. Whyte
 1980 A. Weir
 1981 R. Ireland
 1982 W. Tucker