

NAIVASHA YACHT CLUB

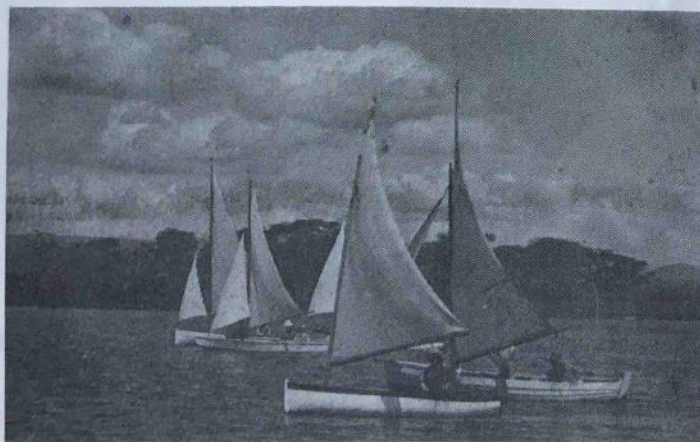


SCRAPBOOK 1932-1982



Some members of the N.Y.C. in 1932

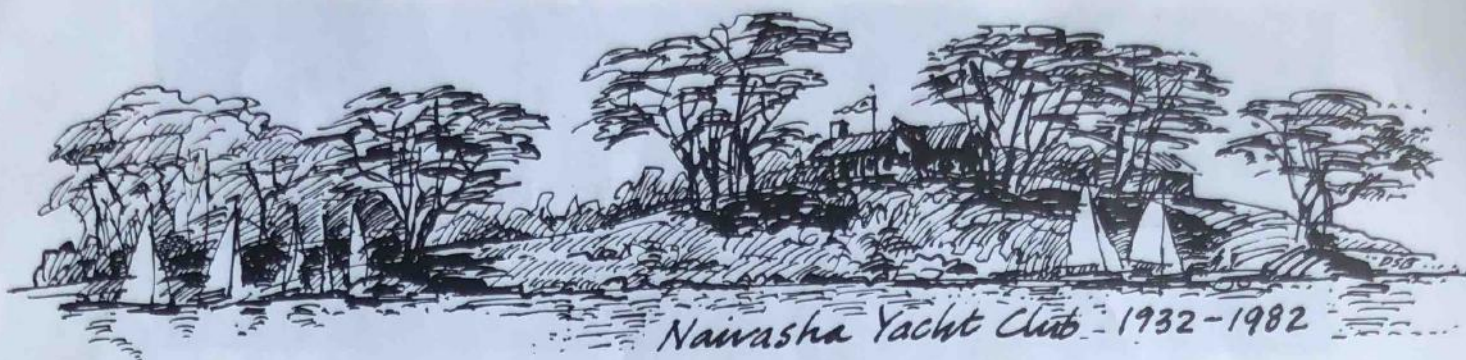
Henry Hempsted, David Gillett, Ted Stuart Prince, Lance Barradell, Dick Bramwell, Roy Bingley, Pots Stewart, Andrew McCrae, Jack Dyer, Dick Dickinson.



Boats in the pre-1939 B class

The leading boat is the Club 14 Footer, recognisable as she was clinker built. She is covering the snipe wisp (John Helps). The hidden boat next astern of those two is Jack Dyer's "Osprey".

The nearer clinker boat is "Gypsy" (Jim Cooper and John Simpson) and in the foreground is founder member Mary Bingley (at that time Mary Dickinson) sailing "Coot".



The earliest available records of sailing on Lake Naivasha indicate that in mid-1931 some kindred spirits decided to build a sailing boat on the design of the 28 foot "Seabird" which appeared in the American Magazine "Rudder". The Naivasha boat was scaled down to 18 foot and was built at the farm of Mr. Jack Dyer — it was named "Osprey". The owners of "Osprey" decided that life would be much more fun on the Lake if they had some competition and that to form a Yacht Club was the only way to get it. The tiller of the "Osprey" is still in use, as a Club Trophy.

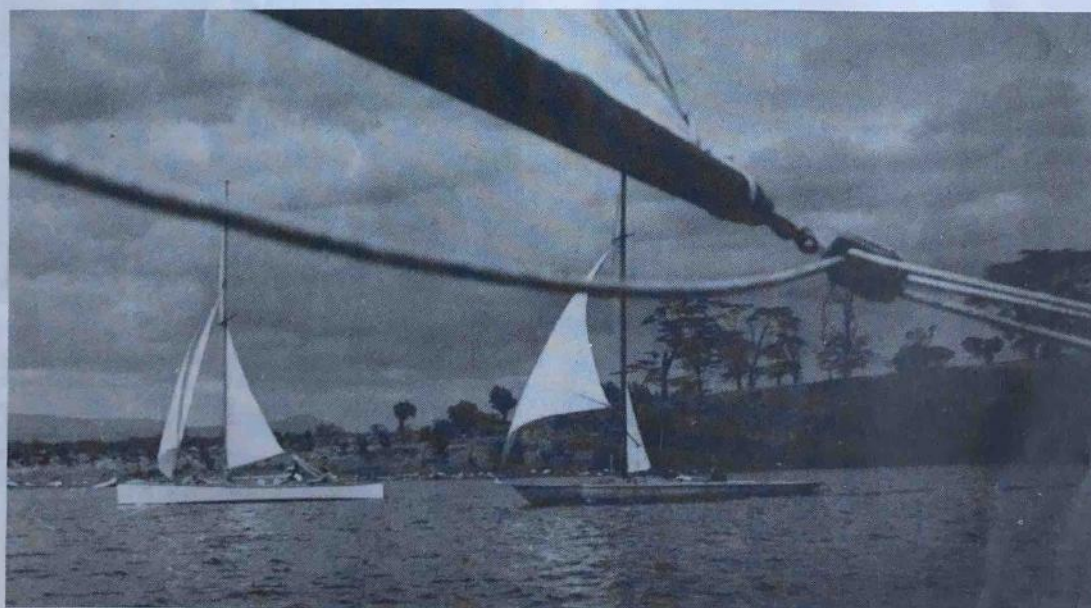
The inaugural meeting of the Naivasha Yacht Club was held under the Chairmanship of Mr. Dacre Shaw on the 9th July, 1932 at the Angler's Rest, Naivasha (immediately adjacent to the Lake Hotel) and the following officers of the Club were appointed:

Commodore	Captain R.E. Dent
Vice Commodore	Mr. J.F. Dyer
Rear Commodore	Rt. Hon. Earl of Errol
Hon. Secretary & Treasurer	Mr. Andrew McCrae

By the time of the second Committee Meeting, which took place the following month, there were 58 men and 37 lady members and this got the Club off to a good start.

At first, the Club operated from the Angler's Rest Hotel but transferred to Lotus Island (its present headquarters) in 1934. The Club does not own the Island but due to the generosity of successive landlords amicable arrangements have always been made to allow the Club to continue to use the Island's facilities. Before and during the War the Island was owned by Dr. Henry Hemsted and it was he who was largely responsible for building that old part of the Club-house which still remains.

It was originally proposed that there should be a One Design "Bird" Class but this proposal did not materialize. In fact, prior to and for some time after the War there were only two Classes. The "A" (big) Class consisted of Corinthian One-Designs from the Royal Corinthian Y.C. at Burnham-on-Crouch and keel boats built on farms around the Lake, allegedly to an Ashcroft design of double diagonal planking, in cedar wood. In the "B" (small) Class there was an assortment of small keelers and centre-boarders, including at least four Snipes. "Owang" was a highly dangerous Sharpie in Class "B" raced by P. Wyn Harris of Everest fame, who later made several world-wide cruises single-handed, but not in "Owang".!



"Amazon" (Colpoys) and Tern (Bingley) running before the wind



Jack Dyer's "Osprey" 1932



Camp fire partly for the visiting Mombasa Y.C. team. Perigny Cup Circa 1947

BACK: Stan King Lucien Esnouf
SEATED: Arthur King, Jean Garner, ?? Bill Garner, Roger Beazley, Gillian, Toots Norie, Richard Bingley (Dark Hair, back to camera) Bill Garner always played the fool and the guitar or banjo. Toots Norie and Richard Bingley were both killed in the troubles. Both of them courted Gillian.



The first Bingley Cup series

Lucien Esnouf and his Junco on the left. Roy Bingley coming ashore from 'MOR' (B.J. Lacks first boat) in the middle. B.J. Lack in his natty pants and hat on the right, with his second boat on the slip. The diagonal planking (Ashcroft system) clearly shows but I can't remember her name. When registration fees for boats on the lake were introduced by Naivasha Town Council I believe B.J. sank them both rather than pay!



Juncos start Circa 1951

At that time all the races were held on the Main Lake and they would appear to have been much more leisurely affairs than they are to-day. Typical was the race across to the McCrae Farm under Longonot where one had lunch and then raced back to the Clubhouse for tea. These might have been termed "meteorological" races as it was certainly not the skipper who took the shortest course who always won — one had to contend with the crafty fellow who knew of a breeze just off shore. From time to time marathon races were held which covered the whole Lake and resulted in competitors sailing up to 30 miles. By 1939 there were some 28 boats at the Club, the majority of which had been built by their owners and some even designed by them.

During the War and again for a period during the Emergency the affairs of the Club went through a difficult time due to having hardly any members attending for regular sailing and the overall membership dropped alarmingly. By about 1950-51, things were at a very low ebb. It was even suggested that the Club should wind up at Naivasha and transfer the whole Club to Nairobi Dam. It was then that Lucien Esnouf and Lyn Durham built the first three Juncos with their own hands and these were the boats, later modified to "Lake" Class, which somehow kept the Club alive till after the Mau Mau troubles. In 1958, when anxiety was felt about security of tenure of the Club premises on Lotus Island, there was again a search for some other area to sail. The Sasamua Dam, the Magutha Dam at Ruiru and the Githinguri Dam were all considered. To D.A. Cox goes the credit for declaring, in a report to the Club Committee, that "there is no better sailing anywhere within reasonable motoring distance of Nairobi than at Naivasha and there is no better site for the Club at the Lake than Lotus Island". So the Club stayed and prospered.



The Junco Class was an American design and proved very successful for Lake conditions. From the experience gained of the Junco Class, Mr. W.H. Barbour, one of our own members, designed the Lake Class which enjoyed considerable popularity. The Lake Class, much lighter than the Junco, was constructed from plywood and, in the hands of an experienced skipper, gave a very good account of itself. Later, the Enterprise was promoted as a Class boat in addition to the Lake Class — this despite the opinion expressed by a Committee member some years earlier that the Class was unsuitable for Naivasha as it was "not a young men's Club".

In the early Sixties the 505 Class was introduced to the Club by Peter Cooke and by 1967 there was a fleet of ten 505's. Soon afterwards the Fireball brought in by Philip Channing Pearce became popular. These two Classes have held the water for some ten years and are still very active. There was then a rapid incursion of Lasers with John King leading promoter which owe their success to their strict One-Design rules, their easy transportability and the fact that the hassle of finding a crew is obviated. Laser II's reverted to the two-man concept, but so far only a few have appeared.

Recently the world-wide enthusiasm for sailboarding has reached Naivasha and a few members are now skilful to hold races of their own and even to join in Club racing with other boats. Sometimes sailboarders have found the Kinangop Special, the sudden storm well known to all Naivasha yachtsmen, rather difficult to handle.



Picnic by floating Papyrus Island 1972



Club line start monthly handicap 1976.



Downwind 505's led by Dickie Dyer in "Allegro"; Bill Deverell in "Freelance", plus "Goldfinger", 1972.



Helmsman's trophy in Laser 2'S and Longonot, January 1982 won by Graham Bush.



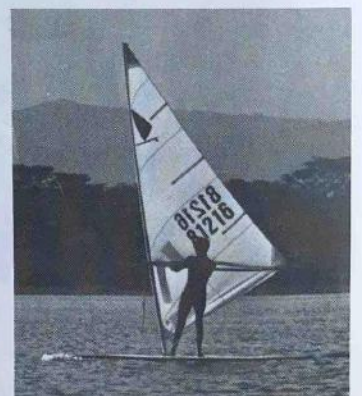
Graham Bush followed by Herbert van der Vossen and Peter Mitchell in Laser Open 1981.



John Griffiths and Di Hughes in "Pussy Galore", E.A.F.A. Champion 1972.



Duncan Brown close quarters 505 racing 1973.



Latest exotic species seen on Lake Naivasha.

Naivasha Yacht Club supported the entry of a Kenya team in the 1960 Olympics on Naples Bay and in 1964 at Tokyo the Kenya Olympic helmsman selected was Peter Cooke of the NYC itself.

Naivasha Yacht Club members have for many years regularly competed in World Championship Events all over the world, in both 505's and Fireballs, led by that intrepid and skilful sailor Bill Deverell. While the results have not brought home any prizes, these events have provided a lot of stimulus as well as pleasure.

An ever present problem, as far as the management of the Club is concerned, is the fluctuation in the level of the Lake waters. When the level is low it is possible to drive across a causeway to the Island but when high it is necessary to provide a suitable ferry. There is also a navigational hazard when the water is very low as between the Island and Naval buoys the core of the Crater rises to near surface level.

A further environmental problem has been *Salvinia* weed, first recorded in Lake Naivasha in 1964 at a time when the water level was very high. The weed was again very troublesome in 1978, also when the level was high. There were days when the *Salvinia* was so thickly packed against the foreshore of the Island that it was impossible to leave the boatpark even in a motor boat. But always when the wind changed the crater cleared again. The Club contributed to a spraying programme which terminated the problem for some years, but there are signs of its return in recent weeks.

Ecological changes have altered the view from the Club over the years. The disappearance of the famous blue water lilies that used to grace the edge of the Lake was attributed to the accidental introduction of coypu (South American Beaver) to Naivasha from a farm in Nanyuki. There was a great reduction in the amount of papyrus at the same time. But the many varied and beautiful birds continue to be a joy to all bird lovers.

An important reason for the change for the better in the Club's activities in the Sixties was the general adoption of camping on the Island. Most members acquired tents, and bunkhouses were also made available. Full cooking and other facilities, making camping easy, were introduced when the Clubhouse was extended in 1970. At this time an attractive stone building was added, with a large congenial fireplace, and the whole Clubhouse was re-roofed with papyrus thatch. The new building was designed by architect members of the Club and built in happy memory of Rex Higgins, our one-time landlord, by his son Mike Higgins, our present landlord.

Camping was the solution to the social problem that assailed the Club in earlier years of how to entertain teams and their supporters from other Clubs when visiting Naivasha for regattas. Rising hotel charges, and the exigencies of the Emergency, once put a stop to such visits. Now camping is usual and as many as 70 or more members and their families may camp on the Island at a week-end. The Annual Dinner was actually held in the Clubhouse in 1972, with full culinary arrangements and formal dress.

At the present time the membership is rising rapidly. The Club is very healthy. The old magic is still there and so are the Fish Eagles. Here's to the next 50 years.

N.Y.C. SUPPORT COMPANY

January 1982

R.M.

Hon. Treasurer
Sue Deverell

Tania Mitchell

Carol Bush

Ann Bristow

Ulla Demmers

Sue
Kilpatrick

Mary Miller

Beckie Dyer

Bert
Demmers

Tamme
van der Zee

Hubert
Braun

Bo'Sun
Art Spore





Flag
Officers
1982

1932 — 33 — Capt. R. E. Dent

1933 — 36 — Lord Errol

1936 — 38 — A. R. McCrae

1938 — 40 — Dr. H. Hemsted

1940 — 42 — G. L. Burton

1942 — 46 — Capt. H. Rawson R.N.

1946 — 47 — E. G. Richardson

1947 — 51 — Cmdr. K. W. Stewart RN

1951 — 52 — L. R. Esnouf

1952 — 53 — A. R. Bingley

1953 — 55 — L. H. Durham

1955 — 57 — W. R. Garner

1957 — 59 — R. G. D. Davis

& 59 — J. H. Greenfield

1959 — 61 — W. H. Barbour

1961 — 62 — R. G. D. Davis

1962 — 63 — P. Channing Pearce

1963 — 64 — J. H. Greenfield

1964 — 65 — P. Cooke

1965 — 66 — R. N. Dyer

1966 — 67 — J. B. E. Say

1967 — 68 — W. S. Deverell

1968 — 69 — W. G. R. Hillyar

1968 — 70 — A. Pitt Pladdy

1970 — 71 — H. R. Hughes

1971 — 72 — A. Gasston

1972 — 73 — S. Spyratos

1973 — 74 — H. Armstrong

1974 — 75 — J. R. M. Miller

1975 — 76 — R. J. Truran

1976 — 77 — C. G. D. Brown

1977 — 78 — M. Charles

1978 — 79 — P. A. Mitchell

1979 — 80 — D. S. Bristow

1980 — 81 — T. G. Vaulkhard

1981 — 82 — J. G. Bush