

Part 3

The Clyde Canoe Club

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The Linnet, Caledonian Canal, c. 1910.

38. The Canoe Club and Inchmurrin

The island of Inchmurrin was from the outset a favourite stopping off place for CCC members, as it had been for local workmen with their pleasure boats from the mid 19th century onwards. The island had been inhabited since the first written records began – there are reports of the Vikings looting it in the 13th century. In the late 14th century the Earls of Lennox had built the stone castle whose remains can still be seen as replacement for the less secure Balloch castle. It was here that the last Countess of Lennox learned of the



Ruin of castle on Inchmurrin.

execution of her father, husband and two sons at Stirling Castle in 1425 on the orders of King James I. The Countess spent the rest of her life exiled on the island until her death in 1460 and she is the last recorded permanent resident until the gamekeepers of the 18th century. However, there were many other visitors in the intervening centuries. It was one of the favourite targets for raids by Rob Roy in his long-running dispute with the Duke of Montrose, who had bought it in the late 17th century. Other visitors in the 18th and 19th century included unmarried pregnant women who were confined there. By 1792 the island is described as being well wooded and abounding in pasture and supporting two hundred deer under the care of a Duke of Montrose gamekeeper and his

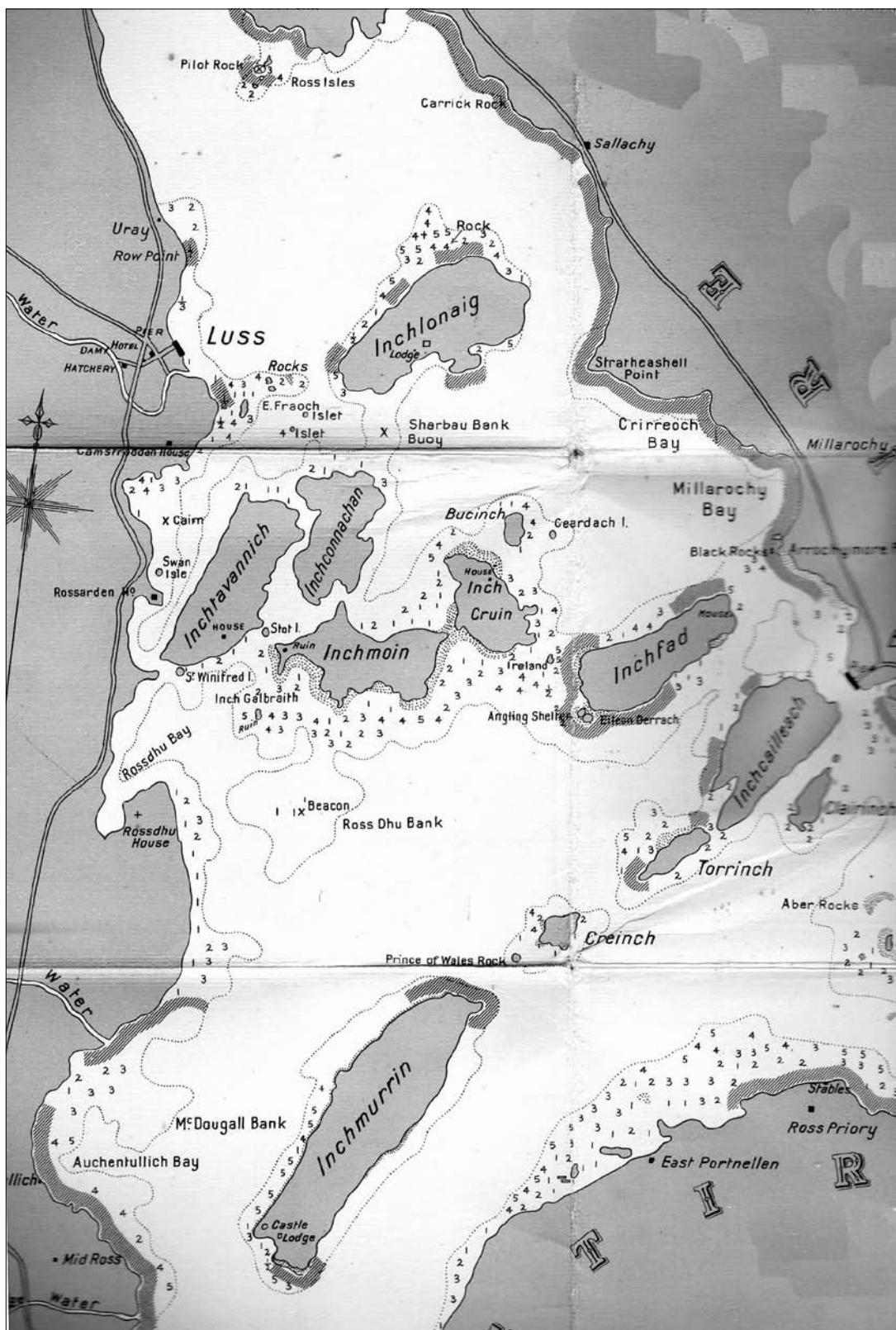
family. These woods were perfect cover not only for the deer but also for the illegal whisky distillers who abounded on the banks and islands of the Loch. So much so that about the turn of the 19th century the Excise department stationed a cutter on the Loch to try to capture the stills and the smugglers who carried the whisky to the growing city of Glasgow and surrounding towns.

By the 1830's a neat modern cottage had been erected for the accommodation of the Duke's shooting and picnicking parties. About 20 years later in the 1850's the gamekeeper had a wee sideline in providing refreshments for workmen who had rowed up from Balloch with their wives. This row seems to have become something of an institution and the keeper became so popular in the Vale that when that gamekeeper died in the 1880's his coffin was towed in a dinghy behind the Duke of Montrose's steam launch so that he could be buried in the new Alexandria cemetery rather than in the cemeteries at Milton of Buchanan or even Inchcailloch, which might have been expected for a Montrose retainer.

The next keeper was probably the one shown in the photographs of 1904, Mr. Power. He welcomed the sailors of the CCC when they started to visit the island en route to other destinations. It was well known in canoeing circles that milk and other victuals for a weekend trip could be bought at his house. That suggests that as well as looking after the deer and pheasants, the keeper also did some farming from his house, the keeper's lodge, which was set in a little bay on the short southern shore where it remains in use to this day.

During the great frost of 1895, twenty six thousand people are said to have walked on the Loch on one day, and men of the Montrose Estate transported food and other supplies by horse and cart across the ice to the gamekeeper in the lodge on Inchmurrin. A great shinty match was played in the vicinity of the island on a fine sheet of ice, and at the same time skating races and a curling match between married men and single men were taking place further south on the Loch.

From the early 1900's onwards the Clyde Canoe Club members were regular visitors to and campers on Inchmurrin and the others islands on the Loch.



The southern Islands on Loch Lomond were the favourite haunts of club members.

From the pictorial archive of the Clyde Canoe Club

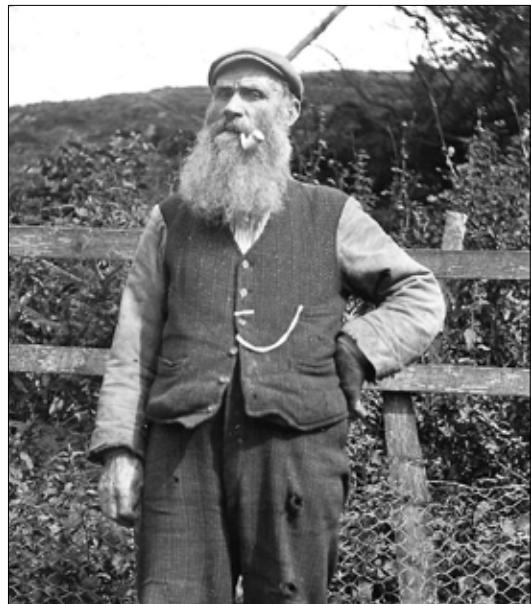
The majority of photographs from the archive were taken in the first 12 years of the 1900's with others in the 1920's and 30's. The early photos at Rosneath, shown with the text, cover from 1876 to 1881.

This photo selection of the history shows the favourite haunts of the club on the Loch — Inchmurrin — the Clubhouses at Balloch — and some of their sailing canoes.

Over 120 photos are shown throughout this history most of which have never been seen by the public before. It should be remembered that camera shake settings are a recent innovation in digital photography. Most of the photos taken here were shot from pitching canoes on cameras with fixed focus lenses and image exposed onto glass to produce a negative. Now digitized, this is a fantastic record of times gone bye.



The great freeze of 1895. In this picture from Drumkinnon Bay shows over 100 people either standing or sitting on benches which have been placed on the ice. Refreshments were served from the paddle steamer, ice bound at Balloch Pier.



The keeper of Inchmurrin, Mr Power in 1904 with his family and possibly some members of the canoe club and Mr Power posing for the camera.



1904. Camping by the keepers cottage, Inchmurrin.



1904. The fleet's in at Inchmurrin with steamer in distance.

1903. Another camp on the beach, Inchmurrin. Note the low level of the loch.



Other beached canoes on the Island.





Inchmurrin jetty.



The Gnat on the Loch.



Bob's tent, 1903.



Henry and David are two named campers shown left. c.1904.

The Club houses in Balloch — on the river Leven & Drumkinnon Bay

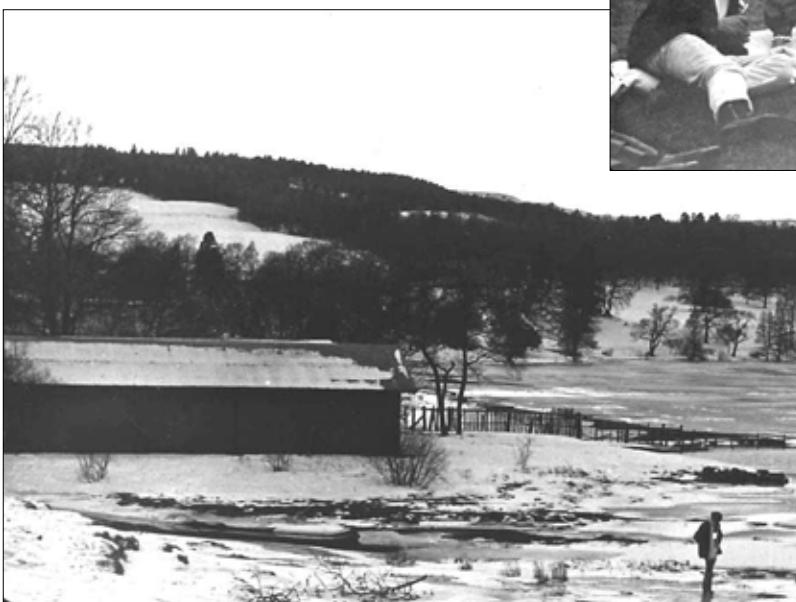
The move to Balloch in 1898-99 firstly used huts rented from Lynn to store their canoes. In 1904 a clubhouse was built on the river Leven to house 24 canoes. The small clubhouse was build next to the "White dyke" which divided the Moss O'Balloch Park and Private Estate (now Balloch Castle Country Park). The white dyke now starts just above a riverside path rather than into the water. The CCC came here in 1904 and this was their main boathouse until they moved to the new building at Drumkinnon Bay in 1908. The Leven boathouse was still used for storage until 1914.



Photos show the newly built Boat house on the river Leven in 1904 and with launching ramp added on.



Photo taken from railway property, looking west.
There was no access to club from railway property.



Photographer taking picture in front of clubhouse on Lady's Day 1908.
Tullichewan Estate boathouses in background. Later owned by T. Hogg. The area where the picnic is taking place is now the entrance to the Lagoon at LLShores.

Two winter scenes, Taken on 29/1/1910 from Clyde's Clubhouse to what was the Tullichewan Estate boathouse and from boathouse to the Clyde's Clubhouse at Drumkinnon Bay. The almost frozen stream shown in both pictures now enters the loch via the excavated Lagoon at Loch Lomond Shores. The boathouses were later acquired by Tommy Hogg to run his boat hire business.

The foundations and boat slip can still be seen today on the promontory behind the Visitor Centre at the end of boardwalk, Loch Lomond Shores.





The stream is still there but the view is obscured by 100 years of overgrown bushes and trees. The clubhouse can just be seen far right with Balloch pier and steamer just visible.



Track to the boathouse, off Old Luss road c.1910.



Similar views, 1911 and 2011. Site of Clubhouse now the entrance to man-made Lagoon at Loch Lomond Shores, Balloch.



Sailing Drumkinnon Bay and canoes beached at Clubhouse.



Note railway property boundary fence line well into the Loch. This was in place for over 100 years until removed for the Lomond Shores Development.

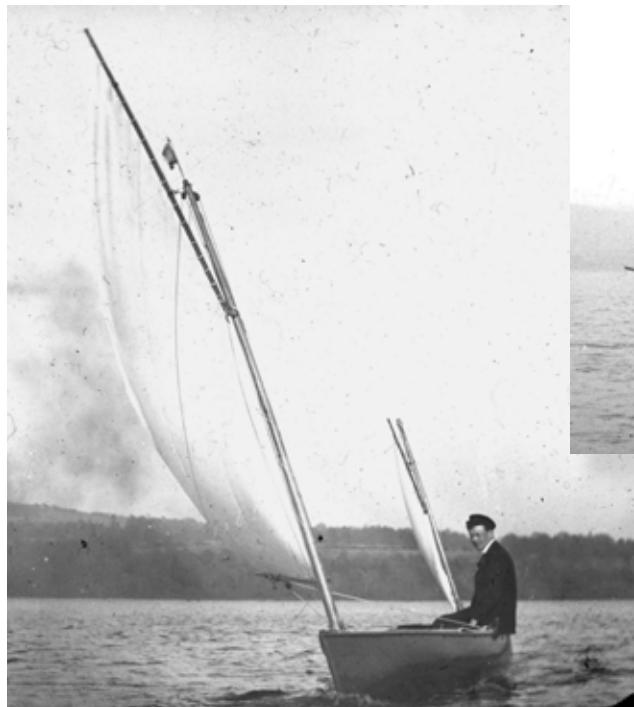
Below: Sailing in Drumkinnon Bay.



The Club's Sailing Canoes

Some captions show different named people sailing the canoes, obviously shared use. Photo captions are from archive file names from pictures taken on Loch Lomond and Clyde at the beginning of the 20th Century. Note the dress of those sailing and not a lifejacket in sight.

David Yuile & Wyn, Ithona.



Ithona, Loch Lomond 1901.



Ithona, Bucinch
June 1904.



The Nellie and Herron, Kyles, 1901
and Nellie Loch Lomond 1901.





The Merlin, Colonsay II and Nellie above mouth of River Leven.



Yo San, Inchmoan, 1904.



Yo San II, Prentice and Warden.



Mona, Inchmurrin, HWY.



Una, Balloch, July 1904.



Darthula, two crew.



Petrel, Loch Lomond, HWY.



Midge, Inchmurrin, Sept. 1904.



Ithona, Inchmurrin HWY.



Enid on the shore, Clyde.



Colonsay II, Miss M. Neill paddling, Aug. 1904.



Mona, Inchmurrin, HWY.



Ithona fitting out, Kames 1905.



Sunny Jim, 1905, Loch Lomond.



Ithona with Rankin, at Kames,
1905.



Canoes on shore at Drumkinnon Bay Clubhouse, 1907.



Raven Loading up, Aug. 1908.



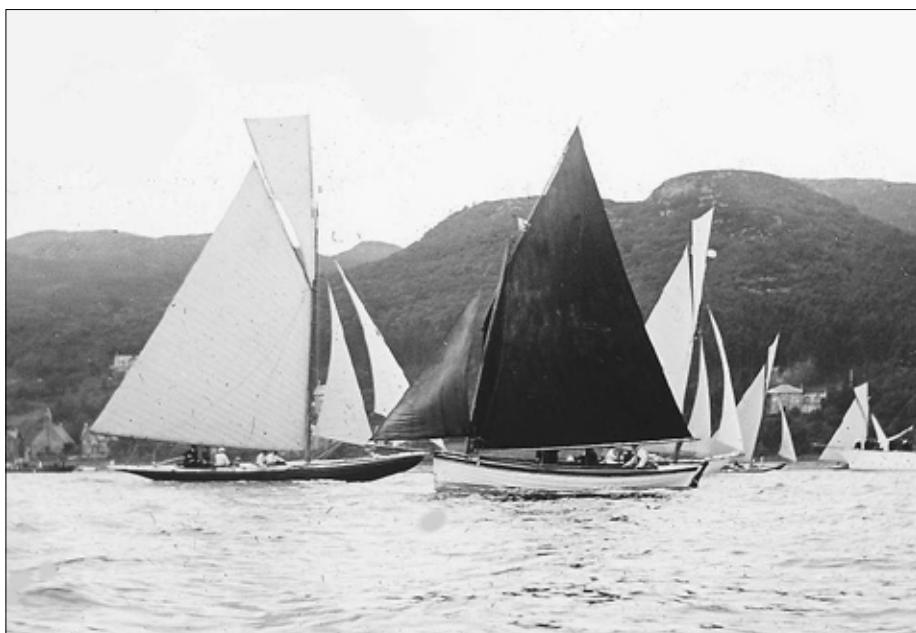
Raven, Aug. 1908,
Glen Finlas in background.



Raven at Clubhouse slip, Sept. 1908.



Tichinabruaich Regatta 1904.

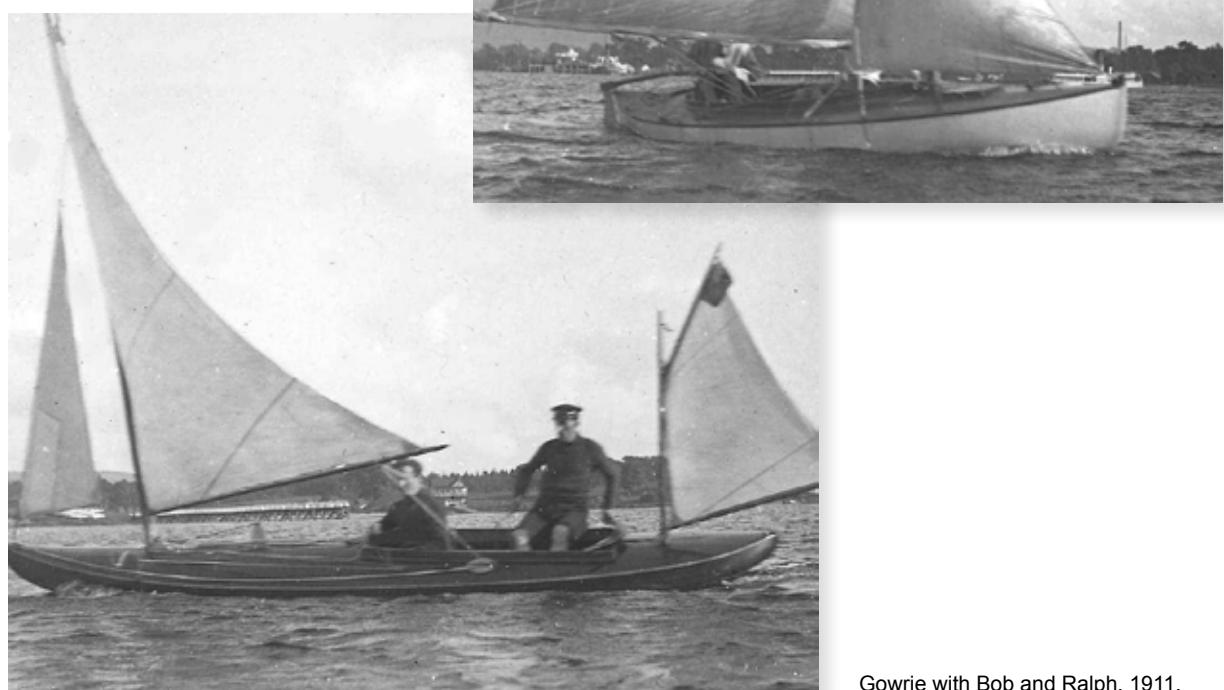




Pearl and Gowrie, July 1911.



Pearl, July 1911.



Gowrie with Bob and Ralph, 1911.

Appendix 1 – The Yuile Family and the CCC

By Peter Yuile

Written 2005

Firstly let me introduce myself. I am Peter George Yuile, the second son of Ralph Harley Yuile. My father was the third of four brothers who all became members of the Clyde Canoe Club between 1898 and 1904.

The eldest brother was David McLure Yuile and the second was Henry (Harry) William Yuile. Both were members of Clyde Canoe Club in 1898. My father Ralph Hartley Yuile joined in 1903 and the youngest brother Herbert Ashworth Yuile joined in 1904.

Their two sisters, my Aunts Louisa and Edith were not officially members of the CCC but both were very actively involved with sailing the canoes on Loch Lomond and camping and cruising there and to the Western Isles etc.

The first canoe the brothers built was "Ludith" which was named after their two sisters, being a combination of Louisa and Edith. This was launched for the first time at Millport on Great Cumbrae. I have a letter from my uncle Henry then in Seattle to his youngest brother Herbert dated 1915. In the letter it states that it was 20 years since they built and launched the Ludith at Millport (1895). Shortly after this they built the canoes "Nellie" and "Ithena" about the time that the 2 elder brothers joined the CCC in 1898.

The family home at this time was 158 Hill Street Garnethill, Glasgow. I know that as a family they spent their summer holidays at Millport and Kames sailing.

Three of the four brothers went to Alan Glen's School in Glasgow, which had a very good reputation for producing engineers. Later this school became a girl's school. After Alan Glen's School they went to Stowe College in Glasgow and the two sisters both went to study at Glasgow University.

My Uncle David joined Messrs Vickers Armstrong Company Ltd in London, well before the First World War. In time he became their Chief Armament Designer and when he retired in 1931 he went to live in Bearsden at 3 Upper Glenburn Road. My Uncle Harry went to work in Canada about 1903 but a few years later he moved to Seattle where he became a Director of the Pacific Fishing and Trading Company. I have a record of him having given a silver cup to the Clyde Canoe Club to be named the "Canada Cup". Later he gave a second silver Cup which became the "Seattle Cup".

In 1905 both two aunts and Uncle David went to see their brother in Montreal while on holiday in Canada.

My father first had a business in Glasgow but after the start of the First World War he moved to Croydon in Surrey where he and an old friend from Glasgow started an engineering works. After World War One my father also joined Armstrong Vickers Co Ltd in London. He became a draughtsman in the armament drawing office with his older brother.

By then they were both involved in canoe sailing on the Thames with the Ranelagh Sailing Club. They also built "Nellie II" 17ft 6ins in length, 4 ft beam and with 190 sq ft sail area. My father wrote to his younger brother in Glasgow in 1925, explaining the handicap sailing rules as used by the Ranelagh Sailing Club on the Thames; I have enclosed a copy of the letter.

In 1921 my father married and my brother was born in 1922 and I was born in 1926. Unfortunately our mother died in 1929 as a result of an operation for tonsillitis. Late in 1929 Vickers Armstrong Co Ltd, as it now was, decided to send all their London draughtsmen and drawing office staff to their Engineering Shipbuilding Works at Barrow-in-Furness, then in Lancashire but now in Cumbria.

During my school summer holidays in the 1930s I spent most of my time at Bearsden with my aunts and uncles and during this time passed many a happy hour on Loch Lomond at the Clyde Canoe Club.

In 1906 and for a number of years thereafter my father was the Honorary Secretary and Treasurer.

The youngest of the four brothers, Herbert Ashworth Yuile, remained in Glasgow all his working life and retirement. He was a senior electrical engineer with John Brown Shipbuilders on the Clyde. Of the four brothers he was the one with the longest connection with the Clyde Canoe Club - well over 60 years. He was elected Honorary Commodore in 1957 and served in that position until his death in 1969. Some highlights of his years in the CCC are:

In 1913 my Uncle Herbert in "Ithona" won the Canada Cup and also that year my father, also in the "Ithona" won the Challenge Cup.

From 1913 to 1925 the Seattle Cup is mentioned.

From 1923 to 1925 my Uncle Herbert was the Captain of the CCC.

From 1929 to 1935 my Uncle Herbert was the Vice Commodore.

From 1955 to 1957 Herbert was the Honorary Vice Commodore.

From 1957 to his death in 1969 he was the Honorary Commodore.

The canoes that the brothers owned and built were: Ludith, Nellie, Ithena, Ludith II, Nellie II. Nellie II may not have been on Loch Lomond as she was on the Thames with my Uncle David and my father while they were working in London.

Herbert's son David, my cousin, died in 2003. I knew that he had all of his father's and much of his uncles' memorabilia of the time that they spent sailing before and after they were members of the CCC. After my visit to the CCC (by now Loch Lomond Sailing Club) in the autumn of 2004 I called on my cousin's widow in Glasgow and obtained from her over 350 3.5 sq in glass slides and a few of the many quarter plate glass negatives as well as many other items. In time I hope to be able to collect the remaining glass negatives and the camera with which the glass negatives were taken.

Of the 300 plus 3.25 sq glass slides I've been trying to place them in some order. The first 126 were easy as they were dated and had information on them of where, what and when. The next 129 are place named but not dated. The remaining slides are very mixed and have little information on them. At the moment I have yet to place them in any order.

When I collected the slides etc, from my cousin's widow I also collected the 3.25 sq slide projector. This will be well over 100 years old. The illumination would have been either a carbide lamp or an oil lamp as the wooden inside of the casing has signs of being burnt. At a later date it had been converted to an electric projection lamp. This could have been in the 1920's but I don't know a date for certain. I have 2 projection lamps but how long they will last I don't know with them being so old. I don't want to use them until I've placed all the slides in order. Then I'll project the slides and video the images with a voice description of the details etc.

Early this year (2005) I collected from my cousin's widow nearly 400 quarter plate glass negatives and the camera, plus the camera magazine for holding the glass plates. These had been used for producing the images on the negatives.

Unfortunately I don't have any information with the negatives as to where they were taken, dates etc. Many of the glass slides have been produced from these negatives.

A friend has been scanning them on his computer and placing images onto a disk, and from this disk has been printing the results onto paper. With some of the slides and negatives the images are very feint and don't reproduce very well. It will take quite a long time to scan all 700 images onto disk and print them out.

Appendix 2 – The Log of Minna on the Clyde

Clyde Fortnight Regatta July 1936

By DQA Bates

Introduction.

By 1936 the Clyde Canoe Club had been settled into its new home at Millarochy Bay for a few years. Sailing had largely, but not completely, replaced canoeing and canoe sailing and there were 4 sailing yawls owned by Club members kept at Millarochy Bay. These were:

Minna	DQA Bates
Morag	J. M. Thomson
Ailie	Duncan Ferguson
Alethea	T. D. Russell Fergusson

The yawls were typically crewed by two people – occasionally 3 – who could sleep in the small cabin and were particularly suited to cruising on Loch Lomond where the crew could comfortably stay on the boat overnight. In 1936 All 4 yawls decided to go to the Clyde to participate in the two weeks of the Clyde Fortnight Regatta in July. The plan was that the crews would base themselves on the yawls and intersperse racing with cruising to places such as Arran. However, the Morag and Alethea were damaged while being transported from Balloch to Bowling and didn't sail as often as they intended to, although they do appear in both the Log and a Glasgow Herald report of a Regatta race.

The Log which appears here was kept from 1st July to 1st August by DQA owner and skipper of the Minna. After a person had known Bates for many years, he might be allowed to call him "Baldy", but only if he was granted permission to do so. His crew for this venture onto the Clyde was Colin Robertson, brother of Angus. Both were stalwart Club members for decades.

The Clyde Regatta had an international reputation and there were boats from the United States, Germany, Sweden, Norway, England and Ireland as well as elsewhere in Scotland. From the CCC members' perspective the venture was not a success and was not repeated. The Glasgow Herald's summary at the end of the Regatta says that the weather was particularly bad for sailing: a day's heavy rain alternated with a day of calm weather. This is all reflected in the Minna's Log as well as in the Herald's daily reports of the Regatta where she, Alethea, Morag the Ailie are all reported as not having finished the race of 18th July from Largs to Tighnabruaich. They were in good company; of the 65 yachts who started at Largs only 29 finished.

During the Clyde Fortnight (there weren't races every day and on at least 1 day the planned racing program was cancelled because of the weather, something which rarely happened during the Fortnight), Minna entered and raced in 6 races; she only finished in 3, in one of which she just beat Ailie to the line. Weather was the major problem. In broad terms of the weather reports in the log, 5 make specific reference to rain, 8 to squalls and "fluky" wind, and 5 days are reported as being sunny or nice. Also the boat leaked at the joint with the cabin decking in the heavier seas on the Clyde, so the crew's bedding as well as their clothes was wet for much of the time.

The Log has very kindly been made available by DQA Bates's daughter, who is still a member of the Club. A few additions have been made to the original log – e.g. the day of the week is given after every date. All other additions, which are by way of explanations of abbreviations etc, are shown in italics. These explanations have come from different people over the years such as Angus Robertson and Roger Hancock.

The Log Entries 1st July – 1st August 1936

Date: 1st July 1936 (Wednesday)

From: Millarochy Bay

To: Balloch

Distance: 8 Miles

Winds: None

Remarks: Flat Calm.

Arrived at clubhouse about 3.15 after experiencing heavy cloudburst on the way. Weather now cleared up but no wind. After drinks on board Minna and Ailie II both got under way towed by Minna's outboard. Calm all the way so dismantled gear under way and arrived Balloch about 7 o'clock. Arranged for ships to be on rail Thursday a.m.

Date: 4th July 1936 (Saturday)

From: Bowling Harbour To: Clynder with CJR

Got to Bowling at 11.30 – off crane at 12 o'clock. Fergie was there and was a great help in rigging, stowing etc (T D Russell Ferguson who was Club Commodore in 1936; he loved the area around Millarochy so much that he had bought a house at Sallochy and by now was living there). Fairly strong wind blowing up channel, so tried to arrange for tow down. Unsuccessful so at 4 o'clock got sail on and started to beat down. Managing very nicely when weather rigging screws let go off Dumbarton. Put right and carried on but rigging still slack and mainsail setting badly. Ailie turned into Cardwell Bay to pick up Elma and dinghy, so stood out into firth and then ran before the wind for Gareloch. Steep following sea and strong wind made most exciting steering. Mast whipping about in most terrifying manner owing to slack rigging. Got to Clynder in middle of heavy rain squall and picked up mooring off McGruers. Bangers and beans much appreciated. Had walk ashore with Duncan (Duncan Ferguson owner of the Ailie) and Elma and turned in. Still raining and decks leaking steadily.

Times: Left Bowling 4 o'clock
Off Gourock 6 o'clock.
Arrived Clynder 7.30.

Date: 8th July 1936 (Wednesday)

Remarks: Wind westerly light to fresh. Showery.

Biddy arrived with car, and we all set sail for Hunters Quay. Fresh SW wind, just full sail and no more. Rain squall on way and got to Hunters Quay in 2 hours. Watched 6 and 8 metres playing around and started back for Clynder at 5.30. Arrived 7.30 after fine free sail. Caught and passed CCC cutter about 7 – 10 tons so very proud of ourselves. However, 6-metre Nike passed us in narrows as if we were standing still, so we anchored in slightly chastened spirit and were very ready for the evening mince.

Date: 11th July 1936 (Saturday)

From: Clynder To: Sandbank (with DWW, Dr Donald W Walker who played a leading role in looking after the Clubhouse during WW2)

Got under way 7 am, wind fresh north-westerly. Good sail to Toward, where we anchored in Achavouline Bay about 10.30. Good holding ground in sand, 3 fathoms about 100 yards offshore at low water, 200 yards east of castle jetty. Off again at 1.30 to watch B.A. Cup races (the British-American Cup). After finish turned up channel in fresh westerly wind, going great guns, close reach. Very severe squalls off Innellan. Donald reported serious leak at shroud plate forward – on investigating found water pouring in. Doused mainsail and proceeded under mizzen and jib. Wind increasing and blowing very strong in Holy Loch. Got mooring there about 6 o'clock. Ailie II arrived after we fed, with Dunc (Duncan Ferguson) and Andy (A.P. Alexander, CCC Secretary at that time) on board. Drinks with them ashore afterwards.

Date: 12th July 1936 (Sunday)

From: Sandbank To: Clynder

Spent most of early part of day working on various jobs. Finished fitting B blocks to boom and reeving off reefing pennants. Overhauled trysail. Ailie II left for Fairlie and would have a tousy sail as wind piping up from S. We set out later under trysail, mizzen and jib not because we needed to but Walker wanted to see how trysail worked. Sailed along very comfortably – but slowly. Set main off Kilcreggan as we wanted to catch tide at Gareloch. Rousing sail home.

Date: 18th July 1936 (Saturday)

Largs – Tighnabruaich race (with S.B.)

Got under way and sailed across for start on Cumbrae shore. Concha very mystified about decoration on their mast but we knew nothing. Wind light easterly at start which soon fell away to calm with heavy showers of rain, racing very fluky, and conditions miserable. Racing machines soon sailed out of sight and left us scrapping with Dragons. Wind got lighter and rain heavier, finally gave up off Craigmore and towed in by steam yacht with whole string of Dragons. Arrived Tighnabruaich at 2 a.m. and had a bit of a job anchoring in a crowded place in pitch dark. Got hook down at last, safely we thought, and turned in. Woke up 6.30, great stir ashore and all around. Surrounded by ships aground. Island class Fidra, high and dry, Alethea, just astern of us, aground at the stern. Had only about 1" under our own keel so hurriedly pushed off and anchored in safer place. All hands turned in again very tired at 8 a.m.

Date: 19th July 1936 (Sunday)

From: Tighnabruaich To: Auchenlochan

Nice fresh N.W. wind so we sailed about for a bit drying sails. Met Ailie II, then saw Morag in Auchenlochan. Anchored alongside. Much quieter than Tighnabruaich, but more exposed from S.W. Anchored about 150 yards offshore, off 3rd concrete jetty on right of Royal Hotel. Between this and hotel, bad reef runs out 100 yards.

N.B.: Party in hotel at night with Conchas and Margarets. Sing-song and stories. Ball of Kirriemuir in great demand. Proprietor finally protested about 10 o'clock so all went home. Rescued one of Margaret's crew who insisted on swimming to his ship.

Date: 20th July 1936 (Monday)

Tighnabruaich Regatta

Bright morning with strong N.W. squalls. Made mess of start, good half-minute late. Reach to Kaimes mark, then very hairy run to Kerry buoy. Wind freshened all the time so tied down two reefs on run with aid of our new reef tackle which proved worth while. Came on wind for Kilmichael – almost overpowered at times in squalls. Morag and Ailie not reefed, Morag could make nothing of it and gave up. Ailie managed in some amazing fashion to carry full sail and make something of it. Finally beat us in by 2.5 yards, after exciting race. Of course, Sunbeam and Dubhaga, being keel boats, had it all their own way in heavy beat, and were in a good quarter of an hour before us. Lay at Auchenlochan for night. Visited dance at Manor, but N.G.

Date: 21st July 1936 (Tuesday)

From: Auchenlochan To: Corrie

Nice fresh morning, N.W. breeze had moderated to nice whole sail wind. Under way 1 o'clock and parted company with Ailie at Ardlamont – she making for Tarbert. Glorious sail down, though seas off Cock of Arran troublesome at times. Timed our Arran mile in 10 minutes 10 secs but as we sailed it at a slant, reckon we did our 6 knots all right. Seemed a lot more judging by way dinghy was planing astern. Arrived off Corrie at 4 o'clock and decided to lie in harbour, which dries out at low water but can be entered by ships of our draft up to 2 hours after high water. Hauled off and doused mainsail, and sailed it under mizzen and jib. Caused great stir amongst locals. Very good beer at hotel but talent rotten, so turned in early to our virtuous bunks. Had session first with Robin Kelso, the ferrymaster, interesting old chap, had raced in the Gleniffer with old Sir Thomas Glen Coats.

Date: 23rd July 1936 (Thursday)

From: Corrie To: Blackfarland Bay

Lay all yesterday in Corrie. Glorious sunny day and weather looking settled. During night weather changed and when we woke up on Thursday morning looked very threatening. However, had to get out on last of

ebb at 6 a.m. and so cast off and towed out with outboard on dinghy. Very big sea running right into harbour mouth and breaking heavily on rocks either side of entrance. Thank goodness engine behaved splendidly though dinghy more under water than out. Got enough offing to set mizzen and jib and claw off shore. Very strong S.E. wind outside which was not apparent on shore due to hills lifting it. Unable to lay Garroch Heads owing to amount of leeway made under reduced rig so ran for Kyles of Bute and shelter. Visibility very bad, and large beam sea sometimes washed right over ship. How in hell does the dinghy manage to keep afloat with the outboard on. Very shortly after was seasick for the first and I hope only time in my life. S.B. steered all the time and kept things going, I personally would rather have quietly drowned. Sea moderated on getting shelter of Bute shore but wind still gale force. Decided to anchor in Blackfarland Bay, opposite Tighnabruaich, and lick our wounds, also have food. Nicely sheltered here and got hook down about 8.30 a.m. All hands turned in quite exhausted and slept until midday when we had a much needed meal, the first of the day. Wind blowing stronger than ever and veering westerly, so turned in again, read and slept. There is no doubt that this anchorage is much to be preferred to Tighnabruaich in southerly gales, as the wind gradually veered and blew straight in to the latter place. Holding ground is also surer. Very glad we didn't attempt to reach Hunters Quay to-day – damn racing to-morrow.

Date: 24th July 1936 (Friday)

From: Blackfarland Bay To: Sandbank

Wind still very strong this morning, but conditions brighter overhead so got under way, mizzen jib and trysail. Good run to Colintraive, but wind in East Kyle very uncertain and fluky. So hugged west shore and started outboard. Turned this off at Ardmaleish, where wind came away again strong from S.W. Nasty high chop in Rothesay Sound, once round Toward wind and sea dead aft. Waves were very high at this point and dinghy constantly tried to climb on board. Thank heavens we rove a brand new painter at Corrie. Arrived Sandbank and very glad to rejoin Ailie, who had come round earlier from Colintraive and had had a very dirty passage. Found there had been no racing today after all. Then all hands went ashore, dined at Argyll Hotel and proceeded to Ball in Dunoon Pavilion. Had great reunion with Uffa Fox.

(Uffa Fox had visited CCC at Millarochy two years previously i.e. 1934. In 1995 Angus Robertson remembered that Uffa Fox had intended to spend a few days at CCC. Instead he stayed for a week before being waved off to London on an overnight train after an evening of fond farewells in Glasgow hosteries.)

Date: 25th July 1936 (Saturday)

Race off Hunters Quay.

Course: Gantocks, Kilcreggan, Gourock and back.

Southerly wind still strong this morning and had great conference with Ailie – to start or not to start? Decided to move out and see what it was like so started off under mizzen and jib. Didn't look too bad so hoisted double reefed mainsail as well and started. Extra crew McRobbie also on board, picked up from launch. High sea but wind nothing hellish till we got off Cloch point where squalls very vicious and almost overpowering at times. After going about on port tack for Gantocks, wind became even stronger and sea very high and steep. At this point D.R.F. passed us in a large yacht and swore that he could see both sides of Minna's centreplate. I can almost believe him. After a while, the ship began to labour heavily and cabin floorboards were awash. Suggested turning for home and crew agreed with alacrity. The run home before the high wind and sea was most exhilarating. Minna was planing along the tops of waves that seemed at least 10 ft high. It took an 8-metre a hell of a long time to pass us at this point.

Doused main and dodged across mizzen and jib to watch International 14-footers racing for Prince of Wales Cup. This was a most awe-inspiring sight and miserable and frightened as we were, we took off our hats to these crews. Quite a few were girls. Everything on board was soaking, so cleared out in disgust and fed ashore. Dance afterwards in R.C.Y.C. – lots of smoothies, but not for the likes of us yins. Had to walk home to Sandbank after missing bus. Seemed a hell of a distance. So ends this b--- day.

Sunday was fresh and sunny and we managed to get the ship nicely dried out.

Date: 27th July 1936 (Monday)

Race off Hunters Quay

Course Gantocks, Gourock and home. Twice round.

This was a nice warm sunny day and racing almost a pleasure. Alethea joined us today. Ailie and Morag have gone to town until Wednesday. Light westerly airs at start and we found it paid handsomely to work the Kirn shore as close in as we dared. Impossible to keep anywhere near the other competitors when going to windward, so had private fight with Alethea, which we eventually won. Some good scrapping with 14-footers, which we find we can hold and even pass, off the wind but cannot look at on the wind.

Good party in R.C.Y.C at night. The Conchas were very intoxicated having scored their first victory today.

Date: 28th July 1936 (Tuesday)

Racing off Gourock.

Course – Hunters Quay, Rosneath Patch and distance to Hunters Quay.

This day again bright and sunny, but wind easterly, moderate. On beat back from Hunters Quay to Rosneath we found that we got some strong squalls off the Kilcreggan shore, which helped a lot. East wind gradually died and black threatening clouds built up over the Holy Loch. Just after rounding the Gourock mark, wind switched round and blew very strong from the N.W., turning our run to Hunters Quay into a beat. What b_____ luck. We did not bother doing the distance back to back to Gourock again, as our other rivals were already about 45 minutes ahead. Returned to our anchorage at Hunters Quay where we have now moved from Sandbank, being handier. Lying comfortably in 4 fathoms off the tunnel under the roadway, fairly close in. Tide runs very strongly here, steamer and motor boat waves most troublesome.

Date: 29th July 1936 (Wednesday)

Mudhook Day off Hunters Quay.

Course – Gantocks, Gourock and home.

We have a race for ourselves today and all four yachts started, Ailie and Morag arrived overnight. Dunc was looking very pie eyed this a.m., having been at the Lifeboat Ball last night. He looks more like the b_____ wreck today. Wind light and very fluky from W at start, but gradually freshened. Worked Kirn shore for all it was worth and turned Gantocks with a useful lead which Minna managed to hold on to and win from Ailie by about three minutes. A very fine race, especially from our point of view. Biddy came down to race with us today and she certainly has brought us luck.

Great winding up party at night, which finished on Robbie White's Nonie about 3.30 a.m. A.B. felt so good he fell overboard in his only respectable clothes. Sho endsh thish day.

Date: 30th July 1936 (Thursday)

From: Hunters Quay To: Dumbarton

Everybody very jaded this morning and packing up to go home. It's a rotten day anyhow, and we'd suddenly had enough of the Clyde. So phoned McAlister to have truck ready and lit out for Loch Lomond, before fresh southerly wind. Great sail up river in company with Alethea and on arriving off Dumbarton Rock we found we'd done the trip in two hours. N.B. Keep the black and white beacon on the starboard hand when turning off the fairway here. Anchored off McAlisters and everybody glad to get ashore, cross and tired, because there had been a bit of excitement with kedge anchors at the last minute owing to Alethea dragging.

Date: 1st August 1936 (Saturday)

From: Balloch

To: Clubhouse

Perfectly hellish delay at Dumbarton because Dennys were so busy we couldn't get the crane to load the boats. However once they were loaded the railway Co. really did their stuff well and the boats arrived on Balloch pier at 2 o'clock to-day. Under way for club at 7.30 and arrived 2 hours later. Just damn glad to be back again, even if the weather's hellish.

Have come to the conclusion that our yawls aren't suitable for the Clyde in severe weather if one lives aboard. Minna leaked badly all along her covering board when heeled over, and this water was practically impossible to get out till she was on an even keel again, owing to her flat underwater section. Bedding and cushions, therefore, got soaked – decks leaked too. The cabin is so small that it is impossible to get away from wet clothes. Admit we were unlucky as regards weather but Fair fortnight usually is bloody.

Compared with the Clyde boats we did very badly when turning to windward though could hold them off the wind. We found that even the Dragons and Gareloch class could point higher. Evidently the Clyde folk didn't intend us to do much winning. We received 10 sec. per mile from an ex 6-metre, and 5 sec. per mile from a 19/24 converted to Bermudan rig. The same allowance from Vanity, an 18ft International class. These boats were all stripped racing hulls, sloop rig, Bermudan sail plan. We lived on our ship, carried a great weight in gear, food etc. Also rigged as yawls, gaff sails. Allowance was increased to 60 sec. for the Gourock day but we were still hopelessly under-handicapped.

So if that's the Clyde, we've b_____ well had it.

Appendix 3 – Early Club Canoes

<i>Name</i>	<i>Owner</i>	<i>Approx Dates</i>
Bowieknives		1874
Shirttails		1874
Ailie II		30's & 40's
Alethea	T. D. R. Ferguson	1925-48
Arielle	A. O. Hamilton	
Betty	George Ure	1900's
Bothnia	Charles King	1874-
Chloe	H. Rippon	
Colonsay I	J. A. McNeil	1896?
Colonsay II	J. A . McNeil	1900's
Colonsay II	J . . A McNeil	1900's
Darthula	R. B. Brown	1919?'
Dolphin	Wilfrid Smith	1873-still exists in Scottish Maritime Museum, Irvine
Duck	James Coats	1873-
Elizabeth	Mathew Gemmell	1873-
Gowrie		1900's
Hermit	P. M. Smith	1873-
Heron		1900's
Iorsa	P. E. Dove	1873
Ithona	David McClure Yuile	1904
Lark	John Ferguson	1873
Loch Class canoes		1920's - ?
Locheil	Various members	1874
Ludith	David McClure Yuile	1895-6
Lythe	George Usher Graham	1873-
Maisa	John Lees;	1920 – 70 still in boathouse
Marina		
Minna	D. Q. A. Bates	30's & 40's
Mopoon	John Allan	1874
Morag	J. M. Thomson	
Mystic	W. A. Robertson	
Name Unknown	R. M. Barge	1937 still in boathouse
Nellie	David McClure Yuile	1898- 1919
Neptune	Horatio K Bromhead	1873-
North Briton	Robert Rule	1873-
Pearl		1900's
Petrel	T. Spence	1896?
Rambler	Tom Whitelaw	1874-
Raven		1900s
Rover	George Corsan	1873-
Sheila	R. R. Ayton	
Whaup?		
Wren	Charles G. Y. King	1874
Yo San II		
Zelma		