

FD GBR

Nov 2003

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2 EDITORIAL

Thanks to Cathy, Steve, Jamie, Toby, Vicky, Richard, Rob, Dawn, Colin

Another year washes down the self bailer of life, and a good one on the whole. Astonishingly, its now thirty years since I first went trapezing on a performance dinghy. At 15 years old I was one of the top cookies in the Mumbles fleet of over 50 mirrors, 20 - 25 boats for most club racing. Helping at the club have a go day, I blagged a ride with Gordon Cooper, the guy who established Osprey racing at Mumbles. Beautiful day, sun, force three to four, and I was to have a go at a grown ups boat. Holding the harness nervously, 'shall I put it on now, or wait til we are out there?' looking at me (at something under 40 kilos) Coops said, ' Think you'd better put it on now, boy'. No clever stuff with the spinnaker, just planing around two sailing, the white of the hull, the huge rig, the long flat wake and the summer cumulus, with the city, mosaic spread around the bay in the background, blue sky and sea, exactly as the club burgee would have it, and riding a boat - riding was right, I have never ridden a thoroughbred horse, but I'll bet its similar, this thing is only letting you do it because you make it want to - with the glowing varnish, the sun gleaming gold off the anodising of the spars and the control line tails slopping around on the floor.

That will stay for ever, but what will join it from this year?
Seeing Jamie flying over me into the rig, just as my head went under the water,
Jamie and I letting rip in the breeze at Oxford,
Frithy and me, eating at the club Saturday night at Lee, both as old git minders to interesting, intelligent, and attractive young women sailors,
Packing the boat up with Cath at Bala, and setting out for Italy instead of home,
Tee and JB on the board in Como,
We've got an iron in front of us smoothing the waves out - Cath's first impression of the carbon stick, as the misty drizzle closed in again and we were alone in a grey tupperware bowl of sky and sea, five minutes on each tack until the island appeared through the murk,
The topper size course they started setting us on Monday at Saundersfoot, and the great days racing Cathy and I, and everyone else, had when it was sorted
How much it hurt, mentally as well as physically, jogging back home away from the start at Rutland

Good luck to both boats representing all of us in Melbourne, and from Cathy and I, Pete and Jamie, and everyone else here in North Wales, Nadolig Llawen a Blwydden Newydd Dda i chi i gyd.

Cover Pic:- From Como to Melbourne, good luck boys!
Next issue:- Mid Feb 2004, stuff to me by end Jan, please
Best photo e-mailed to me by then becomes cover pic for next issue,
Comments on my interpretation of the newsletter game would be very welcome.

3 CHAIRMANS 2003 REVIEW

In some ways I believe that we should be quietly optimistic about our future as a section. We have new active members, have remained numerically stable, and have a new association with a group of six other symmetric classes.

My only concern are the boats seemingly welded to their launching trolleys! I would really like to know their owners plans for the coming year – sail or sell.

The Dinghy Show saw a new look stand and great support from a number of key members. In terms of interest expressed in the class it was a significant success, translating that interest into membership/activity proved, as always, to be more difficult. We did make a mistake in arranging the try-a-boat day when we did, and this is an area we need to address to make better use of our new contacts.

Participation at events both at home and abroad has been quite creditable. A 4th place in the European Championships in Lake Como by Toby and James ranks highly in the success stakes. Colin & Tony did very well to finish 6th overall in the new FD Euro Cup. Peter and Richard's 10th at the Conrad Gulcher is well worth a mention and a 8th and 17th by Toby and Julian respectively at the Symmetric Grand Prix (out of 104) put the FD in good light. The National Championships in Saundersfoot were successful and it was great to have some overseas participation, and with prospect of more visitors joining in the event next year, if we get the venue and timing right. As mentioned above the Symmetric Grand Prix was a big success at Datchet and I would recommend a look at the website - www.fastsail.org - which will tell you more about some ideas being debated for the future of the "traditional" symmetrical spinnaker classes.

Talking of websites, ours has been kept up to date, has loads of links and is a credit to our Class, all thanks to Richard. The Newsletters, skilfully produced by Julian, have been an essential means of communication, as always good copy is needed and you can all help – please!

The Class has a new logo that will, for the time being, be used alongside the old one when appropriate. Individual countries will be encouraged to use the logo but also be free to use their own logo for domestic purposes.

What about the next 12 months? I have some fairly simple aims:

- Put an attractive fixture list together, combining with other symmetric classes when possible.
- Build on the success of the 2002 Dinghy Show and get more "guests" into an FD.
- Convert 2 stagnant boats into 2 active boats.

Finally I would like to thanks everyone involved in the activities of our Class, nothing would happen without time and effort, plenty of both has been put in by a small band of people – well done, and let's look forward to 2004.

Stephen Parry.

4 TECHNO - THE JOY OF CARBON

After Dervio we got hold of Toby and James' Superspar carbon spars. Here are our impressions after four months. We paid for the boom so it comes first.

PLUS weighs almost 2 Kg less than our old Boyce boom - leech opens as soon as there is any wind - It hurts less when you hit your head on the boom - its a lot easier to lower onto the precious varnish.

MINUS bends marginally more - supported each end, with 120 Kg on the mainsheet hangers, deflection is 24 mm, Boyce is 12 mm - so what!

The mast, now in the boat, and staying there if I have my way. A first generation mast now four years old, and kicked about a lot during that time, including a high intensity testing programme in the Nederlands earlier in the year.

PLUS Weighs loads less - just under 9 Kg in measurement trim, could possibly be improved to 8 Kg - Marginally lower c/g - Loads easier to rig and de rig - Much easier to right the boat after capsize - info from actual trials by Tobes and James and the HUNs at Dervio. Waves are ironed out - pitching moment is drastically reduced, first time we tried it in a top of clew one breeze and a left over slop, we were absolutely amazed at the smoothness of the ride, In slightly bigger waves and wind the difference seemed less marked, and we havnt tried a real blow yet. Gusts are ironed out - Corin said he could feel the Datchet gust fronts lifting him, then the top flicking off and lowering him back down. I couldnt feel that, I only saw the boats around heeling over and disappearing out the back as we stormed on.

MINUS This mast has leprosy, as the lacquer is flaking off in places and it will need to be resprayed. There is a small vertical split at the heel which needs fixing - I dont know anything about the material which makes alterations and repairs a new adventure.

STUFF Roll tacking is different, more oomph to pull the boat into the roll is needed, and less hike to flatten out on the new tack. This was the very first obvious evidence that we are no longer balancing a heaviest pendulum above our head.

As usual we upgrade the boat with other people's rubbish, but I'm really sold on the idea! The class should allow carbon masts, it makes the same difference as a new set of sails, and we all put up with paying for them now and then. If they are allowed, you don't have to buy one tomorrow, after all we haven't got round to a glass boat yet. Most important - there will be no more major development of alloy spars, so lets get on with this millennium rather than looking back to the last one.

5 COACHING - END OF SEASON LAYING UP.

Its the end of the season for the majority of us - those without the hunger to get to Melbourne anyway - so what about making sure its all going to leap back into life for the first event of the 2004 season.

Firstly wash everything, thoroughly, I use the industrial jetwash at work to get a remarkable amount of sand out of the fittings. They are all hideously expensive, and all benefit from a good going over. I still find and recognise the shiny and metallic sand which we accumulated at Elba three years ago. Dont forget the tanks too, salt left inside will attract moisture through the winter. Similarly the spars, why leave salt crystals to eat their way outwards during the winter. The jetwash stuck up one end of the boom is powerful enough to squirt out the other end, while the mast will also benefit from the removal of the mud stuck into it by your last capsizes. Dont forget the c/b slot, or the rudder assembly either. All the detachable ropes can go into a small sailbag and then into the washing machine. If you have somewhere to hang them up by the luff, the white sails would like the same treatment, a good hose down will discourage mildew like stuff from growing on the salt. The kite is easier, wash it in the shower, and hang it over the shower curtain to dry.

Once the boat and you are all dry, the next step involves a large pot of coffee, a notebook, and your favourite flavour of spray lube. Work methodically over each component, carefully examining every fitting and string, and noting those that are past their sell by date and any work that will be needed during the winter - c/b and rudder tips etc. The sails can be unrolled a section at a time on your largest piece of floor, and 'scrolled' to examine as much as possible at a time. If you have spent the money to get to a regatta, especially abroad, you want the boat to work, otherwise you can add the ferry and travel costs to the price of a halyard or jib furler line, and it comes out pretty dear.

Before the trip to the chandlery, one other exercise is necessary, involving a nice spag-bol, two bottles of Spanish red and your sailing partner. Discuss any problems you have had during the year with parts of the layout, and add the alterations to the shopping list. This can be things that are ridiculously simple, for example, after being in the boat an hour, Corin demanded that the dark green twinner line should be replaced by a bright colour one to help find it, and thus speed up gybing.

Once you have sorted out your pride and joy, remember that the boat only works with the support of its infrastructure. The same wash, inspect, protect, and note taking game should be extended to the trailer, trolley, trailboard, sailbags and clothing etc etc - when was the last time you checked the trailer bearings or the function of the ratchets on the boat straps.

All this may not be as exciting as sorting the shift pattern out right, or pulling off a reach to reach gybe between two capsized boats, but its still an essential part of racing, and more importantly, an essential part of seamanship.

6 COACHING - CORNERS

Hi Toby

I'm just writing to ask about mark roundings in an FD. When I was sailing on Llyn Brenig on Sunday I found that whatever I did I could not sheet the main in fast enough when turning at the leeward mark. There always seems to be too much string to pull with both traveller and sheet. What order should I be pulling in the strings? At the moment I pull most of the main sheet on and then the traveller up and if the boom ends up too high I juggle both the main and traveller till the sail looks right. But I always lose out on other boats because the main flaps for the first 2-3 boat lengths. Any thoughts greatly appreciated.

Cheers, Jamie.

Hi, Jamie -

Not really sure what to say about sheeting as it is something I do automatically rather than consciously (I've also not sailed since the Nationals). Casting my mind back I can remember having the same problem and I think the solution is something like this:

Humans are designed with two arms unfortunately every FD helm needs at least three!! So the trick is to get ahead of the game so that we all look better than we really are! As we don't have time to sort both sheet and traveller I normally position the traveller on the centreline so that I don't have to worry about it. If windy or at the top end of a clew, I will probably let the traveller slightly further down the track. My aim is to be able to sheet the main home without the boat becoming overpowered and heeling excessively. If the traveller is too far up the track the main will be powered up before you have a spare hand to ease the traveller down, if it is too far down, the main will get fully sheeted but still not power up so the crew is slow onto the wire and you end up coming out of the mark low. As a rule of thumb, aim to put the car just below the average position used on the last beat (unless there has been a major change in breeze).

As for sheeting, you can sneak a little in advance of the mark to give yourself a head start, don't take too much as this will slow the boat and make the rounding harder. Don't worry if the majority of the main is flapping, aim to have keep the trailing edge driving as much as possible as it is this that will allow you to drive up high out of the mark. In very light weather, have the traveller all the way up to your light airs position as there is no risk of becoming overpowered, this will also mean that with a little co-ordination, the crew can be very slightly behind in sheeting the genoa allowing the boat to naturally round up without the use of too much rudder. At the opposite end of the scale, drop the car to at least the bottom of your average sheeting position, if not slightly further, in these conditions, you will make far greater gains in getting a smooth rounding and coming out fast (genoa is more than powerful enough) than worrying about the main, it will probably flap most of the way up the beat anyway!

7 COACHING - CORNERS

The other major trick in stopping sails flapping, has nothing to do with sheeting. concentrate really hard on the approach to the mark. If you can generate a smooth rounding, you are already halfway there! This will obviously be dictated by boats around you, but if you have any space at all, I recommend approaching very wide. The FD is a big boat and doesn't turn quickly and the rudder on FD's is the greatest water break ever invented! We all imagine the two boat length circle at any mark, as a guide for a descent rounding, try and imagine a second circle dragged further up the course so that the bottom of the circle is just below the mark. If you can sail round this circle you will get a pretty good rounding. You cannot leave this much space under pressure, but if you practice this routine, you will develop skills needed to speed up the rounding when required.

James and I have broken every aspect of sailing the FD into separate parts so that they can be practiced until you do them without thinking. Start by talking through each one on the shore then go and practice them on the water. Concentrate on each one separately as it is too easy to lose sight of what you are trying to achieve. If there are no other boats to practice against, use a clock. Tack every 1.5 minutes on a countdown repeat setting on a watch. This is harder than it sounds, as you will not necessarily tack on a header but simulates accurately tacking on a first beat whilst you are trying to find a clear wind lane! As you get better, reduce the time by 15 seconds and so on. Don't bother going below 1 minute as an FD is barely up to speed in this time. Also take a quick glance at your watch and work out how long it takes to tack you might be surprised, we were! The same routine can be applied to gybes, hoists and drops.

After 15 or 20 reps, stop and discuss what was right and wrong, be honest with each other and self-critical, it often transpires that a lot of the problems one person is having can be solved by the other changing something they do. James used to complain that I didn't head up fast enough out of a gybe which meant that the boat slowed and pressure on the sails increased making it more unstable, making it harder for him to reconnect the pole (just when you thought it was always the crew's fault).

Finally use Julian as a training partner, use simple windward/ leewards no more than half a mile long. If boats gain separation stop and start again. Stop every couple of rounds and discuss what happened both in your boat and each others, you might be amazed what others will pick up that you'll never notice yourself. Again concentrate on just a couple of points, tacks and gybes or simply boat speed. I've copied this to Julian as the Welsh FD clan is the best placed in the country to develop this sort of training and the two of you can nag at each other!

Hope this helps, Good luck (and don't get too fast), Toby

8 WEBSITE NEWS

Richard Phillips

A member page has been added to the FD website in recognition that members should be entitled to easy access to issues relating to the Class management.

Please note that some files on this website (marked pdf - portable document format) require Adobe Acrobat viewer. If you do not have this on your computer, downloaded it from www.adobe.com/products/acrobat/readstep2.html

To access documents linked from this page you may need a password. This will be provided to members on receipt of their subscription.

The password has been set up in recognition that some information is confidential to the Class, some information should remain private to the FD sailing community and that current members should receive some added advantages from having paid their annual subscription.

The password should be regarded as strictly confidential as should any information linked from this page that has not been put into the public domain by the Class.

A list of information that is planned to be added to the website is included below. To access the information:

go to page on website www.sailfd.org/GBR/members.htm

place cursor on year and if it turns to a hand there is a link to the information. Double click on the link and Adobe Acrobat reader should load and open the file. You may then be prompted for the password. Ensure you type the password correctly – it is case sensitive.

Notices of AGM
AGM Resolutions 2003
AGM Minutes
EGM Notices & Minutes
Treasurers Report and accounts 2003,
Budget for current year 2003/4, 2002/3
Committee Meetings - Agendas 2003, 2002
Committee Meetings - Minutes 2003, 2002
Policy discussions 2003
List of Members 2003
Boat Register 2003
Suggestions 2003
Notes of Competitors Hearings

Any FD sailor may make suggestions and these should be sent to a Committee member – see on website

9 2004 DINGHY SHOW

The show, at Alexandra Palace, will cover every aspect of dinghy sailing and, with the windsurfers at the London International Boat Show at ExCel, there's loads of space for workshops on racing rules and tactics, talks from the experts and a model dinghy racing pool, to give you a great overview of dinghy sailing (or just to blast around at high speeds) beyond pulling one rope and easing another.

The show is open to the public from 1000 to 1800 on Saturday 6th March 2004 and from 1000 to 1700 on Sunday 7th March 2004. Advance tickets are on sale from 13 November 2004. You can buy them from the RYA ticket hotline on 0845 345 0424. There is a special discount for RYA members who book tickets in advance.

IFDCO BS will be there of course, with an excellent stand, masterminded by Toby Dale and displaying one of our newest boats. The stand format is still under discussion, as the symmetrical classes are working together to improve our visibility amid the big manufacturer classes. All members of the class are invited to call in and say hullo, have a chat or your questions answered, pay your subscriptions, etc., etc.

Running the stand for two days is exhausting work, made better by help from members, so if you are prepared to assist, please contact Toby now and offer your services. They will be very much appreciated, as we show the sailing world we are a lively and exciting class to join.

GOSSIP

About 60 entries for the worlds in AUS, should be daily results on the website

New IFDCO handbook / CD by the show? Dervio and new promo video, one day!

Nationals at Whitstable at Whitsun, Round Caldey at Saundersfoot in the summer

Dawns new website with loads of FD photos, up soon on www.sailimages.com

Carbon survey - 100+ responses, approx 60 / 40 in favour

If you dont get FD stuff through your email, please let Tony Lyall know your address - useful information, not spam!

International Bulletin should be with you very soon

Travellers Trophy 2004 - simpler format, more and better prizes, full info next time, lets see you there.

10 2004 WORLD CHAMPIONSHIPS

For the majority of the GBR fleet, unable to enjoy Christmas in AUS, the next major outing will be to Warnemunde in Germany for the 2004 World championships. I hope we will be able to muster a GBR team of at least the same strength as the Como crew, which was seven boats, so if you are interested, then read on. If you have not attended an international event, then ask any of those who have for firstly their opinions on the idea - all would say there are few FD experiences better than attending a worlds, and secondly ask for help with the practicalities. There are many different ways of going about the project, depending on the depth of your pocket, but no-one forgets attending an FD championships.

dates - 27 07 04 - 03 08 04 venue - Warnemunde entry fee - 300 Eur.

Most of the following is nicked from the Lonely Planet guide for Germany.

Warnemunde is the seaside suburb / resort of Rostock - seems a bit like as Lee is to Southampton, or as Mumbles is to Swansea. It is one of Eastern Germany's most popular beach resorts, and essentially a small fishing village with the comforts of city life. Dunes, white beach, harbour with fishing boats, therefore seafood and smoked fish restaurants.

Loads of accommodation, there is talk - if I can translate it properly - of camping right by the club, but for those wanting something more civilised than Hotel VW, we are talking the height of summer, so get and book it now.

The area has lots of touristic attractions for all tastes, including a wetland national park, and a toy train, and a maritime museum, and Rostock is hosting this years International Garden Show.

Racing will be out of the old East German national sailing centre, launching inside the harbour, my spies say it will all be well organised, and that the area is surrounded by low lying land, sheltered from all but the north, where there is an 100km fetch to Scandinavia - so maybe waves.

It would seem sensible for all of us to enter together, thus avoiding the charge for individual telegraphic transfer of the entry fees. Jamie recently had a look at ferries, and feels that nothing beats the Dover - Calais route, although again, it will be worth booking early.

Lets see if we can again make team GBR a worthwhile addition to this event, please feel free to contact me for advice.

There's a nice little flyer for the event on the world website which you can print off and study to your hearts content, follow - worlds 2004 - on the home page. www.sailfd.org/worlds2004.htm

11 2003 TRAVELLERS TROPHY UPDATE

Here's an overview of this season's TT. Full details can be found on the website at www.sailfd.org/GBR/doc/FD_UKtrav03res.htm

Final Pos	Pts	Sail No.	Helm	Crew
1	53	382 / 383	Toby Dale	James Cole
2	46	377 / 384	Peter Doran	Richard Phillips
3	41	384 / 385	Tony Lyall	Colin Burns
4	37	380	Julian Bridges	Cathy Bridges / Bethan Owen / Corin Westley
5	33	IRL 13	Tom Clancy	Rob Borland / Hugo de Jonge
6	33	383	Victoria Parry	Stephen Parry / Peter Frith / John Best
7	29	373	Rosie Pye	Neil Pye
8	26	342	John Berry	Andy Edwards / Jamie Whitaker
9	19	350	Peter Weeks	Andrew Weeks
10	15	363	Keith Martin	John Lansley
11	13	IRL 8 / 383	David Wilkins	Richard Stenhouse / James Cole
12	11	290	Richard Austin	Peter Hadfield
13	11	378	Dawn Barnsley	John Berry
14	10	318	Jamie Whitaker	Peter Hadfield
15	5		Simon Britten	
16	5	264	Tim Lester	Keith Paul

FD UK Travellers Trophy 2003/4 - highest score wins (see below)

Presentation at final event at Annual dinner based on Regatta results for period ending 30 September 2004

Category A events 2003/4 - - To be confirmed when fixtures are decided

Category B events 2003/4 - - To be confirmed - These are events at which 3 or more BS FDs compete, at least one FD travels from designated home club and proposed attendance at event is notified to Webmaster / Travellers Trophy co-ordinator at least 30 days in advance. FD sailors wishing to be advised of Category B events should send their email to the webmaster.

Qualifying

Scoring (as for 2003 - subject to changes at 2003 AGM) Any boat starting at least one race in a qualifying event shall score 5 point plus the number of BS boats that it beats in the overall results in that event. Boats attending an event but not starting a race will score 5 points. Boats not attending an event will score 0 points. Best 5 events to count

Tie Breaker

In the event of a tie the boat that travelled the furthest miles from its home club to attend events in the UK shall be judged the winner. If two or more boats on equal points travelled equal distances in the UK, they shall be ranked in order of the number of events attended so that the boat attending the highest number of events is ahead.

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GBR Nationals, Saundersfoot SC, 23-25 08 03 - Toby Dale

A strong turnout, including visitors from Germany, descended on Saundersfoot Sailing Club over the Bank Holiday weekend and all were treated to a warm welcome, great weather and exciting racing.

Racing got underway with the first of two planned races on Saturday afternoon in a very light breeze. After a number of place changes early on, Toby Dale/ James Cole managed to establish a small lead from Shappy Koenig/ Lars who were closely followed by Peter/ Andrew Weeks. These positions remained unchanged to the finish despite the best efforts of the dying breeze that allowed the pack to catch the leaders on the last leg.

With the wind showing signs of getting even lighter, the second race was not started and the fleet gratefully returned to the beach and a great barbeque hosted by the club.

Sunday was scheduled for just one race with the championship fleet joining the club regatta fleet for the Round Caldey Island Race. Despite many prayers, competitors were again greeted with a very light breeze, but at least it was still sunny!

Hartmut/ Hannes Wesemuller had a superb start and established a huge lead that was never challenged, giving them not only first in the FD class but also overall on corrected time. Toby/ James recovered from a poor start to finish second and just claimed second overall with Dawn Barsley/ John Berry snapping at their heels, third in class and fifth overall.

Monday dawned and finally, some wind! With three races to be sailed and the breeze moderating, many new names were seen in the results and it was all still to play for.

Toby/ James won the first race of the day. The Weeks offered a strong challenge for the first lap, but an unfortunate swim at the leeward mark cost them heavily and they never recovered. Peter Doran/ Richard Philips sailed a solid race to take second followed by Victoria Parry/ Peter Frith.

Race two saw Shappy/ Lars back at the front after close racing with Toby/ James, finally getting clear on the last lap with Julian/ Cathy Bridges finishing third.

The final race saw some of the closest racing of the weekend with numerous place changes right up to the finishing line. Eventually it was Shappy/ Lars who emerged at the front to take the gun. Second went to Victoria/ Peter by half a boat length from Dawn/ John.

The prize giving saw Toby/ James take the National Championships and the Open National Championships.

An excellent attendance of ladies and younger sailors saw Lars taking the Under 25's and Julian/ Cathy fighting off hot competition from Victoria/Peter and Dawn/ John for the Mixed Doubles Trophy.

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GBR Nationals, Saundersfoot SC, 23-25 08 03 - Toby Dale

Hartmut and Hannes won the wooden boat prize again, so they will have to be back next year to defend it, and Tom and Rob won the perseverance prize, two nice bottles of German beer, for the lowest placed boat that finished all races. A Buddy Competition encouraged the fleet to discuss tactics and rigs during the regatta and this saw Victoria/ Peter and Julian/ Cathy just emerge on top. The Flying Dutchman fleet want to thank Saundersfoot Sailing Club for a great event.

Championship photos on this website - www.castle-photography.co.uk

Overall Results:

Pos	Sail No	Helm	Crew	Club	Pts
1st	GBR 382	Toby Dale	James Cole	Rock Sailing Club	6
2nd	GER 13	Shappy Koenig	Lars	VSaW Berlin	8
3rd	GER177	Hartmut Wesemuller	Hannes Wesemuller	Hannover YC	14
4th	GBR 380	Julian Bridges	Cathy Bridges	C.H. Y Felinheli	18
5th	GBR 377	Peter Doran	Richard Phillips	Oxford Sailing Club	19
6th	GBR 383	Victoria Parry	Peter Frith	Lee on Solent S. C.	23
7th	GBR 378	Dawn Barsley	John Berry	Rock Sailing Club	23
8th	GBR 385	Tony Lyall	Colin Burns	Grafham Water	27
9th	GBR 350	Peter Weeks	Andrew Weeks	Lee on Solent S.C	32
10th	GBR 363	Keith Martin	John Lansley	Chichester S.C.	33
11th	IRL 13	Tom Clancy	Rob Borland	Grafham Water	34
12th	GBR 373	Rosie Pye	Neil Pye	Lee on Solent S.C.	47
13th	GBR 38	Jamie Whitaker	Pete Hadfield	C.H. Y Felinheli	51

Everyone who was at S.foot who had an email address was asked to contribute to an **event scrapbook**, these are the ones who were sufficiently motivated to reply, thanks to all of them for their comments and suggestions, the BS committee will pay attention to them when considering future events.

It was great to see more numbers at the nationals and this made the racing better. The weather turned out to be good with only a brief period of rain. The racing provided something new on every day, the long distance race was an excellent idea as it provided that little bit of difference it was a chance for new faces to beat the front. Then it was good to have the Monday to sail more conventional courses, where the wind strength varied.

Would it be an idea to use the Saturday and the Monday for conventional courses and like this year use the Sunday for something different like the long distance race. Then maybe we could get more races, it just seemed a bit of a shame we

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GBR Nationals, Saundersfoot SC, 23-25 08 03 - Scrapbook

only had one race Saturday, but I do realise that we did have tide issues at Saundersfoot which we had to work around, not sure how others would feel about that ? The Saturday night dinner was great and something that we should keep doing, plus thanks for the coasters for all competitors I thought that was a nice idea as everyone left with something.

Cheers, Vicky

Closest FD racing ever in UK with lots of place changing throughout the fleet, great to see overseas competitors and newcomers to FD racing - varied courses, great weather conditions - challenging racing - buddy system a great idea - picturesque location - shame there was not enough wind to complete the round island race - good courses - challenging start lines.

3 days is about right and racing format was fine - nice to go to

Pembrokeshire - maintain the variety of locations

We must have proper NoR and SI for next year published in advance - covering basics like scoring system - discards - prizes/trophies format of racing. Limitation of equip....

Need to increase entry fee to ensure that we maintain quality of event without eating into Class funds. Review prize list to ensure that top 3 British Boats get a prize.

We should try and have event dinner/Bbq or whatever at the club.

Richard Phillips

Thoroughly enjoyed Saundersfoot, nice location and all, just a minor pity about the wind on the first couple of days, would have been nice to have made it around the island. Can't think of anything much more on Saundersfoot other than the bridge could have been possibly more organised.

Cheers, Rob

Saundersfoot - Good turnout, pleased to see numbers on the up, pleased to see our foreign visitors having a good time as well. I felt the event ran really smoothly despite the best efforts of wind and locals, the only hiccup being packing up on the final day and who could have foreseen that level of hostility from the natives. Well done. Only criticism would be too much sand! I'm still getting rid of it! Any chance of a venue with a dinghy park and a slipway next year?

Toby

15 GBR REGATTA REPORTS 2003

Midland area champs, Rutland SC, 25/26 10 03 - Jamie Whitaker

A fleet of 8 Flying Dutchmen came to race in the Inland championships at Rutland Sailing Club.

The sharp gusts in the first race caused problems for some boats, capsizes reduced the fleet to 4. First round the windward mark were Wilkins/Cole. They took the lead and sailed into the distance, leaving the rest to fight for the minor positions. These stayed roughly the same until the last beat when a mistake for Doran/Phillips allowed Whitaker/Hadfeild to sneak far enough ahead to avoid being caught before the finish. This left Lyall/Burns to finish second.

In the second race the small fleet was depleted further when Whitaker/Hatfield capsized and retired. Wilkins/Cole took first, Lyall/Burns second and Doran/Philips third.

Sunday brought 7 boats out to play with Toby Dale taking over for David Wilkins in GBR 383.

Martin/Lansley got to the windward mark first, but Dale/Cole came back by the end of the lap to steal first. The lighter airs saw closer racing for the minor positions with Tom Clancy/Jugo de Jonge getting ahead of Whitaker/Hatfield. A helm overboard recovery slowed Rosie/Neil Pye too much to mount a comeback. The forth race saw Dale/Cole making a Port tack flyer, crossing all bar one of the fleet. They finished in clear first place and took the regatta.

As always Rutland put on good racing and we look forward to coming back next year.

Overall Results:

Pos	Boat	Sail	Helm	Crew	Club	Pts
1st	GBR 383		David Wilkins/Toby Dale	James Cole	Rutland/Rock	3
2nd	GBR 385		Tony Lyall	Colin Burns	Grafham SC	6
3rd	GBR 377		Peter Doran	Richard Phillips	Oxford/Lymington SC	8
4th	GBR 363		Keith Martin	John Lansley	West Wittering SC	12
5th	GBR 38		Jamie Whitaker	Peter Hadfeild	CH. y Felinheli	15
6th	IRL 13		Tom Clancy	Hugo de Jonge	Grafham	lots
7th	GBR 373		Rosie Pye	Neil Pye	LOSSC	more
8th	GBR 380		Julian Bridges	Cathy Bridges	CH Y Felinheli	infinite

16 GBR REGATTA REPORTS 2003

Symmetrical Grand Prix, Datchet Water SC, 04/05 10 03

Put 102 fast racing dinghies on a half filled reservoir in a shifty and gusty wind, make six races happen over a weekend, provide food, drink, fun and good prizes, well done to the Javelin class team for getting away with it and organising possibly the most important regatta of the season.

FD results were mixed, but we had three boats in the top half of the fleet, in conditions which could have just possibly been better suited to the class. Although the wind was cold, it was all action while racing, and we were toasty warm by each finish of the small Olympic course. The strategy rapidly became clear - keep out of trouble, drive out of the start for clear air, bang a corner for clear air, keep out of trouble, come into marks with right of way, keep out of trouble, have your boat handling sorted, keep clear air, keep out of trouble. For us there was a lovely moment about two thirds up the first beat of each race when it all went quiet and there was only Tobes and James, and the top 505s to play with. The 505s were pretty awesome, in an effort to slow their decline in numbers they have gone for a far bigger percentage increase in kite size than we did, now hoisting from about a foot below the masthead, with the skirt still dragging in the water in the quiet bits.

Sailing with well known Felinheli yob Corin, a wise doeskin as Cath would have hated it, we were pleased to take one race off the boys, and less pleased to lose one to Peter and Richard. It was very pleasant to be able to throw the boat around at extremely short notice, suddenly change the plan, shout at each other and the suicidal club racers, and generally have a laddish two days on the water. Our fellow Welsh team Jamie and Peter, also had a good weekend, shouting and hitting people, while Tony and Colin retired hurt, not sailing Sunday, because Colin had smacked his knee up a treat on Saturday. Rosie showed the good common sense to be expected of a woman creature and would have nothing to do with it after the first start, for indeed it was more like a pub brawl than a sailboat race at times, a chair leg or an empty bottle would have been more use than a new set of sails most of the time.

A fantastic weekend, and possibly some kind of new dawn for us symmetrical sailors, Next year, July 10 / 11 at Rutland, put it in the diary now, and lets give the lesser classes a good seeing to.

8 Tobes and James
17 Julian and Mad Dog Westley
48 Peter and Richard
91 Jamie and Peter
95 Tony and Colin
101 Rosie and Neil

17 GBR REGATTA REPORTS 2003

Symmetrical Grand Prix, Datchet Water SC, 04/05 10 03

Excellent little bits of a great weekend.....

food appearing at midnight on Friday, crew appearing for breakfast on Saturday coaching session from Mike Mac / Peter Conway on Saturday morning, Tobes and James bracketted by the top two Osprey and us beating the top Hornetto (Mark and Andy, also from our club, and winners at Rutland) the Fireball sailors, like dinghy racers but smaller, finding out that Tobes and James' prerace checks were, like ours, concentrated more on the teenage girl helming a Javelin rather than the windshift patterns, the 470 sailors, who only came out to race, before disappearing completely like poor souls lost to the dark forces of the RYA

Overtaking Tobes and James on a mad three sail reach, the Osprey and Hornetto sailors, who along with us, got the real point of the weekend, and ate, drank, chatted, took the piss, and tried to get off with each others wives, girlfriends or daughters.

the National 18, bigger than the committee boat and scarier, cos it was moving. the wind that came between two races that was so strong that showing off was restricted to two sails.

Corin not smacking me up for stealing the best one liner of the weekend from him - Its like sailing on a half empty wok! - thanks mate

any wind on the reaches that forced the 505s well below the rhumb line, having a prize - sixty quid of vouchers for Pinnell and Bax - for each fleet to award to a member of that fleet - obviously Peter and Jamie, who got them on condition that they put the money towards the ferry to Germany.

and finally for Corona and me, only in passing because it is sixty quid worth of epoxy vouchers from Pinnell and Bax - the spot prize from the PRO, awarded because we were the 'boat who looked as if we were enjoying ourselves most' I was really moved, best thing I have won in ages, I think Cerin was moved too, although its an emotion which is a bit subtle for him, not involving drink or women.

BOATS FOR SALE

GBR	65	all wood, c.1961 work needed	offers	Sarah Jefferson	01539 531519
GBR	220	GRP Tiptree Feb 1970	£150	Robert Coles	01206 396172
GBR	319	DP yachting Nov 1979, damaged	£500	Jason Combes	01673 838274
GBR	323	wood, Hoare, Oct 1979	£1500	Matt Stephenson	01538 266576
GBR	338	L. Mader, wood deck, Oct 1981	£2950	Matt Stephenson	01538 266576
GBR	381	L.Mader, all wood, 1970s	Offers	Richard Austin	01248 384075
Unregistered		Hoare, wood, c.1978	£1500	Doug Seaden	01206 284412

If you buy or sell an FD, please let Tony Lyall know all the details including how to contact the new owner, so the class records can be kept up to date.

18 WORLD REGATTA REPORTS 2003

European Champs, Dervio, Lago de Como, Italy - Dawn Barsley

More than 70 Flying Dutchman from 11 countries journeyed to Lake Como for the 2003 Open European Championships and were rewarded with lots of sun, regular breeze, arriving on the lake around midday with 7-10 knots and building to 11-16 knots through the day, and well-organised racing.

Day one provided races that outlined most of the boats to watch. Joergen and Jacob Bojsen-Moeller (DEN21) won race one in convincing style while the chasing pack consisted of Hans-Peter Schwarz & Roland Kirst (GER87) and Roberto Cipriani & Stefano Morelli (ITA10) in third.

A surprise leader emerged in the second race with Klaas Tilstra & Adriaan Schmal taking (NED12) advantage of a big shift at the start and leading by about a minute at the first mark. They were never threatened, despite the best efforts of the hard charging Bojsen-Moeller's with Schwarz/ Kirst third.

The results for the rest of the 9 races featured the Bojsen-Moellers, Schwarz/Kirst & Cipriani/Morelli heavily although some old and new faces began to make a point a little later in the series.

Race 4 brought a new team to the fore with Toby Dale and James Cole (GB382) winning convincingly after taking advantage of a favourable wind shift on the previously un-favoured side of the course to come in ahead of Schwarz/Kirst and the Bojsen-Moeller's.

Race 5 saw the Australian pairing of Norman Rydge & Richard Scarr (AUS37) placing in the first 3 and the following 2 races brought yet another boat into the fray in the form of the current world champions Majthenyi Slaboles & Andras Domokos (HUN70) who placed 2 second places in consecutive races. However, the last race proved to be a dogfight to the end for 3rd place overall. Any one of three boats - Dale/Cole, Slaboles/Domokos or Cipriani/Morelli - could have taken the position.

The Bojsen-Moeller's did not start, already having a convincing set of results under their belt. A scrappy start line provided the Dale/Cole partnership with a convincing lead at the windward mark from Schwarz/Kirst. Slaboles/Domokos & Cipriani/Morelli did not get a good start and had to fight their way through the fleet.

However, by the bottom of the course, Schwarz/Kirst had overtaken Dale/ Cole and proceeded to cover them up the next beat. Gear failure struck the UK boat and coupled with the excellent covering tactics of Schwarz/Kirst, they were further down the fleet by the next windward mark.

In the meantime, Slaboles/Domokos & Cipriani/Morelli had made large gains and were threatening the leaders. With the 3rd place firmly in the hands of the Hungarians by the last beat and Schwarz firmly ensconced as leader, Dale/Cole decided to try and lure Cipriani/ Morelli into a tacking match and succeeded in winning 4th place with a great show of tactical sailing.

19 WORLD REGATTA REPORTS 2003

European Champs, Dervio, Lago de Como, Italy - Dawn Barsley

Pos	Sail No	Helm	Crew	Pts
1st	DEN 21	Jorgen Bojsen-Moeller	Jacob Bojsen-Moeller	10
2nd	GER 87	Hans-Peter Schwarz	Roland Kirst	14
3rd	HUN 70	Slabolcs Majthényi	Andras Domokos	28
4th	GBR 382	Toby Dale	James Cole	29
5th	ITA 10	Roberto Cipriani	Stefano Morelli	30
6th	AUS 37	Norman Ridge	Richard Scarr	41
7th	NED 12	Klaas Tilstra	Adriaan Schmal	51
8th	ESP 6	GRomero Gines	Juan Sanchez Herrero	58
9th	NED 5	Fred Schaaf	Pieter Zandstra	69
10th	NED 26	Eno Kramer	Ard Geelkerken	71

GBR Results

4	Tobes and James	9	5	5	1	2	4	6	6	11	29
40	Peter and Phipps	29	34	15	28	37	37	52	49	51	229
45	John and Jamie	51	48	13	47	44	45	41	51	30	268
50	Tony and Colin	52	53	37	50	51	44	43	46	39	310
67	Rosie and Neil	67	59	62	DNF	39	65	DNF	DNF	DNF	438
70	Julian and Cathy	66	58	60	DNF	54	DNF	DNF	DNF	DNF	457
72	Tee and Steve/JB	DNF	DNF	68	DNF	61	DNF	DNF	DNF	DNF	475

Julian - 72 boats, sunshine, loads of warm wind, loads of warm water, heatwave on shore, very hospitable club, best GBR result in a big international fleet for many years and a good indicator of things to come in Melbourne, more meetings than you can shake a stick at, good food at the yellow cafe.

Tee - This was a championships that took part in a beautiful surroundings, with warm water and lots of sun. It was the perfect place to make mistakes when learning to sail a flying dutchman and the wind conditions provided something for everyone over the week. Also, as usual there was a really friendly atmosphere and great fun!

Phipps - Wonderful! Scenic! Excellent weather (although a bit too hot at times!!), fantastic sailing conditions, good food, great company - one of the most enjoyable championships in the last 20 years.

Tobes - Not so much a holiday as a business trip! Great event and great sailing (for those of us that like a little bit of breeze), great scenery, great support by British section friends, great food, great to beat all the Italians! Well worth the trip.

20 WORLD REGATTA REPORTS 2003

Euro Cup series - Colin Burns

The International Flying Dutchman Class Organisation introduced a new event to the FD calendar for 2003 known as the Euro Cup. The event consisted of 33 races over 5 events from Lake Como to Keil in Northern Germany. 131 competitors took part in the event including former and current World and current European champions and crews from most FD racing countries.

Tony Lyall and Colin Burns, GBR385, started their campaign at Loosdrecht in Holland in the popular multi class Easter Egg regatta and finishing with a classic windy Lake Garda for the Marina Preis. Sailing consistently and completing four out of the five events was enough to give the pair a 5th place overall. The winners also completed 4/5 events and were GER 113 Killian König/Henry Kramer/Johannes Brack/Alex Gary.

Conrad Gulcher Regatta, Loostrecht, NED, 11/12 10 03.

Three UK boats attended the final major regatta in Northern Europe, although strangely no report has managed to reach North Wales yet. However out of 26 boats, including a couple of Germans and Swedes, decent results for Peter and Richard, Toby and James and Tony and Colin. For the first two the chance to leave their boats before they are packed into one of the END containers for Australia. Good to see that Toes and James dot always get it all their own way, and that Peter and Richard can pull the stops out when the money is on the table, quote from an anonymous END - 'never have I seen a faster kabouter!'

10 Peter and Richard

14 Toby and James

19 Tony and Colin

GOSSIP

Is it true that the committee have been asked to consider a joint event with the fireball fleet? in Aberdeen??

Who's scanning the 505 second hand boat list? surely not, far too small.

Dawn is setting up a website full of lovely pictures to advertise herself as DB Marine Photography, as already published in Y+Y. We will soon be able to order all the ego shots we want

Sod the job I'm going sailing - congratulations to Toby on getting his priorities right

21 WORLD REGATTA REPORTS 2003

Work, whats that ! Euro tour report - Colin Burns

The 2003 season started in January soon after the German, Dutch and International events were decided. This particular year I had a surprising amount of time of so we were able to do more than usual. With the inaugural Eurocup Event series we decided to base our sailing loosely around this fixture list. Our list of events panned out as follows

April	Steinhude/ Loosdrecht/ Oxford
May	Brombachsee/ Ammersee/ Rutland Training
June	Lee and Keil week
July	Bala/Como EC
August	Tegernsee/ Saundersfoot/ Garda Marina Preis
September	IDM Berlin VSaW Seglerhaus Preis and Steinhude
October	Symmetric GP / Coen Gulcher and Midland Areas

Most of these regattas require only a day from annual leave if you are prepared to do a bit of overnight driving, this is easier when double trailing as there are more bods to drive. You can get a season ticket for the ferry which makes it cheaper and try to fly home by doing back to back weekend trips as it is much more cost effective than bringing the boat back with you by ferry. This is easy for us as we both live close to both Stansted and Luton but some organisation is required so that the flights can be booked in order to get good prices. A return trip from Munich to Stansted was about £140.00 for 2, booked in February for a flight in August.

Starting our 03 season with a double weekender of Steinhude for the Trapeze regatta an event that really needs to be on the early season calendar for ALL UK FD sailors, followed by the first event in the Eurocup, the Easter egg at Loosdrecht in the Netherlands. The Trapeze regatta was with Tom Clancy and James Sainsbury and both of the teams had a great time and good sailing. We then travelled to Loosdrecht to drop the boats and flew back to the UK. The following weekend was the Easter egg. James and Toby experienced what it was like to be driven by a person that can ! Not to mention capsizing in one race and still beating them across the line. The Egg is a multi class event so there are no socials but the racing can be good and the NED FDs make you very welcome dont they James..... After this event we returned home. The following weekend we went to Oxford where some excellent sailing was had by all. We were lucky enough to win this event. It was good close racing with several different winners but it could do with the club putting on a bit more of show for us. Thank you to John Barker for all his good work in providing Lunch and doing the RO duties.

22 WORLD REGATTA REPORTS 2003

Work, whats that ! Euro tour report - Colin Burns

Our next regatta was our now annual pilgrimage to Diessen im Ammersee for the FD cup. We usually try to combine this with an event before, and this year it was Brombachsee, a relatively new lake in mid to south Germany. A tricky lake to sail on with ferries going round as well as the wind(GER1777 came to Whitstable in 02 instead of going here) But again the welcome was fantastic and the event was excellent. We teamed up with John Berry and Andy "Eddy" Edwards for this and the plan was to leave the boats in DSC and pick them up later for Como.

Travelling around Europe is relatively easy, there are rules to follow for towing, for instance in Germany there are max speeds of 80 normally or 100 with some sort of registration which is very complicated, and signs indicate that cars towing may not overtake at certain periods of the day - well most of the day in fact! These are normally situated on hills and include lorries which does not help. So we tend to travel overnight to avoid this and to reduce time off from earning money.

Our next trip was to Keil Woche which is billed as the biggest dinghy event in the world. The event is sailed from the Olympic village built for the 1972 games and is situated in Germany about 1 hour north of Hamburg. Here there are six or seven courses most containing 3 classes The 420s had their own course as they had 190 boats. The first day the wind was 8 gusting 10 and we were wishing we had the carbon with us but alas no sailing for all classes, except the 420 who went out at 17.00 hrsyes 17:00 hrs when the wind had dropped to a steady 5-6 and did two or three races. This was great for the rest of us as we could watch from the comfort of the restaurant. Keil Woche is part of a massive summer festival in Keil so there is lots to do if you decide not to sail which of course you would not think of doing. Launching and recovery is quite fun here with several classes, not forgetting the masses of keel boats that sail in and out of the marina on the way to and from their course.

The next day the wind was sensible and we set off on the one hour sail to course Charlie sharing with the 505 and a local German boat. Courses were windward / leeward or conventional. normally two classes did one course and one the other. After two races the wind died and we were towed home. During the day the 505 fleet had so many general recalls that we finished our race before they started, and when they did start the wind changed direction and some were spinnakering to the windward mark. This race was abandoned and they joined the tow. Three more races were sailed the next day in beaufort 1 to 4. The final day saw wind 5-7 with big seas which left half the fleet at home. BM was sporting his new kite design here after testing with the Hungarians in Copenhagen the week before..... the yellow one that was mostly in front at the EC. They won the regatta with a race to spare

23 WORLD REGATTA REPORTS 2003

Work, whats that ! Euro tour report - Colin Burns

Next event was Como and I guess this has already been covered elsewhere in magazines. We flew back from Munich after dropping the boat off at Tegernsee. The event at Tegernsee YaCT is the Silber (silver) FD and is another excellent event in the south German calendar. The lake is about one hour from Munich with the clubhouse being part of the brauhaus marketing beer named HB. We had been trying some new knots in the spinnaker here and at the EC as we were finding the bowline jamming in the fido fitting. Now we have the knot that stays a knot and is jam free.....not even a hit of trouble. Again as part of the entry is meal and a couple barrels of free beer for the competitors as well as prizes for everyone.....yes Everyone. A late decision to go the Garda meant a fly home leaving the boat at Tegernsee. This was because we were lying ninth in the Eurocup so it seemed worth completing the last event in the series to try and maintain our top ten position.

Lake Garda is like Como but the cliffs are more extreme so everyone without exception heads for the rocks and then tacks up the right side (for afternoon racing) and the left for AM racing. We had been told that the racing was more civilized than our previous trip to Garda in 95 where we had the famous early morning starts. We shared this event with the Solings who were warming up for their Europeans and masters event the following week. The first two races were held in 5-6 reducing to 4-5 for the second - classic Garda. The course were up and down and I particularly remember the reach after the gybe which was just so fast!!!! The next day we went out but the wind, unusually, did not appear, and watching the clouds gathering we predicted the storm so started to head for home. It can be very difficult to land especially with the water level low, so down came the main and we cruised in with a controlled late genoa roll, and me sitting on the bow to stop bashing on the rocks. The technique for recovery is that lots of people grab the boat and lift it onto some thick rubber matting and then on to the trolley. Everyone helps so it is quite efficient, except when windsurfers get in the way and Italians and Austrians come in with their mainsails up.

Anyway as you have probably guessed by now we had the early morning start.....8.00 am We got in two races in good breeze and were ready for the third in still good wind when the race officer went home for lunch or was it breakfast. Tony and I could have done with three straight off as we had the long drive home and a break was not going to help. Driving home was the hardest drive we had done, not least because we had to queue for the Gotthard tunnel and it rained all the way through Switzerland and into France. We planned and wrote down our route so navigation was minimal and the passenger could sleep.

The story continues.....see the next edition.

24. 2004 IFDCO (BS) FIXTURES - PROVISIONAL !

- 1 Stick this on the wall, make sure your crew / helm does so as well.
- 2 All contacts would appreciate the courtesy of informing them that you intend to compete.
- 3 * primary GBR travellers trophy events, # secondary GBR travellers trophy events
- 4 **major events and any changes from last fixture list are bold, please check details**

DATE	TT	VENUE	EVENT	AREA	CONTACT	PHONE / EMAIL / WEBSITE
DEC 07 - JAN 03		MELBOURNE	WORLDS 2003	AUS	Stephen Parry	see below www.sailmelbourne.com.au
FEB 07/08	#	Rutland SC	Tiger Trophy	Rutland	David Wilkins	01664 474773
MAR 06/07		ALLY PALLY	DINGHY SHOW	LONDON	Toby Dale	see below
APR 10/11(12)	*	Royal Lymington	Easter regatta	Hampshire	Richard Phillips	see below
MAY 17/18		Rutland SC	Training w/e	Rutland	Julian Bridges	see below
29-31		WHITSTABLE	NATIONALS	NORTH KENT	Tee Parry	parrylitic@hotmail.com
JUNE 19/20	*	LOSSSC	SOUTHERNS	HAMPSHIRE	Stephen Parry	see below
JULY 03/04	*	Bala SC	Regatta	North Wales	Julian Bridges	see below
10/11	*	Rutland SC	Symmetrical G.P.	Rutland	David Wilkins	01664 474773
27 /03		WARNEMUNDE	WORLDS	NORTH GER	Stephen Parry	see below
AUG 28/29	*	Saundersfoot	Regatta	South Wales	Julian Bridges	see below
SEPT 11/12	*	Rutland SC	MIDLANDS	Rutland	David Wilkins	01664 474773
OCT 02/03	*	Oxford	Open meeting and AGM / Dinner	Oxford	Peter Doran	see below

2004 IFDCO (BS) OFFICERS AND COMMITTEE

No change in the 2004 lineup of our tribal elders. The officers and committee exist solely to serve the membership. Please feel free to contact them about any aspect of FD sailing.

NAME	BS ROLE	OTHER ROLES	PHONE	FAX	EMAIL
Stephen Parry	Chairman	IFDCO VP Champs, Lee on Solent contact	02392 552809 07831 296442	02392 552809	championship@sailfd.org TyCornel@compuserve.com
Tony Lyall	Secretary, Membership Secretary, Boat register	Grafham water contact	01707 321633	01707 329845	Tonylyall@msn.com
Richard Phillips	Treasurer, Webmaster	IFDCO webmaster and councillor of honour Lymington contact	01590 670962		Richard@sail-cd.demon.co.uk
Peter Doran		IFDCO secretary, Oxford contact	01865 726331		fdsec@sailfd.org Peter_Doran@btinternet.com j.m.bridges@bangor.ac.uk
Julian Bridges	Newslettter Editor, Coach	North Wales contact	01286 830922		
Toby Dale	Class Promotion		01425 472603 07815 989439		fdbiggles@rya-online.net

Useful websites

IFDCO (BS)

<http://www.sailfd.org/GBR>

IFDCO

<http://www.sailfd.org>

2003 Worlds

<http://www.sailmelbourne.com.au>