

# FD GBR

APRIL 2003



**Places to visit with your FD in 2003**



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## 2 EDITORIAL

Thanks (in no particular order) Steve, Toby, James, Nicky, Hartmut, Cathy, Peter,

A vast amount of stuff again, with some events that have already been covered. However, I feel its interesting and useful, as well as entertaining, to have a second opinion . Apologies for the continuing paucity of photos, we are in the middle of a computer upgrade nightmare, when we wake up it will all be lovely. Hartmut's article is reproduced from the GER newsletter, and should be in the next world bulletin.

If we are going to have a worthwhile class, then we need more participation, Everyone has their own level of commitment to FD sailing, but whenever Cathy and I have gone beyond what we previously thought was our norm - from travelling to the south coast for the first time, to doing more than one world event a year - we have thoroughly enjoyed it. So get out there, whether it is completing a club race for the first time, to getting yourself to Melbourne for Christmas.

Amusement may be had from <http://uk.photos.yahoo.com/shotwicksailing>  
Jamie and I had a lovely day out, involving wounds, to us and the boat, the hole in the deck will be paid for by Jamie who will write the report for the next comic.

Julian

Cover Pics, This years major events, well for the poor of the parish anyway.  
Next issue end June, deadline after Lee  
Best photo e-mailed to me by the end of May becomes cover pic for next issue,  
Comments on my interpretation of the newsletter game would be very welcome.

If there is more than one member at an address we have sent each their own newsletter. If you really need one each let me know, otherwise we will save a little on production and postage costs. Copies are always available for promotion.

### **CORRECTION**

I got Steve's phone number wrong in the last issue. It really is **02392 552809**.

### **GOSSIP**

Jamie Whitaker, after advertising his services in the last newsletter, now has a job with John Berry for Como, and possibly a few other regattas during the year.

I would be very happy to use the newsletter as a dating agency to enable helms and crews to get together, just phone or e mail your requirements.

### **3 CHAIRMANS MESSAGE**

Congratulations to everyone involved in Sailboat 2003. Dawn and Toby put together an excellent stand, the photos were superb. We took nearly 60 names of people interested in the Class, and are hopeful of a good turnout at the Try-a-boat day at Rutland.

On the subject of Try-a-boat , Saturday 24<sup>th</sup> May 2003, I hope that we can enlist the support of as many boat owners as possible so that we can give people sensibly length rides and show that we have an active class. Please read the article written about this event in this newsletter. See you there!

Another big development that arose at Sailboat was the creation of the Symmetric Grandprix. This is an event that the FD, 505, Osprey, Javelin, 470, Fireball and National 18 Classes will hopefully support. It is being held at Datchet Water on the 4<sup>nd</sup> and 5<sup>th</sup> of October. The first prize is £2000 of Crystal glassware! The event is being sponsored and will receive significant media coverage. Again your support will be vital to fly the FD flag. **PUT IT IN YOUR DIARY PLEASE !**

Next year's World Championship will be held at Warnemunde, round the corner from Travemunde, at the end of July. Like the EC this year I expect there to be a big entry, the facilities are excellent and with expected average daytime temperatures around 22 degrees and wind speeds of 5 m/sec it should be a great sailing venue. **AGAIN PUT IT IN YOUR DIARY FOR 2004!**

Do not forget the Rutland Training Weekend 17<sup>th</sup> and 18<sup>th</sup> May, Julian will have his gown, mortar board and cane, not mention video camera to guide, cajole and educate us. These are really useful sessions, and there is always something to learn. Please come if you can.

Your committee is working really hard to promote the class and all we need to some support from the membership, so as they say **IT IS OVER TO YOU!**

Good sailing and see you soon.

Stephen Parry. GBR 383.

### **GOSSIP**

#### **MADER**

There's talk of Mader producing a budget FD, minus some of the most esoteric fittings - available as after sale extras - and budget trailer and sails, idea being to get on the water for under £10K. Place your order with Steve Parry.

## 4 COMMITTEE MEMBER PROFILES

Since the last issue, two more committee members have learned to write, only the chairman and secretary left now.

### **Toby Dale**

BS Role – Class promotion

FD Involvement – One of the babies in the class having only joined in 2001.

Helmed for James Cole in the absence of John Best for 2001 Southern Areas and Nationals in GBR 382 “Biggles”. Purchased “Biggles” with James at the end of last year when John retired from the class.

Other sailing has seen me in 4000’s, B14’s, Merlins and currently a Moth. When able I decamp from the south coast to Cornwall for the sake of my sanity.

Real life – run the Marine Insurance Department for Moody Yachts International (which somehow also requires me to demonstrate and sell the Elan range of yachts marketed by Moody).

Sailing aspirations – to win FD Worlds in Melbourne 2003/4

### **Peter Doran-**

BS roles - Committee member.

FD involvement - since 1988, owned GBR 377 since 1994, normally sailing with Richard Phillips, competed in nearly every UK Open meeting since then, as well as the Worlds(in Europe) and Europeans since 1995.

Other sailing - sail at Oxford Sailing Club.

Real life - works for the logistics division of Unipart, as a computer consultant specialising in Data Management.

Sailing aspirations - continue to enjoy FD sailing for as long as possible.

International FD Role - International General Secretary.

## **DINGHY SHOW**

Overall the numbers attending were down, although a surge of FD interest produced over 50 contacts, from all sorts of people, all of which will be maintained, and hopefully reeled in.

Very satisfying for all who worked on the stand, especially Dawn Barsley who was rather dumped on by Moodys, who at the last minute made Toby stay at work that weekend.

Talk from the RYA - so it must be true - that the event may in the future move to Birmingham to join a mega outdoor pursuits show. Note for Hampshire folk - Birmingham is a large city in the English Midlands, which actually does have running water, electricity and good transport connections. Seriously, what do we think of this idea?

## 5 LETTERS

Dear all

It has taken me some time to come to a decision about the FD. Basically I have decided she has to go. I know that the wooden FDs are not selling at this time. Although, I guess that in the not too distant future there will be a market for them for restoration.

The only problem then revolves around what price I place on her. She has her deck varnish stripped off at the moment ready for recoating and a couple of small repairs are needed. The majority of her control systems are dismantled. So she is not ready to sail. The combi trailer is really fabulous. Being easy to handle by one person with a full width cradle underneath the mainsheet semi-bulkhead, combined with a bow bar support, at which point her nose weight is as little as 10Kg. She has a Harken windward/leeward main sheeting system. A Hyde mainsail (good), range of 3 Hyde genoas a 1c, 2a and a 3a (all good) and together with a Banks main (excellent) and a Banks spinnaker (excellent). An undercover (ok) and a top cover (very good). A Holt Allen mast (excellent condition), very unusual, which is easy to control. Harken top furling block and the spinny pole gear.

So probably the bits and pieces are worth more than the boat. Certainly when the combi trailer and sails are taken into account this is so. I think maybe I should look for just a nominal sum to ensure the boat does not hang around. Somewhere in the region of £300. But I would like to move her fairly quickly, so if you know of anyone who could be interested get them to give me a buzz.

We live 1/2 mile from Grafham water at:

1 Dillington

Great Staughton

St Neots

PE19 5DH

01480 869303 or 07960 085970

There was one guy who got rid of his old Fireball by packing it all up on a trailer and leaving it at the sailing club with a *FREE TO GOOD HOME* notice stuck on it. What do you think?

regards

Nicky

## GOSSIP

### NEXT COMMITTEE MEETING

Over the weekend at Lee, June 07 / 08, questions, ideas, praise or even complaints to Tony a fortnight before please.

# 6

## International Flying Dutchman Class ( British Section )

British and Open National Championship  
August 23 - 25 2003

Saundersfoot Sailing Club, Pembrokeshire, Wales.

### Notice of Race

1 Racing will be governed by :- ISAF RRS, RYA prescriptions, IFDCO class rules, the SIs and this NOR. The SIs will prevail in the event of conflict between this NOR, IFDCO class rules and the SIs. The event will be category C.

2 Helms shall be Full members and crews Full or Associate members of IFDCO. The IFDCO class rule 113 - limitations of equipment - shall apply. IFDCO class rule 112 is changed to allow the use of carbon masts.

3 Entry forms and the entry fee of £50.00 shall be sent to Julian Bridges before August 01. Late entries will be accepted until 1200 on 23 August with an entry fee of £60.00.

3 Sailing instructions and registration shall be available at SSC from 0900 on 23 August. Measurement certificates shall be shown at registration, and measurement checks may be made during the event. All boats shall have third party insurance to the equivalent of a minimum of £2,000,000.

4 The low points scoring system RRS Appendix A will apply. Six races are scheduled, and three races shall be completed to constitute the championship. Boats may exclude their worst score when four or more races are completed. The first race will not start before 1400 on 23 August and the last race shall not start after 1500 on 25 August.

5 Perpetual trophies will be awarded as designated on the IFDCO BS website. These and other prizes will be awarded after sailing on 25 August.

**details and info - Julian Bridges - 01286 830922 - [j.m.bridges@bangor.ac.uk](mailto:j.m.bridges@bangor.ac.uk)**

**club website - <http://www.johns.family.btinternet.co.uk/ssc/about.html>**

**accommodation and tourist info - [www.explorepembrokeshire.com](http://www.explorepembrokeshire.com)**

# 7

## International Flying Dutchman Class ( British Section )

British and Open National Championship  
August 23 - 25 2003

Saundersfoot Sailing Club, Pembrokeshire, Wales.

### Provisional programme and details

This year we will be visiting Saundersfoot SC in Pembrokeshire, on the South Wales coast. They are experienced in running small and medium sized championships. Its a lovely seaside resort, two hours from Bristol, 15 miles / 25 km from the end of motorways, and we are invited to join the SSC August Bank Holiday regatta. Part of the regatta and our championships, is a long distance race around Caldey Island - straight line distance approximately 14 miles / 23 km, or the same as a normal race in the worlds.

Its a great venue, both for the sailors - clean wind, sea and waves - and the families - good beaches and ice cream in tourist heaven - so lets see if we can increase the entry numbers this year, and show another part of the world what FD sailing is about. If you intend to go, or want further information - please contact Julian Bridges.

date	HW	Ht(m)	Start	Races	Social
Fri 22					club
Sat 23	1548	4.9	1430	2 races	competitors hearing
Sun 24	1650	4.9	1030	Round Caldey	championship dinner
Mon 25	1739	5.2	1030	3 races	prizegiving after racing

Entry fee £50.00 including two seats at the championship dinner in a local restaurant. - more seats available!

**Please be warned, there is plenty of accommodation of all types in the area, but you are VERY STRONGLY ADVISED to shape up and book it now. details and info - Julian Bridges - 01286 830922 - [j.m.bridges@bangor.ac.uk](mailto:j.m.bridges@bangor.ac.uk)**

club website - <http://www.johns.family.btinternet.co.uk/ssc/about.html>  
accommodation and tourist info - [www.explorepembrokeshire.com](http://www.explorepembrokeshire.com)

## 8 2003 GBR EVENTS

Events coming up soon, **changes bold**, dates and contacts on main fixture list:-

Oxford:-

Open meeting, share with club racing Sunday.

Large lake, clear wind, good facilities, easy access.

First start 1400 Saturday, three races. First start Sunday 1100, three races.

Saturday night social, big table booked in the pub for a meal.

Accommodation locally, camping locally

Rutland:-

Training regatta, all details page 11, leave your boat for the next weekend.

Try an FD, then two day Open Meeting shared with club Whitsun regatta

Best inland venue in GBR, vast lake, generally clear wind, m.ways 20 miles.

Saturday night socials, in club, or possibly local pub

Accommodation in club, camping on site.

Lee:-

Southerns **date now confirmed as June 07/08**

Solent - yes the sea!, wind and tide from most directions, m.ways ten miles

Saturday night social, barbeque and disco in club

Accommodation and camping locally

Bala:-

Two day open meeting, share with open long distance race and pursuit (20 miles+) start 1200 Saturday, 1100 Sunday

Beautiful lake SW - NE winds good, easy launching. M.ways 40 miles

Saturday night social, traditionally local pizza house

Accommodation locally, camping next door to club

website:- [www.balasc.org](http://www.balasc.org)

### **NEW FIXTURE OCT 04/05 Datchet, West London, Symmetric Grand Prix**

Multiclass regatta for boats and people of a certain age and style, all conventional performance boats, see Y+Y March 28, page 11.

big lake by Heathrow good facilities, good access

Two races Saturday, three Sunday, overall handicap prizes, class prizes and

interclass team prize. Social Saturday night camping on site I am personally

delighted to have pushed the swing at the right moment to get the momentum

going, and that the Javelin gang and my old mate Huw Pearce from Datchet are

providing competent action to complement my vague dreaming. Links from

IFDCO BS website.

**Dont complain about skiffs taking over the world, go FD sailing instead.**

## 9 2003 WORLD EVENTS

Just so you have all the basic details , now log on and sort out entering.

### **WORLD CHAMPIONSHIPS**

Venue - Sandringham Yacht club

Dates - 27 Dec 2003 -

Entry fee - AUS dollars 350

Late entry date - 281103

Final entry date - at clubs discretion (AUS dollars 525)

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

### **EUROPEAN CHAMPIONSHIPS**

Venue - Centro Vela Dervio, Lake Como, Italy,

Dates - 13 - 20 July 2003.

Entry fee - Euros 300.00

Late entry date - deadline extended, chequebooks out now! (Euros 330.00)

Final entry date - 31 05 03

Website - <http://www.centroveladervio.it>

General info - hot, sunny, medium strength southerly winds, accommodation available through club, 85 km north of Milan, on the southern side of the Italian Alps.

So far, team GBR consists of six boats, Toby and James, Peter and Richard, Tony and Colin, Julian and Cathy, Steve and possibly Tee, and John Berry and Jamie. Enter now!

No apologies for including this again. If you feel the need to do one Euro regatta apart from Como, then it should be this one.

As a favour to the NEDS, think about the Coen Gulcher memorial regatta on Oct 11/12. A weekend at Loostrecht, bashing around a small lake full of interesting traditional pleasure craft, the excellent Dutch hospitality, a fantastic clubhouse - a cross between the Royal Yacht Squadron and somewhere like Trent Valley SC - old money solidly built in wood in a gorgeous lakeside setting - and the NED regatta equating to Rutland as the end of season party. For most British sailors, its closer than visiting us in North Wales. Tony Lyall is bound to go, bother him for information, or try Marianne Lubbers, 030 6994646, mob 06 47940005, email - [pr@sailfd.com](mailto:pr@sailfd.com)

### **WORLDS 2004**

Just a taster, Warnemunde, near Rostock, on the north east German coast, mid - end July. Having driven past on the way back from Denmark, it looks like very like coastal Suffolk / Essex.

## 10 2003 WORLD EVENTS

### FD EURO CUP RULES.

This is a new venture aimed at those in Europe wanting to travel continental autobahns and contribute to global warming more than I do. I'm sure the Youngbloods, Hauptleiter Lyall und Colin, and the Administrative Legion of Honour will be out there doing it, and the best of luck to them from all of us GBR FD stay at homes. Full details on the world website.

No	Event	Venue	Country	Date	Races
1.	Easter Egg Regatta	Loostrecht	Holland	19 - 21 April	5
2.	Austrian Championship	Neusidel	Austria	9 - 11 May	6
3.	Kiel Week	Kiel	Germany	21 - 24 June	7
4.	FD European Champs	Dervio	Italy	13 - 20 July	9
5.	Marina Trophy	Torbole	Italy	28 - 30 August	6

### EUROCUP 2004

In 2004 we hope to have an Eurocup event in GBR, maybe at Whitstable over one of the bank holiday long weekends.

## GOSSIP

### TRY AN FD DAY

Steve Parry will co-ordinate this event at Rutland, Saturday 24 May. Offers of help - on the water and off - and bright ideas to Steve please. Here's a chance to draw in some of the interest shown at the dinghy show, and show that we are an organised and enthusiastic class, well worth joining. He is especially in need of competent sailors in tidy boats, and a shore gang with its head screwed firmly on.

### GBR EVENTS 2004

The Hornets are tentatively asking us if we would like to join them for a week long National Championships at Looe, Cornwall in 2004. The venue is gorgeous, small seaside town, on the south coast of Cornwall, not too far beyond Plymouth. There will be approx. fifty of them, sailing our sort of courses. Can your committee have some opinions about this as an idea.

Arun YC, Littlehampton, Sussex, want us back in 2004 for an open meeting, probably with the Tempests, what about it??

# 11 COACHING

## IFDCO (BS) 2003 COACHING REGATTA RUTLAND S.C. MAY 17/18

After the success of the event last year IFDCO BS will be running a coaching regatta again this season. It will be the same weekend as last time, and a similar format. It is intended for members of all abilities and standards as a chance to improve our sailing.

The format for the weekend is still being developed, but it looks like a hard days work on boat handling and rigs on Saturday, with a one day regatta on the Sunday.

Star guest coach appearances are hoped for from Hugh Myers and David Wilkins, both heroes of the fleet in the golden age, leaping about and organising by Julian.

It will happen only when we get at least four boats committed before the end of April, so please phone or email me ASAP. Full details at the end of the month.

Rutland are holding other events the same weekend, so if you intend staying at the club, book now!

Julian Bridges	01286 830922
	<a href="mailto:j.m.bridges@bangor.ac.uk">j.m.bridges@bangor.ac.uk</a>
Rutland S.C.	01780 720292
David Wilkins	01664 474773

Only other coaching bit this time is to suggest reading James' articles very carefully. He successfully gives us the impression that walking and chewing gum at the same time is as much as he can manage, but check out the detail, analysis, memory, hypothesising, experimental work etc etc. There is something going on in there, and that thinking bit is as just as important to going fast as the Middle Earth Cave Troll strength and physique.

## BOATS FOR SALE

GBR 310	Hoare, all wood, July 1978	£1000	David Youde	02920 708321
GBR 318	Hoare, all wood, Jan 1980	£950	Peter Weekes	01492 533154
GBR 346	Hoare, kevlar/wood, Feb 1984	£1500	Simon Capper	01394 382209
GBR 381	L.Mader, all wood, 1970s	Offers	Richard Austin	01248 384075
Unregistered	Hoare, c.1978	£1500	Doug Seaden	01206 284412
GBR 323??	Nicky Ennions boat	Offers		see full details Page 5

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.

## 12 GBR REGATTA REPORTS 2003

### **British Championships at Whitstable, England, 01 - 03 06 02, - or how to win a big trophy! - Hartmut Wesemüller, GER 1777**

Hi folks, dear ladies and sailors,

I like to tell you a story about Hannes' and my journey to merry old England, heading for the competition in the British Nationals.

The story started at legendary Lake Ammersee last year, where Tony Lyall and Colin Burns - after having enjoyed lots of Bavarian beer and the sailing (or vice versa) – handed out some application forms and tried to convince people to come to England.

There was no discussion about it, and Hannes and I decided to enter with our lovely peace of furniture GER 1777, regardless the time stress and financial expenditures. We expected fun – and we had fun.

Whitstable is only approx. 70 km off Dover, and we figured that we could use the 72-hours- passage across the Channel from and to Calais. Colin was a great help. He eased us the track to the cheapest fare by computer booking, he organised the accommodation, and he even sent us some maps of Whitstable and its vicinity.

We started on early Friday morning heading for Calais via Antwerp. It was good and fast driving – the air was sunny and a breeze started to develop. Just before Calais there was this particular motorbike overtaking us and showed us the way out to a parking lot. Suddenly a dozen uniforms and several dogs surrounded us – they were customs searching for drugs and hidden people! Luckily they did not find whether drugs nor the stored Hanoverian beer in the cockpit of the boat.

Thank you, Tony, that you organised all these impressive road signs on our way to Whitstable: “As you are from the continent – please keep left”. Even in German. We drove straight ahead and we were so fast that we missed the town the first time. Our second approach was successful – our FD was the first at the yacht club.

Lots of friendly club members gathered outside in the warm evening sun, drinking English (!) beer – they obviously relaxed from a regatta. Some former (and elder) FD sailors welcomed us, passed the first half of a dozen beers, which were gratefully accepted and organised help to unload our FD: “In the early days we had quite a few PhDs here”, the start of a conversation on FD sailing was made.

One could love the scenery: the particular smell of tidal waters – salty, with the charm of rotten fish - and the warm sandy gravel beach in front of the ancient and honourable clubhouse, and a marvellous sunset. This turned out to be our every day picture!

Nearly every day we had very good conditions: sunshine, air up to 27 0C, a fine sea breeze up to 4 Beaufort, a correspondent wavy surface and also, there was nearly no current during the racing in contrary to Lee-on-Solent Worlds some days ago. Thanks to the committee people who did a wonderful job.

Except Saturday we sailed two races a day (as I remember), after the first race of each day we sailed back to the beach, which meanwhile became enormously large due to the ebb tide, went back to the club using a long wooden ramp, had some sandwiches and

/or beers and with the incoming flood we started for the second race. Although it was exhausting for us the first day (1 capsized), Hannes and I did enjoy the schedule:

On Saturday evening the ladies of the British fleet prepared a wonderful dinner outside the clubhouse at the beach. Thank you Rosie, Cathy....., while the males managed the barbecue. Great!

The social affairs were so well organised that we had a tremendous dinner the other night in the committee room which was on top of the clubhouse and which could only be reached by climbing steep stairs from the outside. Did the nutrition come through a secret door?

The casual lifestyle was cancelled that night; everybody was dressed nicely (John Best was the best looking male). We touched tablecloth, used the upper class tools (knives and forks), protected the garment with linen napkins, ate from distinguished plates and drank wine (wonderful taste) out of wine glasses. Did I forget the candlelight?

We enjoyed the meal while former famous yachtsmen watched us from the photos displaced on the surrounding walls. This was obviously a very British event.

Monday was a hard day for us: two races, rather quick storage of the boat with help from our friends.

The prize giving ceremony was a big surprise for Hannes and me. We received several prizes and the big silvery "Wooden Boat Trophy" which was given before to famous FD competitors like R. Hoare, K. Musto, John Truett and others. Sorry Julian, but we will bring it back next time. That is a promise.

And I hope very much, my dear fellow German readers that you will join.

England was a wonderful experience again. Thank you very much.  
The only lack: Stephen Parry could not find the German flag to be hoisted. Shall we bring our own next time?

With very best wishes, see you again

Hartmut Wesemüller, GER 1777

## 14 GBR REGATTA REPORTS 2003

### Midland Area Champs, Rutland SC, 26/27 10 02 - James Cole

WIND!!! Lots and lots of WIND!!! - Fun wasn't it! I said that Toby and I were going to experiment and we certainly did. John and I have been to Clew 3 twice in our 11 years racing together. We didn't like it and changed back to Clew 2 before both of those races started. Those who have paid attention will realise that we'd never raced on 3 and that includes South Africa! Consequently Toby, Biggles and I had a lot of fun playing on Clew 3 for the first two races of Rutland.

We were having so much fun that we actually ran out of adjustment on the shrouds. If we hadn't, it is probable we would have tried Clew 4 for the first race. If you're going to be silly, always do it in style. This is a significant break from the way that John and I have been sailing the boat for the last millennium and I don't yet know if it actually works. Yes we won the event but how much of that was rig tune and not simply better survival is still open for debate. We felt that we had excellent upwind speed but when the breeze dropped slightly in the second race, we struggled and lost the lead to David.

When we got to the start area, we hardened up for a splash to windward. With no real empirical data for 3, it was horrific. The boat was almost unsailable and we were fighting to control her. I had a little play and things improved slightly so we stooged for the start. With about two minutes to go, I changed the rig again and must have hit it about right. The lifters were right out and half up. The tip of the mast was somewhere over the transom and the slot was big enough to drive a bus through. The board was  $\frac{1}{4}$  up and far enough back to give a little leehelm. The lowers were tight but not deforming the mast. The mainsheet was block-to-block and still ragging. We were using a Banks Heavy Medium because we knew that we were going to get silly with the clews. This sail is designed along similar lines to the Diamond 2-8 with shape right at the front and a long straight clean exit off the leech. John and I haven't used it much because it didn't suit the way that we sailed the boat but is ideal for the top end of Clew 2 upwards.

Speed on Port was electric but she felt stilted on Starboard so we started playing the lifters to suit the tack. They were half up on port and at deck level on starboard. This worked fantastically. We think that this was due to the set of the waves and may be a useful tool. I believe that John used to do something similar but I never really took much notice – each end of the boat relied on the other to get on with doing whatever, something that I'm having to adjust as I now do the rig set up with Toby in the back.

Race two saw the breeze lighten half way through. I wasn't fast enough to make the necessary adjustments and David sailed past on the final beat. You can't afford to relax with the rig, it will never be perfect and if there is a fundamental change in windspeed, you've got to keep on top of it.

## 15 GBR REGATTA REPORTS 2003

We dropped back to 2 for the final race, using the numbers learned on day one of Loostrecht. Genoa halyard eased about two inches from optimum clew 1, lifters in the middle and at deck level, board down and only back enough to achieve neutral helm. Lowers tight and straightening the mast. Leeward shroud just tight. Using Cunningham to depower the main during the gusts. No kicker upwind and using the traveller to barn door the mainsail.

Boatspeed was good but my tactics could have been better on the first beat when I allowed us to become separated from the fleet leading to one or two worrying moments. Our downwind speed problem let David through at the gybe but we passed him again on the next beat. Loose cover was put straight into place on him and we were able to capitalise on our more experienced teamwork in boathandling to keep ahead of him. It was a bit of a baptism of fire for Richard Stenhouse and I hope that it hasn't put him off.

With gale force winds forecast for either that night or the following day, we took the mast out of the boat straight after racing. It would have been difficult and hazardous to take it out in high winds and it also could be laid on the straps as if travelling thereby providing some protection for the hull. If you don't tie up the strings, it only takes a few minutes to remount the mast if the winds don't arrive.

My thanks to David and his team for providing a dinner to their usual excellent standard. I fulfilled my role as official carbohydrate Hoover and can report that everything was delicious. Thanks also to John (and not just because he kept his speech short!). The Port and Madeira were gratefully received by all. John has done a superb job of holding the fleet together over the last six years and we must now all strive to continue to secure the future of the class. A new management has taken up the reigns and Toby has been conned into joining their revered ranks. He claims that they didn't teach him any funny handshakes or secret codes at his first committee meeting but I'm not sure that I believe him. Dodgy lot if you ask me. There is after all only one crew on the committee and even Richard is known to steer occasionally. Very suspicious.

On a personal note, I would like to take this opportunity to thank John for the last 11 years of my dinghy racing life. He has taught me much over that time and I will always be grateful. Many of you would be surprised to learn that we have hardly had a crossed word in all that time. In fact, aside from tactical and tuning discussion, we were probably one of the quietest boats on the racecourse. John's experience and skill laid the groundwork for our successes in recent years and enabled us to gain a reputation for being one of the fastest teams upwind in a breeze. It has truly been a pleasure crewing for him and I wish him the greatest of success in the RS800 that he's 'retired' into.

## 16 WORLD REGATTA REPORTS 2002

### **Fun, games and analysis on our Portuguese Seaside Holiday - James Cole**

For those who didn't go, Tavira was an interesting venue, hot, sunny with friendly locals and predictable winds. The sailing was a little disappointing with predominantly light winds and a small swell but you can't have everything. The official social scene was bloody awful but we all made our own entertainment and I for one had a great time. On the water it was the same old story. The GBR fleet was completely stuffed. Only the Spanish were worse and they were really bad!

The prevailing windward tactics were simple – the wind clocked right throughout the course of the day and so you went to the right hand side up every beat. Not difficult you may say, but when the fleet is ten times what we in the UK are used to it was something that we all struggled with. The psychological damage of taking tens of transoms off of a start line is something that takes some getting used to. The race officer, bless him, invariably laid a line biased to Port – ideal when you want to go right! This meant that you either nailed the start and played with nice Mr Cipriani or you tacked and prayed for a hole.

Interestingly, in the race that we were first around the windward mark our start was appalling. We didn't put the bow down far enough, misjudged the sheet-on and were seventh rank in a two rank start. The advantage of this was that the fleet and its' grandma had gone and we could tack, take transoms where required and go where we wanted. This proved that starts aren't everything. They are useful, but a strategy that you stick to for the whole beat is more important. These tactical insights are fluid and will change as you learn how to sail at that venue, but trends are quickly obvious and should be used as a firm base for discussion before the 5 minute gun.

The long port tack was a dangerous place to be. There was huge amounts of ground to be made by using the fleet against itself – ducking boats if the heading was up and taking short clearing hitches only when the bearing was way down. If you had to tack, you waited until the last second, forcing the other boat to tack off for clear air which then gave other boats on starboard something to think about thereby maximising the benefit of that manoeuvre.

Another basic fleet racing tactic proved essential. The Continentals all knew it but we didn't. Put simply, you never, ever, ever tack onto the layline if you're more than ten/fifteen boatlengths from the mark. All that happens should you break this rule is that you run yourself straight out of options. If the wind lifts, you've overstood and if it heads you've got to put in a short downspeed tack into the established procession. Worst of all, if someone tacks in front, you get hosed with dirty air consequently, you sail slower making it more likely that someone else will do the same and you can't bale out. Thanks for that Ian and Cookie!! Aussie fu%\$&\*B”&^6%\*(+? ^#!!

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On the reaches the Continentals quickly enter into the eternal willy measuring contest of how far to windward they can sail with their kites up. In light airs get involved – below the fleet is dirty air and certain death. As the breeze builds however, drop down towards the rhumbline. In certain circumstances it actually pays to get below the rhumbline as early as possible and come into the mark fast but this is risky – theoretically, you've got rights on everyone but be prepared to scream your heart out as they will all ignore you.

On the run go for full Redgrave mode and row all the way – unless of course the Jury is paying you the compliment of some interest and even then go for the full three per wave or gust. There were lots and lots of those towards the front of the fleet. I've recently heard that the 470 fleet actually allow 'anything goes' if the wind is above 11 knots – what a fantastic idea, any takers for this to be put to the International Committee.

For the larger amongst us, downwind in less than 14 knots true is all about damage limitation. It's horrific as what seems like the entire fleet sails straight over the top of you. Keeping it together mentally is vital as once back on the beat the tactical battle immediately starts again. You've got to be straight on the pace. A short clearing hitch is almost essential – you'll find that you use this tactic more and more. Don't ever give up and keep looking for that elusive lift. Watch the compass like a hawk and stick with your strategy – don't lose sight of that or your tactics become responsive rather than proactive and you will lose out nine times out of ten.

Most importantly, no matter how bad your race has been, never ever be rude to the measurement team. Remember, they know best and although you may be contemplating taking up match play tiddlywinks because you've had the race from hell, *your result* depends on them being able to see your paddles, measurement stamps etc. Telling them to 'F\*%k off' is not a realistic option!

Portugal was Johns' last serious event. He has always said that you are only as good as your last race. 2nd at a World Championship isn't a bad note to go out on. My sincere thanks go to all the Gods who, against all probability, made it blow for that.

John, Toby and I will all sail Biggles at Loostrecht. This will be the official transition of the boat to the new partnership and I only hope that it's as successful as the previous one was. Here's to the passing of an era and the start of another.

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### Loostrecht. The lake of many islands. - James Cole

Official:- all hope for the GBR fleet is not lost. At last, we all put in a half decent performance. Congratulations to the boys and girls who turned out for the main event and my admiration to Rodney for giving Boysen-Moller something to think about in the Champion of Champions races. As a sticker seen over there said – 'Flying Dutchman sailors don't die, they just plane away'.

Toby and I have firmly hoisted the battle flag. A 3rd and 4th in the first two races certainly made the fleet sit up and take notice. All this despite our usual problem of not being able to start for toffee. The great gods of the Banks Medium Genoa ensured that we were amongst the fastest boats upwind on that day and things bode well for the future. You can tell that you're having a good beat when Boysen-Moller tacks to cover you. OK, so we blew it in the lighter stuff but we have been discussing that problem and have a plan!

Ignore my thoughts after Tavira, starts in world fleets are important. This was made crystal clear when the fleet was split into Gold and Silver and there was only one way to go off the start. Mind you, the clearing tack option was always useful and usually paid off, saving our lives in splendid style on the first day.

It was interesting that in light airs we could not point up with the lake sailors. It is possible that we may have to persuade Uncle Hugh to tighten the entry of his Light Medium for light airs lake sailing. That said, Boysen-Mollers' genoa reputedly looked markedly different to those that he has sold and more like our Banks kit. Confusing or what? One thing is certain, the Continentals use harder leeches on their mains than us Brits and this obviously works. With nothing to lose in the last races, we tried it and can report that it does exactly what it says on the tin. The boat felt bloody awful but went fast and pointed within acceptable parameters – that is, not as high as everyone else but at least close. The most important thing to watch is that the leech doesn't hook as the lulls hit. Almost constant adjustment of the mainsheet is required – borne out by so many boats being vang sheeted. This may work in lighter winds but as the breeze picks up they were running out of instant adjustment and traveller sheeting was certainly faster. We will be experimenting and we'll keep you informed of our findings.

So, in breeze we are right on the pace upwind but as soon as it goes light we struggle. Downwind is our Achilles heel now as we don't seem fast in any conditions. It may be the kite and several people have kindly offered theirs for trial but this does worry me. Again, I'll keep you informed of developments.

Many others will have written wise and knowing words about the event itself, but I'd like to thank the Dutch guys from GBR 382 for organising a great regatta.