

## **INTERNATIONAL FLYING DUTCHMAN CLASS ORGANISATION OPEN BRITISH CHAMPIONSHIPS**

### **NOTES ARISING FROM COMPETITORS HEARING**

Saundersfoot 23 August 2003

The Competitors Hearing was held immediately after the EGM at 7.30pm

**Present** –Stephen Parry (Chairman) and approx 26 competitors

The chairman indicated this was an opportunity for everybody to voice their views – it is not a decision making meeting.

### **National Championships**

#### **Length of event**

A lot of discussion took place about the length of the event. A few competitors felt that a nationals should last a week, the majority favoured a 3 or possibly 4 day event as this enabled FD sailors greatest flexibility – the dedicated FD sailors can travel to continent for longer regattas – Worlds/Europeans and other major international events and those for whom sailing has to be fitted in with family, work and other commitments can much more easily attend a 3 or 4 day event than a whole week thereby maximising attendance. It was also thought that a 3 or 4 day event may be more attractive to overseas visitors.

#### **Racing**

Competitors in the main liked the varied format at Saundersfoot with a long distance race combined with round the cans and more traditional old Olympic style courses but shorter (1 hour rather than 2+ hours). The preference was for 2 or 3 short (approx 1 hour) races a day so that once a pecking order for a race is established a new race is started.

#### **Social**

Favourable comments were made about inclusion of social events – BBQ, dinner

#### **Entry Fee**

Several competitors indicated that the entry fee of £50 for the FD nationals is well below the going rate – (Eg - Osprey £90 with £120 late entry fee for a 5 day event). Several people were keen for an all inclusive entry fee to include meals/socials and racing. There seemed to be general feeling that a higher entry fee would be acceptable so long as it did not price people out.

#### **Race Management**

Several competitors expressed the view that the race management at the Nationals needs to be of a high standard. The problem for the Class is that most clubs require a fleet of 50 or 60 boats in order to put on a dedicated event. Thus the Class has chosen venues where the club has been willing to fit the Nationals into an existing event. This means that the Class is not in such a strong position to control how the event is run.

#### **Joint Nationals**

There was good support for the concept of sharing the nationals with other similar classes – particularly those which have combined to create the symmetric grand prix. It was recognised that combined nationals would create events with 60+ competitors and that this would open up more possible venues. However such events are dependent upon agreement of dates/venues between classes.

### **Dates of Nationals**

James Cole stressed that the British Class should not worry about fitting the dates of the nationals around the European international regatta program.

### **Datchet**

Toby Dale explained that the FD Class has 15 entries reserved for the Symmetric Grand Prix on 4 - 5 October but individual FDs must enter by 20 September and that any shortfall on the 15 would be allocated to other classes. Some classes already have a long waiting list. Several competitors emphasised the need for a good turn out at the Grand prix and all were encouraged to enter and find other FD sailors to enter ASAP. (Note entry form available via FD website)

### **Whitstable**

Rosie Pye was keen to return to Whitstable, former centre of FD sailing in UK as they were always keen to see us. Stephen Parry indicated that the Class may bid for a Eurocup event in 2005 in the UK and Whitstable could be a good venue for this if available dates fit into international calendar.

### **Lee-on-the-Solent**

Peter Weeks indicated that the problems at the Southern Areas arose from a temporary issue which was being resolved and he assured competitors that LOSSC was keen to see the FDs return. Stephen Parry confirmed this and added that John Best is now Commodore at LOSSC. It was suggested that the Southern Area Championship could be combined with the Lee Regatta as this is now attracting more numbers and there are good social events.

### **Rutland**

**Midland areas/AGM – 20/21 September – subsequently changed to 25/26 October**

### **Training weekend/Open Meeting**

In general (with one strong objection) competitors thought it was a good idea to have the combined format of a training weekend followed by an open meeting at Rutland. The training weekend was regarded as a great success.

### **Try an FD**

Although there had been a very strong interest at Sailboat in the Try an FD day at Rutland, the choice of a bank holiday weekend was not, in retrospect, a good idea. The plan now is to direct those interested to individual FD sailors as close to where they live as possible with a view to being taken for a sail on an individual basis.

### **Travellers Trophy**

Tony Lyall indicated that he thought the profile of the Travellers Trophy should be raised and there should be prizes allocated. There was some discussion about this and it was noted that some other classes regard their traveller's trophy very highly.

### **Buddy System**

There was general agreement that the buddy system introduced by Toby Dale at the nationals was an excellent idea. Toby & James said that as there were an odd number of entries they had not got a buddy but both would be willing to assist any of the teams.

### **Thanks**

There was a vote of thanks endorsed by all for the work done by Julian organising the Nationals and liaising with Saundersfoot SC. The Chairman requested that all competitors attend the prize giving to show their appreciation to the Club for hosting the event.

**There being no other business the Meeting was closed and sailors were encouraged to pair up with their buddies which were being determined on the basis of the day's race results.**