

BRIGHTLINGSEA ONE DESIGN

Sailing Report and other News.

Autumn 2009

What a pleasure it is to record another thoroughly successful and entertaining season during which summer lived up to its name and every race was sailed.

The overall turnout and averages have risen steadily but the dominating impression is one of wonderfully close competition, overlapped finishes, top sportsmanship, and fun. Twenty two class starts produced a record seven race winners, and Pyefleet Week a near all time record entry with seventeen boats.

Congratulations all round we must be doing something right and I really hope you enjoyed it all. Many thanks again to both Clubs especially Commodores David and Tom whose encouragement and efforts make all the difference.

Statistics, class races (Sundays and Regattas, + Pyefleet Week as one entry)

	Total turnout	Average turnout	Average of best ten
2007	99	6.2	7.8
2008	123	8.1	9.6
2009	145	8.5	9.9

Race Winners 2009

Avocet 6, Jean 8, Egret 2, Rebel 2, Gelasma 1,
Dulcet 2, White Spirit 1.

Thursday Pursuits

8 boats competed, average turnout 4.

Apart from choosing a "democratic" boat that suits all ages, shapes, and sizes, - if we are doing something right then perhaps its the continual review of all that affects the class and prompt attention to what is needed. Some items on the Sailing Programme do need to be booked well in advance on your behalf - but nothing is set in stone for long. So please do continue to speak freely on everything that follows and anything else. The AGM is on Sunday 29th November, 10.30 CYC.

Mast and Spinnaker

The racing performances of both the new alloy mast and spinnaker design seem to have fitted in without a join. Pyefleet Week was won with a new mast and an old spinnaker (congratulations to Jeremy et al). Second and third were both original spruce masts with new spinnakers and fourth was "Sarah Louise" sporting new kit all round.

The new spinnaker looks good too, especially the dual colour designs on "Rebel" and "Sarah Louise". Sunshine through the sails and spinnakers running in on the sea breeze this year looked fantastic. As good as the fleet has ever looked in my view, and more than a spark of inspiration for a really good, and new, fleet photograph - one that defines the times.

Racing Courses

After some adjustments the intended windward legs have been more consistent this year and are probably best left as they are at the moment.

Spare a thought though, especially if you happen to have any spare keel paint available, for the likes of Messrs Newman, Goodwin, Rust, etc. - The problem is that the manner in which they choose to round Point Clear spit at low water precludes them from retaining paint on the keel for any length of time. I believe its hauling the boats off from the "high and dry" situation that is as much to blame as the actual running ashore - or possibly sitting there with billowing sails and straining sheets while arguing amongst themselves as to what to do next - who knows?

Anyway (not for myself you understand) a sympathetic response will be taken, and one or two diversions around "Post" or "Creekmouth" written into the re-print of our buff BSC/BOD course card for 2010.

As I see it the problem arises when dead running, where everyone wants the inside and windward berth around the shoreline. As you know I prefer to keep the number of marks in a course to a minimum because they cut options and create queues. But in this case, near the end of the race, first boat to turn the shoreline or first to turn the mark is likely to win. There is little difference, and since the racing rules at a mark are perhaps more clearly understood, and there is somewhere to "bail out" - the mark gets it.

In the meantime Mike Hempstead is also revising the CYC Sailing Instructions for 2010 in order to keep the shorten-course-at-a-mark facility but eliminate any existing uncertainty. This may necessitate a re-print of the blue CYC/BOD course card but in any case the BSC/buff and CYC/blue course card format will remain for the respective start lines.

Anything new will be delivered to you or your boat and so long as you pay your subs it won't cost you a penny!

Pyefleet Week Starts

Thanks to Alan Hicks who represents us on the BSC Sailing Committee, very productive discussions have been taking place regarding the BOD start line for Pyefleet Week 2010.

Because we have been achieving larger fleets the strong likelihood is that our Pyefleet Week racing will start near Batemans Tower from a BSC Committee Boat. A windward start will be possible for more than half the wind bearings and a fairer offwind start for the rest. Courses will be almost the same but a special (pink?) Pyefleet Week course card will be necessary to take full advantage of windward starts to upriver marks and to define the start line.

Well done if you managed the start line this year, Phil Rust rarely missed out and when I remarked to Graham Adams that if I'd had his starts I might have won, the instant riposte was that if he'd had my boat he would have done!

Pyefleet Week 2010 is 7th to 14th August (avoids Cowes Week).

The Sailing Club has also decided to consolidate their 2010 Sunday summer points racing into four Committee boat starts each with two races "back to back" - first start 2 p.m.

Having booked windward-leeward courses for BODs we are proposing to select three of these Sundays plus two normal single race days from the BSC club line.

That gives eight BSC races from only five Sundays instead of six from six - its worth a try. The "Cormorant" and "Osborn" trophies will probably be allocated to one "double race" Sunday each, and the "Robbie Stone" to the remaining races, but please comment.

Ladies Race

Another close affair in breezy conditions with everything set and pulling very hard at times! Congratulations to Julie Eeles, overall winner again this year taking the R.B. White BSC Ladies cup in "Dulcet" with Jemima Philpot second in "Avocet". And a storming third place for Maddie Anderson in "Jean" winning the R.V. Crook CYC Ladies Trophy.

Many thanks to Pam Willett and Jackie Edmunds for the super cream teas in CYC at the prizegiving, and a massive thank you once again to Nick, Pam, Richard, Marilyn and Tracey for committee boat in this and all the events throughout the summer.

I am extremely pleased (and relieved!) to say that Julie Eeles (01206 306393) has volunteered to promote the Ladies Race next year which will take place on Sunday 19th September at 2.30 p.m. under the CYC burgee. You may very well receive a call, but feel free to make early contact with Julie if you would like to sail but have no boat.

CYC Regatta

Having gone down from fourteen, to nine, and now seven BODs the Regatta has perhaps become just another routine Sunday race for the Hickley Tiller?

Perfectly fine, but if it is to be special again then something would need to be done, what do you think?

Sunday afternoon at high water is a great time to show off a big fleet of BODs on an inshore course near Batemans. But it needs everything cut and dried in advance, so we would need a volunteer or two... (not from the "usual suspects" - they're too busy).

"Poirot"

Sailing "Nan" with a set of "Jeans" cream period sails, Tom Sergeant and Lucy Stone played starring roles in a new television adaptation of the great detective's exploits!

Against the backdrop of the dangerous rocks and cliffs of the West Country, with Tom seemingly cast as the villain, the piece gained absolutely nothing from the occasional substitution of Martin Shaw and Kimberly Nixon.

Look out for it soon - and they always repeat "Poirot" - Fantastic.

Another of Nick Readings' well laid plans resulted in a very successful day of racing when owners crewed for guest helms and third crews. Friday 25th September was a brilliant Indian Summer day and I watched ten boats sail two really good races and then a spectacular dash up the creek. The sailing was competent and better - I can't imagine that anyone went away without a big smile and the results threw considerable doubt on which boats might be regarded as fast or slow!

Nick will speak at the AGM about insurance on this and possible future events which are run by his "Classic Sailing" company.

General Purposes Committee

The Committee meets to discuss matters as they arise. Recently the sale of the demonstration Z170 mast, now surplus to requirements, was negotiated. Confirmation that we need to complete the "A" frame, from tube already available was made, enabling members a convenient and independent means of stepping/unstepping their mast.

The elements of race organisation outlined elsewhere were discussed but the main business of the most recent meeting was the GRP boat.

The Recreational Craft Directive requires that the GRP BOD complies with particular safety criteria. This involves the incorporation of considerable buoyancy which makes the self righting characteristics different from that of a fully swamped original BOD. In the light of the seasons experience, - all right then after C53 capsized! - further capsize tests were carried out with the mast tip buoyant, and with a preventer strop on the centreplate to keep it more than halfway down irrespective of the angle of the boat.

These measures, and reducing the side tank buoyancy (by flooding one tank) very greatly enhanced the self righting effect which will be further tested, sailing, with a three man crew.

We can be reasonably optimistic of achieving a "pass" which is an advantage if significant numbers of GRP BODs are to be built, although the boat can currently be sold as purely for racing.

The insurance and possible need for storage of the GRP mould during any gaps in its use was also discussed and will be reported at the AGM when further developments may be known.

Boom Height

No great controversy, simply that the Committee feels it necessary to close the loophole on this. The explanation and proxy voting slip is attached.

Social Events

By popular demand Margaret and Keith have been asked to do another (hilarious?) quiz this winter - no BOD questions this time, but how much to you know about 50's music? - only kidding.

The date will be Saturday 20th February at 7.30 at the CYC who will provide a very fine buffet by table/entry. So get your team together (four to six) and come along!

The BOD dinner will be held at the Sailing Club this time - further details of the date and menu, and anything further concerning both social events will be included with your 2010 Sailing Programme in late January.

"Apres Sail"

Please feel welcome at BSC and CYC after racing, a very convivial atmosphere prevails and after discussion the race becomes virtually unrecognisable! "Hangers on" and veterans are more than welcome, - compulsory even.

Supply of Boats

Availability of boats always seems a potential problem and yet has no so far become one. Within our resources we are covering all the bases and I guess that so long as the present stock of sailable boats are in use, with one or two coming along, then we are OK.

John Mullins is currently building a new GRP boat and Alan Hicks will also place an order if he can find a buyer for "Grayling". (The replacement cost in GRP is over £20,000 and new in wood approaching £40,000, to make the project viable Alan will need to realise £8,000 for Grayling.) I also understand that one of the GRP boats in Holland is for sale.

Scanning any copy of Classic Boat will confirm the fervour for restoring beautiful wooden boats which may well filter through and place more demand on our own stock of hulls. In any case I hope to be doing at least one more full restoration, with help, when a few other jobs are out of the way.

Technical

Summing up my own impressions of the season, many of the boats now use proven standardised kit, and set up, and are going well. "Rebel" was afloat late in the season but set up the same she was immediately mixing it with the fleet and when Ray, Richard and Simon had the routines worked out they won the last two races handsomely.

So, if you possibly can, get the right kit and set it up "by the book" - ask for help if you need it. (And do make sure your centre-plate is smooth with rounded leading edge, no sharps or flats.)

As a result of stronger competition boat trim and sail trim on the water is also reaching a more standardised format. (Yes you are getting better, but the faster boats are getting better too!)

From my observation this year, including my own sailing, there is frequently more speed to be had by simply sitting in the right place, reacting and moving around just right, and optimum sail adjustment.

Where upwind speed was a problem in light or medium breezes it was frequently because people were sitting too far back. Then in light weather, not heeling the boat enough and in more wind allowing it to heel too much. I find that if the boat trim is right it will tell you better how much to sheet the sails for best speed. Ultimately the only speedometer is the other boats - on occasions in medium conditions I was not pointing with the other boats. The mainsheet felt loaded up but actually needed another squeeze in. (In really

light airs the tendency is to sheet in too much and try to point far too high, the BOD just stops with its sails full.)

In stronger wind although I had the kicker down I was easing the mainsail too much. But then, by really hauling down on the cunningham to properly flatten the mainsail the mainsheet could come in a little, the mainsail stayed quiet and the boat sailed closer. (But if you apply any kicker, or cunningham before the crew is on the rail you will be slow!)

Displacement running in light/medium winds requires the least hull and foil resistance and the widest spread of sail with an even "catch" both sides. Running very deep there are no very fancy aerodynamics, just rolling turbulence out of the edges - "haystack theory" (Gary Constable likens spinnaker trimming to goalkeeping!)

The most threat seems to come from boats with the crew weight well forward, or very well forward, mainsail absolutely squared away and deep (leech line) and the spinnaker pole hauled very well aft and continually tested to keep the luff on the curl.

Having achieved that set-up, with the plate less than one third down and the boat dead upright, now fine tune the angle of heel so that the tiller goes absolutely neutral. The boat is "trailing" the rudderblade, probably slightly heeled to windward, and now most of the steering can be done by subtle shifts of the helms body weight.

Except for the occasional spell of running by the lee down a wave, I find that a reliable running angle is found by sailing low enough so that the jib will just softly fill on the same side as the mainsail - constantly testing it by sailing lower still, when it will fall to the centreline.

In winds of ten knots and less, both theory and practice indicate that sailing higher and gybing more frequently can also be made to pay in displacement/BOD type boats.

All more complicated than beating! - much more, and you've still got to find and sail down the headers! (In the absence of current, if one side of the beat paid because of a wind bend, - go the same way on the run. In a shifting wind keep on the low tack.)

Loose Ends!

A full newsletter reporting a very busy season - but the list is nearly all crossed out! Could I mention Wivenhoe and Rowhedge Regattas? - the organisers run genuine old style regattas with quaysides packed and flags flying. We are specially invited as part of the tradition, so give them a go if you can. A wonderful afternoon out, and the hangers-on can drive round and meet up, or why not just cruise up on a BOD or a motorboat?

Frank Tinney and Mike Hempstead have covered their usual cruising mileage - Jen and I had a couple of great days just sailing, one around and about the creeks and the other to West Mersea where even the old salts were reapt for a Class from their youth. Its easy to forget the pleasure of it, I must get around to making up that roller spitfire jib and quick-reef cruising mainsail. (all in cream cloth!)

We have had more people than ever afloat in BODs this year but please do continue to "bring your friends". People are (obviously) what sailing is all about and I may be wrong but maybe the lack of a crew may sometimes be keeping boats off the water. There is bound to be someone to whom its all fresh, think laterally, and give them plenty of time, but lets get them on board! (The topic is on the AGM agenda in case you have any ideas.)

I was touched by a sentiment from the (slightly) younger generation coming into the fleet that us "oldies" are well appreciated and should carry on running things. When I passed the message on I think I received a positive response! But with the size of the fleet now, we must limit the scope of the core jobs and delegate one-off projects. So if the BOD race CYC Regatta, or crew recruitment, or a future social event, or whatever gives you a buzz then please volunteer.

Well, there it is, you would have to travel some distance (nowhere else in the world according to my son) to find all that we have here in Brightlingsea right now. The sailing, the atmosphere and the fun. Please make the most of it and I hope you enjoy it all.

Subscriptions

Due now, or at the AGM, owners £20, Associate members £10 -
Thank you for your support.

Cheques: Brightlingsea One Design Association

To: Tom Sergeant, 5 Oyster Tank Road, Brightlingsea,
Essex, CO7 ODW

Dates

AGM Sunday 29th November 2009, 10.30 a.m. CYC
(Book lunch at CYC if required on 01206 302594)

Quiz Saturday 20th February 2010, 7.30 p.m. CYC

Pyefleet Week 7th-14th August 2010

Brian Way

It is with great sadness that we record the death recently of Brian Way, owner of C40 "March Hare". Brian sailed March Hare well into his eighties and had sailed in BODs since before World War II.

BOD Website Lance Edwards 01206 307479 www.bseasonedesign.net

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Approx. 100 copies, owners, members, friends

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