

In terms of all that I described last year we have had another very successful season, - but this year we have lost our greatest sailor.

The tributes in The Times and The Telegraph, and by Bob Fisher and John Osborn at Reg's service were an inspiration, - more later.

Pre-season

Many thanks to Angela Herbert and Tom for a super Quiz evening during February at CYC. With over sixty in attendance their preparation of sheets of castles and galleons to identify went down well. Although if you were the one who put "The Shipyard Estate", and "B.O.D. no.1" you were well wide of the mark! Our Chairman, Brian, and his team of "Odd Bods" were worthy winners and the quiz is likely to feature in the winter programme again.

Our attendance with C53 "White Spirit" at the RYA Dinghy Show in early March was a brilliant display and attracted much interest and admiration. Many thanks to Mike Hempstead, John Mullins and to Robert, Mark, and of course to Reg whose idea it was. Many other members ensured that the stand was very adequately manned on both days and when I attended on the Sunday it was non-stop. I am told that we were not properly considered for Boat of the Show because the judges would not believe that "White Spirit" had ever been in the water!

B.O.D. Dinner

A thoroughly enjoyable occasion with well over eighty attending this year at the Sailing Club in April. A big thank you to Alan Hicks and Jane Bond for pulling it all together and to Tania Bines and Julie Eeles for a wonderful meal. And thanks to the Sailing Club cadets who served at table. Sometimes events are hard to beat "next time", - thats life, but we will be having a go.

2010 Season

Mixed weather but another super season on the water with six boats winning trophies and not a single protest. Has-beens we may be but I'm telling you, its the best club racing I've ever been involved in!

We have been well supported once again by the Sailing Club and returned the compliment with improved numbers for the Thursday series, and frequently dominant turnouts for their Sunday Committee Boat starts. And a massive vote of thanks to Nick and to Marilyn and her team for the CYC racing. Congratulations to all the winning helms and crews too numerous to mention but as below:

Derek White Trophy	CYC	Avocet
Eric Dent Cup	CYC	Egret
Osborn Cup	BSC	Grayling

Colne Salver CYC)	
Hickley Tiller CYC)	Rebel
Andy Silk Salver CYC)	
Cormorant Trophy BSC)	Dulcet
R. Stone and Native BSC)	
Commodores and Carstairs CYC)	Jean

The overall racing turnout for the season rose from 145 to 149 and for the first time the average turnout for the best ten races reached double figures at 10.1. This is, of course, counting Pyefleet Week with fifteen boats, as a single entry. The average for the Sunday races, which form the core of the programme, remained identical to last season.

But if you look at the Saturday regattas, of which there were four this year instead of three, the picture was patchy. Wivenhoe mustered ten and Rowhedge six but BSC and CYC only seven between them.

Obviously the weather affects entries throughout, but faced with limited time, and lifes many other distractions, people are clearly choosing events where they feel certain of a good race.

Once again please let us have your views on next years programme at the AGM where with the help of the statistics we can thrash out the best options for 2011. My inclination would be to "rest" events that tend to struggle but move one or two Sunday trophies back to mid/late September as in previous years.

Pyefleet Week

During the preceeding week I weighed my boat, sure of shedding some lead and finding a bit more squirt. But the scales stubbornly refused me so much as a gram, even after four seasons afloat. - The benefits of modern epoxy coatings!

Much earlier than that, soon after last Pyefleet Week in fact, Alan Hicks and myself hatched a plan to make the starting a little fairer. All the other fleets soon cottoned on and so the Sailing Club adopted the BSC "regatta" courses with four optional Committee Boat starting areas in the estuary. Then leading around an additional buoy or two into our standard courses. Argy-bargy is never ruled out in sailing! - but with room available around both ends of the line there were far fewer "impossible" situations.

Another unexpected benefit on one occasion was the quick response midway through the starting sequence to a change of wind direction. Suddenly being able to cross the starting line on a beam reach makes it immediately obvious to O.O.D. and competitors alike that a change of course and start line are needed. The BSC Club line is fine, but with mostly reaching starts the same wind change is not so obvious to spot, nor very easy to remedy and re-signal. Alan Hicks fully exploited the benefits of the "Regatta" courses and I must say, for Pyefleet Week, I'm in favour, - but again, lets have your views at the AGM.

The racing was very enjoyable and close throughout the week which turned out to be the best with any reasonable sailing weather. The wind tended to be shifty, but was rarely grossly favouring and yet several boats finished a race or two way above their overall result. And on one day for no good reason other than the strength of competition the top three boats were all well out of it.

Much as it had been throughout the week, going into the last race, one point separated Jeremy Newman, Rob White and Malcolm Goodwin which is how we will leave it. New territory for the B.O.D.s and very nice to be part of. - And thanks for the party Tom (and everyone) and I hope you enjoyed it all. Pyefleet Week 2011 is 31st July to 6th August.

Ladies Race

Congratulations to all our ladies who braved a force five to six north wester around two laps of a testing course with several gybes. Commemorative mugs were presented to Karen Adams, Ganeste Crowe, Julie Eeles, Judith Gibbons, and Millie Newman. Judith won the R.V. Crook Trophy for CYC ladies and Millie was first overall and won the R.B. White cup for BSC ladies. Many congratulations to them, and thanks again to Pam and Nicky for the cream teas!

Technical

Seeking just the right amount of weather helm, so that upwind the tiller doesn't pull your arm off, but if you let it go the boat steadily rounds up into the wind is a rewarding exercise. But with the rudderblade raked forward to $5\frac{1}{2}$ " ahead of the pintle line, as advised in the Tuning Guide, my own boat tends to be too well balanced. Too light on the helm, with even a slight tendency to carry lee helm and bear away, especially while on a close reach. Finding this a little disconcerting, and with the centreplate already fully lowered, the only solution is to raise the rudderblade a tiny amount. Maybe this winter I can devise an adjuster stop screw, or some similar device somewhere in the system and avoid guesswork with the rudderblade hoist.

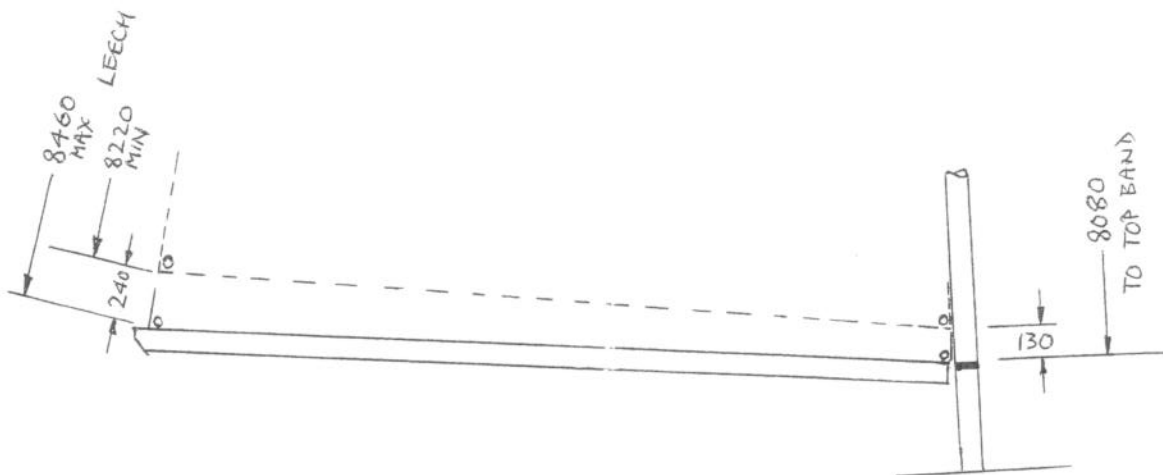
Reefing

There have been some reefing days in the latter half of the season! If you tie or hook the tack down to the gooseneck first, then haul the clew down really tight, and last of all (or not at all) tie the reef points, then the sail will set well and not pull or rip out your reef points.

Boom Height

As seen on C53 and C18 the 'nice' compromise arrived at for a slightly higher boom looks entirely compatible with the existing look of the class. In case you are ordering a new mainsail the optional

measurement window is best explained with the diagram below:



THE LEECH IS ALLOWED TO BE UP TO 240mm SHORTER THAN THE MAXIMUM

THE TOP OF THE BOOM IS ALLOWED TO BE ON, OR UP TO 130mm ABOVE, THE LOWER POINT HEIGHT (GOOSENECK BAND)

Even an old traditional die-hard like me would probably go for nearly half of the allowance! (Shortening the leech loses nothing in area because the cross measurements move towards the head of the sail. Raising the gooseneck loses a tiny triangle of boom length x 130mm maximum.)

General Purposes Committee

Worth noting in passing that the boom height is just one of the rule changes desired and suggested by members and then discussed and presented for voting by the Committee.

Indeed, even since the introduction of the GRP hull the boat has been improved with changes to the rules governing jib sheet leads, then most significantly the mast and also the spinnaker.

But during the past year, apart from arrangements for the Dinghy Show, the entire attention of the Committee has been devoted to the recovery of the GRP mould from Burnham. Many thanks to those members whose loans of £500 each have enabled a conclusion to be brought to this affair.

Sometimes a long struggle can obscure what has been achieved. The Association is, at the moment, frankly penniless, but as a result of effort and foresight over many years, particularly the last four, - in addition to a wonderful Fleet and the GRP mould we have accumulated considerable assets.

Currently in the Associations possession, or in very friendly hands, are a set of templates for the wood parts of the GRP boat, a wooden boat building jig and shams (frames) and a full set of part and plank templates (ex 'Avocet'), - casting patterns for centreplate, winch, rudder fittings, and runner slides, (and a set in stock), and

numerous drawings for mast and mast fittings, winch, rudder fittings and trolley making. Several B.O.D. 'kits' in the form of original hulls for restoration (includes 4, 9, 23, 28) can also be made available where it is clear that the fleet would benefit.

We find ourselves in a strong position to move forward and whether immediately, or in the future, my guess is that these assets will show us a return.

CYC Starting and Finishing Line

"The best laid plans" - have unfortunately been slightly scuttled but with every good intention by the provision of a starting mark of 'Americas Cup' quality and scale but which makes it rather strenuous for the Committee boat to drop and recover.

I would suggest that the CYC Sailing Instructions, which in simple terms prescribe that the buoy remains as a replacement for the Committee rescue boat, and that the starting and finishing line so formed is sailed through at the end of every lap - are sound.

Maybe what is needed is one of those lightweight inflatable 'stick marks in dayglo orange that seem to be around? Ideas (funding?) please at the AGM.

Racing Courses, BSC 5/09, CYC 5/10

The racing courses in general have probably reached a stage close to final development, and unless you think differently are unlikely to be altered at the moment. Any information will be included with the Sailing Programme early in the new year.

Talking of which, being interested in beautiful Edwardian yachts, and 19 Metres in particular I happen to know that the year of the 19 Metres - 1911, remains the warmest summer on record. Honorable Members were eventually allowed to remove their jackets in 'The House'. Perfectly logical then, to expect 2011 to be the same! - see you on the water.

Reg White

When I was a young cadet at Wivenhoe Reg White was a name from the stratosphere of Brightlingsea dinghy sailing talent.

My first 'open' event in a Cadet dinghy turned out to be the extremely windy Brightlingsea regatta of 1962 following which the Essex County Standard erroneously reported that only the well reefed B.O.D.s finished the course. The abiding memory of that day is being passed, at double the speed, through the waves near creekmouth by what appeared to be a wall of spray with a sail. - Reg in his Hornet.

Reg's sailing talent was in the stratosphere, but he was not. Immensely personable, with that terrific smile, - and giving everything one hundred percent himself he had a soft spot for those who did the same, in any field.

Reg was easy to get to know and we had one or two projects including moulding my own Hornet and at one stage he offered me a job. I should have taken it. - Recently, building "White Spirit" we were able to talk quite a lot. When we were planning and working on the boat he was absolutely on it. It was such a pleasure because with our backgrounds we were both immediately able to recognise a solution when we saw it.

Sometimes, with my pal from Wivenhoe, there were three of us there. We had proper tea breaks and he pretended to be the boy and me the boss! - much as he had been in his first job with Cyril White. On his first day he was set to rub down some vernish. (With a grin) when he had finished Cyril came up and said "Well if you start and do it all over again it will be just about right!" Before you knew where you were we were high on some stageing at James's (James and Stone) - Reg's next job, swinging an adze and "no health and safety then! - they'd have a fit!"

Reg's firm Sail Craft was a nest of boatbuilding talent, fast cats with beautifully varnished decks in stripey sapele mahogany. Development was always going on along with production. "Lightness with strength was a real headache, especially with the cat crossbeams" I remembered Reg's association with Bertie Holloway and the 'C' class cats, and later watching the spectacular 60ft sailing speed record boat "Crossbow" which he built for Tim Colman. I recalled a couple of occasions, when they were trying her out, - good summer weather with a brisk east wind that you sometimes get. They waited till late afternoon for the racing boats to clear and towed "Crossbow" to Colne Point, (a proa, she only sailed on starboard tack). We were drinking tea outside BSC and watched them pass Mersea Stone in what seemed like a minute - absolutely spectacular.

Reg said they were on the limit because even with several crew it was a job to really control the sail in and out quick enough, or run in and out across the trampoline as the gondola lifted. Then when they got to the speed trials the original gondola sank as the boat came upright. But they sent up to Brightlingsea overnight for a shark catamaran hull and got the record.

Like many small Essex villages, Brightlingsea has a long and adventurous maritime history. Reg is the perfect link in that history just at that moment following on from the smackmen and professional yacht crews here was a Brightlingsea sailor, the son of an oyster merchant, talented enough and determined enough to win an Olympic gold medal and bring it home. Even in the fiercely competitive and totally democratic arena which modern dinghy racing has become.

The chances of a reprise, anywhere at all, with quite the same weave of local history are slim, and we are all able to say a little less and walk a little taller as a result.

Many thanks Reg, - and to Lyn, Rob, Sally, Mark and John and all your family our very kindest regards and most sincere best wishes for the future.

Dates

AGM Colne Yacht Club

10.00 a.m. on Sunday 28th November 2010

Pyefleet Week 2011 - 31st July - 6th August

Subscriptions

Owners £20, Associate members £10

Cheques - B.O.D. Association

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Newsletter

I am happy to carry on with formulating and mailing out the Sailing Programme early in the year. But in view of my antiquated printing technology, cannot be seen to hog production of the Autumn Newsletter any longer.

I am sure there is already a queue of candidates with "colour imaging facilities ... etc.etc." - and we may already have an editor so please do volunteer at the AGM.

STOP PRESS

Many thanks (once again!) to Geoff Payne with his four wheeler flat bed trailer, and to Nick for storage facilities, so that the GRP mould is now in our possession at Brightlingsea. More at the AGM.

Not quite this many paying members but on this occasion:

Excess 100 copies to owners, members, friends.

Malcolm Goodwin

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