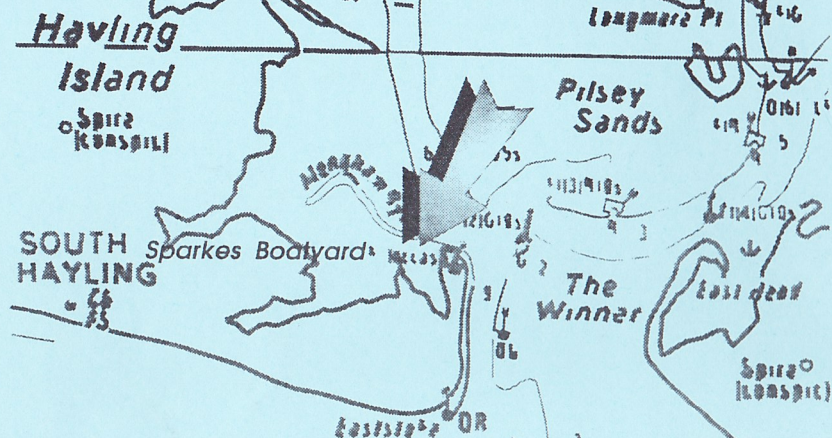


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CHICHESTER CRUISER RACING CLUB

Spring 1993



THIS EDITION

RNLI Open Event, Reports on opening races in the 1993 series, Kemps Kartoon Komment, Navigation lesson in how to find Fécamp, and Club Confessional

The Club For Yacht Racing Enthusiasts
Throughout Chichester Harbour

CHICHESTER CRUISER RACING CLUB



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FRONT COVER - The Winning Team. The crew of PENROSE III celebrate victory in the 1992 H.I.S.C. Winter Series

Sailing Secretary's Column



Il of a sudden our 1993 season is underway, starting with a great Bank Holiday weekend of racing. The turnout was excellent, the post-race parties were brilliant, and the sailing conditions for at least two out three days were near perfect.

This summer our race programme continues in much the same successful vein as in previous years. We have 25 races scheduled of which 18 are points-scoring for the Season Series. We also have our three regular joint events with local clubs - Chichester, Bosham and Itchenor - and our Open Race, this year in aid of the RNLI, which will have taken place by the time you read this. For a change of pace these events are interspersed as usual with the more fun-oriented, but no less seriously contended, Pursuit, Ladies and Crews Races.

We will again be running the CCRC Corporate Sailing Event, which proved so popular last year. This time it is scheduled for Thursday 15th July. The format will be much the same, centred around a sociable lunch at Sea View YC, so start collecting your crew together now.

The idea of an open mini-series of races to fill the August hiatus was mooted at the AGM, and I can report that there is enough interest to make this look distinctly feasible. Stand by for further announcements.

Our cross-Channel races this year are to St Vaast at the end of May and Fécamp at the end of August. The former will be followed by an east-going *cruise gastronomique*, and the ports to be visited include some old favourites and at least one new one.

Due to popular demand, all our courses have been revised so that it is now possible to set a longer course for Alphas than for Betas: the Beta version being about 80% of the length of the Alpha. This means that similarly sized boats will be racing in similar winds and tides, and that the Assistant Sailing Secretaries have much more flexibility when it comes to matching course length to boat speeds. Initial reactions have been very favourable.

Finally I have to report that the secret is out - someone else has noticed that Hayling Bay, with its sensible tides, reasonable breezes, adequate marks and minimal shipping, provides one of the best cruiser racing areas on the South Coast. Yes, the Royal Ocean Racing Club has decided that Hayling Bay is to be the venue for the Admiral's Cup inshore races, and as long as they don't interfere with our start line then I am sure they are very welcome. If you have unaccountably been passed over for the AC yet again and are not already a CCRC member, do not despair. You do not have wait until 1995, just join CCRC and you can use the same playground as the big kids.

Whatever your sailing, have a good summer.

Richard Creer
Hon. Sailing Sec.

DIARY DATES

On the 15th July, the CCRC will be running the **CORPORATE SAILING** day which proved so successful last year. This is your chance to entertain business clients and enjoy another day on the water without feeling guilty that you should be in the office!

You will shortly be receiving the programme and entry details, but please keep the day free in your diary.

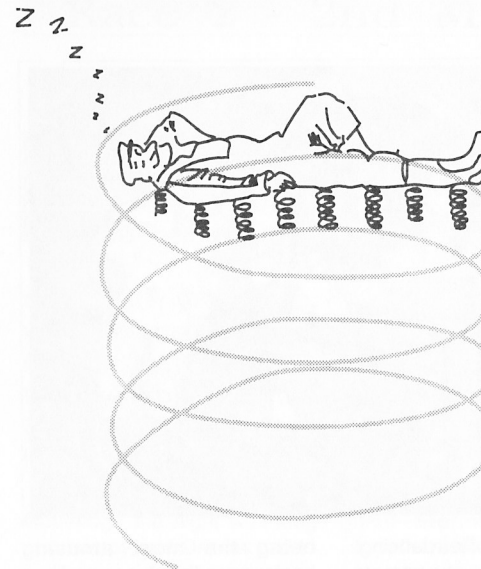
The 1993 **CONSERVATION CUP** Race will again form part of the Arthur Purchase Open Series organised by H.I.S.C. This year there are generous prizes both from Arthur Purchase, the Chichester Wine Merchants, and the Hayling Island Red Cross who will be presenting the **SOMERLEY TROPHY** to the best overall boat from both PY and CHS fleets.

The race which will be run on Saturday 10th July will also feature the **SONATA ROSEBOWL**.

Members interested in entering this race should note that if you enter all the Open races - Arthur Purchase and H.I.S.C Winter Series, the entry fee will be little more than for the Winter Series itself.

Finally, entrants are invited to use the event to generate sponsorship for the Hayling Island Red Cross, a very worthwhile organisation. For further details contact Hayling Island Sailing Club.

Springtime is here.....



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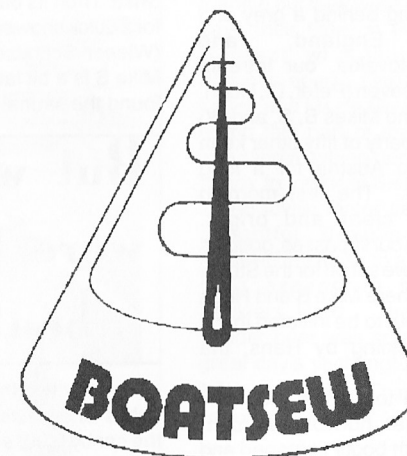
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SWIMMING

The wind was gusting up to force five as Peter and Di Wallace, Mike Smith and a couple of other CCRC members lined up at the start one Saturday morning in November. A new winter series race? But where were their boats? No, this was a race of a different sort; on skis.

This is the start of the winter season; of blue skies and glorious sunshine, of soft powder snow, of warming Gluwein and delicious bratwurst (mit senf and frites of course!). As usual with CCRC members they were out to enjoy all this to the full.

Leaving behind a grey and damp England, and Czechoslovakia, our intrepid group of seven (Peter, Di, Hugh, Marian and Mikes B, S, and W) joined a party of fifty other keen people in Austria for a long weekend. The first morning dawned clear and bright. Clutching our lift passes, goggles and hats we set off for the Stubai glacier where Mike B and Hugh were about to be initiated in the joys of skiing by Hans, the Instructor.

At the top of the mountain came that horrible moment when, with boots tightened and nerves taut, there is no way to go but down. Then that glorious feeling of relief as you complete the first turn, and then another, and another! A Gluwein, or two, is the only way to celebrate!

Tired, but content, we retire to the umbrella bar at the end of



the day for a spot of tea dancing. In years gone by my parents used to waltz in ski-boots at these events - in these more modern times we are doing the twist! Then its back to the hotel for a quick shower before dinner (Wiener Schnitzel, of course). Mike S is a bit late because he found the sauna!

But where were their boats?

By day two there are a few aches and pains, but we're in the car by 8.00, except Mike S - has he been to the sauna again? I have to report that we had little success in the race but were able to bask in the reflected glory when Geoff Liddy, who sometimes crews on GUNSHOT, won first prize. Mike B is also given a special prize by Hans for

being the most amusing beginner on the slopes and has to demonstrate the art of drinking the Austria Flag; red wine then schnapps, then red wine - all downed in one!

Our final morning and we're in the car by 7.45! But where's Smithy? Surely he's not in the sauna this early! Today it is more like early season ski-ing and the snow is coming down fast. This doesn't deter us although there is an early pitstop! By now Hugh is executing short swing turns (his third day on skis!) and Mike B has perfected the racing snowplough! The off piste tempts Mikes S and W to go for it - then Peter shows them how to do it properly.

All to soon it's back to the hotel. There is 30 minutes until the bus leaves which is almost long enough for more Bratwurst and Frites, providing the other passengers don't mind waiting! As we fly back to London its strange to think that we'll be sailing again next weekend!

Marian

RACE REPORT

Race 2 - 2nd May, RNLI Pennants



storm and tumult to peace and tranquillity, interspersed by a brisk northwesterly and sun, would describe the day of CCRC's second race of the season on the Saturday of the Bank holiday weekend,

For those in Groves and Gutteridge the night was long and bumpy and ORENDA had to

move berths to enable the mate to keep eggs in the breakfast pan. After motoring out to MDL prospects improved with sun and a flotilla of keen boats on the line.

The first leg was a close fetch to Clipper and the bigger boats, led by TOO MUCH sporting her new forestay, stretched away. Spinnakers were up for the run to S Ryde Middle and GOLDENEYE, hiding her new keel was prominent and pleasing the Sailing secretary with her speed. The Storms were locked together, Rear Commodore

moustache bristling behind new crew on GUNSHOT. Our new boys performed well including a spinnaker drop and gybe at the Buoy with ropes everywhere.

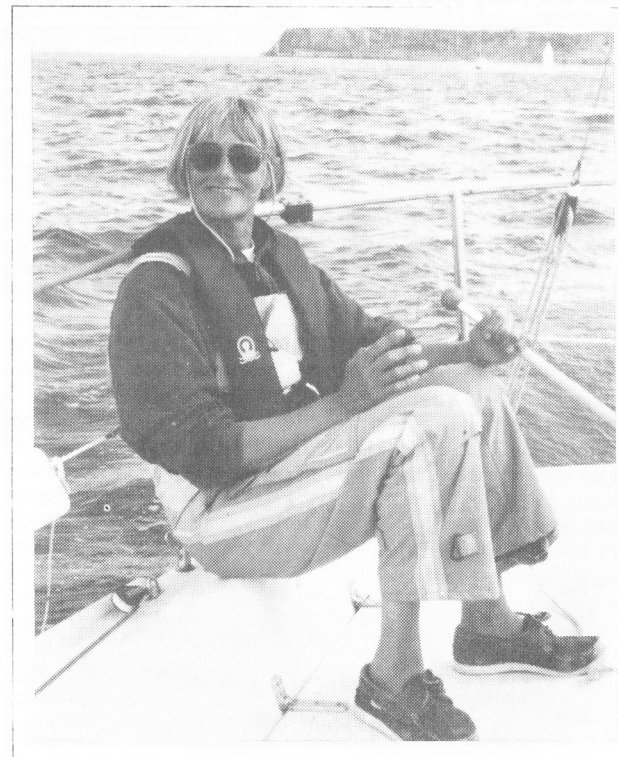
Up to Quinnell near the mainland shore was a one-sided beat although some looked for fair tide off Cowes. However a freeing and gusting wind (which put paid in the drink for the skippers new hat from Miami - no going back!) favoured the ones to windward. Lack of telescopic vision precludes detailed comment about the leaders from now but it is believed GOLDENEYE held off BROWN BOMBER and followed TOO MUCH to finish book at Quinnell after a West Lepe Saltmead triangle but they were unable to save their time on PETRA and GUNSHOT who finished 11 seconds apart. ORENDA, ANNA LOUISE and MAJOR GAMBLE dived round this part of the course, including a gybing duel round a handy freighter at Saltmead.

An idyllic motor sail up the delightful Beaulieu River followed the finish to a peaceful (and expensive) berth at Bucklers Hard. The Master Builder beer was good too. A great day's yachting!

Mike & June Tong
ORENDA

Results

ALPHA - 1. PETRA (G Jones), 2. GUNSHOT (P Wallace), 3. GOLDENEYE (R Creer); BETA - 1. GOPHER BROKE (G Maskell), 2. MONS MEG (H Caldwell), 3. IMPROMPTU (P Sonksen)





RACE REPORT

Race 3 - 3rd May



LIGHT AIR LOTTERY FAVOURS THE PATIENT

"Its really time we got down to the start line, Walter" said Chris.

"Its all under control" replied the helm and skipper, "We'll keep up wind here and cut back through the fleet on starboard to come in at the Quinnell end of the line as the gun goes."

With this sound tactical plan established, due attention paid to the rest of the Beta fleet, minor avoidance of a couple of Alphas milling around the middle of the Beta line, Walter Brown made what was probably one of his worst ever starts!!! (Sorry Walter). With much muttering and grumbings from the two non-canine members of the Brown crew and a tactful silence from the other crewman (yours truly) we set off in pursuit of the rest of the Beta fleet, finally crossing the starting line as the Alpha 5 minute gun went off with a load report a few yards away.

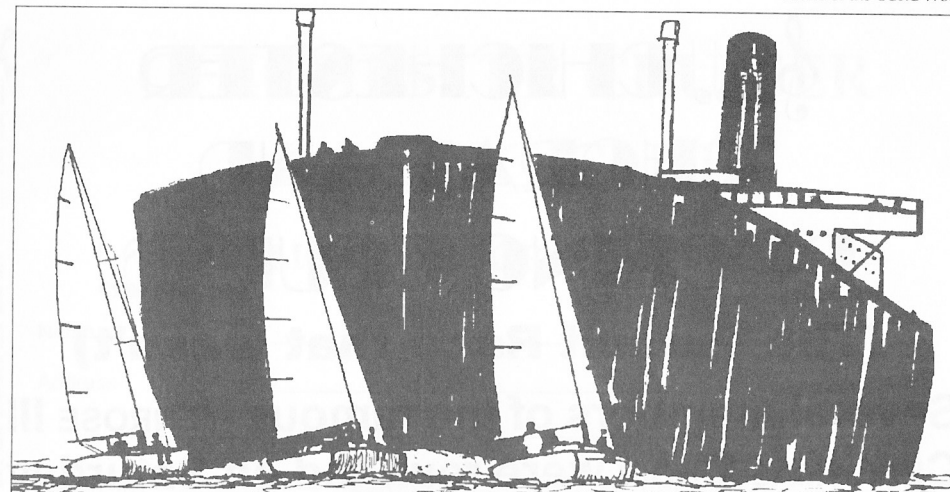
The Betas quickly spread out as several distinct tactical patterns emerged. MONS MEG, KANDY, PENROSE III, BELAZOR decided to go inshore on the North side whilst RIMAU and IMPROMPTU lead ELECTRONIQUE off on a more

East South Easterly course. On ARD RIGH our skipper decided this was the better course as he felt sure we would benefit from the tide. Meanwhile TOPPY TOO had, for the second year running, decided to join the "assisted passage" class and was seen to sprout a pair of oars. Looking like a cross between club cruiser and a Roman Tri-reme short of crew she made progress until

calls of protest put paid to her fun.

The northerly boats were looking for a wind advantage by sailing a bit freer, and after a few minutes we saw spinnakers going up on MONS MEG followed a short time later by the giant "big top" on P III.

With the wind going very light and veering more to the South we too hoisted the kite



Wonder who will be first to chicken out?

Inspired by a photo of Anna Louise, Major Gamble and Ard Righ taken by Glenn from Petra.

and finally slid past MAGIC TROLL, a new comer to the CCRC this season. Although she is not known for good performance in light airs, RIMAU was holding on well up front, and we could make little impression.

After about 30 to 40 minutes the first of the Alphas began to infiltrate the fleet as TOO MUCH led PROTOCOL, MAJOR GAMBLE, and ANNA LOUISE past our side of the fleet while in the distance we could see LYNX II making reasonable progress while PETRA and GUNSHOT were struggling to get on terms.

The race was, of course a lottery, and as the wind fell away to almost nothing many boats retired in frustration and the need to get back before the Bank-holiday traffic clogged all the roads home.

TOO MUCH was, I understand, forced to retire as she was becalmed in the track of a large tanker which was proceeding up the Solent, and Glenn was active with his camera on PETRA trying to

capture evidence if other yachts did not retire to get out of the way in accordance with the regulations! (The negatives are available for a fee).

In an effort to extract every ounce of potential from the Seal's yellow kite, Walter handed me the helm while he massaged and tweaked the sheet and guy. Gradually our perseverance paid off and we overhauled ELECTRONIQUE and inch by inch began to reel in the Commodore with his Contessa. By three o'clock (I think, - I have no true recollection of the time) we were approaching the vicinity of Browndown, looking for Lucas, the second mark of the course and things were getting exciting for us in the Betas. We were gaining steadily on MONS MEG, and also noticed KANDY and PIII were not that far away coming along the shore. Luckily they ran out of water and had to tack out, whilst we overtook the MEG with about a mile to go to Lucas.

At this point the wind finally filled in and with the No. 1 up

once more we picked up speed. The Commodore was not going to take this lying down, and MONS MEG began to pull back some of the gap we had opened up on him so that she was about four boat lengths behind us (At present MONS MEG and ARD RIGH are sailing off the same handicap).

The final charge to the line was "nail-biting", but we managed to hold on to take line honours a few seconds ahead of Hugh whilst Geoff Coop in KANDY finished a few minutes later to take first place on corrected time. The only other Beta finisher was PENROSE III.

Brian Dandridge ARD RIGH

Results:

ALPHA - 1. ORENDA (Mike Tong), 2. LYNX 2 (Freddie Kemp), 3. PETRA (Glenn Jones);

BETA - 1. KANDY (Geoff Coop), 2. ARD RIGH (Chris and Walter Brown), 3. MONS MEG (Hugh Caldwell)

CHICHESTER CHORAL AND ROCKING CLUB

(The Pursuit Race that wasn't)

Several members of the famous **PENROSE III CHRISTMAS CHOIR** were reunited on Saturday night at Hayling Island Sailing Club where the excellent music had them singing along and rocking in the aisles until the early hours

(well it actually wasn't that late but we'd had a hard days racing!). Spotted on the dance floor were various representatives from **HELIOS**, **GOLDENEYE**, **GUNSHOT** and **BROWN BOMBER** all rocking on down to some great sounds - oldies but goldies (which meant that we knew all the words!)

The rock and rolling continued all night, as a North-Easterly into Sparkes tends to have that effect - it was quite a relief when we grounded at low tide and everything went still for a little while. Later, but not later enough, we were gently woken for early morning tea provided by Liz Buckley. Mindful of our duties as OOD we leapt, well, crawled out of bed to study the

race instructions, the weather forecast and the instructions on bacon packet. The skipper went off to consult with the ASS, who he met tacking down the pontoon into the howling wind and pouring rain, and invited her for early morning coffee.

Breakfast was served; rivalling but not excelling, I understand from **ARD RIGH**, the one served in the Mariners cafe. Never has there been so many volunteers for washing up duty - and a chance to stay dry and warm for just a little bit longer! But it can't be avoided for ever and, wearing as many clothes as we wore on the winter series, we sallied forth to fly the N flag and have our elevenses. We had one or two disappointed customers pass by who were ready and keen but alas, there was no-one to pursue.

Finally we departed for our mooring, and lunch of course! Then we spotted **IMPROMPTU**

returning with her mast in an unusual, horizontal position. Obviously, they had been overdoing the rock and rolling too.

PS. Any members of the **CHICHESTER CRUISER RACING CLUB** or the **CHICHESTER CYCLING AND RAMBLING CLUB** are automatically affiliated members of the **CHICHESTER CHORAL AND ROCKING CLUB**; as such they are invited to sing and/or dance at any available opportunity

PPS. Are we returning to the Hotel Normandie this year in St Vaast??

PPPS. The crew of **BROWN BOMBER**, particularly the female members, would like to say a grateful Thank You to the company who provided us with a new loo at such short notice this week and to our caring skipper who fitted it. Without it the above consumption would have been impossible!

Marian

CHICHESTER CRUISER RACING CLUB

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Yacht Details (Please note, Multihulls are not eligible.)

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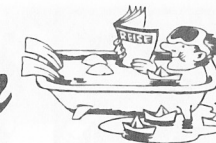
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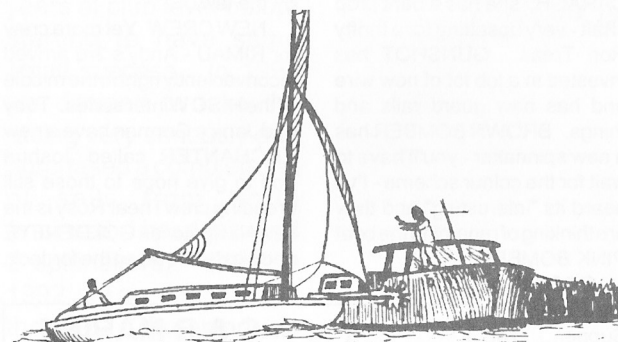
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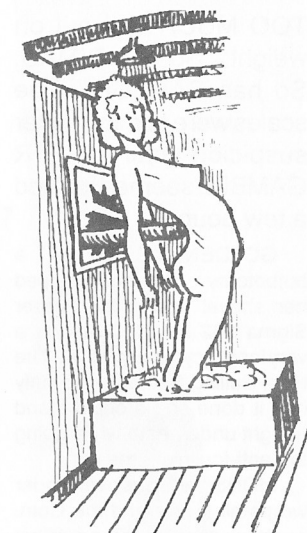
Kemp's Kartoon Korner



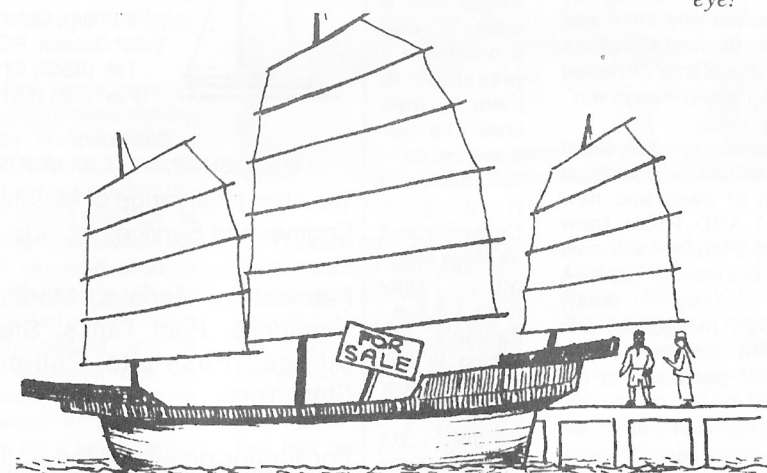
Ever since Pat Morrell submitted the photo of Freddie Kemp asleep at the chart table (See CCRC NEWS - August '92) F.K. has been looking for an opportunity to return the compliment. Pat's Confessional - Page 24 - has provided ample opportunity



And to think I let him helm Lynx



Whoops! There's more to this story than meets the eye!



What's it like in light winds without a big genny?
Freddie has spent a lot of time in the Far East recently. Can we expect to see Lynx III soon?



News & Gossip



TOO MUCH has put on weight. So has RIMAU. So has CARAGH. The scales were coming under suspicion until MAJOR GAMBLE seemed to shed a few pounds.

GOLDENEYE has had a botbotomy. She has swapped her shovel keel with another Sigma 362 and now sports a very long racy looking affair. The Hon. Sailing Sec. says he only had it done so he could stand upright underneath while doing the anti-fouling in the rain.

MONS MEG has been under wraps all winter and the Com. has been seen creeping out from under the tent covered variously in epoxy, paint, vanish, anti-foul etc. A committee member was recently asked why there was no prize for the best turned out yacht. "Waste of time" he replied "Mons Meg would always win".

Loads of boats being dry sailed this year. BELAZOR (sporting a new coat of paint and new windows) ARD RIGH (new kicker) TOO MUCH (new mast and no cushions) GOPHA BROKE (new mast) ORENDOUS (no gossip) and FOHN WIND though we're not sure of her parentage at the moment.

Looks like Irish waters are going to be busy again this year. Veteran Fastnetters SAREEMA, GOLDENEYE and MONS MEG will be joined by MAJOR GAMBLE in the race round the rock. They will be keeping a

keen eye open for PENROSE in the Irish Sea as she will be on the penultimate leg of the Round Britain Rally.

TRUE LOVE is for sale and is not going back in the water. Also out of the water (again) is CARAGH; she has a bent prop shaft - very upsetting for a thrifty Hon Treas. GUNSHOT has invested in a job lot of new wire and has new guard rails and things. BROWN BOMBER has a new spinnaker - you'll have to wait for the colour scheme - I've heard its "interesting" and they are thinking of renaming the boat PINK BOMBER.

GOSSIP at the Fitting Out Supper... The engagement of Monica and Trev was made official with a cake and booties presented to them by their crew. The Rear Commodore of ISC referred to Hugh Caldwell's boat as Mags Meg - an easy mistake. Jackie's not talking to Bill. He said "I hear you've put on weight." He was of course referring to R i m a u . Jackie's reply is unprintable.

Plenty of

incidents in the first weekend of racing - see the race reports. Just like to mention MAGIC TROLL - (H/Rassy 29 - a proper cruising yacht) - showing a few racy types how to do it and KANDY who had her collar felt by the law..

NEW CREW Yet more crew for RIMAU - Andy's 3rd arrived inconveniently right in the middle of the HISC Winter series. Toby and Janice Gorman have a new ENCHANTER called Joshua and to give hope to those still breeding crew I hear Rosy is the new Navigator on GOLDENEYE and Lizzie has taken the fordeck.



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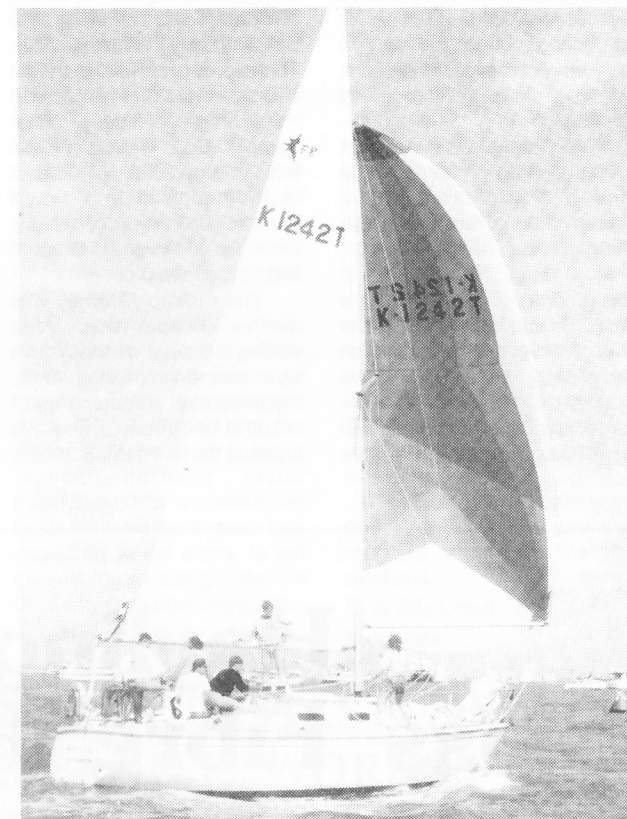
Chris Silverthorne

on 0243 - 511273

JOG LOG - 1992

SAREEMA is a Westerly Fulmar built in 1982. She was purchased originally for cruising with maybe the odd club race in mind, but we became hooked on racing in 1987 and struggled for several years at club level before starting to have some small success. In 1991 we decided to take the racing very seriously and purchased a complete set of sails from North (mainsail, 4 headsails and 2 spinnakers). Early in 1992, we agreed to make the JOG Championship our goal for the season and spent a considerable amount of time preparing the boat during the winter months.

The first race was to Cherbourg from Cowes, starting Good Friday, 17 April. We had participated in some JOG races before and were aware that the standard of sailing was high. In fresh conditions, we cleared the Forts and reached straight across to Cherbourg. These conditions suited us well. Being fractionally rigged and of moderate displacement, on Channel Handicap, we always felt we were at our most competitive on a reach with a good breeze. We were delighted to learn that we not only won Class 5 out of 17 starters, but were also second overall out of approximately 40 competitors.



The race back to Cowes on Easter Sunday was also in a good breeze and we were able to hold our spinnaker back to Bembridge Ledge, Isle of Wight, followed by a white sail reach up past the Forts hardening up to a beat up the Solent. Against a foul tide and dying wind we struggled up to the finish, being caught up by the lighter, faster boats in Class 5. Although not first over the line, we still won on corrected time.

The next race was to St. Quay, France. Starting on Friday, 1 May at 10.00 hours, we felt that this was a long race so early in the year. With a small crew of three (we normally aimed to have five-six), we started what turned out to be a very fast fetch across the Channel, rounding the Casquets and then reaching and running through the night to arrive early Saturday morning. The wind averaged 25 knots, again SAREEMA conditions, we

were first over the line, but beaten on handicap by a Scampi, OLIVIA ANN IV.

The race to St. Helier on 22 May started in very light conditions with a sloppy sea. A beat down the Solent towards the Needles followed by a reach across the Channel. After struggling most of the night to stay up with the rest of the fleet, we were pleased with our final fourth place.

Weymouth was our next destination on Friday, 19 June and this proved to be an unconventional race for us. The start, as usual, was from Cowes, then through the Forts, past Bembridge Ledge buoy, out to a mid Channel buoy - EC2 - and then to Weymouth. With an increasing, freshening wind, we quickly changed down from the large spinnaker to the 'bullet proof' spinnaker after we

rounded the Forts, but after a spectacular broach on a large wave, lying flat on our side flooding the cockpit and no steerage, the boat righted herself and the shaken crew and skipper set off again. The wind was dead aft blowing 25 - 30 knots. We decided to run straight to EC2 with only the mainsail out. This allowed us to take a straight course and we still maintained 8 - 10 knots boat speed. After rounding EC2, we had a close fetch to Weymouth with 2 reefs in the mainsail and No. 3 headsail in fairly rough seas. We were first over the line and first on corrected time.

The race to Alderney was another unusual race. After waiting in Cowes, we finally gave up on the crew appearing. Anita, my second in command and I set off at 14.00 from Cowes. We crossed the line early Saturday

morning to crash out for the rest of the day. A very creditable second was our reward.

St. Vaast, a popular destination in Northern France, ensured a large fleet. The wind was disappointingly light and from the South West. We had a full crew but struggled in the light conditions to keep up with the rest of the fleet. We finished well down, but enjoyed a very good meal on the Saturday evening to round off a very pleasant race.

The Wolf Rock, Saturday 8 August, following Cowes Week, proved to be our last race of the season and our best. With a full crew, we set off in light winds under spinnaker to the Needles. We finished at Falmouth on Monday morning, had come first in Class 5 and were first overall.

Robert McLeod and Anita King.

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The Red Funnel Easter Challenge was organised by RORC and consisted of six races over the Easter Weekend, Friday 9 April to Monday 12 April 1993. This meant that two races were held on the Saturday and Sunday.

The fleet was based at Cowes Yacht Haven (formerly West Cowes Marina) and at the end of each day's racing, a video and debriefing was given by Bid Edgerton (RYA/RORC National Keelboat Coach). Two cocktail parties/prizegivings were held at the Royal Yacht Squadron on the Friday and Sunday evenings. So it was action packed! The Regatta was intended to be an informal training event, with on

the water advice given by Bill Edgerton and his team, This said, however, the racing was very competitive!

A fleet of 42 boats (split into three classes) assembled on the Friday afternoon. SAREEMA was in the smallest class and this had only five entrants. All classes started together, this became somewhat intimidating at the start with the bigger boats jostling for position.

The racing was held in the mid-Solent area, most of the starts being in the Seascope vicinity. There was plenty of wind (10-18 knots) and the Spring tide became a major tactical deciding factor throughout the weekend, as boats followed the 5 metre line, especially at the starts, to get the vast tide advantage; (despite the Committee boat laying a line

giving a strong bias against grouping on the line to get the tide).

The average length of course was 10-12 miles, with some very short legs (0.5 miles), which required very smart team work and very quick spinnaker packing! Two incidents involving spinnakers are remembered, one Sigma 38 snagged her spinnaker sheets around a cardinal and stopped rather abruptly, another boat came to a standstill when her spinnaker came out of the bag which became a very effective anchor. There was one man overboard incident on the first day, but he was safely retrieved.

The weather conditions were perfect for SAREEMA and she claimed six firsts for the weekend.

R A McLeod
SAREEMA

THE COMMODORE HAS A NEW SYSTEM AND IT WORKS!

MONS MEG showed a new turn of speed during the joint race with CYC on Saturday 16th May when she sported her new suit of LUCAS "SYSTEM" SAILS for the first time.

It was as well for other competitors that Hugh and his crew were caught out by the late change in course. When the gun went MONS MEG quickly took a lead she was to hold throughout the first leg. However, the error of her course

was not discovered until the crew noticed that as they approached Dean Elbow, the first mark in course 7, more and more boats were tacking off for Nab East, the first mark in course 8. After a hurried call to GUNSHOT it was discovered that although course 7 had been shown initially from the OOD, the Sailing Sec had requested a change to course 8 due to the lack of Dean Tail.

From lead position to last but one at a stroke, the disappointment was obvious, nevertheless, MONS MEG

recovered well to finish a creditable 5th behind Gopha Broke, Gunshot and Brown Bomber.

The event was rounded off with excellent hospitality at Chichester Yacht Club in their new premises.

Although the turn out for Sunday's Bay race was down due to the miserable weather and strong winds, two small fleets enjoyed a short brisk race. This time Hugh and crew made no navigational mistakes and romped home clear winners in the Beta Fleet. What a good System from Lucas.

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START DATE:

LEG:

DISTANCE

Sat 3/7	Portsmouth - Dover	95M
Tue 6/7	Dover - Lowestoft	85M
Fri 9/7	Lowestoft - Amble	215M
Tue 13/7	Amble - Edinburgh	90M
Sat 17/7	Edinburgh - Buckie	150M
Wed 21/7	Cruise through the Caledonian Canal (Nessie Hunting)	
Sun 1/8	Craobh Haven - Conwy	210M
Fri 6/8	Conwy - Dublin	90M
Mon 9/8	Dublin - Neyland	120M
Thu 12/8	Neyland - Fowey	150M
Sun 15/8	Fowey - Portsmouth	150M

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PENROSE III

NAVIGATION MASTER-CLASS

Many moons ago the Skipper and I decided to take the kids on an adventure and cross the channel.

Fécamp was our proposed destination and as this is the venue for a CCRC event this season I thought I should give you the benefit of our experience.

We didn't get off to a brilliant start. The "crew" Claire (8) and Ted (6) were over excited and managed to push an entire trolley load of gear into the Marina. The trolley sank without trace leaving the jetsam drifting on the surface. I rescued the charts and my unconscious yelps of distress brought many helpers to the rescue. We retrieved almost everything... dripping, smelly, dirty.

We cast off at 0600 hours the next morning the Skipper and I having had only a few hours sleep. The wind and weather were kind, Force 3 to 4, the boat, a Fisher 37, wallowed and rolled on the swell. The crew, when they eventually surfaced, were still contrite but their excitement couldn't be suppressed for long. "Where are we." "Can we see France yet?" "Are we nearly there?" The Skipper pointed vaguely at the blue bit on the chart and indicated that we were well on our way and would be there "soon".

The crew stood their watches and we sustained their interest with Very Important Tasks

(VIT's). The Skipper religiously plotted our progress and slowly but surely little "X's" littered the channel in the general direction of France.

The most important VIT was looking for land and during the afternoon a smudge appeared on the horizon. The Skipper produced a list of VIT's the crew should look out for. A Water Tower, yes, Radio Masts, yes, Church Spire, yes, and we were almost under the cliff. "8 feet" Hmm. "7 Feet, 6 Feet." Shri! now "5 FEET!"

We closed the coast. Yes, there was the cliff. Claire spotted the water tower. Ted the Church

"Ou est Fécamp?" I yelled shattering the Gaelic curiosity. When they had finished laughing they pointed in the general direction of the setting sun.

Spire, me the Radio Masts everything was there. It was slightly worrying that a lone buoy could not be found and it was not immediately obvious where the entrance was. Ted's VIT was to monitor the depth sounder below and call out when we got to 15 feet or lower.

Cautiously we closed in. Where was the blasted entrance? "15 feet" Ted's piping voice came up from the depths. "14 feet" We couldn't even see

any masts. Perhaps the marina was behind the cliff. "12 feet" We should have picked up that buoy by now. "10 feet" Lets check the chart again. Water Tower, yes, Radio Masts, yes, Church Spire, yes, and we were almost under the cliff. "8 feet" Hmm. "7 Feet, 6 Feet." Shri! now "5 FEET!"

The Skipper whipped the boat about. We stood off in about 15 feet of water while we pondered the situation.

Slowly it dawned on us that most French towns have a water tower, a church, radio masts etc. and this French town was definitely not Fecamp.

Now we were in a dilemma - do we turn left or right?

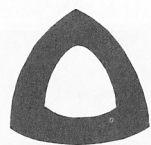
The skipper re-worked all his sums. Was the tide stronger than we had anticipated? Was it less? The crew sensing a less humorous outlook on life went to bed.

Meanwhile a small fishing boat was nosing in to have a look at us puzzled as to why a boat should be hove too in the middle of nowhere as darkness approached. The Skipper has never forgiven me for what happened next.

"Ou est Fécamp?" I yelled shattering the Gaelic curiosity. When they had finished laughing they pointed in the general direction of the setting sun.

So, when CCRC goes to Fecamp remember... If the town has everything except a harbour it is Veulettes and you turn right to Fecamp.

DEN
Penrose III



TECHNICAL TIPS

with **MIKE MOUNTIFIELD**

*Introducing what we hope will be a regular column in
News of the CCRC World during the 1993 season
covering Sail trimming, rig tuning, tactics and so on.*

Whether we sail a thoroughbred racing machine such as a Jenneau Selection or a First Class Europa, or prefer to compete with a more cruising orientated vessel such as an Oyster 46 or a bilge keel Fulmar, we are all aware of the need to get the best from our rig and sails. Unfortunately, this is a "black-art" which takes considerable experience with a variety of types of sailing before it is mastered. To some it comes relatively easily, to others it remains a mystery even with a number of seasons' racing and cruising under the belt.

Mike Mountifield of the Hayling based sail loft, Mountifield Sails, has competed at all levels of our sport including many national and international series, and has over 35 years experience in sailing in Hayling waters. Beginning in the next issue of News of the CCRC World Mike will be contributing on a regular basis with tips on rig

tuning, sail trimming and points to look for when considering investing in new sails for your boat.

Mike is already well known to many CCRC members, particularly those who are based at Sparkes Boatyard as he offers a first class sail repair and valeting service with an office based in the yard. Mike also offers a range of consultancy services which some members have already utilised to good effect in helping to get the best from their boat. These services include crew and helm training when he will sail in races as a member of the crew from where he can advise on race tactics, sail trimming, crew management etc.. This may all sound a little high powered to newer members who have little experience in racing, but, speaking personally, I have found Mike a very willing and helpful guide to getting the best from the boat.

Looking through the pages of any yachting magazines, or visiting one of the major boatshows we are faced with a bewildering assortment of sail manufacturers to choose from when the time comes to replace one or more of the sails on the boat. How do you choose? Do you go by reputation? Do you select the loft that just won this season's Admirals Cup? Lets face it, the loft that produced a

fantastic hi-tech matched suit of sails for a Class 1 or a 12 Metre may not be the best supplier for a 33' club cruiser. Successful "name" lofts will be keen to sell you a new sail, yes, but they won't send their best guy down to sail on your boat to ensure the sail is absolutely right, as several members have found out to their cost. Mountifield Sails are agents for a number of leading lofts including Hood, Sobstad, North, Banks etc., and Mike will help you select which of these manufacturers is best suited to providing sails for your boat and he prides himself in being able to offer impartial advice when it comes to choosing from the wide range of "names" on offer. He will also measure, and sail on the boat to ensure that you have got what you are looking for.

Mike is also keen to point out that if he is asked to provide sails for a client on an agency basis the price paid will not exceed the price which would have been paid if the order had been placed direct with the manufacturer.

Mike also has considerable experience in the cutting and manufacture of sails from his own loft.

I look forward to his contributions in the coming issues of the Club Magazine.

Editor

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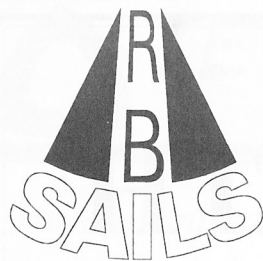
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Write to Genny Kerr with your problems.

A crew member writes (for many I suspect!):

Dear Genny

I am having problems with *One of our Crew / All of our Crew / the Skipper* (delete as appropriate). Every Saturday night, after

Drinking / Dining / Partying with CCRC, they Snore / Talk / Grunt all night long. As I am expected to be Alert / Sensible / Alive the next morning so that I can Make the Breakfast / Sail the Boat / Navigate, how can I stop this awful noise. If I don't find a way of getting some sleep soon, my Skipper is going to Shout at me / Swear at me / Throw me Overboard the next time I Pull the Wrong Rope / Don't pull any Ropes / Send us round the Wrong course.

Please Help

**A Desperate Crew
Member**

Genny replies:

Party Pooper! - get out there with them and join the chorus or buy some ear plugs!

A Skipper writes:

Dear Genny,

What can I do about my Crew; they are all getting so bossy I can't make any decisions any more. I've tried shouting louder, I've even tried explaining why, but they just answer back or ignore me. They decide what to do and I am told to 'Just Steer'. It's starting to get to me - what should I do?

Harangued and Harrassed Skipper

Genny replies:

Leave them on the pontoon and look up the Crew List for a better bunch!

Genny will be glad to answer your problems but cannot enter into any personal correspondence.

RACE 1 - as seen from "FRENCH SPARKS"

Weather reasonable, wind light 2-3 from the west, yes we are going to Cowes and yet another beat again.

We were down at the line with time to spare. Boats all over the place just like Trafalgar Square - only one thing different, not all going the same way.

GOPHER BROKE standing upright; is it due to the rest last season or the lump under the water?

PENROSE III going round with deck chairs on her decks, is

she getting ready for passengers for the Round Britain Race?

We get down to a good start. IMPROMPTU and GOPHER start to overhaul us but not by much. Going down to Langstone still on a beat when we saw a boat aground, not one of the fleet so we tack out towards the forts.

The main part of the fleet decide to go through the Dolphins. RIMAU just in front of us at the forts and ANNA LOUISE just behind. We get

down to Gill Kicker cross tacking with RIMAU and ANNA LOUISE. We can't make out where the main fleet is until we spot PENROSE in front of us about 1½ miles, so going through the Dolphins paid off.

We make our way up the fleet and overtake PENROSE III around Norris area eventually finishing at about 4.27, 5th overall from 11 starters. We really must do better in future.

**Fred Portwin
Electronique**

Open Race in aid of the RNLI

Despite a stiff and blustery E-N-Easterly and the threat of rain or worse, 24 yachts in three classes made it to the start line on May 8th for an Open Race in aid of the RNLI and organised by Chichester Cruiser Racing Club.

One of the few disadvantages of starting races just off Chichester Bar is that when attempting to set a windward start in a northerly breeze there is nowhere much to go. CCRC Commodore Hugh Caldwell therefore boldly opted for the exact opposite and sent the fleet away dead downwind for a 12 mile triangle and sausage.

Class 1 - PY no spinnaker - encompassing the generally smaller boats was not surprisingly hardest hit by the weather to the point that it had but one starter - FIDRA (Westerly Griffon, Graham Lesslie). She however enjoyed the conditions so much that she ignored the proffered 'S' flag halfway round and completed the full course, romping home the clear winner.

Class 2 demonstrated that there is perhaps more to PY than meets the eye, with old adversaries PENROSE III (Bill Cartridge) and KANDY (Geoff

Coop) finishing first and second respectively, separated by less than two minutes on corrected time. Not so surprising you might think unless you know that the former is an Oyster 46, complete with washing machine, and the latter a Sonata! Different conditions would perhaps have seen roles reversed. In third place, and somewhere in between in size, was TAPERS (Beneteau 305, D Gray).

In Class 3 - CHS, where you might reasonably expect to find lots of offshore expertise allied with years of Hayling Bay local knowledge, the general consensus of opinion was to tack inshore at the start of the beat back to Chi in order to avoid the building ebb. RIMAU (Westerly Fulmar, Jacky Black) however, remembering her basic seamanship, carried straight on. By the simple expedient of lee-bowing the tide she was richly rewarded by almost laying the windward mark in one, while the rest of the fleet were plugging the tide from somewhere in the region of Langstone Fairway. RIMAU's strategy was nevertheless still not enough to keep her ahead of JUSTRITE (First Class Europe,

Mike Treadwell) who screeched round the course to save her time and take first place by a healthy margin. BROWN BOMBER II (First 35, Paul Chivers), who "always likes a good beat", came home third.

Winners of the Chichester YCRNLI Challenge Trophy were Team C.A.R.P. (CARAGH, ARD RIGH and PENROSE 111. The Tarquah V Trophy was won by The Good, the Bad and the Ugly (RIMAU, TOO MUCH and GOPHER BROKE, but not necessarily in that order).

Over £1 000 was raised for the RNLI, and to underline the great job that the lifeboat men perform, the Hayling Inshore Lifeboat was called out no less than eight times on the day the race including twice to assist competing yachts with damaged crew. Clearly a yachtsman's contribution to RNLI funds is a sound investment.

Results:

Class 1: 1st 'Fidra';
Class 2: 1st 'Penrose 111',
2nd 'Kandy', 3rd 'Tapers';
Class 3: 1st 'Justrite', 2nd 'Rimau', 3rd 'Brown Bomber 11'.

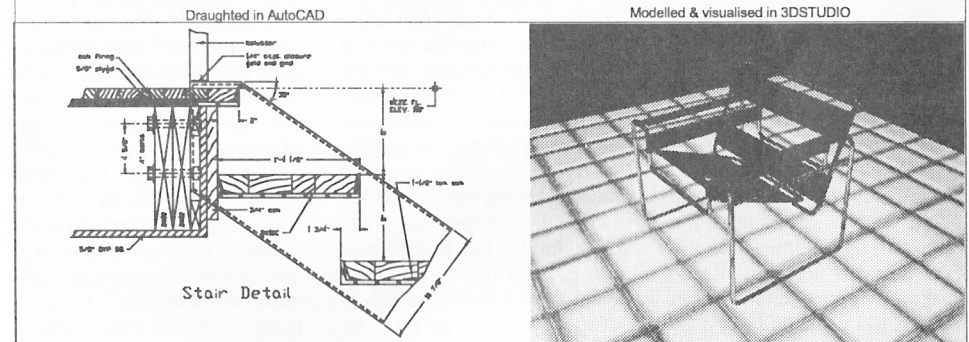
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CLUB CONFESSIONAL

With appologies to Yachting Monthly

I had just finished reading Arthur Ransome's "Coot Club" for the second or third time, when the Great Idea struck. Why not have a sailing holiday on the Norfolk Broads? I was aged 13 at the time, but together with three friends we started working on the adults. Our argument was that we'd three year's experience behind us, and in any case anyone who had learnt to sail in the shadow of St. Catherine's Point could surely handle a river boat. Of course it wasn't quite as simple as that, practicalities such as insurance and transport to Norfolk indicated that some adult presence was needed, and so we reluctantly agreed that my (very) non-boaty father should come as driver and fund provider.

We chose, from Hoseason's hire fleet, the raciest looking boat on the river. ANITRA was thirty feet overall, with a beautiful spoon bow and counter stern, (non of your chopped off transoms for us) and a headsail carried on a short bowsprit of about 3ft. to compliment the huge gaff rigged main. On the first day we were up early. Negotiations with Dad had agreed that we could sail early if (a) he was left alone in his pit & (b) we tied up for organised breakfast at about 8:30. So soon after dawn we hoisted sail and set off. At first all was well, we had a broad reach, the boat fulfilled all of her racy looks, and we flew down the first stretch of

the river. It is however, the business of rivers to meander about a bit, and quite soon we were faced with a stretch that required a beat. On one side were bushes and trees, and on the other a line of boats moored to the river bank. No problem. We tacked back and forth until we reached the moored boats, when we decided that now we'd really show these pansy river sailors what proper sailing was all about. We'd already had a few encounters with overhanging branches from the trees on the one side of the river so we knew to keep clear of that lot, but we could really demonstrate our boat handling skills on the other side. With Cap'n Pat on the helm we shot across towards the moored craft. "Ready about, lee oh", and at about a boat's length from the moorings I put the helm down. That was when our knowledge of practical physics took a quantum step forward, and we Learned that a 30ft broads cruiser with a long shallow keel does not turn like a 10ft dinghy, for nothing happened. You read of time standing still in moments of crisis. I can certainly vouch for the fact that it slows up a bit, for the next few seconds waiting for the bow to swing seemed to go on for ever, until with a nasty splintering sound, we drove the bowsprit though the side of the largest and most expensive looking motor cruiser that we saw in our entire week's holiday. The owner must have spent time in Atlantic convoys,

because he was on deck in seconds, dressed in a ludicrous pair of pink pyjamas that reduced us to helpless laughter. Despite his lack of nautical experience, Dad, still in his pit, recognised that whatever had happened, wasn't in the sailing script, and wisely kept his head down. Our inability to take the situation seriously further inflamed the pink pyjamas, which proceeded to jump up and down and turn red with rage in a manner that I'd not seen before or since (he's obviously never sailed on GUNSHOT - Ed). Eventually we extricated ourselves and after exchanging various pleasantries limped off down the river. Our only damage was a cracked bowsprit which we lashed with rope and sailed on.

I don't recall what happened about the damage to the motor cruiser, presumably the insurance sorted it out, but we never received any particular grief from Dad about it. When we returned the boat, our own damage was blamed on a load of sea-scouts, who had the misfortune to brush against us whilst mooring one evening. In a flash we had the lashing off the bowsprit, and were clustered on the foredeck exclaiming loudly about the damage. The scout master couldn't understand it "I thought we hardly touched you" he said.

Pat Morrell

Do you have any confessions you are prepared to admit to? Don't be shy, we can keep a secret.



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