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Draycote Unshackled

www.draycotewater.co.uk

Summer 2013

WINDY WEATHER SUITS SOLO SAIL PLAN

Strong winds were the order of the day at the club's sixth annual Interfleet Championships on the 23rd June, this year generously sponsored by Land Rover. A windy weather plan was adopted which saw Warwick University's Fireflies replaced by the Club's 6 Lasers with radial rigs. These were joined by Rugby School's Vagos (reefed after the first race) and the club Picos and beginner windsurfers.

Six of each of these boats were used, with each of the Club's six fleets taking a boat each in each race. The masthead hitting the water rule saw many forced to retire, particularly in the morning races when gusts of 30 knots were recorded. The wind did not really decrease in the afternoon, but the competitors' ability to cope with the conditions in unfamiliar boats improved.

The Solo fleet put down an early marker with wins in the first two races, sailed in Vagos and Picos. They were fielding a very strong team, which included fleet superstars Jon Clarke, Richard Pye and Nigel Davies. A capsized in race 3, when leading up the final beat, saw their lead decreased, and they shared the overall lead with the Menagerie fleet after race 4, but after that they steadily drew away.

After the event was finished, with 23 races having been run, the Solos on 58 points had a commanding lead over the Laser Fleet on 79 points, with Menagerie only just behind on 80 points.

But this event is definitely not just about the winning. It is the club's most active day of the year, with all ages and abilities competing in equal boats. The Youth & Junior fleet may have finished last, but they had a great deal

Even with two reefs, the Vagos struggled in the conditions.
Photo: Malcolm Lewin



of fun and coped superbly with some ferocious conditions. They were each, deservedly, awarded medals at the prize giving.

It's not even just about sailing, as magicians, jugglers and face painters

entertained those who weren't on the water. And the rain – well it arrived, but just after we had finished and the bar was open. Let's hope that next year we have the sun back!

– Jeremy Atkins

The Solos continue their habit of picking up the prizes.
Photo: Malcolm Lewin



Printed copies available
from the Clubhouse.

Commodore's Message



At last the summer has arrived and we can all enjoy our excellent water without having to don winter clothing!

I went to find the sun slightly earlier than it

arrived here, and so was sailing in Greece when the Interfleet Championships took place, but was impressed by the photos!

It has been an active few months at the Club, with open days and other activities. We have, finally, stopped the decline in membership which has been happening for a number of years.

For the first time in five years we have more members than we did a year ago. Thank you so much to all those who worked so hard promoting the Club at both the Severn Trent and our own Open Day. There is still a long way to go to get the Club back to where it was, but progress is being made.

The Clubhouse is in a better state than it has been for a long while and this is important as we seek to attract new members.

As you will read elsewhere, there was a very serious accident a few weeks ago.

However, due to the excellent response of our staff, Dave Rowe and Mark Dunkley, tragedy was averted, and I would like to pay tribute to both of them for how they responded.

It was extremely harrowing for them, and a good reminder of how lucky we are to have such people working for the Club.

However, the incident has focused the minds of the Committee and we have taken a number of steps in response, and there will be more to come.

Dave Rowe's appointment as Water Manager is only partly in response to this – there are lots of reasons why the Committee felt this was a necessary appointment – but I thank Dave for taking this role on and strongly believe it will help make the Club stronger and better.

Enjoy the summer (while it lasts!).

– Phil Hunt Commodore

Notes from the Committee

Date of AGM

The Committee has voted (under the powers given to them by Article 58) to delay the AGM until Wednesday 13 November and to reduce the quorum required for this meeting from 50 to 40. (Last year the meeting had to be delayed to achieve the quorum required.)

This is to enable some proposed changes to the Articles to be fully considered and presented to members. At this meeting we will also debate the timing and quorum for future AGMs.

Please make a note of the AGM date now – it will be important for as many members as possible to contribute. Full details and the accounts will be circulated in September.

New Water Manager Appointment

The Committee has appointed Dave Rowe as Water Manager.



The recent near tragedy (see page 3) highlighted a number of concerns about our lack of management structure, and the fact that many Committee members were having to put in excessive amounts of time to keep the Club running, meant that we felt we had to make this appointment.

Dave will be responsible for:

- Managing and developing the bosuns, assistant bosuns and instructors to assist in all aspects of club sailing
- Developing and running the training department to a high level
- Taking an overview of all water activities, usage and maintenance of club boats
- Developing and maintaining Health & Safety Policies
- Ensuring the club is up to date with RYA, HSE and training regulations.

The waterside reception area / shop will become the hub for Club activities at the weekend, rather than

the office.

We would like to congratulate Dave on his appointment and wish him every success in his new, important, role.

Unconnected with this, Carla Henry has submitted her resignation and will be leaving the Club at the end of July. We would like to thank Carla for all her hard work for the Club – she will be missed.

New Training Motorboat

As many will have noticed, the Arvor is no longer at the Club. It was becoming increasingly apparent that there were a number of difficulties with this boat: if left afloat it required much cleaning before use which was a health & safety issue for the person doing the cleaning; it was really too big and heavy to bring ashore regularly and we felt there was potential for a serious accident; many complained that it was not suitable as a Committee Boat; the repair and maintenance bills were starting to increase.

When we had an offer, above book value, we decided to take it and the boat was sold. The Club has bought a new motorboat, a Smartliner 21, with a leased outboard engine, which will be used for Powerboat Training. When not being used for training, it will also be used as a Committee Boat.

The new Smartliner is lighter than the Arvor, and therefore more suited to being removed from the water. We believe it will also offer a better Committee Boat platform. It was bought for less than the Arvor was sold for. After some fitting out, it should be ready for use in a week or two.

Signing in of Guests

It is vital that, when members bring guests onto the site, they are signed in the guest book. This is not always being done, but, if they are not signed in, they are not temporary members and not covered by the Club's insurance.

We would also strongly recommend that you notify the bosun on duty and discuss the safety controls required for the competence of the guest (e.g. mast floats) with them.

An individual may be invited as a guest to the Club four times a year.

Solo Fleet

NO NEED TO BE ON YOUR OWN IN A SOLO

So, why would you want to sail a Solo at Draycote? The Solo is an excellent choice for those looking for a single hander. You can get into the class for £500 or so for a starter boat.

A decent boat that has the potential to be competitive at Club level will set you back a couple of grand upwards. If you want to join the arms race at the top of the fleet, a new boat with all the knobs and whistles will be in the region of £7,000. Or, you can do it the hard way and build one yourself!

The great thing about the fleet here at Draycote is that you will always have someone to race against. There is great depth to the fleet, so wherever you are in the pecking order, you will have a decent race.

We are often the biggest racing fleet on a Sunday, with a regular turn

HIRE OUT ONE OF THE CLUB'S 35 BOATS FOR TESTING OUT OR JOINING IN CLUB RACING

Our range of boats for hire to members includes:

Lasers, Miracle, Flying Fifteen, Fireball, Dart 16, (Laser) 2000, Pico

£10 single-hander, £15 double-hander for the whole day
Contact Dave in the shop or call on 01788 814418

YOUR COMMITTEE

Commodore
Phillip Hunt
Vice-Commodore
Jeremy Atkins
Rear Commodore Sail
Richard Botting
Rear Commodore House
Mark Dannatt
Treasurer
Rodger Webb
President
Harry Sayers
Committee Members
Mike Deane
Chris Gandy
Gill Pearson
Peter White
Will Whittaker

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Who says you can't have fun in a Solo?
Photo: Chris Gandy

out of 10-15 boats, and racing does not stop as the temperature drops, with numbers remaining high on the start line throughout the winter. For those not burdened with the necessity of gainful employment (or those practised in the art of "working from home"), there is a good turnout during the day on Wednesday too, for a spot of social sailing, plus, of course, the evening race.

The boats are great to sail. I concede, not the fastest thing on the water, but good in all conditions. In a drifter, they can easily be roll tacked and the racing becomes very tactical. In a good blow, they plane easily, but with a controllable rig, the power can be kept under control and with a variety of mast sections available, a

boat can be set up for widely differing helm weights.

Choose a modern GRP foam sandwich boat and you have a very low maintenance machine. If you like something a little more decorative, a wood or composite boat might be your preferred choice. With modern epoxy building techniques, these only need major attention every few years.

We now have well over 30 Solos at Draycote. If you are looking for a good all round single hander, come and try one, we will always try and make a boat available for you to have a go in. The fleet are a friendly bunch, so come and see us on the slipway, or in the bar, and we will sort something out for you.

– Jonathan Hughes Fleet Captain

ENTRAPMENT NOTICE

On Friday 7 June 2013 a near fatal incident occurred due to an entrapment in an inverted Fireball at DWSC.

The Club Committee and employees are undertaking a full investigation and will review Club procedures.

The outcome of this will be communicated to the members in due course.

In the meantime, can DWSC Sailing Committee please remind all members of the following club rule:

- All guests must be signed in upon arrival at the club
In addition to this DWSC Sailing Committee strongly recommends the following to all sailors:
- All sailors must inform the bosun if they are taking out an inexperienced crew.
- Inexperienced sailors, or those sailing with inexperienced crews, should use, or ask to borrow, a masthead float from the bosun, which will minimise the risk of inversion
- Quick Release Trapeze harnesses are worn when sailing at DWSC
- Carry a very sharp, easily accessible, preferably serrated Safety Knife
- Keep Control Lines short and tidy and maintain elastic so it does its job
- Practise Good House Keeping
- Minimise inversions. If the boat has capsized and someone is trapped, prevent the inversion with weight on the dagger/centre board. Remain there until the Safety Boat arrives.

Fireball Fleet

INITIATIVES TO STRENGTHEN FLEET FOCUS



According to my calendar, the following things have occurred since the last exciting instalment of

Unshackled:

In April we had our prize-giving evening, shared with the Solo and Miracle fleets, which filled the lounge nicely and was a very relaxed sort of event with a real sense of camaraderie between the members of the various fleets. This is definitely one to repeat next year.

The AGM was also in April and resulted in the fleet unanimously re-electing yours-truly as Fleet Captain, primarily since nobody else was daft enough to stand. We also secured the services of Paul Roe, Bob Morris and Paul Butler to do committee stuff, many thanks to them for volunteering. One of the suggestions at the AGM was that we



Guido and Rebecca make good use of the fleet boat. Photo: Nick Wake

do some crew-swapping immediately after the 2nd race on Sundays, so that the back half of the fleet can get some quality time with members of the front half, and maybe learn something

useful. This looks like a great idea, and one we will endeavour to put into practice now that the weather is getting a bit nicer.

May brought the Firebowl personal handicap event, contested by 11 boats and won (by a single point) by Dave Merritt and Iain Jennings, whose handicap on that particular day included a broken spreader bracket on top of the allotted 6 minutes. Well done boys!

Looking ahead, we have the Fireball Nationals at Looe in July, followed (back at Draycote) by the Marriott Bucket personal handicap event in September and the Inland Championships in October. Then the fleet championships in October and November, and all this on top of the usual Sunday race series which run throughout the year.

We now have a [Facebook page](#) where you and everyone else in the entire world can keep up with the fleet's antics.

This is the place to go for your crew requests, pictures, videos of Pete Slack capsizing, info and gossip.

The Fireball fleet boat has seen a fair amount of use, which we tend to view as a good thing. It is primarily there for people who don't have their own boat, so they can give it a try and decide if a Fireball might be the right boat for them. If you think you'd like a go in it, please let us know. We can help you with rigging it (it takes ten minutes, tops) and give you advice on how to sail it, and I think you'll be impressed by just how easy and enjoyable it all is. What's the catch?... well there isn't one. Come and have a go.

– Mike Deane Fleet Captain

Pete and Rohana demonstrate their mark rounding skills.
Photo: Paul Roe



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Tired of Going Online? Try Onsite Shopping!

This is a good time to say a big thank you to all of the Draycote members who have supported your onsite chandlery.

The first half of the year has been good to us and I hope we have been able to repay your custom by continually improving the stock and providing the support to keep you out sailing.

The Draycote water sailing club merchandise is selling well so if you haven't got yours yet pop in and have a look at the top quality Gill shirts and jackets on offer.

As always, if it's buying, selling, or repairing boats and equipment, then please come and have a chat and we will do our very best to help.

– Dave Rowe 01788 814418

Moth Fleet

THOSE MAGNIFICENT MEN IN THEIR MOTHS

Draycote is proving to be an ideal Moth playground: its accessibility, safety cover, flat water and large expanse really suit all those of us learning our foiling craft. All the Draycote helms have different goals and challenges but we all agree on the simple joy of sailing the boat. The speed, silence and fascination of flying on water is a sensation no



Photo: Malcolm Lewin

other boat (or board) can deliver.

Is it easy? I would say foiling is surprisingly attainable and beyond that it is just a matter of time, effort and learning from others. Having the company of other Moth sailors enables rapid learning.

So with the Draycote fleet alive and well, the weather warm, now is the ideal time to realise the dream. Test sails available. There is no going back. – **Jamie Pearson**

Laser Fleet

CLOSE RACING OPEN TO NEWCOMERS

It's been a long winter; in fact, I can't remember the last time I sailed when I did not wear almost all my winter sailing kit! All I seem to have stopped wearing are the thick gloves and a hat!! However, on the positive side, it has been a brilliant time to sail if you enjoy moderate to strong winds – which many Laser sailors do – and this has been reflected in the great turnouts we have seen which continues to make the Laser the boat to sail at Draycote.

A Laser does exactly what it says on the tin – close-fleet racing in a one-design boat. There are no barriers to entry (well, apart from fleet rules!) which means whatever boat you sail you will get some close racing and more importantly have fun. The perfect combination for experienced and beginner sailors alike.

The Sunday winter series saw Marcellus Pryor and Rob Still run other members close throughout the series with notable performances from Andy Whitehead and Peter White when it was not too cold for them!

The 2013 summer Wednesday evening series has started well and has

seen over 20 boats on the water, most I suspect looking forward to the post-race beer in the bar afterwards! The series is the closest we have seen for many years with multiple winners and great performances, some of whom are from other fleets: they are maybe attracted by the fun racing on

exceeded this year, so we can continue to attract many of the great sailors from the region to Draycote Water.

My final note is the ongoing legal battle between Bruce Kirby and the Laser boat builders in Europe and the United States, ILCA and ISAF.

At the moment we have no other guidance other than that from the UKLA (UK Laser Association) with whom we are affiliated. They have issued a [statement online](#) saying, "From the UKLA perspective, it is 'business as usual', i.e. we shall continue to organise qualifiers and Championships and be here generally for our members."

Unless this changes, the Laser fleet at Draycote Water

will continue to sail under UKLA class rules and not the Torch! Realistically it might be some time until this is resolved so ensure you buy legal sails and foils at sensible prices.

There is nowhere better than the UKLA website where many of the finest GB Laser sailors sell things second hand at cheap prices.

– **William Whittaker** Fleet Captain



Laser-like precision.
Photo: Malcolm Lewin

offer - not mentioning names but Mike Deane and Pete Wood are two who spring to mind! It will be interesting to see how the series concludes with many rivalries coming to a climax in August and September!

After the summer series we have the Laser Open Meeting on Saturday 21 September. After last year's total of 35 boats with 20 from the home fleet, we are hoping this will be

GETTING TEAM GB INTO THE MEDAL ZONE

Draycote Water SC member Steve Irish is the RYA's 470 Olympic Development Squad (ODS) coach – helping aspiring Olympic 470 sailors get to the point where they can win medals. Unshackled caught up with him at Kiel Week in Germany to find out how he does it.

Describe a typical coaching day? Gym at 7am to help with and maybe join in with their fitness programme. Breakfast at 8.30 then a briefing to confirm plans already discussed for the expected weather conditions. Launch at 10.30am for 4-5 hours on the water: normally two hours' speed work, one hour set plays and an hour of racing.

Back ashore and debrief, attend a pre-dinner lecture, then after dinner either a further gym session, individual debriefs/plans or another lecture. That's typical but it varies if we're working with a specialist, or on any special projects.

It might be nutrition, performance analysis with GPS and cams, a physiologist checking work rates, a tactical workshop, sail development, rules, strategy with a meteorologist, or a psychology session simulating a real regatta.

Did you know?

The Olympic Development Squad sail about 180 days a year and probably five hours a day - and at that rate it takes about six years to get in the medal zone on average.

A keen club sailor maybe does two races/three hours on a Sunday x 50 weeks plus one hour each Wednesday in summer x 20 weeks = 170 hours a year compared to nearly 1,000 hours a year. So after 35 years a club sailor should be in the medal zone! [That means there should now be quite a few contenders at Draycote! – Ed]

How might the day differ at a regatta?

Sailors might do a gym session or run first thing while I check weather forecasts and plans for the day. We brief at the boat park 2-3 hours before the start, covering the forecast and focuses. I tow sailors to the start: it's faster and they don't get bored sailing if it's a long way - today would have been an hour and a half sail to the start but we towed in 35 minutes and



there's no point tuning or checking wind if not in the race area.

Then I go through the pre-start routine with sailors; this normally involves a tuning run to check rigs and techniques up and downwind. They can do most of this themselves but feedback from the coach speeds it up.

I check the current at a number of points on the course and look at wind data from the weather mast to confirm shift patterns and the type of day, return to the start area and discuss strategy with each boat.

I video the start and bits of the race for debrief later and to help in protests, giving feedback to sailors after each race to keep priorities right and come up with a plan to correct errors or reinforce positives. Ashore we have a debrief with video concentrating on their regatta goals, check for protests, etc., eat and sleep!

Is it always a long day? Depends, the longest was at the 29er Euros in Switzerland last year, starting at 7am in the boat park and not finishing protests 'til midnight for three days in row. Italy this July was more relaxed – in boat park at 10, brief in coffee shop on the beach, launch at 12 and back in at 5, debrief in coffee shop with ice cream at 6pm. Back to hotel by about 7.30 once protest time finished.

Favourite venue? Lake Garda in Italy

probably; I know the sailing there very well, I know everyone at the club and the food, wine and weather are great. But Brazil for the ISAF youth worlds a couple of years ago was a close run thing: hotel on the beach with great weather and beach buggies. Palma is best for escaping the winter weather.

Any downsides? 5am starts on winter mornings to get to Weymouth for 8.30am to launch a RIB which is iced up. And being away from home all summer when the kids are on their summer holidays. Driving three 470s, a RIB and a van for three days across Europe on your own.

What are the biggest challenges to helping sailors progress to Olympic level? They are all very good sailors when they get to this stage. It's getting the lifestyle right and balancing sailing and university to begin with, then being able to plan how to train and race when you are full time.

Which sailors have you coached who've won Olympic medals? Hannah Mills and Luke Patience (470 silver medallists at London 2012) came through my ODS squad. I've also coached Nick Rogers and, when they were in Oppies, Ben Ainslie and Ian Percy.

Other claims to fame

Steve was runner-up to Andy Banks, Tom Daley's coach, as Performance Development Coach of the Year 2008 and went to the Queen's Garden Party at Buckingham Palace this summer!

How long have you been coaching?

Seven years full time after a career as an accountant. I also coach youth sailors in 29ers and 420s and have done some Melges 32.

How long have you been at Draycote?

I crewed for my Dad at Banbury SC from the age of three, then sailed at Draycote from 11 in an Oppie. I sail a Laser now and enjoy the tight club racing on a shifty course – and it's only five minutes to cycle over from home! It's great to come home to old friends and I'm enjoying watching my own children get into sailing at the place where I first fell in love with the sport.

2000 Fleet

NEW BUILDER, NEW LOGO, SAME BOAT!

Early this year Laser Performance ceased production of the Laser 2000 and the class were delighted when LDC were appointed the new licensed builder of the class. New moulds have been built and the first boats are nearing completion.

The class has a new logo to reflect the change of builder which is displayed on all new jibs. The Class Association continues as previously, providing a comprehensive racing and training calendar, and is completely independent and separate from the RS Association.



The class has been working with LDC, sharing lessons learned over the past 13 years and enhanced specifications have been developed accordingly. Since the class being created is a strict one design dinghy where the true test when raced is between crews and not boats and equipment, any enhancements made may be 'retro-fitted' to existing boats.

The kinds of modifications made are mainly those which owners currently do themselves and there are no performance enhancing changes. The strict one design concept has been maintained and all boats will still race on a level playing field regardless of age or builder.

On the club front, it is good to see the club's 2000 being sailed regularly by members and for training purposes.

Congratulations to Serena de Nahlik for her 4th place in the recent Inlands at Weir Wood, sailing with Fergus Barnham in their newly acquired 2000, 2321.

The Class are holding a pre-Nationals training event at Draycote on 20 & 21st July. It is a pre-entry event and so anyone wishing to join in should contact us before 6 July.

Good Sailing to all 2000s over the summer months.

– Tim & Elizabeth Fillmore L2000 21724. Tel: 01789 740824 or email: efillmore72ATgmail.com.



A 2000 by any other name. Photo: Malcolm Lewin

Youth and Junior Fleet

A CALL TO SAILS – JOIN IN THE FUN

Youth & Junior sailors – come and join our Youth Club sessions. Friday nights from 6pm for Team 15 windsurfing plus dinghy race training/practice usually with a bring your own

BBQ afterwards (weather permitting) and Saturday mornings from 10am to 12pm when there are two ability groups - a dinghy sailing beginners' group and also an improvers' group.

Interested in joining in? Contact Dave Rowe training@draycotewater.co.uk or post on our [Facebook page](#) for more info.



Fun in an Oppie. Photo: Malcom Lewin

RYA WEST ZONE CHAMPS AT DRAYCOTE IN SEPTEMBER

The RYA West Zone Championships, a major regional competition for Toppers, Optimists, Cadets, Fevas and Bic Techno windsurfers will be held at Draycote on 28 and 29 September 2013.

This year, in addition to the above competition classes, there will be a Regatta fleet in which other classes of boat eg the Tera can take part.

Put the date in your diary so you can take advantage of sailing against top competition on home ground.

Flying Fifteen Fleet

COMPETITIVE RACING

Well, it's been very much business as usual for the Flying Fifteen fleet with competitive racing at every level of the fleet.

Turnouts are pretty good particularly on warm Sundays with lightish winds!

A big welcome should also be extended to new member Andrew Clarke and his crew who between them have lowered the average age of the fleet by at least 15 years.

We have also had some new members to the club who have dabbled with crewing the Flying

Fifteen including Richard Grey and Claire Simmons - many thanks to them for helping out.

Our Fleet Championships were held over a full weekend in May and this was particularly exciting for yours truly as Niall Ferguson and I were leading after the first day.

Unfortunately the pressure must have gone to our heads because on the second day Steve Cooper and Stuart McBeath came from nowhere to take two straight wins and the championship trophy. Well done to them for impressive consistency in the light and shifty conditions.

– Peter Slater Fleet Captain

Eyes front, gentlemen!
Photo: Chris Gandy



Don't Miss Out on Friday nights: Sailing, Bar and BBQ

After a long week at work, why not relax with a Friday evening sail to help refine and build on your new skills and meet members and others who have recently come off training courses.

We also run supervised sailing sessions. These sessions include kit hire and an instructor will be on hand to help you get rigged and afloat smoothly as well as offer you tips and advice where necessary.

Weather permitting, we may get the BBQ fired up, so please BYO if you'd like to join us!

The bar will be open. All abilities welcome, bring all the family!

Club boat saved from the bonfire for restoration

This lovely old wooden classic (FF 797) was sailed at the club until a few years ago when it performed quite well even compared to modern boats.

It was originally built by Souters of Cowes in 1965 and has now been bought by club member Iain Christie whose last project was a 12-foot skiff.

Before the work started.



Iain is far more used to sailing 49ers and foiling moths than 48-year-old keel boats!

Iain is making considerable effort with the restoration.

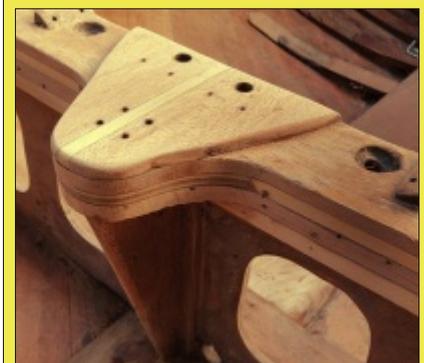
He has already stripped the boat back to bare wood and has replaced several structural parts.

Progress can be followed on the Yachting and Boating World forum under '[Saved from the Bonfire!](#)'

After the restoration is complete Iain intends to dabble in a bit of racing with the boat and then hopes to sail it back over to her birthplace in Cowes.

I'm sure we will all enjoy seeing this labour of love back on the water so keep up the good work Iain!

Down to bare wood.



Rules of Racing

CORRIDORS OF POWER

Chris Atkins generously gave his time to come to the club in April to give us a refresher on the Rules of Racing during which he exposed gaps in our knowledge you could sail a Flying Fifteen through. Here he gives a reminder of the important rules to bear in mind.

We all know that port must *keep clear* of starboard (rule 10). By checking the definition of *keep clear* we see this means that a port-tack boat must allow a starboard-tack boat to continue sailing in the direction she is pointing. This always applies.

And we also all know that at a mark an outside boat must give an inside boat mark-room (assuming they were overlapped when the first of them reached the zone). That's rule 18.2(b).

So what happens at a starboard-hand mark at the end of a run?

The diagram (Fig.1) shows what is supposed to happen. At position 2, when the first of them reaches the zone, Blue and Yellow are overlapped so under rule 18.2(b) Blue (outside) must give Yellow (inside) *mark-room*.

This Blue does by bearing away at position 2. She gives Yellow enough *room* to sail to the *mark*, and then round it, including room to gybe, and everyone is happy.

But what about rule 10? Suppose Blue holds her course after position 2 ...

Now Yellow breaks rule 10 (Fig.2); she is on port and has failed to *keep clear* of Blue on starboard.

At the same time Blue as outside boat breaks rule 18.2(b) as she has plainly failed to give Yellow *mark-room*.

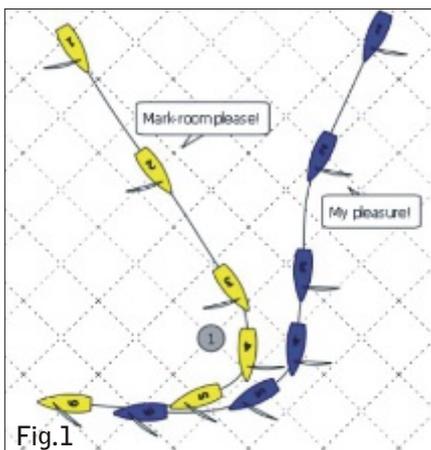


Fig.1

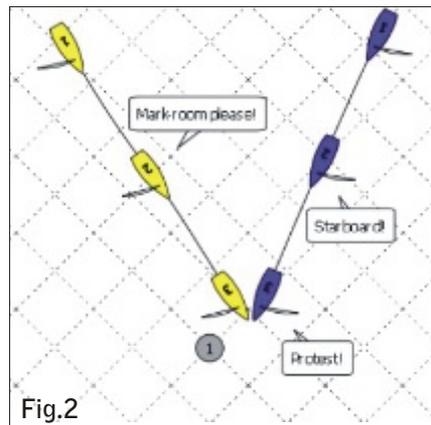


Fig.2

So are both boats penalised? This is where rule 21 titled "Exoneration" comes into play.

It says that when a boat is sailing within the mark-room to which she is entitled, she shall be exonerated if, in an incident with a boat required to give her that *mark-room*, she breaks rule 10-13, 15, 16 or 31 (touching a mark).

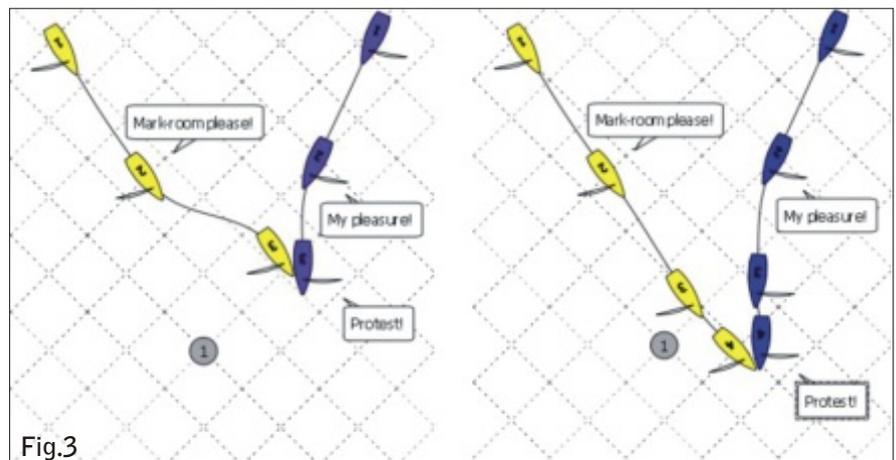


Fig.3

So in this incident, Blue breaks rule 18.2(b) and must take a penalty. Yellow breaks rule 10, but is exonerated under rule 21 because she was sailing in the *mark-room* to which she was entitled. Because she is exonerated, Yellow does not need to take a penalty.

Which brings us to the big question: what is "the mark-room to which a boat is entitled"?

Mark-room is a defined term (it is in italics), so the front of the rule book gives us the precise definition.

Mark-room is:

- room for a boat to leave a *mark* on the required side;
- room to sail to the *mark* when the boat's proper course is to sail close to it; and

iii. room to round the *mark* as necessary to sail the course.

Clearly (ii) applies at this *mark*, as Yellow's *proper course* (i.e. course to finish as quickly as possible) is to sail close to the mark. So (ii) requires Blue to give Yellow room to sail down a straight "corridor" from where she is to a position alongside that *mark* (and that is all!). If Yellow stays in that corridor, she will be exonerated under rule 21 if she breaks rule 10. If she strays outside that corridor and then breaks rule 10, she must take a penalty.

So let's consider two cases (Fig.3) when yellow breaks rule 10 and is not exonerated because she leaves this corridor:

In Fig.3 left diagram, at position 3 Yellow is not sailing to the mark. Yellow might well want to sail this course to achieve a faster rounding, but it is more than the "mark-room to which she is entitled", so she

breaks rule 10 and Blue complies with rule 18.2(b).

In Fig.3 right diagram, Yellow continues the corridor beyond the *mark*. Blue has given Yellow room to sail to the *mark*, and is giving her room to round the *mark* (so again complies with rule 18.2(b)), but Yellow sails beyond this and breaks rule 10.

Now consider part (iii) to the definition of *mark-room* above. It requires Blue to give Yellow room to "round the *mark* as necessary to sail the course". *Room* is defined as the "space needed ... while manoeuvring promptly and in a seamanlike way".

In Fig.4 left diagram, Blue has given Yellow *room* to sail down the corridor to the *mark*, but then fails to

give her room to gybe to round the *mark* at position 4; Yellow's gybe and turn is prompt and seamanlike. So Blue breaks rule 18.2(b), and Yellow is exonerated for breaking rule 11.

Whereas in Fig.4 right diagram Yellow is not turning promptly, so is taking more *room* than she is entitled to. She breaks rule 11 and is not exonerated.

The final two diagrams (Fig.5) show how this also applies at port-hand leeward marks. In the first, Yellow is in the corridor so Blue breaks rule 18.2(b), and Yellow is exonerated for breaking rule 11. Whereas in the second Blue is giving *mark-room* as required by rule 18.2(b) but at position 3 Yellow has left the

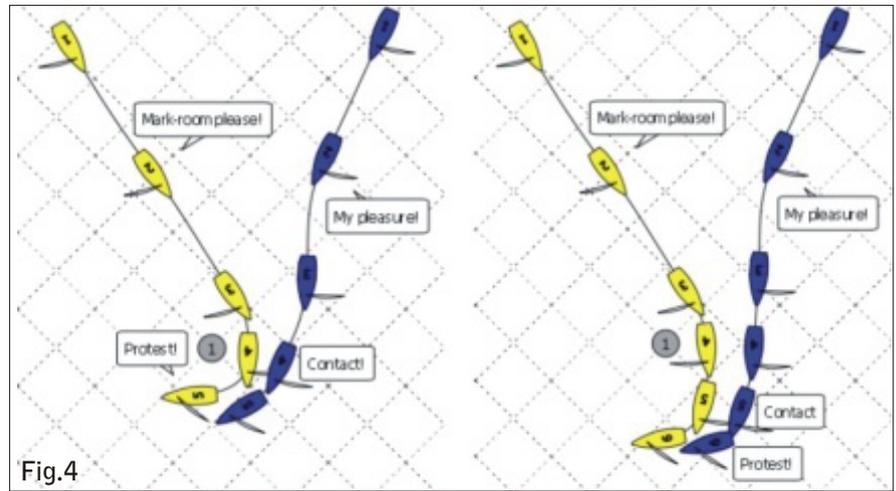


Fig.4

corridor so, when she fails to keep clear, she breaks rule 11 and is not exonerated.

One final note for ruleys. The

exoneration rule applied just at marks in 2009-2012. In 2013 it was extended to apply at *obstructions* too – for instance on a portward leg when two *overlapped port-tack* boats are bearing away to pass astern of a *starboard-tack* boat.

The starboard boat is an *obstruction*, so the *leeward* boat must give the *windward* boat *room* (rule 19.2(b)), but the *windward* boat must only take the *room* to which she is entitled, and not more (rules 11 and 21). © Chris Atkins 2013

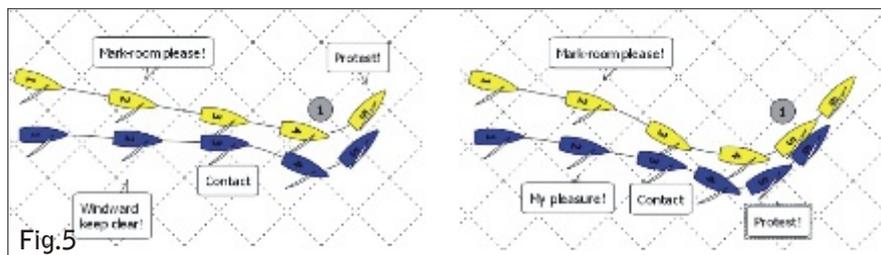


Fig.5

Miracle Fleet

FRIENDLY FLEET READY TO SHARE TIPS



Being the new Fleet Captain has been a steep learning curve (and nothing to do with sailing!) but what I do know is that there is something about sailing that just makes you feel supported.

If you happen to be standing next to your boat holding a length of string in one hand and an unidentified piece of metal in the other, within five minutes a crowd of people will gather around all offering their opinions and views on what exactly it is you need to do and where (more importantly) you need to put it! I love it!

The new [Club Miracle website](#) is now now up and running amidst great excitement – an up-to-date and fresh looking site that is now the focus for all news Miracle at Draycote. The all important thing is to

promote the fleet, promote sailing and the club.

Our prizegiving evening in April was a great success and we had decided this year to run it with two other fleets - the Solos and Fireballs. The result was a lively evening with good food provided by the new caterers and over 60 people attending.

This year the Midland Miracle Area Championships are to be held at Draycote on 7-8 September.

Our fleet was also well represented at Girton on 8 and 9 June with Harry and Ally Jones and Kathy Boulton and John Tippett achieving 1st and 7th overall – read more on our website news page.

We have also just held the Tom Pearson Challenge event on 29 June which is open to those sailors who are less experienced on the water and giving them a chance to compete on a



much more even playing field with other sailors of a similar standard.

The Miracle Nationals are being held in Weymouth, in August with a number of Draycote boats planning to go.

The whole fleet is looking

forward to a great summer of sailing and fun on the water so, as the words of the song go: 'come on, come on let's work together' and get more people enjoying the benefits of sailing.

– Caroline Noel
Fleet Captain

Windsurfing Fleet

CALL TO GPS WINDSURFING COMPETITION

The advance of GPS devices has revolutionised many sports, helping individuals monitor and review their progress in their chosen discipline. A sharp increase in GPS usage for windsurfing has also been observed. The preferred unit is the GT-31 from Locosys.

Speed sailing has re-emerged as a new accessible discipline through the creation of a website called www.gps-speedsurfing.com. Now you

no longer need to travel or pay to attend a marshalled event to record speeds over 500 metres.

It is now possible to be ranked amongst your windsurfing buddies at any windsurfing location and even pit yourself against windsurfers around the world given various categories such as: age, weight, location and speed measure.

There is software (e.g. www.gpsactionreplay.com) that can

now automatically take your GPS data from a session on the water and determine various measures to determine average speeds over given durations or maximum speed over 2 seconds, speed over given distances.

They also enable you to analyse your performance through a gybe giving information about radius of turn and entry and exit speeds enabling you to objectively assess your performance from session to session.

Why not have a go? See if you can knock me of the leader board for fastest speed attained at Draycote. See you on the water – with a GPS!

– Mark Ingram GBR688, winner of the 2012 Weymouth Speed Event - Amateur category



Mark Ingram in action. Photo: Suzanne McLeod

Speed Challenge

British Slalom Association
Round 3 – Worthing – 15 June 2013

I have recently returned from a frustrating weekend in Worthing where the 3rd round of the British Slalom series was held. I'm competing in the Amateur fleet this year.

Saturday promised lots of wind but unfortunately technical difficulties

As events stand at the moment I am ranked 9 out of 37. It has been quite an experience learning the finer points of the starting sequences and running orders. A lot of time is spent on the water waiting, trying to read the situation to be in the right place at the right time.

During the event, a Master blaster series is also run. This caters for windsurfers who just want to do some "fun" racing. This normally involves a beach start and a reach to a buoy out to sea and back to the

beach again. The weekends have been great fun and are very friendly to everyone.

Normally there is windsurf equipment to demo given the right conditions. Why not give it a go in the master blaster fleet?

– Mark Ingram GBR688.



Photo: Mark Ingram

caused delay in setting the course before the event was overcome by force 8 winds gusting to force 9.

Only one round of the Pro fleet went ahead while the Amateur fleet had to stand down due to the severe rough seas. Even the Pros were resorting to their 4m wave sails to tackle the mountainous sea conditions.

A Windsurfer's Lament

For some issues now, we have struggled to get a contribution from the Windsurfing Fleet. The following poem from **Richard Harrower** may give a clue as to why this has been the case, and also offer grounds for cautious optimism.

Oh dear Editor what can we do
with no windsurfer writing to you?
Have they gone to the coast
to a spot they like most?
with a freshening breeze and sea
azure blue?

Perhaps they all sailed hell for
leather
Blasting along in five meter weather
Gone home tired
very inspired
wondering when they would next get
together.

Perhaps they are huddled inside their
vans
desperately trying to warm their cold
hands
too cold to sail
or even email
Thinking of moving to much warmer
lands

So don't worry editor if they've not
replied
Be patient and they will surely
provide
some advice or a tale
on their way to sail
that you can print and send out
worldwide.

Youth and Junior Fleet

JACK KEEPS SUCCESS IN THE FAMILY

Young sailor Jack Lewis has been crowned national champion in the RS Tera Sport National Championships in Weymouth at the Olympic venue – adding his name to the trophy which his sister Rebecca won in 2010.

Rebecca, 15, and brother Daniel, 12, sailing in the the RS Tera Pro event, came 3rd (1st Girl) and 7th respectively.

The family would like to thank Vision Express who sponsored them with polaroid sunglasses as well as prescription sunglasses for Daniel; also Optimumtime who supplied them with sailing watches.

Draycote sailors Harrison Pye and Harry Jones did very well to come 9th and 26th respectively in the Sport event.

Three Draycote boats also distinguished themselves in the RS Feva Nationals at Thorpe Bay. They had to show all-round skills in battling a range of conditions from light and shifty to 20 knot winds. Rebecca Lewis with Immi Slinn, Daniel Lewis with his crew Elliott Marshall, and Ellie Walton with Harriett Winbush, came 15th, 36th and 42nd out of a field of 98 boats.



Girl Power at the Feva Nationals.



Fevas line up at Thorpe Bay.

GOOD TURNOUTS FOR TRAINING COURSES

We have had a busy few months and despite the strong winds and disappointing weather we have managed to encourage many new sailors onto our taster sessions and beginner sailing courses. The Get Back into Sailing course over four Saturdays in June was also very popular.

With the arrival of summer, we have our new kit for the summer all ready, including a fleet of new beginner windsurfing gear, and sails and covers for the training boats, paid for with grants from Rugby Borough Council and CSW Sport.

Our summer programme of four and five-day Youth courses starts on 22 July, running every week of the summer holidays. Information and dates are available on the website.

We will be starting the autumn with some of the adult Level 3 Better Sailing for those who would like to brush up on their skills, have a reminder or just get back into sailing.

This is a two-day course, the first one on the weekend of 2-3 August.

If you require any information on the training we offer, please don't

hesitate to contact us on 01788 814418, send an email to training@draycotewater.co.uk or drop in to the shop. – Dave Rowe



Photo: Malcolm Lewin

SUMMER HOLIDAY YOUTH COURSES DON'T MISS OUT!!

Four- and Five-day Youth Courses start on the 22nd of July and run every week of the summer holidays.

Dates and information available on the [website](#).