

## In this Issue:

Commodore's Message p2  
GET RACING 2015 p4  
Interview with Tim Davison p7  
11 Racing Rules You Need p10  
plus Fleet reports: Fireballs,  
Lasers, Solos, Youth & Junior,  
Menagerie, Flying Fifteens.

# Draycote Unshackled

[www.draycotewater.co.uk](http://www.draycotewater.co.uk)

Spring 2015

## DRAYCOTE YOUNGSTERS SAIL TO GLORY

Draycote sailors scooped five of the ten awards in this year's Rugby Borough Council Excellence in Sport Awards for under-18s, held in March.

The £100 prizes are awarded those who represent a particular sport at a national or international level. This may be as part of a national development squad, competing for their country or having achieved a national title.

Asked about his World championship victory, Jack Lewis said, "I can just concentrate when I'm sailing. I knew we had beaten the second place pair and I felt really happy and Lucas had the biggest grin on his face ever!"

Jack and Lucas have started this season's sailing where they left off last year, winning the first Volvo RS Feva Grand Prix at Northampton Sailing Club in April.

Jack's brother Daniel came a creditable 7th out of a field of more than 60.

Ben McCann, 14, claimed the Bic Techno 7.8 windsurfing crown at the RYA North Zone event at Derwent Reservoir Sailing Club, one of nine Zone Championship events, with more than 1,000 windsurfers hitting the water across England, Scotland, Wales and Northern Ireland.

"I would love to continue racing and improving. I'm really pleased at being ranked 6th in the UKWA Cup events in my first season and would love to have the chance to compete in the European championships as I really enjoyed the Worlds so much."

Ethan won the Miracle National with his father Jeremy Davy and has also come high in the national rankings in the RS Tera and Optimist fleets over the past couple of years.



From left to right: Jack Lewis - RS Feva Junior European and World Champion and RS Tera Pro National Champion; Ben McCann - RYA West and North Zone Windsurf Champion (Bic Techno 7.8); Daniel Lewis - RS Feva National Junior Squad Member; Lucas Marshall - RS Feva junior European and World Champion (with Jack); Ethan Plank - Miracle National Champion



Nine-year-old James Knight tries out the brand new RS Tera he won as a prize at this year's Dinghy Show for his creative "Cat's Paw" sail design

Printed copies available  
from the Clubhouse and Shop

# Commodore's Message

## Water Manager to Club Manager

The Committee is delighted to announce that Dave Rowe has been promoted from Water Manager to Club Manager. Dave has been an integral part of the Club's operations since he joined us and has been much of the reason for the recovery of the Club's fortunes in the last two years – helping with arresting the membership decline and opening up new revenue streams.

With Sylvia Jacques forthcoming retirement as Club Secretary (in November) we have taken this opportunity to review the Club's management structure and feel that Dave is the person who should head up the whole operation.

We have appointed a Chief Instructor, who will manage the training effort, reporting to Dave. William Gifford starts at the Club at the end of April and will become a familiar face to Club members. William's presence will mean a much reduced expenditure on freelance trainers and result

in an improved training offer on site to members. We enthusiastically welcome him to the Club and wish him well in his time with us.

We are advertising for an Administrative Assistant to run the office, reporting to Dave, but the focus of the Club's contact with members and the public will move even more to the Waterside Reception where Dave will continue to be based. The office will act as an administrative centre rather than a primary place for contact for members.

The AGM (Wednesday 11 November) will be the opportunity for the Committee, and all members, to express our thanks to Sylvia, who will be the longest serving secretary in the Club's 46 year history.

## Men's Changing Rooms

The Committee has recently authorised the expenditure to renovate the men's changing rooms which is long overdue.

Work will start in the next few months and will be

phased to cause the minimum disruption possible to the peak sailing times of Wednesdays and the weekends.

However, it is inevitable that there will be disruption to the shower and other facilities which will be communicated prior to it happening via club notice boards, MailChimp and on the website.

While we apologise for any disruption that this may cause, we are sure that the male members will agree that this is necessary and to be welcomed.

## Barrier at Visitor Centre

Members will be aware of the on-off operation of the barrier by the Visitor Centre. This has been caused by conflicting demands within Severn Trent. However, it is hoped that this will be resolved and that, in due course, the barrier will be working permanently.

This will limit the public's access to our car parks. It will also provide the opportunity for us to restrict access to the area

surrounding the club house to members who flout the car parking regulations.

Members should be aware that they will need to bring their membership cards or fobs when visiting the Club as these will be required both to access the site and the clubhouse. New design access control cards are available to purchase for £3 and replacement fobs for £2.

## Bank Holiday Pursuit Races

We are in the time of year that there are lots of pursuit races on Bank Holidays.

Support for these has declined and we are keen to try to increase participation at the Club on bank holidays.

If anyone has any positive ideas and/or has the time and commitment to implement them then speak to your fleet captain, Will Whittaker or a member of staff.

I look forward to seeing you on the water this summer, have fun and be safe.

– Phil Hunt Commodore

## New Chief Instructor

We would like to welcome Will Gifford to the club in his role of Chief Instructor. Please take the time to introduce yourself to him. Meanwhile, here are a few words he has sent for Unshackled:

"At twelve years old my father bought me a second hand Topper and rigged it for me on a cold January morning and pushed me out onto a freezing cold gravel pit in the Cotswold Water Park called Whitefriars Sailing Club. From here, I really enjoyed sailing with him in his Mirror and all the other juniors and meeting new friends.

At first I just loved



blasting around on a reach and feeling the spray on my face. After a season of playing with boats, I then discovered the love for racing at club level; this then took me on to National level then World level, competing at GP14 Worlds, 505 Nationals, Byte Worlds

and various other Volvo youth squad events.

After many hours of volunteering at my sailing club helping with disabled Sailability and Saturday morning junior sailing I then realised that I wanted to become an instructor.

Once qualified I then set off working overseas for Mark Warner, Sunsail and Setsail. When the summer came to an end I then went to work for local friends skiing or back at my home centre South Cerney Outdoors.

This was all very good

fun. I worked on big boats as flotilla engineer for Setsail Holidays where I gained experience in flotilla maintenance but my heart still was in instructing.

After all this time I have been searching for a full time position in sailing and windsurfing and have finally found Draycote which is an amazing inland venue for sailing and windsurfing and has got such amazing facilities.

I feel very honoured to be offered the position at Draycote Water Sailing Club and I am very much looking forward to using my experience and capabilities to help the club grow."

## Get Racing 2015

# SEPARATE START SPURS ON NEW RACERS

Following the success of last year's 'Get Racing' initiative, the 2015 programme had an early start on Sunday 8th March. The cold windy weather, with the promise of rain and certainty of cold water, did not deter a good number of last year's participants arriving at the club keen to take part.

On assessing the conditions, some opted to delay their return until the conditions were more favourable but 4 boats took to the water after a short briefing to advise the course and recap the start procedure.

CSW Sport Program (part of Sport England) has provided sponsorship to cover the cost of hiring club boats and assist with the running costs of the coach boat and we welcomed Ciara O'Brien from the CSW to show her the initiative to introduce club racing to those new to the sport of all ages.

On the following Wednesday evening we held a shore based session in the warmth of the clubhouse and were able to cover in more detail than is possible on a Sunday morning, three key areas.

A number of members new to racing, adults and juniors, came along and found out more about sailing round a course, starting and rules.

The second Sunday session on 5 April saw completely contrasting conditions to the first.

Again there was a good turn out but unfortunately the wind didn't bother so it was a bit of a non starter,

## YOUR COMMITTEE

Commodore  
Phillip Hunt  
Vice-Commodore  
Jeremy Atkins  
Rear Commodore Sail  
Will Whittaker  
Rear Commodore House  
(vacant)  
Treasurer  
Rodger Webb  
President  
Harry Sayers  
Committee Members  
Jan Hunt  
Ian Macwhinnie  
Gill Pearson

Edited and Produced by  
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Printed copies by Claridges of Warwick



New racers are being encouraged to take part in some friendly racing on Wednesday evenings

Photo: Malcolm Lewin

although three boats did make it to the start line but not much further. The great plans to put the Wednesday night talk into practice and look at basic tactics were to no avail though the invitation remains open.

## Moving forwards

Now the weather is improving and the water temperature rises, we are looking forward to more members joining the group.

The sessions will now run on the first Sunday in each month and there will be a separate start (number 7) for the Get Racing group, at the end of the normal sequence for both Races 1 and 2.

The format will be the same as last year with a briefing on the club patio to go through the start procedure, course etc before going out to the starting area with a coach boat on hand for the start and throughout the race, ending with a debrief back on the patio.

Sessions are open to all members, adult or junior, wishing to get into racing or take it up after a lay-off and would prefer to do so with like-minded members in a less intense environment than the normal racing. Just turn up on the patio (rigged and ready) at 10am.

Club boats are available for hire for these sessions, at no charge. Members interested and wanting more details should contact Dave Rowe in the shop.

## Replacement Membership Cards and Fobs available



Cards: £3 Fobs: £2

## 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, RS 200  
Flying Fifteen, Fireball, Solo,  
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



Keep in touch with what's going on at the club by joining the Draycot Water members Facebook page at

<https://www.facebook.com/groups/draycotewater/>

## Menagerie Fleet

# FLEET ADDS VARIETY TO CLUB RACING

The variety of menagerie boats at Draycote is astonishing and let me make it quite clear that all are welcome. All ages and abilities are catered for and please check out the club website and Facebook pages and you will see what I mean.

For racing enthusiasts there are four races on Sundays and one midweek evening race – with food and drink apres sail.

When you look at the statistics for attendance at races throughout last year, it is clear that we have large numbers participating which is very encouraging for the future.

The Get Racing! helped a number of menagerie sailors last year and its success has resulted in it being repeated this year (see page 4)

Likewise, the Cat Championship is being held for a second year and this time with eight races and five to count. At the time of writing the first race took place on 19 April with Sprint 15 sailor Ant Clay taking line honours.

**Thirsty work: Colin won the Easter Bank Holiday Pursuit Race**



Photo: Malcolm Lewin

At every race, timings are taken by the OD and his team so we all know how well we are doing in a series of races. Last year there was a little delay in publishing these details, though we have rectified this 'glitch' so all results should be online within 2-3 days of a race having taken place. As always our thanks go to Chris Gandy who works out all these results.

At a personal level, it was good to see the 2015 return to racing on 19 April of Tony and Julia Prior in their Challenger trimaran. Also congratulations to Colin Newman, sailing an International Canoe, who won the Easter Bank Holiday Pursuit Race.

Septuagenarian Colin Newman won the Easter Bank Holiday RNL Pursuit Race in an International Canoe, showing the youngsters just how to sail a course in light wind conditions.

There were over 40 boats participating with a very good representation from a variety of menagerie boats.

There are about six pursuit races a year, the next one being the John Siggers on Monday 4 May.

Afterwards, Colin said "My win today, albeit in conditions that favoured the International Canoe, shows that if you want a sport for life, take up sailing. Age is unimportant.

Two years ago when aged about 10, Jack Lewis won a club pursuit race. Now you have me, still showing promise as an up and coming sailor, aged 72!"

In addition, we welcome the return of David Barker who has been away from the club for a long while having suffered an injured shoulder falling off his bicycle!

And finally, you can now see what is happening in our fleet by visiting the new dedicated Facebook page – simply search Draycote Water Menagerie Fleet.

– Malcolm Lewin Fleet Captain  
Contender 654  
[malcolm@mlewinimages.co.uk](mailto:malcolm@mlewinimages.co.uk)



This is a 49er FX specifically designed for – and subsequently chosen for – the 2016 Olympics down there in Rio.

A beautiful boat with team members Polly Jarman (18), previously a top Cherub sailor, and Bryony Bennett-Jones (19), 420 Ladies World Champion in 2013, hoping to compete in the 2020 Olympics. They are both originally from Bristol and agreed to team up together on their campaign last November.

They have decided to practise at Draycote, because they were impressed that our club is open for sailing throughout the year, and should fit into their busy schedule. There is a possibility that they will eventually join in the windward/ leeward racing on Sundays. Photo: Malcolm Lewin

## Friday Night is Barbecue Night and Social Sailing Night

**After a long week at work why not relax with a Friday evening sail to help refine your skills and meet other members.**

**The new barbecue will be lit every Friday evening for social sailing: bring your own and get a drink from the bar.**

**New Chief Instructor Will Gifford will be on hand to help novices get rigged and give on-the-water tips. You can also take the opportunity to try out the range of Club boats.**

## Fireball Fleet

# THE BOATS IF NOT THE SAILORS GET BETTER



There have been Fireballs at Draycote since 1969. This was back in the days when the clubhouse wasn't yet built and the lake was still being filled up for the first time, so we've been a part of the club pretty much since the beginning. Of course, a Fireball built in the last 25 years bears only a passing resemblance to the 1969 item – the shape is basically the same but everything else has changed drastically.

The hull is now made of massively stiff and maintenance-free kevlar foam-sandwich, the wooden deck (if you have one) is sealed in epoxy and 2-pack varnish that lasts for decades, and the mast, sails and foils are the product of over 50 years of evolution. It's a well sorted boat.

### Fireballs Summer Sailing Schedule

17 May  
Firebowl personal handicap event  
27/28 June  
Race training  
6th September  
Marriott Bucket event  
27 September & 11 October  
Fleet championships  
24th October  
Open meeting

My own history with the club is a little shorter and less inspiring – I didn't turn up until 1975 and unlike the Fireball, I have not evolved so much as decayed in the intervening years. When I packed up windsurfing and started looking for a boat, I didn't really want a Fireball. My considered

opinion was that they looked a bit scary. However, I did want a 2-person boat, and I badly wanted something that was well represented at the club. It seemed to me then, as now, that dinghy sailing and racing are sociable sports, and that they are best done in the company of as many like-minded people as you can find. If it's just you sailing around by yourself, then there are too many other things that will stop you coming.

So I bought myself a Fireball and spent some time getting used to it and some greater time swimming around it. Perhaps the boats were less forgiving then than now, or possibly I was not as good as I thought I was.

These days, it is much easier; there is a fleet boat that can be borrowed for those first few outings and we have a network of helms and crews who can take you out for a go and explain how it all works. Second-hand boats can still be had for very reasonable money. It is entirely possible to go from the RYA level 2 course straight into a Fireball, and whilst you will do a bit of swimming, the time spent upright will be very rewarding.

All of which brings us back to the present day, when Helen Salisbury is our new fleet captain. All through the summer we have the Earlybird and Winship Sunday race series, with Gold and Silver fleet categories and a head-start for those who need it.

Now, 20 years on, I'm still enjoying the boat and the close competition I get racing it every Sunday. If you'd like to try it yourself, please get in touch.

– Mike Deane Fireball 14778  
[mike@astrodyne.co.uk](mailto:mike@astrodyne.co.uk)



The Fireball is usually sailed by two people

Photo: Malcolm Lewin



### WATERSIDE Venue Hire

Hire out a prime venue in the Midlands for your conference, training day or workshop overlooking scenic Draycote Water:

- ◆ Up to 50 people
- ◆ Tea/Coffee/Refreshments
- ◆ Separate training/seminar room
- ◆ Lunch by arrangement
- ◆ Bar facility
- ◆ Sailing activities with all kit an option (up to 20 per session)



For more information contact 01788 814418  
[training@draycotewater.co.uk](mailto:training@draycotewater.co.uk)

Draycote Water Sailing Club,  
Kites Hardwick, nr Rugby CV23 8AB  
[www.draycotewater.co.uk](http://www.draycotewater.co.uk)



Photo: David Hope



The Fireball Fleet can expect a firm hand on the tiller from new Fleet Captain Helen Salisbury

## Youth & Junior Fleet

# READY TO GO FOR THE SUMMER SEASON

The 2015 season has successfully kicked off with our first Intermediate and race training sessions (Friday evenings) and our intermediate and beginner sessions (Saturday morning). All sessions were well attended despite a strong northerly breeze and the kids had a great time blowing away the cobwebs.

This year we will have three Y&J groups running, we'll be keeping coaching groups smaller to make sure we can deliver quality training, the groups will cover:

- Beginners / Introduction to sailing
- Intermediate
- Race Coaching.

We hope that the three groups will be great fun and give our young sailors a natural progression towards getting the most out of their sailing and, if they want to, joining in with the club racing on Wednesday evenings and Sundays.

The beginner group is all about being out on the water, getting used to the environment and having lots of fun; this session will normally involve



Alright, who wants to go out and get wet?

an experienced sailor in each boat.

The intermediate group is focused on having fun and improving your sailing. The session is more focused than the Beginners group and is for anyone looking to consolidate and improve their sailing skills, following the RYA scheme in their own or club boats.

Finally, our race coaching group is our advanced group, and is for anyone ready to start racing and looking to



improve their boat speed, boat handling and tactics in racing scenarios. It's the ideal proving ground for our hot-shots getting ready to take part in the club's racing activities.

For each of the groups we really, really could do with extra help from parents and carers in the roles of coaches, assistants and helpers.

We're looking for:

- Keen sailors for on the water training and support
- On the shore helpers
- Dinghy Instructors
- Qualified Race Coaches.

If you do think you can spare some time, then please let Dave Rowe and me know.

Without your help we won't be able to run these great groups for your kids and currently I would say we don't have enough helpers that have made themselves known to us.

And finally don't forget the bar will be open every Friday and the 'bring-your-own' BBQ will be lit!

Based on previous years this is an awesome opportunity for kids and parents/carers alike to have some fun, chill out as the sun sets on our wonderful reservoir and enjoy your gourmet burgers & sausages in great company!

It's a great way to start your weekend! See you and your kids on the water soon!

– Ant Clay Fleet Captain



Cold weather doesn't seem to put off the youngsters



A pair of Oppies have been regular starters on the Wednesday evening start line

## Interview with Tim Davison

# A MAN WHO COULD WRITE A BOOK ABOUT IT

Draycote Water member Tim Davison founded Fernhurst Books in 1979, having written a book called *The Laser Book*. Many more watersports books followed – including the *Sail to Win* series featuring top sailors like Rodney Pattison, Lawrie Smith, Ed Baird, John Merricks, Ian Walker and Ian Pinnell. Tim sold the company in 2006 and it was run as Wiley Nautical until 2013 when a group of sailors, including Tim and fellow club member and Solo sailor Jeremy Atkins, bought back the list of titles to publish once again as Fernhurst Books.

**When did you learn to sail?** My dad and I learnt on the River Thames by hiring a Fleetwind - completely inappropriate for beginners because it's a very tippy boat - and we spent the first year swimming really. We kind of taught ourselves and eventually stayed upright. He bought a Heron for the family and then me a British Moth. I just loved it. I've got a British Moth again now... it's only 11ft long so it tacks quickly and is really tactical, and in a blow it makes a lot of fuss which is good fun!

**What inspired you?** In those days the Arthur Ransome books were popular reading for kids and I devoured them. We literally learnt to sail from that book ... 'Roger weaved his way up the field against the wind and then spread his arms out and ran back down', and that's exactly what we did in that Fleetwind. After I founded Fernhurst Books, one of the last things I did was publish an Arthur Ransome book – a previously unpublished manuscript called *Racundra's Third Cruise*, an account of his honeymoon cruise; he married Trotsky's secretary, smuggled her out

Titles from Fernhurst Books include enduring bestsellers such as Tim's first book, *The Laser Book*, Bryan Willis' *Rules In Practice* and David Houghton's *Wind Strategy*, alongside more recent additions from Sir Ben Ainslie (*Laser Campaign Manual*), Jon Emmett (*Be Your Own Sailing Coach*, *Be Your Own Tactics Coach*), Andy Rice (*Asymmetric Sailing*), Mark Chisnell (*Sail Smart*), Dave Cockerill (*The Topper Book*) and Peter Aitken (*The Mirror Book*).  
Visit: [www.fernhurstbooks.com](http://www.fernhurstbooks.com)



Tim Davison

of Russia, and they were deliciously happy and did a lot of sailing in this boat *Racundra*. They cruised up the river Aa in Latvia and this is the book about it. I kind of feel it brought things full circle.

**Tell us about your yacht sailing.** I raced dinghies for the first 40 years and started cruising about 15 years ago mainly because we were publishing books about it. I reckoned I ought to find out about it and bought a boat. Again it was pretty haphazard and I think we used up our nine lives pretty quickly! I think crossing the channel in fog is extremely dangerous and we got away with it without radar; we actually smelt a ship going by but luckily didn't hit it.

And we had an engine seize up in the Med which was tricky because there was no wind. A little bit of wind came up and I managed to sail into Hyeres marina – somehow we came in the entrance, pulled the sail down and drifted, and would you believe it, this gap opened up; we steered into it and just stopped alongside, it was unbelievable. The crew said 'that was really good seamanship, Tim' but it was a complete fluke, we could have rammed any boat in the marina! The French then quoted double to put in a new engine, so we hired a lorry, put the boat on it and took it back to England, and re-engined it there.

I've also sailed and raced across the Atlantic ... lying in my bunk with my ear against the hull, hearing the water and thinking it's four and a half miles deep and 1,500 miles to land either way. I hope they've laid up this hull properly because it's a long way home.

**What have been your sailing highlights?** The most memorable moment was in the Laser – I went round the windward mark first in the European championships and 270 Lasers followed me round, and it was just a wonderful feeling. I finished third overall but in that race, fifth, so four got by! The second one was buying a new Arcona in Sweden and sailing it home over six weeks; it was just a wonderful trip in a wonderful boat. I'd never had a new boat before and it was just marvellous.

**You live in Oxford; why sail a Solo at Draycote?** I was getting a bit old for the Laser and a bit stale; the Solo is a very nice boat, well behaved and quite fast. Jeremy Atkins at Draycote is a friend of mine and that's why I came; it's worth it because the Solo fleet is strong and the top six or seven are really good, and we have fun. Jeremy also runs the Imperial Poona Yacht Club, which has only 24 members including the Duke of Edinburgh, King Constantine of Greece and myself!

**Tell us about your first book.** I was in the National Laser Squad and the



Laser was a relatively new boat and people thought it was very difficult to sail, which it is. The class association was going to put out a pamphlet on how to sail the Laser; I was a publishing director with a science books company and suggested making it a book. I wrote the book in three weeks and we shot the photos in February at Queen Mary SC in London. We published 4,500 copies in 1979 and the next day we had sold out and we reprinted, and I thought this is really fun.

**How did Fernhurst Books develop?** We were living in Fernhurst Road in Fulham. I did a few more sailing continued on next page ...

## Solo Fleet

# A GOOD TIME TO THINK OF GOING SOLO

The first significant event of the year for the Solo fleet was the culmination of the winter series. This takes place over the 30 Sunday races between November and the end of the winter season in March.

Once again, it was tight at the top, with the winner remaining undecided until the last weekend: In an exact reversal of last year's top 2 positions, Nigel Davies took the series by one point from Chris Brown, with Nigel Pybus coming in 3rd.

The Plate Trophy for the winter series (to qualify, you must NOT win a race in the series) went to Jeremy Atkins, with Andrew Smith 2nd and Mike Partington 3rd.

At the beginning of April, we held the Solo Spring Championships, instead of our more usual End of Season Championships in October.

A total of 62 boats competed over a 4 race series, with Andy Davis from Blithfield taking a convincing win. Highest placed Draycote Boat was Richard Pye in 5th.

A big thanks to John Rhode for once again offering to take on the



Photo: Malcolm Lewin

**Close racing is a feature of the fleet**

arduous role of Race Officer, ably assisted by Bob Cragg and members of the Solo fleet.

Over the summer, we have 4 race series to compete in: Sunday Race 1, Sunday race 2, Sunday Race 3 and Wednesday evening.

There will also be a handicap event where we race each other on personal handicaps.

So, if you fancy some good, close single-handed fleet racing, perhaps the Solo could be the boat for you?

The Club now has a Solo available for hire if you fancy a go and, as I write, Dave Rowe in the Club Chandlery has a couple of decent Solos for sale, so there has never been a better time to join the fleet!

– Jonathan Hughes Fleet Captain

books as a hobby and then I was made redundant with six months' salary, a company car and a typewriter, so I thought I'd give Fernhurst Books six months. I still have the money because the books just took off. I loved being a publisher, and a nautical publisher was perfect for me!

Unlike our competitors we shot all the photographs of the author, in action, in his boat, and then at the end of each shot we'd drive over and ask what the caption should be. By doing this our books became very good. I met so many good sailors and learnt so much. I really enjoyed working with people like Ed Baird, Ben Ainslie, Rodney Pattison.

**Why did you sell and then buy back Fernhurst Books?** I kind of think there's only about 150 topics and I'd really done my best with each one, and the whole game changed; it's all electronic now and I'm not a great computer fan so it was kind of slipping away.

Plus Waterstones had bought all the bookshops pretty much so they have a monopoly and Amazon have a monopoly of the web and discounts. Then someone offered me a lot of money for it, which was John Wiley.

When they decided to re-trench and

sell most of the things they bought, including Fernhurst Books, I thought that was a shame because it's a very good list, so four friends, one of whom is Jeremy, and me, between us bought it back.

Jeremy runs it and I'm on the sidelines. It's fun to pass on any knowledge I've got, and it's fun because I don't have to make a living out of it and it's sailing. So for various reasons I'm delighted.

**If you could sign any author, who would it be?** The one that

got away is Ellen MacArthur. I regret not publishing her first book. Although I did talk to her about it, I couldn't really see what to do with her, because at that stage she hadn't done anything. I don't think she even had a boat, she basically needed lots of money.

Also, I was a 'how to' publisher whereas Ellen wanted to write more about herself and how she tackles things.

Anyway, that was a big mistake on my part. Penguin gave her a lot of money and eventually she wrote the book ... when they got it, it was a bestseller. But hey, you can't win them all.

– Interview by Paula Irish



**Tim with Jeremy Atkins on the day they bought back Fernhurst Books**



## Laser Fleet

# WARM BAR BECKONS COMMITTED RACERS

We have reached the time of year when those who hibernate come back to the club and try to remember which ropes to pull and sticks to push, and this spring they have come back with a vengeance!!

Wednesday Evenings continues to be the biggest night for the Laser Fleet and we have, at the time of writing, had three rounds of the Wednesday evening series and the numbers are ever growing. In the 3rd Round there were 24 Lasers on the start line which gave exciting racing to everyone from Novice to Pros.

Each week we have seen a different top three which only goes to show how close it is and no matter where you are in the Fleet you will be sailing with others in the identical boat to you, that is the benefit of a "one class series".

The winter saw some relatively mild temperatures and we seem to have alternated between very windy and no wind at all.

This resulted in a very close championships as everyone has their different strengths and weaknesses. In the end William Whittaker won with 12 points, followed by Marcellus with 23 points, Rob Still with 27 and Andy Whitehead with 35.

If you can handle the cold then this is a really enjoyable time of year to race. Those who raced through the winter were able to reward themselves with a cheeky beer before heading home for lunch.

We are now seeing a very strong showing for the Sunday Morning races. With the introduction of the "warm up" short course race at 10:15 we now have the benefit of two races, a beer and still home for lunch and we welcome anyone to join us.

This summer we're planning on continuing Andy's informal "Laser Race Practice" on Saturday afternoons where anyone with a Laser is welcome to put some hours in on the water perfecting their boat handling and ultimately speed.

We also have the annual coaching day organised for the Fleet for 23 May, please contact me if you want more details on it.

We will be ending the season with the Laser Open on 26 September so please all put the date in your diaries either to come and race or help with welcoming visitors and ensuring we host another successful open.

– Marcellus Pryor Fleet Captain



Magic!



So that's how it's done: Steve Irish makes it look easy



Chris Gandy and Tom Vian sail their B14 on a windy day in April.

Photos this page: Malcolm Lewin

# The Rules of Racing

## THE ELEVEN RULES YOU NEED TO KNOW

Most people who race at Draycote would probably agree that rules are important: they help ensure safe and fair racing. However, the rules themselves can seem a bit daunting. The full rules cover some 190 pages, and then you could also read the RYA and ISAF case books, which give rule interpretations, and are a further 379 pages combined!

For most of us, racing is a leisure activity, and we don't want to fill this time being a part-time lawyer!

But it really isn't as bad as this. Much of the rule book, and cases, are about things we would never be involved in, like team racing, model yacht racing, how events should be run and conducted, etc.

There are actually just nine pages that you need to be familiar with and that will cover the vast majority of anything that you will experience at Draycote. These consist of:

- Definitions (pages 7-9)
- Part 2: When Boats Meet (rules 10-24, pages 12-17)

You can have a look at these at the [sailing.org](http://sailing.org) website.

There is no substitute for actually reading these rules and you are recommended to do so. However, here I will take you through the 11 rules you really need to know from Part 2 (and relevant definitions).

Part 2 is divided into 4 sections, but sections A to C cover most of what you need to know, so we will limit ourselves to these.

### Section A: Right of Way

Section A tells you, in all circumstances, which is the keep clear and which is the right of way boat. There are 4 rules covering this (see table).

### Section B: General Limitations

There are 4 limitations on the right of way boat which you need to be aware of:

#### Avoiding contact (rule 14)

You have to avoid contact with another boat if reasonably possible. However, a right of way boat / one entitled to room (see later):

- Need not act until it is clear the other boat is not keeping clear / giving room
- Is exonerated if contact does not



Photo: Malcolm Lewin

cause damage or injury  
**Acquiring right of way (rule 15)**  
 When you acquire right of way, you initially need to give the keep clear boat room to keep clear. (Unless you have acquired right of way because of the other boat's actions).

**Changing course (rule 16)**  
 A right of way boat which changes course has to give the give way boat room to keep clear.

**On same tack: Proper course (rule 17)**

If you come from clear astern and gain an overlap within 2 (of your) hull lengths to leeward of a boat on the

same tack (i.e. you have become right of way boat under rule 11), you are not allowed to sail above your proper course to the next mark (i.e. you are not allowed to luff above your proper course). (Proper course is the course you would take in the absence of any other boats.)

### Section C: At Marks and Obstructions

While Sections A & B are fairly straightforward, things get a bit more complicated in Section C, and it is best to remind ourselves of the

Situation	Keep clear	Right of way	Comment
On opposite tacks (rule 10)	Port tack	Starboard tack	Boats can be on any point of sailing, but, if on opposite tacks, port must keep clear of starboard
On same tack overlapped (rule 11)	Windward	Leeward	Boats can be on any point of sailing, but when overlapped on the same tack, windward has to keep clear of leeward
On same tack, not overlapped (rule 12)	Clear astern	Clear ahead	This means you can't hit a boat in front of you. But it only applies when not overlapped – as soon as you become overlapped rule 11 applies. There is no such racing rule as 'overtaking boat keep clear'
While tacking (rule 13)	Boat tacking		When tacking, after you pass head to wind until you are on your close-hauled course, you have to keep clear. If 2 are tacking, the boat to port, or astern, is the keep clear boat

relevant definitions first:

**Mark-room:** This is room to:

- Leave a mark on the required side
- Sail to the mark
- Round the mark.

It is not room to tack or to sail wide before the mark. (The concept of rounding in a 'seamanlike manner' went out about the time Noah rounded Mount Ararat!)

**Zone:** The area round a mark within 3 hull lengths of the boat nearer to it. You are in the zone when any part of the hull is in the zone. (Note both these refer to the hull: that does not include appendages such as the bowsprit or rudder).

**Overlap:** When any part of your hull or equipment is in front of a line at right angles to the aftermost point of the other boat's hull or equipment. (So this time, it isn't just the hull: it includes the appendages, as long as they are in their normal position). An overlap also exists between two boats when a boat between them overlaps both.

So that's the definitions, what are the rules?

**Mark-room (rule 18)**

Mark room (as defined above) should be given:

- By an outside boat to an inside boat if they are overlapped when the first reaches the zone
- By a boat clear astern if it is clear astern when the first reaches the zone.

However, this rule does not apply:

- At a starting mark (but it does apply when the start line has become a gate, or a finishing line)
- When boats are on opposite tacks on the beat (but it still applies if they are on the same tack on a beat)
- If a boat tacks in the zone onto the same tack as a boat fetching the mark.

There are some other elements to this rule:

- If you get an overlap from clear astern, or tacking to windward, and the outside boat is unable to give mark room, she is not required to
- If you tacked in the zone onto the same tack as a boat fetching the mark (when you are not entitled to mark room as above), you have to give the other boat mark room if it gets an inside overlap.

**Obstructions (rules 19 & 20)**

When passing an obstruction (which is defined as an object that you could not pass without changing course substantially, if sailing directly towards it and 1 hull length from it):

- The right of way boat may leave it



Rule infringement?

Photos this page: Malcolm Lewin



“Does anyone know the rules here?”

- to either side
- When overlapped, the outside boat gives the inside boat room
- A boat clear astern which becomes overlapped is not entitled to room if there was not room when the overlap was established.

When sailing close-hauled and a boat needs room to tack at an obstruction, she may hail a boat on the same tack for room to tack. The hailed boat must respond:

- Either by tacking as soon as possible
- Or saying “you tack”, giving them room to tack and avoiding them.

That's the 11 rules you really need to know and the relevant definitions.

I am always happy to talk through

incidents that happen on the race course and the rules that might apply, even if you do not want to go for a formal advisory or protest hearing.

– Jeremy Atkins

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## Flying Fifteen Fleet

# TRY OUT A CLASSIC KEELBOAT FOR SIZE

Well it's been business pretty much as usual in the Flying Fifteen Fleet, although turn outs have been quite erratic so far this year.

One of the best tools we have to promote the fleet is the club Flying Fifteen 'Carbon Copy' which is available for anyone who fancies a sail in a classic keelboat made of carbon

fibre. Please contact me if you would like to take it out and need a hand with rigging or whatever.

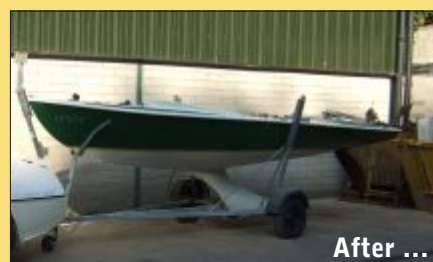
The pictures below show what can be done with an abandoned boat given sufficient time and effort.

Lotus B Sail number 1477 was built in 1971 and was parked at the club for years after being holed.

It was bought very cheaply from the club by Maurice Holmes who has repaired the hole and completely refinished the boat in green and white.

Maurice is now looking for a newer set of sails and we look forward to seeing him on the water.

– Peter Slater Fleet Captain



## SUMMER COMES TO DRAYCOTE SHOP

We are pleased to say the shop is still growing and stock levels becoming better each year, we have some great new footwear from Gill which is worth a look and as the winter is coming to an end some great deals on Dry suits.

Reef flipflops are now in as well as a great selection of sunglasses.

We have added a selection of Selden blocks to the hardware range and continue with rope from Marlow and Kingfisher so we hope we can provide you with all you need for the sailing season.

For shop and training enquiries, contact Dave Rowe 01788 814418 [training@draycotewater.co.uk](mailto:training@draycotewater.co.uk)

## New Boats to Expand Training Provision



It is now three years since training was taken back inhouse and in this time has proved itself a great asset to the club and a successful way of attracting new members. We are pleased to say that we are now looking at improvements, growth and offering more support to the membership.

Draycote is lucky to have a great fleet of training boats but some of these are now feeling tired and need replacing.

The Wayfarers Worlds have been at the club for 15 years and it is amazing they are still going. Looking at replacements is difficult with so many new boats on the market these days but, in doing our research, we have highlighted a couple of boats that we see as replacements and are currently putting through their paces.

The Laser Bahia is a large

rotomoulded boat very similar to the Wayfarer in size but, being plastic, has the benefits of being a low-maintenance, great-looking boat and so far reports back are positive from instructors and students.

We have been given two Hartley 12s to demo and we are very impressed. This is a boat designed for training and has some fantastic features that really do make it a very good teaching boat – bigger than a Pico providing more comfort for adults, vertical battens for easy reefing, sealed mast to help prevent inversion, centreboard for easy launch and landing, to name a few, so we hope to be adding these to the fleet with support from Sport England.

So with new equipment and new staff joining the team we are looking forward to a good 2015 packed with courses and groups attending Draycote.