

## In this Issue:

Commodore's Message	p2
Women on Water	p4
Make the Most of OD Duty	p5
Interview with the Fillmores	p8
Warren & Lorraine's Holiday	p14
plus Fleet reports: Fireball, Flying 15, Laser, Solo, Menagerie, Youth & Junior	

# Draycote Unshackled

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

Autumn 2016

## SOMETHING FOR EVERYONE AT REGATTA

There was a range of activities for the day of the Club Regatta in early September. The regatta race in the morning was average lap using the usual start sequence with some 50 boats and more than 60 people taking part in light winds and sunshine.

This race was also the Club's participation in Bart's Bash and held a week earlier than the rest of the world as part of our Club Regatta.

With the light winds, it was a day for tactical racing and there were some big holes which a number of people fell into, and opportunities for big gains if you got the beat right (or the wind found you!).

There was some great racing in the Solo fleet where the front group remained closely bunched, with places changing regularly.

But the most interesting racing was in the Laser fleet where Jack Lewis, in a Radial, just managed to keep the full-sized Lasers at bay for the whole race. He may be a multiple world and national champion, but this was still some achievement!

On corrected time, Jack won by less than 45 seconds from Robin Warren who was the leading Solo. Thereafter Solos took the next 3 places. Winner of the Tom Pearson Trophy for the best-placed Get Racing participant was Josh Davis in his Radial.

The afternoon activities were divided into the Youth & Juniors participating in Jon Hughes' Sailing Obstacle Course, and the adults taking part in a 60-minute pursuit race.

There was a bit more wind in the afternoon making for some pleasant sailing, but not enough for the faster classes to capitalise on. Some new Laser sailors turned up and Jack was not able to stay in front of them. Greg



Jack Lewis keeps his eye on the prize in the Club Regatta/Bart's Bash

Irish won, followed by Mike Deane and then Rob Still. Jack came fourth with Lasers taking the first 5 places.

On the obstacle course, the winners were Katie Byne & Phoebe Jones, followed by Josh Davis & Guy Jewkes. Many thanks to the OD team of Richard Pye, Dave Barker, Heather

Guppy, Nigel & Aaron Davis who were using the day as very useful practice for the Draycote Dash which they will be running.

We raised a total of £266 for Bart's Bash with another £120 the next weekend raised by the Club and the big Topper event.



Piracy of one sort or another seemed to be the theme of the Y&J races in the afternoon

Printed copies available  
from the Clubhouse and Shop

# Commodore's Message



It is now over nine months since you trusted me to be Commodore and I will be standing again at the AGM in November if you are willing to have me stay on.

It has certainly been an eventful nine months, with a number of curve balls being thrown which we weren't expecting. Who would expect that a shower manufacturer would supply showers that couldn't get wet? No-one on the Committee knew we were a CASC (Community Amateur Sports Club) and certainly weren't aware of the enormous obligations that came with the undoubted financial benefits (about £13k a year).

But we are getting there. The men's changing room is now finally complete with working showers and new benches. There is more work to do, but at least the first phase is complete.

## Committee Members Wanted

The AGM elects the new Committee and nominations close on Wednesday 26th October. While most of current Committee members have agreed to stand for election again, more people are still needed on the Committee. Put simply, there are currently too few on the Committee for the work required.

More specifically, there are two skills / key roles that need to be filled:

- First is Rear Commodore House: heading up the work on our land-based activities: the Clubhouse, catering etc. Ideally the Rear Commodore House would have some expertise or experience in facilities management, property, construction, surveying or related occupations.

- Second is someone with financial expertise and skills. While Rodger Webb is prepared to continue as Treasurer, he has (in his own words) been at it rather a long time. We also have a need to set up a separate trading subsidiary to meet our obligations under the CASC scheme. This person could perhaps help implement that and then take over as Treasurer from Rodger during the year. Or, if they want to, they could stand as Treasurer straight away. Rodger would be happy to guide you through everything.

Other skills or expertise that would be really useful on the Committee are Human Resources, Marketing/Sales &

But there is still a lot to do and, as far as I'm concerned, there is a lot of work in progress. Most significant will be the implementation of our new development plan which should be agreed by the Committee in October and outlined to members at the AGM. This should form the basis of our development for at least the next 10 years.

As you will see, the Club made a good surplus in the last financial year. This goes some way to replenishing the Club's coffers which were decimated by the £80k loss made by the Club between 2009 and 2013. Then there were doubts as to whether the Club could continue as a going concern but, thanks to the work that Phil Hunt and his Committees put in, we are now in a much stronger position financially.

On the water it has been great to see our sailors performing well on the national and world stage. So far this year we have one World Championship, one European and

Legal. But anyone who is keen to contribute to both the development of policy but also its implementation would be very welcome.

Sailing experience or knowledge is not a prerequisite for being on the Committee, so new and novice members are just as welcome as championship racers. The Club is a £1/3 million business and we need people with skills to help develop it for the benefit of members.

If you would like to discuss what being on the Committee involves, please have a chat with any Committee member or Dave Rowe.

## ANNUAL GENERAL MEETING

The AGM will be held on Wednesday 9th November at 7.30pm. It is important that as many members as possible attend – it is your chance to hear formally from the Committee, question them and input into the direction of the Club.

AGM papers are available for collection from the Clubhouse to 2nd October – please try to collect them, otherwise they will be posted.

three National Championship wins from our members (see p15 for more).

I am delighted that, despite becoming Commodore, I have managed to be more active on the water than the previous two injury-ridden years.

We have a wonderful facility and it is great to see it being used by members and visitors!

– Jeremy Atkins

## Accounts Show Improving Financial Position

The full accounts are in the AGM papers, but a few highlights are:

- Membership income up 13%
- Training income up 28%
- Miscellaneous income up 55% (primarily open meetings, hire of lounge & boat hire)
- Operating surplus: £27k (£12k previous year)



photo: Malcolm Lewin

**There's no requirement to be able to sail well to join the Committee!**

## Participation, Participation, Participation

Our status as a CASC (Community Amateur Sports Club) requires 50 percent of all our members to participate in the sport 12 times a year. That's a legal requirement on us.

It's a challenge because we have to include in our total members Associate members (who are not allowed to use the water) and family members in a Family Membership who don't sail (like babies!).

But, even without CASC, I believe it is a target we should be aiming for anyway. I am convinced that an active Club is a successful Club. If members are using our facilities, they will stay members.

So a lot of our effort is in encouraging participation. There have been several initiatives in recent years, like Get Racing, the Windward/Leeward format for Race 3 and Women on Water, all of which have the full support of the Committee. We have also seen a resurgence of attendance at Youth Club on Saturday mornings and youth Race Training on Friday evenings.

It is also great to see real growth in the number of people racing at the Club. It's only one aspect of the Club, but it is an indicator of members' involvement. Rear Commodore Sail, Will Whittaker, working with the Fleet Captains, has consciously been making some changes to the tried and tested formula, and it's having an effect.

Compared to last summer, so far we have seen an overall growth of 18% of boats racing this year, broken down as follows:

- Wednesday Evenings: 13% up
- Sunday Race 1: 11% up
- Sunday Race 2: 28% up
- Sunday Race 3: 92% up

The new Windward/Leeward format for Sunday Race 3 has been a great success.

The Rear Commodore Sail and Fleet Captains will not be resting on their laurels, but continually monitor performance to see what's working and what isn't, and making changes as required.

We are always open to any ideas for boosting participation.

– Jeremy Atkins Commodore

## CHRISTMAS AT DRAYCOTE



Yes, it's only three months till Christmas!

Our Christmas programme will be as follows:

**Sun 11 December** Sunday racing as normal  
**Christmas Party** for all ages, with mince pies, magician and Father Christmas arriving across the lake: magical!

**Sun 18 December** Sunday racing as normal

**Sun 25 December** Christmas Day

Site & water closed

**Mon 26 December** Boxing Day

Pursuit race: datum: 11.30am. No wet bar

Lounge Bar open from 12 noon to 3pm – free nibbles!

Water closes at 2pm, last launch 1pm

**Sun 1 January** New Year's Day

Pursuit race: datum: 1.30pm. Water closes at 4pm

**Sun 8 January** Sunday racing as normal



Sunset and barbecue after Wednesday night racing

## YOUR COMMITTEE

Commodore  
 Jeremy Atkins  
 Rear Commodore Sail  
 Will Whittaker  
 Treasurer  
 Rodger Webb  
 President  
 Harry Sayers  
 Committee Members  
 Ian Macwhinnie  
 Gill Pearson  
 Nigel Pybus  
 Vice-Commodore &  
 Rear Commodore House vacant

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

Lasers, RS 200, Hartley 12, Flying Fifteen, Fireball, Solo, Dart 16, (Laser) 2000, Pico

**£10 single-hander,  
 £15 double-hander for the whole day**

**Unlimited Use: £150 (single-hander)  
 £225 (double-hander) per annum**

Contact Dave in the shop or call on 01788 814418

## Italian Meseta Coffee IN THE BAR

Americano  
 Latte  
 Cappuccino  
 Espresso  
 De-caffeinated  
 Hot Chocolate  
 plus  
 Complimentary Chocolate square  
 £1.50

**Don't want to drink coffee or alcohol in the bar? Tea and a range of soft drinks are also served**

Edited and Produced by  
 Ian Macwhinnie/Scriptographix  
 Printed copies by Claridges of Warwick

## Women on Water

# WOMEN SAILORS ENJOY THE WoW FACTOR

Our women and girls group Women on Water (WoW) had their first meeting in May and has met every week since then. Over the course of the summer we have had 18 women turning up with an average of 7 every week.

from these weekly sessions.

Mutual support and encouragement along with some funding for coaching through Coventry, Solihull and Warwickshire (CSW) Sport has enabled us all to progress, build on our

I'VE DONE A COUPLE OF courses and been a member previously of the Club but have to say never felt part of the crew, pardon the pun.

But being tenacious by nature, I rejoined the Club after an open day where I was approached by a very lovely lady who told me of the ladies group which didn't take things too seriously and generally likes to have fun: sounded good to me.

Having been out a few times on my own with the only target of staying afloat I've gained more confidence, some knowledge and seen friendly faces along the way. Thank you to WOW! – Anne Malin

I JOINED THE GROUP AFTER a refresher sail following my Level 2 course last year and have sailed most weeks. I've grown in confidence – making lots of mistakes but learning lots from them! Everyone is so supportive and friendly. I doubt I would have sailed again without the group. – Mary Paterson

I LEARNT TO SAIL EIGHT YEARS ago on a Sunsail holiday in Antigua and joined Draycote a year later. Learning to sail relatively late in life (for me) meant that it probably took longer than if I had been thrown into a wooden crate with a tea towel sail on Coventry Canal and told to get on with it at the age of 6!

I loved it from the start. That did not mean of course that it was a 'duck-to-water' scenario, but I am a great outdoors person and have an affinity to water (mainly in it!). Draycote was and is a very welcoming and inclusive Club – on the whole, but I did feel increasingly (and I wasn't the only one to feel this) that women were not really given the opportunities to hone their sailing skills in a way that truly met their needs and allowed them to develop at their own pace and in a way that inspired confidence and improved competence. – Caroline Noel

so as not to lose momentum and take every opportunity to encourage women to participate more fully in the Club activities and events.

So if you are interested in joining us please contact me. Click [here](#) for the CSW video of us out sailing. – Caroline Noel 07813 765864 [caroline@noelquinn.co.uk](mailto:caroline@noelquinn.co.uk)

photo: Malcolm Lewin



CSW Sport supported coaching sessions to help increase participation

A small weekly sub includes boat hire and refreshments (baking skills not required but very much appreciated when it happens!).

I have been impressed and amazed by the determination of all to get out and sail and see the overall improvement in confidence and ability of each and every one of the women who comes along.

The general ethos is about sharing, supporting, offering advice and even a bit of kit donation on occasion. I can say without exception (myself included) that we have all benefited

skills and increase confidence.

### Future meetings

We will continue to meet throughout October: every Saturday from 2-4pm. If the weather is not conducive to sailing, we can always walk round the lake or even venture as far afield as the lovely coffee shop at Toft Alpacas!

On one of these afternoons, we will have a go at sailing catamarans as well.

We will also carry on meeting after that (dates and times to be confirmed)



What a way to spend a Tuesday evening!

## Being Officer of the Day – An overview

# MAKING THE MOST OF YOUR OD DUTY

Unlike many sailing Clubs locally and nationally Draycote Water is almost entirely professionally run for members with the exception of two roles: the committee member and OD Duty (officer of the day). Whilst those who are on the committee, past and present, know only too well, the job is onerous and often thankless, the OD duty is different: it is only done by those who race for those who race, and undertaken just one or two days a year.

Sadly though, in the past, many have seen the OD duty as a chore or extremely stressful due to little support. The committee has tried hard to remove this issue, with clear instructions, sailing instructions and safety guidelines which, if followed, should make the day more enjoyable and less stressful. This, along with the introduction of Dutyman three years ago means a virtually zero failure rate of OD turnout giving teams regularly more than the minimum two members required for OD duty and the

double as a visible guide on the water.

The instructions were rewritten just a few years ago and are reviewed and changed regularly from feedback at the Fleet Captains meetings. In fact, only this summer a one-page overview was introduced to act as a simple reminder/checklist on the day. OD training is also provided, which has proved successful, with positive feedback – look out for the next ones in Spring 2017.

### What do I have to do?

Arrive in good time, at least an hour before racing is best. The safety team are always present and happy to advise if the wind is at the extreme ends of the spectrum. The OD pack, put together by the office, will be available in the OD box upon arrival.

Many people make the mistake of spending the time on arrival reading through the instructions, but if this is done beforehand this is not required: the new check list should act as an

DRAYCOTE WATER SAILING CLUB – OD CHECKLIST			
It is highly recommended that you read through the full ODU instructions before your duty day, but this is a checklist for use on the day.			
No	Task		Manual
1	Put out signing on sheets		P7-33
2	Get equipment together & check you have it a		P8
3	Get on the water early		
4	Set the course – not forgetting the moveable mark		P8-14
Race		Intended length	First start lap
Sun warm up:		Max 30 mins	0-10 mins
Sun Race 1 & 2:		c. 60 mins for a 1	c. 20 mins
Sun Race 3:		35-45 mins	10-15 mins
Wed		c. 50 mins	c. 15 mins
5	Anchor, hoist miller, haul, drop true weight & put up start line pole with green flag on it		P16
6	Get basin to crop start marks & moveable mark		P16
7	Put up course, including start line & gate		P16
8	Attach flags so they float to the top		P16
9	Run sequence, checking the marks over & doing recall		P16-19
10	Monitor the race recording each lap for each boat		P24-26
11	Decide when to finish & who/when by fleet or everyone		P28-31
12	Sort out course (either by fleet using flags or everyone)		P28-32
13	Record finishing places & times for all handicap Sun Race 3 & Wed evenings		P29-32
14	Produce the results		P34
QUICK REFERENCE			
In case you need to look something up in the manual in an emergency:			
	Page		Page
Abandonment	20	Protocols	35
Anchor lap	15	Race formats	3
Course eligibility	16	Race lengths	3
Course setting	9-14	Race start times	20-21
Equipment needed	5	Results	34
Finishing	28-31	Shortening course	37
Flags needed	5	Signing on sheets	7-33
Monitoring the race	24-26	Starts	18
Postponement	17	Start sequence	6-19
Procedures for recalls	22		



Make use of the moveable triangular buoy as the Windward mark

confidence of a full team. This leaves you with a great opportunity to enjoy the day, meet, get to know and learn from others you would not normally spend time with.

### Preparing for OD duty?

Preparation is key to the day and, if done correctly (it takes just 15min to read through and familiarise yourself with the instructions), will save much time and make the day more enjoyable. The OD instructions are always sent electronically to the OD team 2 weeks in advance via email from Dutyman when it sends the reminder, as well as being on the Club's website. These instructions are simply set out with pictures which

aide-memoire, with the full instructions available as back-up.

Therefore, the first thing to be done is to check the kit, ensuring the right flags and equipment are available and then loading them onto the committee boat. At the same time the team can get kitted up for the weather conditions and put out the signing on sheets. A final check with the safety crew / Club manager for areas to avoid, agreed course area, gybe mark locations in extreme weather, radio check, Committee boat safety briefing and confirmation of the equipment needed (start line and windward mark), then it's on the water.

It's always best to set the course from the water as the wind is often different from that in the OD box

(unless it's a northerly!), and remember: the course map is only a guide to buoy locations – it is not the actual locations! When the anchor is down, rig the boat with the required flags, ensuring the start line pole is erected and green flag hoisted to confirm on station.

The course is then best set using the movable orange triangle windward mark so a manageable first windward leg is set at a location to provide a port rounding. From this point the course is up to the OD team, with a 20 min first lap time the aim is for the fleets to come back through the gate from the leeward mark. On Sundays the warm-up race is best with just a simple Windward/Leeward, triangle or trapezoid which provides an excellent warm up for the OD and gives the team an idea of course length required. On Wednesday this is not possible but again, due to wind conditions, a small trapezoid is always the safest option, also using the movable mark as a windward mark with a port rounding. Once the course and start line (gate) is set then racing can begin.

For the start sequence, follow the picturegram in the instructions, but ensure the hooter can be heard (best at the back of the boat with long blasts) and the OD for the day is watching the line with the flag. We see many examples where the wrong line is watched (the start line is the pole with the green flag to the red buoy) or the wrong hooter signal and or flag given.

continued on page 10

## Youth & Junior Fleet

# HEADY MIX OF FUN AND ACHIEVEMENT



Well, what a summer of great sailing we've had in the Youth & Juniors this year. Both the Friday night 'Race Coaching' and the Saturday 'Beginners and Intermediate' sessions have been well attended and it's been great seeing so many Y&J sailors getting involved in all aspects of the Club's activities.

We have them taking part in the Sunday and Wednesday racing, Get Racing, open events, supporting our Open Day and even training to become Bosuns!

Some of the highlights over the last few months at home and away include:

- Some great results from our Optimist sailors (Millie, Katie, Derin) across the Midlands and nationally
- Our Tera sailors continue to

perform excellently wherever they travel around the country

- The RS Feva class continues to see Draycote Sailors doing fantastically, some great results in the Nationals: Jack & Lucas 4th overall & 2nd Juniors, Daniel Lewis & Katie Byne 7th overall & 1st mixed crew, Harry & Phoebe Jones 15th and Harrison & Fergus Pye 26th
- In the 420s, Team Lewis and Marshall became U17 Champions
- Closer to home the Youth & Junior Family Fun Endurance Race Night, BBQ and Camp-out was well attended and a huge amount of fun both on and off the water
- We had a great afternoon sailing the SB20s with 15 Y&J kids in a strong breeze and lots of laughs!

For the rest of the season we still have plenty of opportunities for sailing and fun both on and off the water!

Josh Davis, Will Puchy and Ethan Cheshire took part in the Laser Open Meeting in Laser 4.7s.

We then have the eagerly contested Youth & Junior Championships on Saturday 15 October, more details soon and please let us know if you can support and run this important event.

We need help on the shore for registrations and scoring/prizes as well as support on the water in the form of OD and coaching, please let myself or Dave know if you can volunteer some of your time.

– Ant Clay Y&J Fleet Captain

Friday night sailing at the pot-of-gold end of the rainbow



## Saturday Morning Youth Club

From April to October we run a Youth Club on Saturday morning. This is not a formal training scheme, but offers supervised sailing, coaching and fun on the water for young beginner and intermediate level sailors. You can bring your own boat, or use a Club boat: Picos and Teras, but the new Hartley 12s have proven to be popular this year, as have Lasers, and the Fevas and even the RS200 have seen plenty of action too.

For those who have recently completed a course over the summer, this offers an ideal chance to get out on the water and gain valuable experience along with some additional coaching. This year's highlight was an extra Saturday afternoon session where we got our hands on the SB20 keelboats: great fun was had by all. There is an excellent video of this, shot



The main thing is that everyone gets wet!

by Andy Whitehead, on the Club website. Our more usual activities include practising sailing skills; for some reason, everyone seems particularly keen on practising capsizing, and going on cruises around

the lake. Usually we will stop off for a few Jelly Babies along the way.

The last session will be on 22 October. We will start again in April next year. Please join us!

– Jon Hughes

## Fireball Fleet

# FLOATING YOUR BOAT SINCE THE ICE AGE



Fireball: A racing dinghy for two (fairly normal) people. Designed during the last ice age, but kept up to date with the adoption of modern materials for hull and sails, it is now considered bomb-proof. It feels fast enough to be exciting, but rarely goes so fast that you hurt yourself when it capsizes. Suitable for anyone from 15 to 80, it is a boat in which women can compete on equal terms with the blokes. It is often sailed by people who are too unfit (or too sensible) to hang out of more serious racing boats, offering adrenaline thrills and tactical racing to those who might otherwise be stuck at home mowing the lawn. Its value in socio-economic terms is thus incalculable ...

Earlier in the year we held the Firebowl event, a personal handicap affair where your best chance of winning is to look hopeless and then exceed expectations. This time round it was Paul Anthony and Steve Digby who took the trophy, narrowly relegating Mo and Holly into 2nd place. But with only 2 points covering the top 3 boats, it was a close-run thing.

On a marginally grander level, the European Championships was held at Lake Garda, and our very own Colin, and Karen went along to show the locals how it's done. Then came the nationals at Hayling, where Pete & Richard represented us in fine style, notably only falling in once – a personal best.

In between all this, the DWSC Fireball summer race series have been playing out, and with only a few weeks left Peter Wood & various crews are winning both AM and PM race series, with Helen & Paul leading the Silver fleet in the morning series and Bob & Paul winning the Silver fleet PM series. There's still time for that to change though.

The Autumn personal handicap event, the Marriott Bucket, was closely fought in light winds. Winners on count-back were Pete Blakey and Ellie Campbell after a tie for first place. Visit our [FB page](#) for a full report with [results](#) on the Club site.

Now that the cooler weather is settling in and good winds are almost a certainty, we've organised a few events to keep you amused up to the end of the year:

16 Oct Fleet Champs day 1



Close racing (sometimes too close!) is a feature of the Fireball fleet

photo: Malcolm Lewin



Strictly Come Fireballing?

photo: Malcolm Lewin

23rd Oct	End of the Summer AM & PM race series	is welcome to come and have a bash, and you can keep up with the ongoing nonsense on our <a href="#">FB page</a> .
30th Oct	2016 Winter race series	– Mike Deane Fireball 14778
13th Nov	Fleet Championships day 2	<a href="mailto:mike@astrodyne.co.uk">mike@astrodyne.co.uk</a>

Anyone fancying a go in a Fireball

## Search on For Windsurfing Instructors

We've had another great summer with plenty of Dinghy courses running for both adults and juniors and the Hartley 12s, introduced in the Spring from the Sport England grant, have been very well received.

This year's struggle has been Windsurfing: we have had a great deal of interest and plenty of people taking part in taster sessions, booked privately or through Open Days, but we have only managed to deliver one Start Windsurfing course due to a shortage of instructors.

The plan for 2017 is to recruit more Windsurf instructors so that we can train more people who, we hope, will carry on to be Club members. If you can help with recommending an instructor, please contact [training@draycotewater.co.uk](mailto:training@draycotewater.co.uk)

## Interview with Tim and Elizabeth Fillmore

# THE SINKING FINN AND OTHER STORIES

Tim and Elizabeth Fillmore, of Draycote's Get Racing Club, have spent many years giving their time and expertise to help others make the most of the sport. Between them they've been awarded the Commodore's Cup three times in recognition of special services to the club. As a solicitor, Tim helped to renegotiate the Club's lease, and Elizabeth is an accountant, whose many roles have included being club treasurer. Both have represented GBR internationally and when their children Alex and Guy started sailing, they ran countless junior sessions and summer camps with Alec Ross and others. Their volunteering ethos reflects their own introduction to the sport. Unshackled's Paula Irish caught up with them for a chat on the patio to find out more!

### How did you first start sailing?

**Elizabeth:** I was introduced to sailing at Rugby SC one Sunday by Roger Hadlow when I was aged 11, and I've sailed every Sunday since. We met him at the BBC Club in Daventry and my parents had never sailed and Roger introduced me to the sport. Rugby used to close over the winter months so I joined Draycote as a winter member in 1972 when I was 22, and was a member of both clubs for many years. Roger had a GP14 and I'm a twin, so we took it in turns to crew for Roger initially and then for other people. I came to Draycote with an Enterprise with my sister Phillipa and we were 16 stone all up. It doesn't work on a big water so we switched to a Lark and I carried on sailing with my sister until about 1980. In 1979 my sister and I won three Club Pursuit Races and thought it would be nice if there was a Club Trophy for the Pursuit Race Series and so Tim and I donated one for the next year. Nigel Pybus then crewed for me for a long time in the Lark.

**Tim:** I was at Lockhead Sailing Club at Napton; where the Grand Union meets with another canal there's a tiny reservoir, and that's where I learned to sail in a Cadet. My father always promised that when I could swim he'd get me a boat. I eventually taught myself to swim but unfortunately he died shortly afterwards when I was 8 or 9. My best friend's uncle was into sailing and I saw him rigging this new Heron they'd got in their garden; he took my friend



and me up to Napton and I've sailed ever since. I went from Napton to Mid-Warwickshire Sailing Club in Leamington and then to Draycote.' **How did you meet each other?**

**Elizabeth:** Tim was already a member when I joined and that's how we met. He was 24. We got together to go to the Draycote annual prizegiving dinner in 1974 and married in 1976. We decided it would be nice to have our wedding reception here and asked the Committee. Tim ended up on the Committee for seven years and I was the Treasurer for four years, and we've been vaguely involved with bits and pieces ever since! (Tim adds: 'That was the price of our wedding!')

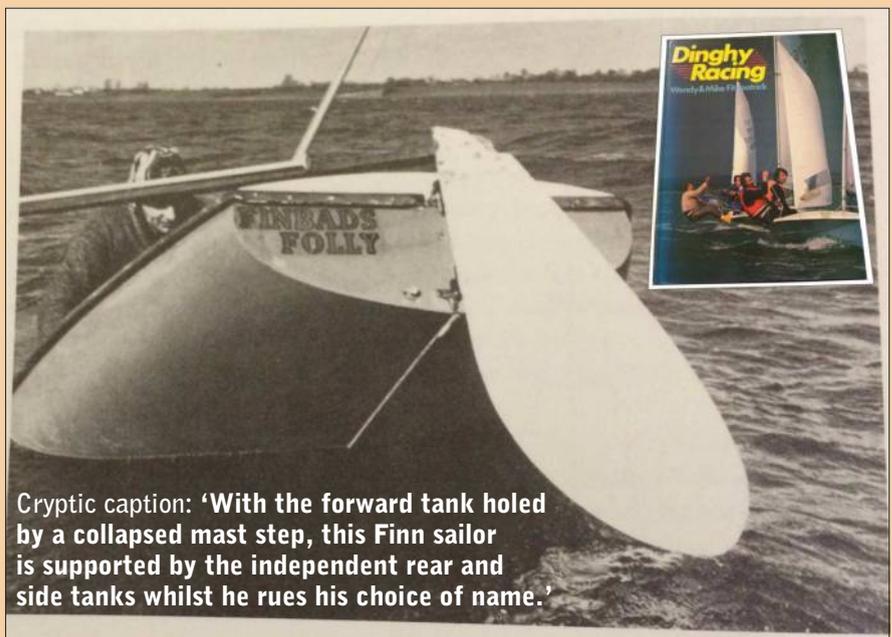
### Tell us about competing for the British Sailing Team in the 1970s:

**Tim:** I was British Finn Association secretary and did Olympic indicators and a couple of Gold Cups, at Malmo in Sweden and Palamos in Spain. I was third in one of the Olympic indicators. It was when [David Howlett](#)

[known as 'Sid' and Ben Ainslie's coach] and [Chris Law](#) were sailing Finns and they dominated, they were the Ben Ainslie and Giles Scott of the day. I learned a lot sailing with them. But I was never heavy enough for the Finn but I really enjoyed sailing it here – we had 25 Finns at Draycote and David used to come here in the winter to sail with us.

**Elizabeth:** During the time Tim was secretary of the British Finn Association we helped to organise the Gold Cup in Weymouth in 1979. There were 130 boats, which was a lot in those days when championships were all done by post and it was a big admin job. The biggest problems though were political – in my ignorance I'd put down East and West Germany, and the East Germans came and said they weren't sailing under that name, it was the GDR [German Democratic Republic]. And the Navy provided flags for each country for the sea front but didn't have one for Yugoslavia, and they were upset, so we had to have one flown in and someone had to go to Heathrow airport to pick it up! But it was a good event. That was when you could sail off Weymouth beach and all the houses along the front were hotels, so it was perfect.

I was selected along with [Cathy Foster](#) and Linda Ingram to compete for GBR in 1976; back then the Olympics were not split into male and female classes, it was all mixed, so they ran a Ladies' European Championship and I managed to qualify for it in a Laser. It's like chalk



**Cryptic caption: 'With the forward tank holed by a collapsed mast step, this Finn sailor is supported by the independent rear and side tanks whilst he rues his choice of name.'**

photo: Malcolm Lewin



**Tim & Elizabeth came third in the Laser 2000 Millennium Series event at Draycote in 2007.**

and cheese between then and now in terms of preparation. You were given a GB badge to sew onto whatever you were going to wear at the opening ceremony! And I qualified in Lasers but the most popular singlehander in Europe for women was the Europe, and I'd never sailed or seen one before. I went over to Oberhofen on Lake Thunersee, Switzerland, and the venue was just a car park, no sailing club, and the boats hadn't arrived yet. But they said "we do have International Moths so you can go out in one of those if you like!" It had wooden wings and was yellow... the Europe turned up the day before the championship and the only similarity was the colour, it was also yellow! So I felt it was an achievement to get there but the result was rubbish. The regatta, however, was a success, and soon afterwards female classes were introduced to Olympic sailing.'

**Tim also did some big boat sailing?**

I had the opportunity to sail across the Atlantic back in 1972 and that was quite a fun experience. I helped John Holtom (a founder member of the Club) and his son bring his boat back following his entering the Trans Atlantic Single Handed Race. I also used to do a big boat series in the Solent but found that with leaving on a Friday to get to the Isle of Wight for the last ferry, and then having to get back again, and all the politics, I preferred sailing my dinghy at Draycote; it was far less hassle!'

**There is a picture posted on Facebook of Tim apparently sinking a Finn; what**

**happened?**

**Tim:** The picture appeared in a book called Dinghy Racing by Mike and Wendy Fitzpatrick, published in 1978, and was taken at a Grafham Olympic indicator in the early 70s by Alistair Black. The photo was included in the 'Boat Preparation' section! It was blowing a hooley and I capsized, and the mast came out and punched a hole in the fore tank, so the bow filled up and it ended up with the transom out of the water and me hanging over the back of it!

It was 18 months before another incident, in a Soling, when I was crewing for [Jack Knights](#) at the Olympic trials in 1976. One day it was really howling and we broached; the boat filled up with water and sank. A local fisherman brought it back up again and padlocked it to a lamppost on Weymouth quay and claimed salvage on it! Eventually we got it back on the water for the last day and on the startline we could see a big black thundercloud and Jack said we should sail towards it; we got a massive lift into the mark and rounded first to great cheers from the press. We didn't win the race though. The boat had a twisted rudder from its trip to the bottom of the ocean and back!'

**What happened next with your sailing?**

**Tim:** I sailed the Finn for a long time, then our children Alex and Guy came along and their sailing took over in quite a big way.

**Elizabeth:** The Lark went in the garage! We bought a Mirror, the



**Sailing history: (from top) Tim's clothing badge for the 1976 Olympics, Elizabeth's Ladies European Championship Plaque and her RYA Team badge.**

children had Oppies, then we got a Topper. Both got into the first RYA Zone Squads when they were set up, Alex in the Topper and Guy in the Optimist, and he would train with Rio 2016 Laser Radial Olympian Alison Young because when she was in Oppies she used to visit Draycote. Then the children wanted to sail trapeze boats, so Tim sailed a Laser 3000 with Alex and Guy went into 29ers. When they grew up Tim and I started sailing together in the Laser 2000 in 2005 – our high point was winning the Euro Cup in 2010 when I was Class Association Chairman.

**What inspired you to start Get Racing at the Club?**

'Both of us had an awful lot of help from other people growing up because our families weren't into sailing so we were totally dependent on others for our sailing every weekend,' says **Tim**, and **Elizabeth** adds: 'I didn't have a boat so I crewed for other people week after week, and as ladies, juniors and novices at Rugby Sailing Club, the last race of the day was one my sister and I could helm, and people were very kind and would always lend us a boat.'

'When we were asked about the Get Racing Club we felt it was something we could do. It's nice to see all ages taking part and making progress; some have come on really well, and they wouldn't have had the confidence to get on the water and join in otherwise.'

photo: Malcolm Lewin



**Tim & Elizabeth have pioneered the Get Racing initiative at the Club**

## Menagerie Fleet

# POSITIVE RESPONSE TO NEW INITIATIVES

While the Menagerie fleet is not all about the racing, our turnouts have increased this year. For example, we have had 45 boats taking part in the summer series morning race, only slightly fewer than the Lasers. The spring series was won by Ray Lee, who first joined the Club in 1970, a year after it started, in his Supernova.

This year has seen the successful introduction of the windward/leeward format for the 3rd race. Some 18 boats have taken part through the summer in a format which will particularly suit many of the types of boat in our fleet. This format will now become the preferred option for the morning warm-up race on a Sunday (10.15am start, mass start) through the winter.

Looking ahead to November, we have the Club AGM. This is well worth attending and may I take this opportunity to put in a request to our fleet – which is the largest (by far) at the Club – for volunteers to fill the positions of Rear Commodore House and also a Club Treasurer.

If you think you have qualities that would be of use to the Club in these posts, please contact the office or Dave in the shop.

For those of you who have been reluctant for whatever reason to take part in racing, do give the Get Racing sessions a try, which runs the first Sunday in the month.

It will stop over the winter period and be revived in the spring. It is a gentle introduction to racing with its own start and a coach boat for support.

– Malcolm Lewin Contender 654



When they go, they go!

Photo: Malcolm Lewin

## ARE TWO HULLS BETTER THAN ONE?!

Why are we all choosing Sprints? Reasonably easy to sail, cheap to buy and a huge amount of fun; are just some of the reasons.

Over the last two years the Sprint 15 fleet has had a growth spurt at the Club with 20 now in the boat park with good turnouts for club racing as well as good home fleet support for the open meetings.

In early September we held an open meeting with a new one-day format, opting for a very sociable two races in the morning and two in the afternoon.

This was well received with 11 home boats and a total of 24 boats competing. Ed Tuite-Dalton was the best placed home sailor with a respectable 8th place.

You can buy a Sprint 15 from £1000 upwards and, being strict one-design, you will be competitive if you just point it the right way.

Join the racing and then have a blast with the family on a Saturday using the boat in 'sport mode', with the jib and trapeze giving it a dual purpose.



### OD Duty Continued from page 5

Don't be scared to call a general or individual recall if needed – for some fleets it's the norm!

Once racing is underway, simply record the laps and times for about an hour then shorten course at an appropriate fleet and time. Don't worry, racing does not have to last an exact time: do consider the conditions and the time it will take to get back to shore, particularly if upwind and on a Wednesday night. Finally, don't be scared to ask a question if you are unsure at any point during your duty. I know Jeremy Atkins and I always check or make ourselves known to the OD team, so can be asked questions,

but there are others who are experienced and happy to help, along with the safety team.

### What happens after racing?

Sadly, a few OD teams think that, after getting ashore, all they need to do is simply pack up and head home, but by doing this we may as well not have turned up.

The fleets require results, the RYA requires PY (Portsmouth yardstick) times and the Club requires participation numbers. The latter is particularly true since the HMRC enforced stronger rules on the Club under the CASC (Community

Amateur Sports Clubs) rules that provides the Club with rates relief, worth around £13,000 a year.

Therefore, completing the OD form and fleet results to confirm attendance is not just a tick box exercise but a necessity.

Once this has been completed, the results/times put onto the signing on sheets and the equipment put back for the next OD team, that's it for another year!

Hopefully you will have had a good day, learnt something new and interacted with people you didn't know that well.

– Will Whittaker  
Rear Commodore Sail

## Laser Fleet

# BETTER THAN YOU MAY HAVE BEEN TOLD

“The Laser is rubbish!” “The Laser is a knee wrecker!” “The Laser was designed in the 60s and should never have seen the 80s!” “There are so many things wrong with the Laser it’s difficult to know where to start to critique it!”

If you go to any sailing club bar or visit any social media these are comments you will often hear levelled at the Laser and possibly there’s an element of truth in all of them.

Well, that’s an odd opening for a Laser Fleet update you’re thinking, and yes, you’re right, it is. But it’s a good opener for trying to explain why it is so popular and let no one tell you otherwise.

It remains the largest selling dinghy in the world, there are over 215,000 out there being used, with c5000 new ones sold each year and it remains an Olympic class dinghy.

We at Draycote have c60 boats

### Where have they all gone?



that are regularly out there on the water, including the five that the Club owns and are available for hire by members.

So, if there’s so much wrong with it, you have to ask why is it so popular both internationally and at Draycote?

The reason is, like the boat itself, it’s fairly simple and anyone who

**The Laser can be fun and fast with a rig for all shapes and sizes**



Photo: Malcolm Lewin

sailed one in the 70s would be able to get right in and sail one now.

There’s a choice of 3 sail sizes: Full, Radial and 4.7. The optimum weight for a Radial is 55 to 72 kg and for everyone lighter there’s the 4.7. For everyone heavier there’s the full, although a Radial sailed by a heavier better sailor will beat a poorly sailed full rig by a lighter sailor.

You can buy a reasonably competitive hull for less than £750 and, if you have skill, sail at the very front of the fleet. The less skill you have the further back you will be no matter how much you spend.

This year is a super case in point; the winner of our Wednesday night series was a Greg Irish who hadn’t stepped in a boat for seven years. After a few weeks of getting himself orientated and reminding himself that the pointy bit goes at the front, a series of 1st and 2nds resulted in him winning the championships with only 17 points, leaving previous championship winners in his wake and dirty wind.

But it’s not all about winning, in such a large fleet it can’t be, no matter what your level of ability or skill you are always assured that there will be someone of similar ability to sail against.

With such a large fleet there’s always a friendly face in the boat park who will happily give advice/tips to new and seasoned sailors alike.

It is one of the reasons we have so

many “guest appearances” from members of “other fleets” who whilst they may have “better boats” can’t offer the consistently large competitive fleets. Who wants a stop watch to work out if you’ve won or lost?

As one new member of the fleet said; “The Laser got me back into sailing, after London 2012 when I went to Weymouth to see Sir Ben and the Star medal races. I watched the Laser TV coverage and noticed the new XD kit, so now you can sail a Laser like any other boat. Within a month I was back on the water, after 20 years, and Draycote has large fleet Laser racing, just what I wanted.”

So what does success look like at Draycote? On average on a Wednesday evening there are 18 Lasers on the start line (+5% on last year), this is over twice as many as any “other start” and on a Sunday morning race there are an average of 11 Lasers (+22% on last year) which again is significantly more than on any other start!

It would be remiss of me not to publish any results so for the Wednesday Race the Podium steps were occupied by:

Place	Helm	Net Points
1st	Greg Irish	17.0
2nd	Andrew Blee	20.0
3rd	Steve Irish	25.0

At the time of writing there’s still six weeks to run to the end of the season but current placings are:

Place	Helm	Net Points
1st	Andrew Blee	19.0
2nd	William Whittaker	22.0
3rd =	Andy Whitehead	
	Chris Dickinson	42

If you want to try or need any help with sailing a Laser, please don’t hesitate to contact me!

– Marcellus Pryor  
[rempryor@hotmail.com](mailto:rempryor@hotmail.com)

## Flying Fifteen Fleet

# THE JOY OF FITTING OUT A NEW FIFTEEN

Last August Simon [Thompson] and I were lucky enough to sail in the Flying Fifteen World Championships at Crozon Morgat in Brittany, France, where our own Jeremy Davey and Martin Huett did a brilliant job and came second. On the drive home we were having a chat, and I made a casual remark saying that I would love to fit out another boat at some time, and Simon (then President of the British Flying Fifteen Association) said "why don't we?".

Current owners of fifteens are benefitting from the build quality and longevity from Ovington Boats, therefore changing them less frequently; for 4-6 year old boats on the second-hand market, about £13,000 for a well put together boat is a sensible investment to enter the class, without having to pay the price of a new boat.

We made the mistake, on our previous boat (GBR3795), of keeping it for 11 years from new, and the change of price was then quite high. This we did not want to do again, as our then current boat was 6 years old (GBR3950), and discussions suggested that we could sell our boat and get a new self-fit boat for a sensible price.

We placed the order with Ovington Boats later that month, for a new carbon hull and fully faired keel. I would stress to anyone who does this to have the keel faired for you, even though it costs approx £1000 more, as it is a long soul-destroying process – I

due to business commitments, where part of my workshop would be free, and Ovington's would not start building until they had received orders for 10 boats; luckily our new boat arrived just before Christmas.

When doing a project like this you must be organised as it will save you a lot of time and pain.

Trailer, spars, sails and fittings had been ordered from Pinnell and Bax, with substantial discounts - don't be frightened to negotiate. We are lucky as they do a Harken fitting kit, so everything comes in three cardboard boxes. P&B even collected our boat from Ovington's free of charge as they were

Simon Patterson takes to the water in Flying Fifteen 4044



Photo: Malcom Lewin



The bare hull ready for drilling



Just room for the mini-bar!

have done this twice, and never again. It is worth every penny.

Our boat was immediately put on the market, and sold within two weeks to ex-505 sailors at Loch Lomond, who are doing very well in it and are at the front of the fleet, in fact just in front of another old boat of ours.

I knew I had a small window of time in December 2015-January 2016

collecting a 505 and had a free tow bar. On collection Alan was kind enough to put his templates on the boat to mark out key fittings which again saved me loads of time.

There is nothing like that "new boat smell", and the boat was in the workshop and levelled up and ready for action. I wanted to fit it out almost the same as our old one, so I had

taken loads of pictures and measurements from the old boat, so after three days of measuring twice and drilling once, it was basically all done.

I am lucky that I am a boat builder by trade and I have the facilities to do it in. That said, anyone with basic DIY skills can fit out a boat, so don't be frightened to have a go - just do your research and make sure that you understand the class rules.

The next stage, after the initial fit

continued on next page



The Harken fittings

## Solo Fleet

# NUMBERS BOOSTED BY NEW ENTRANTS

This summer has seen some decent sailing weather and this has been reflected in good turnouts most weekend, with as many as 17 Solos on the start line on a Sunday and regular turn outs in double figures. We still have a few races to go in our Summer Series, but it is looking like Jeremy Atkins is the man to beat, back on form at the front of the fleet having recovered from a couple of injuries which put him out of the running last year.

Jeremy has already taken first place in the just completed Wednesday Evening Series, followed by Andrew Smith in second and Jonathan Hughes in 3rd. Out in the wider world, Chris Brown has just taken a creditable 4th Place at the inland championships, held recently at Rutland, where over 70 boats were competing.

It is not just about racing though ... Solos can regularly be seen out on the water cruising, with some informal practising on Saturday afternoons in the summer and a regular group getting out on Wednesdays during the day.

If you think a Solo could be the boat for you, don't forget that there is a Club boat for hire.

– Jonathan Hughes



Members of the Solo fleet are keen to practise informally

Photo: David Hope

### Fitting a Flying Fifteen (cont)

out, was measuring; this is the difficult part. Our boat was the first out of the newly refurbished Mark X mould, and the chief world class measurer had insisted on a full measurement.

So on a cold day in February, with the wood burning stove running flat out, and an unlimited supply of bacon butties and coffee, we had two class measurers and one Olympic measurer in the workshop. We started at 9.30am and finished at 6.30pm; practically everything was covered in

We had agreed for P&B to take our boat to the Dinghy Show at Alexandra Palace, so we had to get a move on to get it rigged. The next little problem was with the mast, it being 50mm too long. Not a problem, P&B said that they would sort it out, so the boat was delivered back to them, where mast was fitted and rig calibrated. After the boat show the boat was taken back to Ovington's, where the keel was refurbished (keel weight made down to minimum weight) and sealed on to the boat.



The finished article on display at the Dinghy Show

templates, boat off the keel, turned upside down, levelled with the help of lasers.

The boat is weighed and the amount of correctors calculated. The hull passed with flying colours. The last thing was the keel. This is where we had a few problems. One of the profile templates would not meet by 2mm (keel too fat); on weighing it, we found that the keel was 6kg over minimum weight.

It is very satisfying to sail your own boat, a boat you have put together yourself, so don't be afraid to have a go. We calculated that with the sale of our old boat and the DIY fit out, we saved about £4000, and gained a great deal of satisfaction. We would like to thank Alan Bax and Olli Wells of P&B, and Ovington Boats, for their help with this project.

– Simon Patterson

## 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)



## Interview with Warren & Lorraine

# WHAT WE DO ON OUR HOLIDAYS

It is only a few years since Warren & Lorraine started sailing, but they have always had a clear idea of what they really wanted from it. They were keen to follow the celebrated and time-honoured tradition of dinghy cruising around the lakes, estuaries and coasts of the UK.

And for them, there was no humming and harring about what type of boat to get and trying different ones first. The Wayfarer in which they had learnt ticked all the boxes right from the start. "What we wanted was the Swallows & Amazons experience and the Wayfarer has been the perfect boat for that," they said. "We want to see different, beautiful places and see them from the water."

This summer they joined the Wayfarer Gathering in Ullswater and sailed each day up or down the lake either on their own or in company, stopping off for picnics along the shore and returning each evening to the campervan they have bought specifically to enjoy this kind of lifestyle. "We would find ourselves sailing alongside another Wayfarer loaded down with Mum & Dad, three kids and a dog, not to mention barbecues and tents." Watch the [video](#) of their trip.

They intend to move on to



Where did you put the sun cream?



And nearly all the conveniences of home

sailing their Wayfarer off the coast at some stage and to enjoy the challenge of tidal waters.

So far they have put their toes in the water sailing in the Salcombe estuary on a three-day trip to celebrate Warren's 50th birthday.

They planned to take their

own Wayfarer, but the rudder broke so, undeterred, they hired an old one locally. "The aft mainsheet took a bit of getting used to."

Warren has plans to take part in the Wayfarer Association's annual cruise around the Isle of Wight, but

Lorraine is understandably not so keen.

Their first cruising adventure was a trip they took on their own to Rutland Water soon after buying their boat. "We had a whole range of conditions from a lovely F3 to F5/6 and got the boat planing for the first time.

"It was great how helpful people were. As soon as we said this was our first venture, they couldn't do enough to help us. The same has been true of people at Draycote. We're really glad we have also been encouraged to race as well.

"Above all, you learn good discipline and how to react quickly to situations. With all your provisions and equipment in the boat, capsizing is not really an option!"

Warren & Lorraine have also taken their "lazy, hazy days" philosophy to the Mediterranean. They are enjoying their fifth flotilla tour of the Med, sailing two up on a Beneteau 35 (the interview for this article was conducted while they were sipping G&Ts in the south Ionian – I wasn't!).

However, dinghy sailing will continue to be their main interest with their base at Draycote where Warren can also enjoy his recently purchased Sprint 15.

– Interview by Ian Macwhinnie



This is the life!



A wandering of Wayfarers

# FERNHURST BOOKS DRAYCOTE DASH – 19 & 20 NOVEMBER

The Fernhurst Books Draycote Dash is the biggest event that the Club runs. It attracts more than 100 competitors including some of the top sailors in the country. It is part of the prestigious GJW Direct SailJuice Winter Series.

It is a really great event to compete in and we encourage members to enter. The entry fee is just £15 for Club members (compared to £30+ for visitors). Entry has to be done online, through the Series website by Sunday 13th November. Entry is limited to 130 boats.

On the Saturday there should be four (35-45 minute) average lap races and there is one 120-minute pursuit race on the Sunday which is non-discardable.

In a change to previous years, the pursuit race is only for those who have entered the Draycote Dash – club



Last year's Dash was sailed in interesting conditions

Photo: Tm Olin

racing will be run separately on the day.

If you don't want to compete, but

would like to be involved, helpers are needed, so please contact Jeremy Atkins.

## SUCCESSSES ON THE OPEN CIRCUIT



Jack Lewis and Lucas Marshall with the enviable problem of where to put yet more silverware:

- in the RS Feva, they are European Champions (for the second year), 5th in the Worlds and 4th in the Nationals
- in the 420, they are U-17 National Champions, in their first year in the boat, and were 4th overall
- Jack is also World and National Champion in the RS Tera Pro.

Serena Nahlik (right), with helm Fergus Barnham, are National Champions in the [Laser] 2000 class, pictured in a younger incarnation when we saw more of her; with Phillip Hunt, former Commodore, and, right, Tim Fillmore (interviewed on p8).



Jeremy Davy and Martin Huett are National Champions in the Flying Fifteens, winning at Hayling Island and came third in the European Championships in the Netherlands.

photo: David Hope



photo: Malcolm Lewin

# SB20 CORPORATE DAYS & KIDS PARTIES

In their first season of operation, the Club's two SB20s have been a great success and started to develop into an important source of income for the Club. They were purchased earlier this year as a way of tapping into the corporate market and making use of the water during the week when it was quiet.

This summer was really aimed at bedding the boats in without a significant marketing effort. "We wanted to spend this year getting used to the boats and finding out how they could best be used," said Dave Rowe. As it is, we have had a number of bookings from corporate clients, including Severn Trent, Jaguar Land Rover and a property company.

"It enables people to get out sailing for a few hours in the Midlands, without having to go down to the south coast, and without a major



Perfect plan for kids parties

interruption to their working week. They can have a meeting, conference or workshop at the Club in the morning, using our lounge and training rooms, then have lunch and go sailing in the afternoon" said Dave.

"It provides the kind of team building activity which companies like and we give them the opportunity to go sailing and racing. They love it – they enjoy the boat and the sailing and that element of competition. Very quickly they're out there doing it and they're not just passengers – there's string to pull and you have to move about. So far the feedback has been excellent."

In addition to about 10 corporate days, the boats have been hired out to AgeUK and meet the needs for Sailability opportunities. The boats have also been hired out for kid's pirate parties and are also available to members to hire on a commercial basis.

With the encouraging take-up this year, we can look forward to breaking even within the time-frame of the initial five-year plan and bring significant income into the Club.



The two SB20s give great opportunities for some competitive match racing

## Replacement Membership Cards and Fobs available



Cards: £3 Fobs: £2



Keep in touch with what's going on at the Club by joining the [Draycote Water members Facebook page](#)



## ANT CLAY'S BLAST FROM THE PAST

"I've only gone and found and purchased Optimist K1498 that I learnt to sail in at Draycote when I was a Y&Jer of a mere 8 years old! The wooden Optimist is well over 40 years old, with previous owners before I originally had it including Ian Walters and both Steve & Greg Irish! The poor thing needs a fair bit of TLC and I need to replace a load of missing bits before she hits the water, but hopefully she will be sailing again soon at the Club with my daughter."