

# The Latest Chapter

*News from the National Twelve Owners Association*

**OCTOBER 2011**

The Latest Chapter is a new monthly electronic newsletter to those on the N12 e-mail list which is run by the National Twelve Owners Association. Membership of the NTOA is £17.50 a year. NTOA membership offers great benefits including having the right to vote on the Class Rules, obtain generous insurance discounts as well as discounted entry to our principal events.

## **GILL Series Update – Salcombe next – this weekend!**

There are 2 meetings left – firstly Salcombe this weekend the 22/23 October – it should be the beginning of school half term for most families so make a long weekend of it – and the finale at Leigh & Lowton – see details below

The Salcombe meeting will consist of 3 races, one on Saturday at 13.50 and two on Sunday with the first race at 11.00. More details including notice of race and an entry form can be found on [www.salcombeyc.org.uk/](http://www.salcombeyc.org.uk/) scroll to the bottom of the page.

Check out the thread on the N12 forum [here](#)

Overall series leaders are Graham Camm & Zoe Ballantyne – results click [here](#):

Family Cup leaders are Steve & Joanne Sallis – results click [here](#):

Admirals Cup leaders are Nick Copsey & Naomi Bilton results click [here](#):

Junior Cup leaders are Nick Copsey & Naomi Bilton results click [here](#):

## **Don't miss the Inland Championships and Gill Series Finale!**

**When?      5<sup>th</sup> and 6<sup>th</sup> November**

**Where?      Leigh and Lowton Sailing Club (just off M6 – [directions here](#))**

### **Tell me more ...**

- There will be three races on the Saturday, first start midday (briefing 11.30am), and two races on the Sunday starting at 10am. [Full notice on website.](#)
- Saturday racing is for the GILL Series
- Saturday and Sunday racing is for the Inland Championships
- Free camping is available at the club and see the NoR for other accommodation suggestions.
- Saturday night entertainment: Gill prize giving, meal (main course and dessert for £5) a Pub Quiz (with prizes!), mulled wine and sparkles.

- Inland Championship prize giving following racing on the Sunday.

Please book Friday night camping and Saturday evening meal in advance (including no. vegetarians), either on the website discussion forum or directly with Sophie.

**Contact: [sophie.richards@queens.oxon.org](mailto:sophie.richards@queens.oxon.org); 07706 504562.**

## **Burton Weekend 2011**

Tom Stewart & Rachel Williamson won both the Burton Cup and Burton Week in a windy Championships at Brightlingsea at the end of August. Racing was dominated by a small number of boats with the Dead Cat Bounce design taking 5 of the top 6 places. There are loads of photos and video on the Burton Week website if you have missed them

<http://national12.org/burtonweek/2011/>

Below is a brief gear list showing who was using what at the front of the fleet

	Sail No.	Design	Helm and Crew	Builder	Mast	Sails	Rudder	Trim tab centre-board
1	3526	Dead Cat Bounce	Tom Stewart & Rachel Williamson	P&B / Boatyard at Beer	Superspar	P&B	P&B / Boatyard at Beer T-Foil	Yes
2	3531	Dead Cat Bounce	Steve & Joanne Sallis	P&B / Boatyard at Beer	Superspar	P&B	P&B / Boatyard at Beer T-Foil	Yes
3	3530	Dead Cat Bounce	Graham Camm & Zoe Ballantyne	P&B / Boatyard at Beer	Angell	P&B	P&B / Boatyard at Beer T-Foil	Yes
4	3528	Dead Cat Bounce	Jon Ibbotson & Charlotte Stewart	P&B / Boatyard at Beer	Superspar	P&B	P&B / Boatyard at Beer T-Foil	No
5	3523	Paradigm 2	John & Katy Meadowcroft	Rondar Raceboats	Aardspar	P&B	Aardvark / Composite Craft	No
6	3519	Dead Cat Bounce	William Warren & Toby Lewis	Composite Craft	Selden	North	Composite Craft	Yes

## **Burton Weekend 2012 – Hayling Island**

Will be held at Hayling Island SC from 2<sup>nd</sup> to 5<sup>th</sup> June. Remarkably this is the first time that Burton Week has been held from Hayling Island, one of the top venues in the UK. The Club premises were rebuilt in recent years and the facilities are very good. The club is located at Sandy Point, Hayling Island. The beach is fantastic for the family.

The 4 day regatta will fall during the school half term and the racing will be from Saturday to Tuesday. The Monday and the Tuesday are both bank holidays to celebrate the Queen's Diamond Jubilee.

## **Olton Mere Open Meeting – now 26 November**

Chris Troth reports that the Olton Mere Open Meeting was cancelled during September due to an absence of water in the Mere after a very dry summer. The water is due to flow back in soon and the meeting has been rearranged for 26 November. This will now be the final event for the Midland Area Armada Trophy.

## **Tate Winter Trophy – Newburn – now this weekend**

In case you thought that you had missed it last weekend, the Tate Winter Trophy will be sailed on Sunday 23<sup>rd</sup> October. More details [here](#)

## **New NTOA Committee**

A new NTOA Committee was elected at the AGM during Burton Week. Chris Day is the new Chairman of the Association. The Committee members are Kevan Bloor, Janet Bloor, Michael Brookman, Howard Chadwick, Clare Hunter, Tim Gatti, Chris Troth, Jeremy Carey, Brian Herring, John Cheetham, Tom Stewart, Dave Peacock, Gerald Copsey and Ed Willett.

## **The Endeavour Trophy, Toby Triumphs – Tom writes...**

It was Rachel and mine's honour and privilege to represent the National 12 Class at the prestigious champion of champions trophy held at Burnham on Crouch in October. Inspired by Graham and Zoe's fine performance from the previous year, when they were overnight leaders, we felt that if the winds were light we were in with a chance of a good result.

The event is sailed in Topper Topaz Xenons which are polyethylene rota-moulded boats with an asymmetric spinnaker and a huge mainsail and a jib. Our total crew weight was 18 stone whilst the median crew weights were between 22 and 24 stone with some even heavier crews! We estimate that the well known representatives of the Wayfarer class were sailing a whole Rachel heavier than us!

Rachel arrived before me on the Friday and organised the boat, attaching the spreaders and stepping the mast etc. She displayed great skill in delegating the heavier tasks to willing helpers. With the boat rigged we set off to join the training session. The weather was pretty autumnal, if it had been a 12 event I would have been grinning from ear to ear and counting the number of spare

masts I had brought with me. We joined in with a few starts and soon realised that working out how to make the boat sailable was going to be more important than starting practise. There was a lot of swimming going on but happily not from us, but we soon learnt that we had a lot on, not just with upwind speed but also with getting the spinnaker in and out of the chute which had enough friction to frustrate the heaviest crews.

We retired to the shore and re rigged the things that you were allowed to sort, put as much rake into the rig as possible and let the lowers go, (no easy adjustments on these boats) then retired to the bar.

### *Saturday was brutal.*

The breeze had eased but not much. We sailed five, forty five minute back to back races, unfortunately with foul tide beats. In the first three races the North bank was paying and if you could get off the start line, which with twenty five keen champions champing at the bit was not easy, it was then a drag race out to the right. Despite our best efforts we were not fast enough upwind and found ourselves sailing in the dirt of the faster bigger crews. Downwind was a different story we could sail faster and deeper than the opposition and made great inroads, but we still had the brute strength issue of dropping the kite at the leeward gate. As the day went on the tide eased and in the last race the option of using the South side of the river and a small amount of knowledge gained twenty years ago yacht racing helped and with a bit of cunning we were able to round the top mark with the leading boats and hang in for our first decent finish of the weekend.

During the sail back to the club, a two mile foul tide beat everyone over took us again so we were the last in, luckily there were loads of helpers to get the boat out of the water.

### *Sunday Gear Failure*

On Sunday the wind had forgotten to drop again, darn! After a healthy breakfast we were up for the challenge. A good first beat (for us) saw us round the top mark mid fleet, we gybed off into more wind and favourable tide and felt we were right up with the leaders, then the starboard spinnaker ratchet block came off the boat, arghh! Rachel borrowed some line from the forestay and lashed it back on, but the damage was done and we were back in the mire. With hope we set off upwind again thinking that we would make huge gains downwind, but this time the spinnaker pole jammed, Rachel used all her weight but the pole stuck fast. We limped away to find the Topper R.I.B. and they made a fine on the water repair.

The second race on Sunday went remarkably, we made a terrible first beat, beating our small Feva sailing rivals to the top mark but no one else; but downwind we flew! We went from second last to eighth down the first run. The wind had finally eased to around ten knots and while the other teams were still hiking, we were no longer hideously overpowered and we started to fly upwind too, taking places! Unfortunately on the next lap we were hanging on with all we had as the wind filled back in, however it was nice to know that if the wind had stayed light we might have been in with a chance of glory.

The last race was back to the norm for the weekend. We started well but it was a drag race to the North bank of the Crouch and the heavy teams got there first and punished us again, we gained downwind, but the spinnaker did it's worst at the leeward gate and refused to come all the way down. We battled hard up hill clinging on to the other light weights at the back of the fleet but on the next run the final straw landed when the rudder downhaul pulled out through the blade and we

went for a swim. Exhausted after dragging the wet kite into the boat we decided that enough was enough and headed home.

The good news is that Toby Lewis who crewed for William Warren in Dead Cat Bounce at this years Nationals won with Nick Craig. Toby and Nick who represented the OK class match raced the RS200 representatives down the fleet in the final race to win.

Tom Stewart, N3526

## **Welcome to new members of the NTOA!**

*Jack Knight, Ely, Cambridgeshire, N3236*

*Jonathan Twite, Wollaton, Nottingham, N2709*

*Neal Lillywhite, Hartley Witney, Hampshire, N3271*

*Paul Stuart, Belper, Derbyshire, N2306*

*William Warren, Worthing, West Sussex, N3519*

*Jonathan Hore, Ryde, Isle of Wight, N42*

## **Births, marriages and deaths**

Congratulations on a 60<sup>th</sup> birthday for Dave Peacock which was celebrated by many during Salcombe Week. Dave then topped it off with a top 10 finish at Burton Week! Well done oldie.

It has been a busy month for Wedding bells. Geoff Camm and Amelia Hall , and then Sue Pelling and Julio Graham got married during September with many N12 sailors in attendance to celebrate both occasions. Congratulations to you all.

Sadly we have to report that Denis Copsey died in September. Denis introduced his family to sailing in 1973 and purchased a 12 and his family are still sailing 12s nearly 40 years later. He was thrilled to see the videos and pictures from Brightlingsea this year of grandson Nick winning the prize for the first under 21 boat in the Burton Cup.

## **2012 Fixture List**

Jane Wade is working on the fixture list for 2012. Area reps are pulling together dates. Jane can be found on [janewader@gmail.com](mailto:janewader@gmail.com)

**John Meadowcroft**

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