

# RATCHET

The Official Magazine of the National 12 Owners Association



**Welcome** to the July edition of Ratchet. Hopefully this month's edition should be a slightly slimmed down version than my last attempt (someone said there was too much to read!).

The early part of this year has seen a good number of new boats and builds in progress, with Antony Gifford and Jon Brown having new boats from Waller, to the new MK3 Foolish design. Dare Barry is underway with the building of a new boat. David Wilkins have taken delivery of a new Aardvark Tech Foolish (MK1 version) and preparations have begun for the editors new Big Issue.

The Gill series has seen a successful start, with 25+ boats at each event so far, with the exception of Tynemouth - There is a full Gill series report later in the issue.

With Burton Week just around the corner, we have managed to get a couple of articles for any first timers in the fleet, including a guide to sea breezes from resident weather supremo, Tim Laws - which should prove useful to everyone.

There should be another Ratchet around October time, if anyone would like to write articles for this, please get in touch with Helen or Myself at an open meeting, or email using the address below.

Happy sailing,

Mike Cooke and Helen Hunt  
3472 Aardvark Issues  
ratchet@teamaardvark.org

## The Association welcomes the following new members

Nigel White has joined the growing Burghfield 12 fleet having purchased one of the first double bottom boats, N3415 - a Gerry Ledger built Wild Front Ear. Joining the Vintage Wing are Philip Hawkswell who is currently getting N1218 sea worth to sail in North Wales with his daughter and also Chris Barlow with N672 "Planet" who is sailing at Sheerwater S.C. in Wiltshire with his wife. Kean Gunton is also sailing in Wiltshire and has just bought a Baggy N3364.

The Dinghy Exhibition back in March attracted Chris Faerber to return to the class. Chris used to sail against David Wilkins on the Thames in the 80s and is now planning to sail with his 8 year old daughter at Burghfield. The Saltash fleet is continuing to grow with the addition of Tom Jefferies who has started helming N3229. Tim Mitchell is adding to the Jersey fleet sailing N3403 at St Catherines S.C. Tim plans to get his kids in front when they get a bit older.

Tim Sunderland has dived into the 12 to sail with his 9 year old son. After 25 years of big boat sailing Tim has joined Olton Mere in Birmingham which should provide quite a contrast - with his motto "Has trailer will travel" we hope to see him at some open meetings this year.

And finally Helen Hunt has been sailing (or sitting out) with Mike Cooke for a while and has now decided that mid week sailing at Royal Harwich is a good enough reason to buy a 12.

Happy N12 sailing and welcome to the Association.

Graham Camm  
3469 "Thanks for all the fish"  
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## National 12s give you wings!

Following Tom Edom's article in last year's newsletter we wondered what effect wings would make on the latest designs of 12s and so we asked Tom if we could have a go with his Fluke and find out. What we discovered was that the Fluke made an obvious difference :-

1. The stern wave was flat and wide with a ridge of water in the middle just like there was a propeller on the back.
2. Anyone who ducked us going up wind got a fright as they realised there was another 2 feet of wings hanging off the back.
3. The boat felt very different, more stable side-to-side and also fore-aft and we found we were sitting about 6 inches further back up wind in a force 2-3.

So the look and feel of the boat were different but did it make us go faster? Well it is still hard to tell as during our outing at Weston we experienced a wide variety of wind strengths. In the light stuff the fluke did create drag but surprisingly didn't slow us down that much. Upwind in the medium stuff (Force 3) it felt like the lift benefits exactly cancelled out the drag, a little more wind and who knows we might have seen an increase in upwind speed. We had a glimpse of the true potential for about 30 seconds on a reach when a stronger gust (Force 4) caught us and the Numinous really took off . . . or was it just a nice wave?

Conclusion: The Fluke is a pretty good for a mark 1! The foil generates noticeable lift which might generate more speed if the conditions are right and might provide more weight carrying potential - anyone planning a mark 2?

So over Christmas we decided to build our own having taken some advice from Tom.

And what did we find

1. The rudder didn't break . . . amazing!
2. We kept on nose diving . . . ooopss more movement required in the wings! Having increased the amount the wings can tilt downwards to 6 degrees this problem now seems to be resolved and now we can use the wings to help us keep the nose out of the water in a Force 7
3. Launching - very tricky with a fixed winged rudder, as soon as you take the rudder off it lye's on its side in the water with a wing sticking down steering the boat in random directions. Tom's Fluke is easier to launch with as the wings are always horizontal and it isn't a problem having them stick a foot below the bottom of the boat.

4. Impact on speed - as yet uncertain! It is a little of a handicap in the light stuff adding wetted area. But does it help in the strong stuff, this is still unproven and will need some two boat tuning but finding two Twelves the same is a challenge in itself.

5. Our conclusion so far this year is that there have only been a handful of days where the wind conditions and venue have tempted us to put the wings on.

Come and have a look in the dinghy park - (at a GILL event!) if you would like to see more! And if you are feeling brave you can have a go!

Graham Camm - [grazz@ndirect.co.uk](mailto:grazz@ndirect.co.uk)



On the rumour mill, Steve Sallis has created a winged rudder, which was seen at Tynemouth, but has yet to be used in a 12 event. Mike's first attempt is nearing completion to be launched in a week or so's time and somewhere along the gossip tree a certain Harwich boatbuilder is putting one or two together. Looks like we may actually know if they do work by the end of this year, as having a few front end of the fleet sailors playing with them should show in the results...

Mike Cooke - [ratchet@teamaardvark.org](mailto:ratchet@teamaardvark.org)

## Vintage Wing News from Ken Goddard

The first of this season's seven events for the Witchcraft Bailer Series took place at Yorkshire Ouse S.C. on June 7/8, as part of the Naburn Paddle Trophy event. Vince Phillips, who was equal second in last year's Series, sailing N.2531 and crewed this year by J.Kerslake got off to a flying start by being first clinker boat in the event (and second overall). Second were Phil and Helen David in N.2545 and third were Ian and Margaret Purkis in N.1620.

The next two events, taking place at about the time of publication of this "Ratchet" are at Northampton S.C. on July 5 and at Lymington Town S.C. on July 12. Reports on these will appear in the next Ratchet and the full results will appear on this year's website spreadsheet in due course.

We have become aware this year of quite a number of restored or preserved Vintage Twelves which have survived and of which we were not aware and comment on these will appear in this year's Newsletter. By far the oldest is N.28, a 1936 boat which has never been registered. It is now being restored.



## Proposal for Portsmouth Yardstick Numbers for the National Twelve Fleet

Members may or may not be aware that your Committee has recently been debating some proposals, originated by Brian Miatt, for the re-branding of the Admiral's Cup fleet within the class. Among these proposals was one that in club racing, in a mixed fleet of Twelves, consideration should be given to all the boats sailing with a handicap number, based on the Portsmouth Yardstick system. In the light of this proposal and following other enquiries made by members from time to time, I was asked to update the scale of Portsmouth Yardstick numbers which was published some years ago for older boats to use when racing in handicap fleets.

In drawing up a new proposal I have adopted two principles:

- The difference between the handicap levels, or steps, should not be less than 1%  
- it's not worth bothering about anything less
- The baseline for the proposed levels is the current RYA-designated level for the class for post-1996, double-bottom boats, of 1093

I have then proposed three other major break-points

- (a) a break at N.1604, the only subdivision for the whole of the clinker construction era, now referred to as "Vintage Wing" boats. Apart from

3 earlier boats described in the handbook as "Mk.8a", N.1604 marked the start of the reign of the Proctor Mk.8's, generally recognised as a breakthrough design - 150 were built, not to mention a large number of the related Mk.9

- (b) the introduction of four plank construction, the first boat of which was Impact, N.2512, which was launched at the Llandudno Burton in 1970.
- (c) a break-point in 1981. This was the year of introduction of the Baggy Trousers (N.3142) and Crusader (N.3165) designs, both subsequently widely adopted. This is not a clear-cut change in construction or design but the timing is convenient (ten years on from the previous break).

(Note that the previous list had an additional break point at 1100, to mark the change in construction from ribbed to glued plywood planks. I suggest that in the range N.1 to N. 1604, with all boats over 45 years old, there is such a huge range of performance that it is not worth fine-tuning a small difference in handicap number. Also I am aware of only about 30-40 boats still around with sail numbers lower than 1100, and only two of those have raced in recent years.)

At one of the Committee Meetings I was asked to consider an additional subdivision between N.3141 and the first of the double-bottom boats, which I believe was N.3411. (Incidentally, as there is no indication in the Handbook as to whether a boat is of double-bottom construction or not - there ought to be - perhaps readers could confirm that 3411 is d-b and if any of the following half-dozen or so registered are not double-bottomed.)

Brian has suggested this additional break at N.3272, the first boat in 1988 and roughly half way in years between N.3141 and N.3410 and with about the same number of boats from 3141 to 3272 as between 3272 to 3140.

Thus my new proposal is as follows:

New Handicap proposal:

Year Notes	Sail Number Range	Suggested Portsmouth Yardstick Number
1936	1 - 1599	1170
Currently	1173 for 1 to 1100 and 1145 for 1101 to 1603	
1958	1604 - 2511	1145
Currently	1126. Proctor Mk.8 onwards	
1971	2512 - 3140	1130
Start of 4 plank era		
1981	3141 - 3271	1115
Baseline 1093 +2%. Start of Baggy and Crusader era		
1988	3272 - 3410	1104
Baseline 1093 +1%.		
1996	3411 -	1093
Current RYA level (Baseline).		

I offer this new proposal for the class to consider adoption.

Unfortunately I will not be at Burton Week and therefore not personally available to receive brick-bats or bouquets for the above proposal, but if any member would like to comment in the next issue of Ratchet, or by contacting me directly, please do so. My details are in the annual booklet.

Ken Goddard  
April 2003

## Salcombe Yacht Club National Twelve Open Meeting 3rd - 5th May 2003

23 National Twelves contested the National Twelve open meeting over the May Bank Holiday weekend sponsored again by local estate agents Marchand Petit. Despite a gloomy weather forecast, the conditions were ideal for sailing with a good breeze and plenty of sun! The first race was won by Tom Stewart and Liz Ross in 3476 after the course had to be shortened to avoid the Twelves rounding the mark at Crossways to port whilst the leading Salcombe Yawls were going round to starboard! Second were Antony & Jo Gifford in 3447 with John & Katy Meadowcroft, 3473, third.

Sunday morning's race started with the tide under the fleet and force 3 wind, first to the windward mark were John Murrell and Francesca Lofts in 3444, proving that partying all night can prove advantageous! Will & Arthur Henderson in 3418 however remembered where to sail in Salcombe and took charge of this race, with Antony and Jo taking up the chase for second and Geoff Camm, 3464, with Amelia Hall crewing in third. After the traditional game of Rounders on the beach between races, the afternoon start caught everyone out with most of the fleet over the line - a general recall and black flag followed! Will and Arthur again dominated this race with chased hard by Mark & Hannah Phillips in 3281. At the finish the Hendersons took the bullet with Tom Stewart second and the Phillips third.

Monday morning's race caused all sorts of upsets when the boats got into Salcombe's notorious Bag! Will got it wrong and John & Mandy Thornton, 3468, went to places where no boat should go and got it right! The Giffords eventually took this race from Tom & Liz with John & Mandy third.

## Sail Sale!!!

The Iles family is clearing their sail loft, so we're giving away these sails to anyone that wants any of them, either take a whole suit or just a part - its up to you. If your interested the phone number is in the book, or email [icantbebotheredtothinkofone@hotmail.com](mailto:icantbebotheredtothinkofone@hotmail.com) or [kiles1uk@yahoo.com](mailto:kiles1uk@yahoo.com).

Heres the details:

1976 suit of Morrison's Job 2.511 Main 1069, 1633, 2073 sail number N3044. - No battens.

1978 Suit made by Great Western Sails, Bristol, Jib 2.533 Mail 1062, 1625, 2025, N3044. No Battens Red leech on both sails.

1980 suit of Alverbanks Jin 2.723 Mail 1032 1582 1978 Blue luff wire/bolt rope section on both sails. No Battens.

1 suit of Storrar & Bax, no measurements, with battens, sail number N3048

1 1990 Ulmann Jib no luffwire or eyelets, otherwise this is the best jib of the lot.

## Dinghy Sailing Magazine Subscription Offer - £24.99

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Action from Salcombe, C/O Emma Wilkins

### Overall Results

1st	N3447	Antony & Jo Gifford
2nd	N3476	Tom Stewart and Liz Ross
3rd	N3418	Will & Arthur Henderson
4th	N3473	John & Katy Meadowcroft
5th	N3468	John & Mandy Thornton
6th	N3426	Jon Brown & Jules Brawn
1st AC	N3281	Mark & Hannah Phillips

## Avon N12 Open

Sunday 27th April saw 10 National Twelves gather at Avon S.C. for their Open.

A shifty force 4, gusting 5 was bound to see a few capsize but race 1, initially led by Dave and Frances Wilkins, saw Mark Phillips and daughter Hannah from Starcross, take the gun, with the Wilkins second. Caution at the final gybe mark by Fi and Alastair Lucas, from the home club, saw Simon Hinks from Saltash take third with Chris Bishop(BCYC) fourth.

The second race again saw a win for Mark in his Crusader 88 but this time the Design Eights of Tim Laws and Fi Lucas took second and third. So far, the single bottom boats were definitely holding their own. Having secured the trophy, Mark and Hannah left the rest to fight it out for the remaining positions. The last race saw a good win by Chris Bishop in a Feeling Foolish, with the Wilkins second, and Fi Lucas third, thus preventing a clean sweep for the single skins.

A thoroughly enjoyable day was had by all.



## Ten top tips for Gate starts

1. Evaluate the weather and tide to decide if there is a preferred side of the beat. Port lift or better tide to port start early and head left.
2. Evaluate the relative upwind speed of the pathfinder. Faster pathfinder - start later. Slower pathfinder - start earlier.
3. Combine the results of 1 and 2 to decide your starting position.
4. Beware of starting early if right side of beat looks best.
5. Wait in the area of your chosen start position on starboard tack, safely below the pathfinder close-hauled course to allow for windshifts.
6. As the Gate boat approaches look for a gap or make one.
7. Check around for boats starting near you. Don't start just after someone who pinches or just before someone who will sail over you.
8. In the final few boat lengths before you pass behind the Gate boat get up to full speed.
9. Do not hit the Guard boat, Gate boat or pathfinder - disqualification. Do not hit other boats - windward boat keeps clear don't force a passage.
10. If you get buried behind windward boats in dirty air consider tacking off onto port in the lift created by the starboard tackers to find clear air.

## Ten top tips for Tidal sailing

1. Find out as much as you can about the venue. Are there charts available? Talk to the local sailors.
2. Know the tide times. Is there going to be a change during the races.
3. On the water check around moored boats, navigation marks and course marks for tidal flow strength and direction indications.
4. On line starts or early starters in gate starts make allowance for tide. Don't get swept over if tide is under you. Don't be late if it's against.
5. Allow for tide when judging the windward lay-line or off-wind judging the rhumb line. Use transits to help judge.
6. Head for shallow water when against the tide, deep water when with the tide. Flow velocity in 1metre depth likely to less than half that in 3metres.
7. Look at wave patterns to indicate stronger surface current. Wind with tide - bigger ripples indicates weaker tide. Wind against tide - bigger ripples indicates stronger tide.
8. Look for features that may cause back eddies e.g. jetties, walls, sharp bends, sandbanks. Use these when sailing against the current.
9. Look for tide changes in shallow water first due to momentum of flow in the main channel.
10. When sailing against the current cross the channel as quick as possible. Pick a puff if possible and sail free.

Thanks to Steve Sallis for his tips from the Gill series talk at Tynemouth. Apparently he will be giving a briefing at Burton Week on gate starts for those that need a little more advice...

## Pevensey Bay N12 Open Meeting

The National 12s that traveled to Pevensey Bay for the annual Open Meeting encountered generally light winds, strong tides and plenty of windshifts. All but Tom Stewart and Liz Ross found such tricky conditions not conducive to consistent sailing. Stewart & Ross won the first four races and left the remainder of the fleet to negotiate another race whilst they relaxed on the beach.

Stewart & Ross entirely dominated all of the four races bar the first. John & Katy Meadowcroft held a marginal lead at the windward mark ahead of Stewart & Ross and then Antony & Jo Gifford. The Meadowcrofts sailed too low on the first reach, dropping them to third. On the next leg it was Stewart & Ross' turn to sail too low as the Giffords piled over the top. The Giffords showed good speed to take what appeared to be a decisive lead. However, what was to become normal service started on the final beat when Stewart & Ross sailed past the rapidly slowing Giffords on the finish line. Ian & Alex Gore took third place.

The second race on Saturday was sailed in the most wind of the weekend – enough to pull the elderly transom from the back of Graham Iles' boat. The Meadowcrofts again led at the windward mark, and tried in vain to defend down the first reach with Stewart & Ross challenging. Stewart & Ross took a lead that they held to the finish from the Giffords and then the Meadowcrofts.

Pevensey Bay SC served up their usual brand of Saturday night hospitality and sunglasses were required on Sunday morning due to the glorious weather. A short postponement ensued as a gentle breeze established itself. Stewart & Ross were oblivious to any hangover problems, leading all the way, pursued by Bruce & Clare Johnson, and Caroline Martin & Sophie Mackley. With the wind lighter, the tide running across the course was highly significant as were the fleet of Larks sailing on the same course who had a habit of general recalls and finally starting as the 12s approached their first leeward mark. Caroline Martin & Sophie Mackley finished second from Mike Cooke & Helen Hunt in third.

Race 4 was groundhog day. Stewart & Ross took another front rank start, sailed up the middle of the beat, exhibiting both excellent speed and conservative tactics. They led again at the windward mark, building a solid lead over Ian & Alex Gore which they held to the finish with Martin & Mackley in third. The fleet again met the Larks at the leeward mark which livened up proceedings.

With Stewart & Ross on the shore it was with great anticipation that the remainder of the fleet started the final race, despite no increase in the wind and the tide ebbing strongly. The Meadowcrofts led off the start line managing to reach to the first buoy as did the rest of the fleet with the tide pushing them upwind. The Gores were just behind and on a long slow first reach into the tide they just established an inside overlap at the first gybe mark. Despite a

problem with a jammed centreboard, the Gores held on and indeed sailed away on a generally reaching course to secure the race win and second place overall. John & Mandy Thornton rounded off their day with second place from the Meadowcrofts in third.

### Boat Helm & Crew

3476 'Sliver' Tom Stewart & Liz Ross

3441 'Tabitha Musto' Ian & Alex Gore

3473 'Max Factor' John & Katy Meadowcroft

3447 'Random Zigzag' Antony & Jo Gifford

3455 'Bart' Caroline Martin & Sophie Mackley

3472 'Aardvark Issues' Mike Cooke & Helen Hunt



## Righting Double Bottom Boats Steve Sallis

Having just returned from Tynemouth Open meeting I now feel a bit more qualified to comment on the righting methods for double bottomed Twelves. In one capsize and something like about 5 re-capsizes while attempting to right the boat we probably doubled our experience of capsizing and righting a double bottom Twelve.

Previously we had found that the old technique, which worked OK in the single floor Twelve, where both helm and crew were on the centreplate, then both leaping over into the boat as it comes up did not work too well. When we had capsized the DB boat we had been successful at righting with the crew in the boat and the helm leaping in as the boat was righted. This seemed to work even when righting with the mast pointing to windward. The crew in the boat gives a bit more stability and the ability for the crew to react quicker. Also with only the helm leaping over from the centreplate the speed of the righting would be reduced compare to both helm and crew climbing over together. However, at Tynemouth even this did not prove successful. Our final successful attempt was achieved with Jenny in the water at the bow and me leaping over into the boat as it righted. Jenny was able to move from the bow to the shroud as the boat was righted.

I'm not sure whether having the crew at the bow was the significant factor or whether the absence of the crew in the boat as it righted, allowed me to cross the boat to the windward gunwale more quickly.

I still think the method of having the crew in the boat when it is righted could work and be a much quicker method of recovery. However, for this to work I think the crew must be fairly well forward in the boat.

The crew should be aiming to be scooped onto the side deck as it rises preferably with feet under the toestraps ready to sit out. Also once the masthead is about 3 feet above the surface of the water it is going to come up anyway, so the crew should be aiming to start applying weight to the hull on the low side to slow down the righting motion from this point. All this will give the helm the time and space to also get to the windward side of the boat and prevent the re-capsize.

So that's the theory sorted out roll on the next fresh to strong breeze with steep 2 metre high waves to prove it in practice.

Steve Sallis  
3436 Dilbert

There has been a lot of discussion on the messageboard on the 12 website regarding this topic, if you have any comments, please email them or write in to my address in the handbook and I will try to compile a complete article on the subject.

Cheers

Mike Cooke  
3472 Aardvark Issues  
ratchet@teamaardvark.org



Mike and Helen practicing at Olton Mere open meeting... Best not to ask!

## Nottingham and Trent Valley National 12 Open Meetings

The second leg of the Midlands Area Series was jointly hosted by Nottingham & Trent Valley Sailing Clubs. The first race at Nottingham SC started with Tony Edwards taking the lead from the line with Mike Cooke chasing hard for the early part of the race. Ian Gore, John Sears and Steve Sallis swapped places for 3rd, 4th and 5th throughout the race taking advantage of the vagaries in the wind as they came. Edwards finished the race in 1st place with Cooke 2nd.

The 2nd race started in rain with Graham Camm shooting into the lead followed by Gore. By the first run Camm and Gore were battling for the lead with the rest of the fleet stretched across the river in a line at a distance behind them. Edwards rounded the leeward buoy in 3rd place. Camm overtook Gore in the last lap to win the second race.

After a general recall, Sears took the lead at the start of the final race sailing in light and patchy winds. Camm overtook on the second lap to take the race and retain the trophy. Gore and Edwards fought for 3rd and 4th positions with Gore finally overtaking Edwards.

Racing was followed by cakes(!), before the fleet moved to Trent Valley sailing club for an evening meal.

### Nottingham SC Results

- |                                  |      |
|----------------------------------|------|
| 1. Graham Camm & Charlotte Hardy | 3469 |
| 2. Tony Edwards & Liz Royall     | 3179 |
| 3. Ian Gore & Alex Gore          | 3441 |
| 4. John Sears & Robyn Miller     | 2957 |

Sunday dawned sunny and with the breeze rattling the halyards in the dinghy park. A good breeze across the river presented some course and start line challenges for the race officer. The first race saw Ian and Alex Gore lead away up the river only to experience some 'technical difficulties' serious enough to see them off the water for the rest of the day. Mike Cooke/Helen Hunt were left to edge out Graham Camm/Charlotte Hardy, these two being chased home by Geoff Camm/Amelia Hall.

The second race saw Cooke/Hunt pull out a commanding lead to clinch the event, with Camm/Hardy in second. For the third race the breeze had increased, with Camm recalled it was Nick Gill and Sue May who set the pace, chased hard by John Sears/Michael Brookman and Camm/Hardy. A capsized Gill/May eventually handing first place to Camm/Hardy.

### Trent Valley Results

1. Mike Cooke/Helen Hunt 'Aardvark Issues'
2. Graham Camm/Charlotte Hardy 'TFATF'
3. John Sears/Michael Brookman 'Punkawallah'
4. Terry Cooke/Angela Cooke 'Not Another Aardvark'



opportunity for repairs, while several crews decided to sit out the third and last race, having had enough excitement and physical stress for this early in the season. Bernard Clark was again a clear winner in Race Three. Howard Elcock registered another second place, after being seriously challenged by Esther Gibson who finished third.

### RESULTS:

- 1st B. Clark & R. Willatt. N 3382 (Y.O.S.C)
- 2nd H. Elcock & V. Fyland, N 3237, (Tynemouth S.C.)
- 3rd I. Purkis & M. Overend-Purkis. N 3384 (Y.O.S.C)

## Annandale SC National 12 Open Meeting

Annandale S.C. held its National Twelve Open Meeting at Lochmaben on April 13, with bright sun and a lively breeze promising exciting conditions on the Castle Loch. Local sailors were joined by visitors from Tynemouth, Yorkshire and Cheshire.

In the first race, Bernard Clark and Richard Willatt sailing a Final Chapter, powered away from the fleet to win convincingly. Howard Elcock and Veronica Fyland in a Crusader were second. In third place were sisters Esther Gibson and Emily Inglis of the local club, in a Cheshire Cat, showing considerable potential in their first National Twelve open meeting.

Race Two saw Clark and Elcock again taking first and second places. Ian and Margaret Purkis sailing a Final Chapter, were third, after Gibson and Inglis retired with gear failure. The lunch break gave an

## Gill Series Update Amelia Hall

At the time of writing we have now completed 5 out of 7 events in the Gill Series. So far they have been extremely well supported with the best turnout of 46 boats at Northampton. Off the 60 (roughly) double bottom boats in existence, 75% of these have been seen this year at a Gill Event somewhere in the Country.

The top of the table is looking tight in all categories, Ian and Alex Gore are leading the overall, but there are a number of challengers very close behind, including John and Katy Meadowcroft, Geoff Camm and Amelia Hall and Graham Camm and Zoe Ballantyne. There are however a number of challengers expected later in the year, as and when people complete their 4 events needed to qualify – is it you?

The Admirals cup was being comfortably led by Kevin Isles and Jane Jones, but in a recent turnaround and finding some form, Tim Laws, aided by a steady crew, Emma Wilkins, has taken the lead. Tickets are being sold for a showdown at Datchet and don't forget Phillip David and Yvonne McInnes, a northern challenge with lots of promise. Wagers on the outcome will be taken via the discussion group!

The family cup has been very well supported, with 22 qualifiers so far. Girl power has prevailed at the top of the fleet with Terry Cooke and Angela Cooke tied for the lead with John Cheetham and Alison Cheetham, Angela only realising that she still qualified as a junior at Tynemouth! Come on boys get your act together!. Finally the Juniors is hotting up with some good competition to come.

Gill have kindly presented prizes for each event and also some ad-hoc prizes, which have been won for notable events, such as: first ever open meeting, youngest crews, silliest capsizes etc..

The after-sailing seminars have been well received, with a number of 'top of the fleet' sailors sharing their knowledge. These will hopefully be available on the website shortly for those that missed it.

Anyway, there are 2 more events to go after the holiday season, so you have time to recover from the excitement of the last 5, both guaranteed to be fantastic. We have now finalised the social for Datchet, which is going to be the Thames Area Dinner, held at Henley Sailing Club (don't worry, this won't be expensive and camping is available), we will be giving out loads more details on this later in the year, so keep a look out.

I am already starting to think about the format of the series for next year, venues etc, so please let me know what you think is good, and bad, about the series, email as usual [amelia@wurly.net](mailto:amelia@wurly.net).

Finally, a big thank you to Gill, for continued support and effort to help make the Series so much fun.

Amelia Hall

## Diary Note from a competitor at Tynemouth:

Conditions at Tynemouth on Sunday were interesting - at least for this crew in the AC Crusader 'Freddie'. The wind built steadily during the morning and, with the wind in from the south east, so did the sea. The combination proved both wet and unpredictable. By the third lap of race one, it became a major challenge to get up the beat without completely swamping the boat.

We sailed as flat as we could and tried to steer round the waves. All to no avail. Every minute or two we got a wave over the bow or the forward gunwale. Although the bailers were working hard, the rate of ingress was exceeding their best efforts and several times we had to plane off on a reach to re-establish at least a modicum of freeboard - not that there is much at the best of times.

By the start of race 2, conditions were even livelier. With only six boats left on the course, we felt confident that, if nothing else, we could notch up a reasonable result if we could stay afloat. By the windward mark, the confidence was ebbing away rather rapidly, and halfway down a pretty wild reach, the captain decided that preservation of his (recently repaired) boat would have to take priority over the adrenalin rush of wild downwind surfing and we headed for the breakwater.



## National 12 Foot Catamaran Class Tom Edom

### Delirium.

Illness is seldom pleasant and a recent brief bout was no exception. What it gave me was a mildly delirious night of pseudo-topographical problems that refused to solve or go away. The day however, when reading was too much effort but real sleep was elusive, was slightly more productive and yielded a way of arranging a dangly pole where no holes need be drilled in the tube wall. And then came the idea for this interesting hull design. I am 95% certain that, should this boat be built and measured, it could be shown to comply with the letter of the rules. And before you ask, it has only one centreboard and one rather deep rudder.

By the time you read this I will have contacted the committee requesting that multihull configurations should be specifically disallowed in the rules, with a motion to be passed at the AGM in Looe. Whether fast within the 12 rules or not, they are unlikely to yield level competition with the current fleet. But perhaps Mike Cooke would like to build one of his mini 12 models and find out how it performs. However, I think it is an interesting example of how some of the darker recesses of the rules have yet to be fully exploited.

Q. The National 12 is a monohull dinghy; how can a catamaran conform to the rules?

A. We all 'know' this but the rules do not actually say that the boat has to be a monohull. It happens that hollows are allowed by the rules; they are unrestricted in the forward 1220 mm (4 ft) and are allowed in the rest of the hull up to 450 mm from the keel line, measured with a girth band. (Rule 5.3.1).

Q. The hulls of your catamaran have a rather odd unsymmetrical shape. Is that good?

A. Not really but it is probably not too bad either (no boat is ever symmetrical when sailing!). The shape is formed by the rules, which give a maximum width of the hollow between the hulls of 2x450 mm. A 'normal' 12 foot catamaran would have 1.5 to 2 m gap so I have gone for the greatest allowed (only 0.9 m) which means the gap stays straight and parallel. Tapering the sterns in would make the gap wider.

Q. So why are the hulls flat bottomed?

A. The allowed hollows width is measured with a girth band. If the hulls were round bottomed the girth band would touch on the centreline of the hulls, so they would have to be closer together to meet the rule.

Q. Why do you need 'measurement fins'?

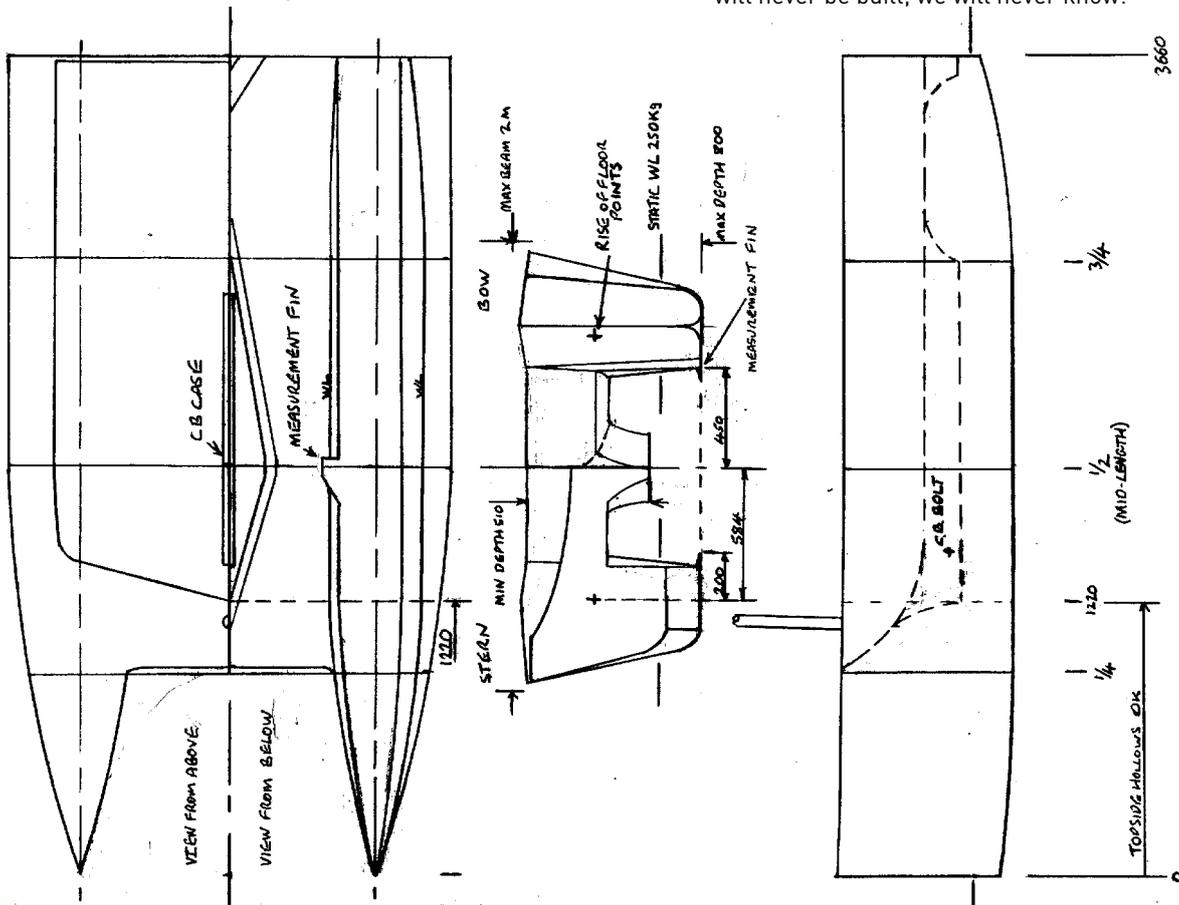
A. The last sentence of rule 5.3.1 adds an additional 'no hollows' constraint at the mid length section only. The fins meet this part of the rule.

Q. What is the central 'keel' for and why is it that flat bottomed shape?

A. Only one centreboard is allowed and this is where it is stowed and supported. The rule governing minimum hull depth is measured at the mid length section but it is measured from a point on the skin 150 mm off the centreline, up to the sheerline (rule 4.4.1). So the flat bottom is to catch this rule but it is only needed at the mid length section.

Q. Do you think this would be faster than, say, a Chapter or a Foolish?

A. In light weather it would be slow due to high wetted area and would be horrible to tack. Not a boat for small waters sailing. In a breeze I am sure it would be fast off wind and may even be OK upwind, given flat water. Poor tacking would make it a boat for big courses and who knows, it could be a flyer on a sheltered Burton Cup course. On the other hand it could be a real 'dog' (rather than a cat) with no redeeming features at all. But since it will never be built, we will never know!



NATIONAL 12 DEVELOPMENT CLASS. 'DELIRIUM' T. EDMON 2003

## Burton week warm up Graham Camm

We have a fantastic sailing and social programme organized for August. Looe are a very friendly club, the sailing area is great and the race committee organizes a good race as proved at the open meeting back in May. Entries are expected to be well into the 50s with lots of juniors and many people coming for the first time.

If you are planning your first championships then we are organising a Buddy system and will put you in touch with a seasoned Burton week sailor to offer advice before the week starts - and there will be buddies prizes during the week as well.

The format for the week will include a practice race on the Saturday afternoon which is a good time to splash some salt on the decks and then in the evening after the briefing there will be a short talk on gate starts to jog the memory or explain how they work if you haven't done them before.

### Check list

- Have you checked your Black Bands? If you're not sure how to check them, ask someone at the next open meeting
- Is your buoyancy test up to date?
- Don't forget to bring:
  - o Compass to spot those big shifts on the sea
  - o Certificate
  - o Sunblock - it will be very sunny (honest)
  - o A water bottle for those long races in the sun.
  - o Sailing kit
  - o Boat spares
  - o The boat . . .

### Facts about Looe

- It is surprisingly close
  - o It's only just in to Cornwall and it only took us 3 ½ hours to get there for the open meeting
- There are lots of great things to do for the family:
  - o Sandy beaches
  - o Visit the historic Looe Island
  - o Eden Project
  - o National Marine Aquarium
  - o Monkey Sanctuary (Tim Laws second home we are led to believe...)

National 12 social events! Will be brilliant with real ale at the bar courtesy of Greene King.



Team Meadowcroft and the Goodhews at Burghfields coaching day

### Shameless Plug (mould actually)

Having finished The Wilkins new Foolish, and purchased the moulds from Derek Davies they are currently sitting in Aardvark HQ doing not much... If anyone is interested in having a Foolish, the moulds are available to amateur builders (for a small loan fee), or I can produce a shell or finished boat.

Anyone interested, you should already know my email address off by heart!

Mike Cooke

### Crews/Boats Available?

If anyone is interested in crewing at Burton Week this year or may have a boat that could be available then we need to hear from you! Getting more boats to the Nationals is always a nice thing...

If you think you can help out, please get in touch with Graham Camm (contacts on the first page) and he can team you up.

### Pitsford Photography

If you were one of the 46 boats at Pitsford, there may be some photos of you at Fluidfotos.com - A 6 X 4 picture is £10 and there are bigger sizes available

## Overall Cup

Event		1	2	3	4	5	
Date		29th-30th March	26th-27th April	24-26th May	21-22th June	5th & 6th July	
Venue		BOYC	DNBC	RHYC	Tynemouth	Northampton	
Pos	BT						Points
1	Ian Gora	Alex Gora	(DNC)	2	1	-8	7
2	John Meadowcroft	Katy Meadowcroft	2	3	4	(DNC)	9
3	Geoffrey Carrn	Amelia Hall	5	2	-6	3	10
4	Graham Carrn	Zoe Ballantyne	3	4	-10	(DNC)	11
5	Steve Sallis	Jenny James	(DNC)	1	12	2	15
6	Phillip David	Sue Jones, Yvonne Moh	(DNC)	6	(DNC)	11	24
7	Tim Lewis	Emma Williams, Chloe Yills	-17	(DNC)	13	4	27
8	Kevin Iles	Jane Jones	11	5	-14	(DNC)	30
9	Antony Cliford	Harry Johnson, Jess Brown	6	(DNC)	15	(DNC)	32
10	Terry Cooke	Charlotte Hardy, Angela Cooke	10	15	(DNC)	3	33
11	Jon Brown	Charlotte Ibbotson, Julia Brown	13	(DNC)	3	(DNC)	34
12	John Cheatham	Alicia Cheatham	(DNC)	13	-20	12	38
13	Nail McInnes	Katie McInnes	(DNC)	10	(DNC)	9	47
14	Mark Simpson	Emma Taylor	(DNC)	17	-30	7	49
15	Miss Cooke	Helen Hurl	28	(DNC)	33	6	65
16	Nigel Goodhew	Tim and Gill Goodhew	20	(DNC)	34	(DNC)	68
17	Mark Hoffman	James Hoffman	(DNC)	14	38	(DNC)	71
18	Andy Horsley	Lucy Horsley	24	(DNC)	23	(DNC)	78
19	Jimmy Whitehead	Toni Whitehead, Andrew	(DNC)	26	21	(DNC)	85
20	Tom Stewart	Liz Ross	(DNC)	(DNC)	1	DNC	91
21	Frances Cliford	Tash Siles, Smile Jan	1	(DNC)	5	(DNC)	94
22	Patrick Elcombe	Carol Shore, Laura Brow	(DNC)	(DNC)	28	DNC	117
23	Peter Chignell	Andrew Barr	(DNC)	19	(DNC)	15	120
24	Jerry Garner	Margaret Garner	(DNC)	8	(DNC)	DNC	122
25	John Thornton	Mandy Thornton	(DNC)	(DNC)	31	DNC	124
26	Rob Carnell	Emma Carnell	14	(DNC)	(DNC)	DNC	124
27	Nathan Harding	Jenni King	18	(DNC)	(DNC)	DNC	125
28	Simon Hinks	Olly Young	16	(DNC)	(DNC)	DNC	131
29	Derek Mayhew	Hazel Mayhew	(DNC)	(DNC)	22	DNC	133
30	Bruce Johnson	Clare Johnson	(DNC)	(DNC)	7	DNC	136
31	David Wilkins	Frances Wilkins	29	(DNC)	19	(DNC)	138
32	Brian Whitney	Dorothy Whitney	(DNC)	(DNC)	24	DNC	138
33	Graham Iles	Lindsay Iles	(DNC)	18	32	(DNC)	138
34	Steve Lightfoot	Gil Goodhew, Kelly Brow	(DNC)	(DNC)	35	DNC	140
35	Brian Kiching	George Kiching	22	(DNC)	(DNC)	DNC	140
36	Richard White	Matthew White	27	(DNC)	(DNC)	DNC	147
37	Andy Dennison	Tom Grull	25	(DNC)	(DNC)	DNC	148
38	Tim Knight	Alister MacLeod, Mayu	23	(DNC)	(DNC)	DNC	153
39	David Thompson	Jadey Thompson	(DNC)	(DNC)	41	DNC	168
40	Mike Hoyle	Harry Johnson	(DNC)	(DNC)	DNC	DNC	177
41	Nigel May	Suzie May	(DNC)	(DNC)	DNC	5	181
42	Howard Chadwick	Helen Nicholson	(DNC)	7	(DNC)	DNC	183
43	John Stone	Adelle Cameron	7	(DNC)	(DNC)	DNC	183
44	John Sears	Lynne Wood	(DNC)	(DNC)	DNC	DNC	184
45	Caroline Martin	Sophie Mackley	(DNC)	(DNC)	8	DNC	184
46	Phil Bush	Jo Bush	8	(DNC)	(DNC)	DNC	184
47	Julian Hood	Andy Jarvis	(DNC)	(DNC)	9	DNC	185
48	Peter Roe	Helen Bird	(DNC)	9	(DNC)	DNC	185
49	Chris Bishop	Pippa Jeffries	9	(DNC)	(DNC)	DNC	185
50	Howard Steavenson	Amy & Thonita Steaven	(DNC)	(DNC)	DNC	10	188

## Admirals Cup

Event		1	2	3	4	5	Points	
Date		29th-30th March	26th-27th April	24-26th May	21-22th June	5th & 6th July		
Venue		BCYC	DNWSC	RHYC	Tynemouth	Northampton		
<b>Pos 44</b>								
1	Tim Laws	Emma Wilkins, Chloe & Jasmine Villa	-6	(DNC)	1	1	2	4
2	Kevin Iles	Jane Jones	1	1	2	(DNC)	-4	4
3	Phillip David	Sue Jones, Yvonne McInnes	(DNC)	2	(DNC)	5	1	5
4	John Cheatham	Alison Cheatham	(DNC)	-7	5	6	3	14
5	Mark Simpson	Emma Taylor	(DNC)	-9	9	2	7	18
6	Nail McInnes	Katie McInnes	(DNC)	8	(DNC)	3	10	19
7	Mark Holman	James Holman	(DNC)	6	11	(DNC)	5	24
8	Andy Horsley	Lucy Horsley	10	(DNC)	6	(DNC)	10	29
9	Jerry Garner	Margaret Garner	(DNC)	4	(DNC)	DNC	5	58
10	Brian Whitney	Dorothy, Jackie Whitney	(DNC)	(DNC)	7	DNC	6	57
11	Simon Hinks	Oily Young	5	(DNC)	(DNC)	DNC	9	58
12	David Wilkins	Frances Wilkins	14	(DNC)	4	(DNC)	DNC	62
13	Peter Chignell	Andrew Barr	(DNC)	11	(DNC)	7	DNC	62
14	Graham Iles	Lindsay Iles	(DNC)	10	10	(DNC)	DNC	64
15	Brian Kitching	George Kitching	9	(DNC)	(DNC)	DNC	12	65
16	Richard White	Matthew White	12	(DNC)	(DNC)	DNC	14	70
17	Andy Dennison	Tom Gault	11	(DNC)	(DNC)	DNC	16	71
18	David Thompson	Jackie Thompson	(DNC)	(DNC)	14	DNC	19	77
19	Gerin Villa	Chloe Villa	2	(DNC)	(DNC)	DNC	DNC	90
20	Chris Brown	Joe Hunt	(DNC)	(DNC)	3	DNC	DNC	91
21	Howard Chadwick	Helen Nicholson	(DNC)	3	(DNC)	DNC	DNC	91
22	Rob Cannell	Emma Cannell	3	(DNC)	(DNC)	DNC	DNC	91
23	Howard Stearverson	Amy & Thomas Stearverson	(DNC)	(DNC)	DNC	4	DNC	92
24	Jimmy Miller	Steven Miller	4	(DNC)	(DNC)	DNC	DNC	92
25	Peter Roe	Helen Bird	(DNC)	5	(DNC)	DNC	DNC	93
26	Kath Rabson	Phil Marshall	7	(DNC)	(DNC)	DNC	DNC	95
27	Bernard Clark	Richard Wood	(DNC)	(DNC)	DNC	3	DNC	96
28	Jim Daser	Julie Brown	(DNC)	(DNC)	8	DNC	DNC	96
29	Eugene Travers Jones	Joe Travers Jones	6	(DNC)	(DNC)	DNC	DNC	96
30	Howard Brook	Veronica Finland	(DNC)	(DNC)	DNC	9	DNC	97

## Family Cup

Event		1	2	3	4	5	Points	
Date		29th-30th March	26th-27th April	24-26th May	21-22th June	5th & 6th July		
Venue		BCYC	DNWSC	RHYC	Tynemouth	Northampton		
<b>Pos 28</b>								
1	Terry Cooke	Angela Cooke	1	(DNC)	(DNC)	1	4	6
2	John Cheatham	Alison Cheatham	(DNC)	2	2	-4	2	6
3	Nail McInnes	Katie McInnes	(DNC)	1	(DNC)	2	7	10
4	Nigel Goodhue	Tim and Oli Goodhue	5	(DNC)	8	(DNC)	3	16
5	Andy Horsley	Lucy Horsley	8	(DNC)	3	(DNC)	10	21
6	Rob Cannell	Emma Cannell	3	(DNC)	(DNC)	DNC	6	38
7	Graham Iles	Lindsay Iles	(DNC)	3	7	(DNC)	DNC	39
8	Brian Kitching	George Kitching	7	(DNC)	(DNC)	DNC	9	45
9	Richard White	Matthew White	9	(DNC)	(DNC)	DNC	11	49
10	David Thompson	Jackie Thompson	(DNC)	(DNC)	11	DNC	14	54

## Junior

Event		1	2	3	4	Points	
Date		29th-30th March	26th-27th April	24-26th May	5th & 6th July		
Venue		BCYC	DNWSC	RHYC	Northampton		
<b>Pos 8</b>							
1	Jimmy Whitehead	Chris Nichols, Toni Whitehead, Andrew Dennison	(DNC)	2	1	4	7
2	Nathan Harding	Jinni King	3	(DNC)	DNC	1	13
3	Graham Iles	Lindsay Iles	(DNC)	1	3	DNC	13
4	Simon Hinks	Oily Young	2	(DNC)	DNC	2	13
5	Andy Dennison	Tom Gault	4	(DNC)	DNC	3	16
6	Chris Bishop	Pippa Jeffries	1	(DNC)	DNC	DNC	19
7	Hannah Playford	Nigel Playford	(DNC)	DNC	2	DNC	20
8	Will Playford	Nigel Playford	(DNC)	DNC	4	DNC	22