

**For all the latest News from the National 12 Owners Association**

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## Latest Chapter



The Latest Chapter is an 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.

Sorry its been a long winter without the Latest Chapter. However, the clocks have now gone forward, we have had summer, the South East has hose pipe bans and we have had a wet easter. Welcome to a new format for the Latest Chapter that we are trialling this year. We hope you enjoy it, please feel free to feedback as to whether you like the change by mailing [Jeremy Carey](#) who put the layout together. If you have any ideas for articles that you would like to see included in future, or in fact would like to submit an article yourself, please get in contact.

I have not had much time on my hands recently to devote to this – at least writing this edition has proved to me again that I enjoy it. I have not sailed since the Inlands last November and am looking forward to the meeting at Salcombe at the start of May. Beforehand I am running the London Marathon (yes I can't go to Spinnaker !) on 22 April in memory of a good friend and to celebrate my 40th birthday. [Click here](#) to sponsor me if you would like to. And now on to the news...



Editor: [John Meadowcroft](#)

N3523

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## Burton Weekend – Saturday 2-5 June

The countdown has started to Burton Week 2012. There are just two months to the event and just a month before the early entry fee deadline. All details to enter are on the [Burton Week website](#)



Hayling Island is a fantastic club and also has on site accommodation. Nearby campsites and holiday rentals information are also available from Hayling Island Sailing Club. You can call them 10am-5pm on 023 9246 3768.

As always there will be competitive racing throughout the fleet and a full schedule of socials include a BBQ, fancy dress band night and the Burton Dinner.



The committee are also doing a sterling job of matching crews to helms and helms to boats. So if you have a boat that you can lend for the weekend, or are a helm without a crew, a crew without a helm or a helm/crew without a boat get in touch with [Christian Day](#)

It is around 50 days to go now and it is pretty simple... Entries received after 5 May are late entries... Entry fees will increase from £125 to £145... Remember that with the extra Jubilee bank holiday this year you need not miss a day of work so no excuses! Or if time is scarce just come and compete in the Burton Cup on Monday 4th June. Don't forget to book tickets for the Burton Cup Dinner when you enter.

Those who entered before the Dinghy Show were eligible to win a new jib from event sponsors P&B. The lucky winner was Patrick Hamilton. Well done Patrick, and thank you P&B.

30 entries received at the time of writing, so why pay more? Yes you will have to reveal the sail number of the boat that you have been secretly tuning up all year, but it now time to reveal your hand!

Burton Week is sponsored by Gill, P&B and Fuller's. Yes that's beer, you have made your mind up haven't you?

## **Pirates, Royals, Superheroes – the choice is yours!**

Vote for the fancy dress theme at this years Burton Weekend.

The choices are a follows:

- *Pirates' Party* (sailing link is obvious here I think)
- *Royal Celebration* (well, the Queen did give us an extra bank holiday day to sail on)
- *Superheroes and villains* (something for everyone here!)

Vote by clicking [here](#) and using the voting form on the right hand side of the home page. Don't be slow get your choice in now!



## New boat news

Jon Ibbotson is the owner of a new tweaked Dead Cat Bounce, Tom Stewart at P&B tells me he has another one in wrappers in Northampton ready for you to sail next week if you want. He just needs your credit card details... Composite Craft on the Isle of Wight are building a new 12 foot hull for a mystery customer. Does not look like a Dead Cat Bounce or a Paradigm 2. No measurement



certificate yet, will it be a National 12, will it be at Hayling??? Tim Gatti is closing in on completing his 2012 version of the Uffa King. If the teasing photos on the [N12 database](#) are anything to go by this is going to be pretty sensational. And finally Loch Fyne boats are now selling a wooden kit N12 for home construction to the Sweet Chariot design. Yours for just £2,300. The first one is already out there sailing. Find out [more here...](#)

## Second hand Boat List / bits and bobs / wanted

So a new boat is too much for you? You never know what you might find [here](#) so have a look! Buy now and bring it to Burton Week!



## A warm welcome to new members of the NTOA!

- Luke Pepper, Hykeham, Lincolnshire, N3512
- John Cox, Worthing, West Sussex, N3500
- Fraser Goldsworth, Ilkeston, Derbyshire, N2402
- John Rees, Hayling Island, Hampshire, N3217
- Mark Marston, Twickenham, Middlesex, N3159
- Tyrone Wood, Tamworth, Staffordshire, N3434

- Iona Taylor, Fordingbridge, Hampshire, N1958
- Christopher Browning, Coelbren, Powys, N2208
- Michael Bridgwater, Watchet, Somerset, N2355
- Felix Newall-Smith, Bishops Waltham, Hampshire, N3426 – A welcome return !
- Jean-Marie Luthringer, Paris, France, N3197
- Marcus Squires, Frome, Somerset, N3059



## GILL Series 2012

### a reminder of important dates

#### Upcoming GILL Series: From (only just in) Scotland to Spinnaker!

That's right, the first two GILL series events this year span the length of the country.



Things kick off this coming weekend on 14th and 15th April at Annandale (just over the Scottish border). This is the Scottish Championships. You get to win the magnificent Daily Express Trophy. It is a higher quality trophy than the current rag and is capable of being filled with much more content than the newspaper too. If you win you don't get a subscription to the aforementioned rag either. No excuse not to go! This event always sees an exciting mixture of visiting northerners, the resident Scots and a few brave southerners! Rumour has it that there is also some superb galley cooking in the evening to round it all off. The event is also part of both the Scottish and Northern Series' so what better reason could you have for joining in the fun? The entry fee of £30 for the two day event includes Lunch, Tea, Supper and a few beers thrown in on the Saturday night so if you are looking for value for money then don't go any further!

So if you can't make Scotland, then our second GILL series event is taking place at Spinnaker Sailing Club down near the beautiful New Forest on 21st and 22nd April. There will also be talks on the Saturday from Graham Camm on tuning and tweaking your 12 as

well as Tom Stewart sharing some top tips on sailing at Hayling Island. Another venue that he has not won the Merlin Champs at... Following that there will be some well earned dinner at the local pub. The editor notes that the Alice Lisle – one of the pubs local to the club is owned by Burton Week sponsor Fuller's. You really could put some good Burton Week training in here. Camping is available locally at [Red Shoots camping](#) and racing commences at noon on the Saturday with two races back to back

Notice of race for both events can be found on the website.

[Annandale](#)

[Spinnaker](#)

The third event of the series is at Salcombe YC on the May Day bank holiday. Notice of Race to be published shortly.

The GILL series is for absolutely everyone from beginners to experts, from vintage boats right through to those new foiling ones. So don't be shy and give the GILL series a try this year.

The full GILL series dates are

- 14 & 15 April            Annandale SC
- 21 & 22 April            Spinnaker Club
- 5 to 7 May                Salcombe YC
- 2 to 5 June                Burton Week, Hayling Island SC
- 23 & 24 June            Royal Harwich YC
- 25 & 26 August        Leigh & Lowton SC
- 22 & 23 September    Hykeham SC
- 3 & 4 November        Northampton SC



## Winged Rudders, and what they can do for you

Winged rudders are now quickly becoming a standard on many National 12's and whilst there are contemporary 12 designs which are reflecting this technology, many existing boats are also successfully developing retro fitted systems. Winged rudders are showing many benefits for the Twelve and not just speed. They help stabilise the boat and



control pitching moment as well. Shown are a couple of images of retrofitted systems which differ greatly in the way they operate. Dare Barry's Pudding design has a Composite Craft built rudder and stock, with all the adjustment happening within the stock itself, making for relatively easy transfer of the system between boats. .

*Ian's mark1. foil-  
(didn't last long but he learnt a lot from it)*

We are hoping to provide a technical report about how to build your own winged rudder and adjustment system so if you are in the process of doing this, or have recently done it, please get in contact with me so that I can share your thoughts and experiences. (mail the editor). Ian Foxwell did precisely this last year and his experiences are documented [here](#) on the N12 forum. I received the following from Ian this morning which adds a little bit more to his experience and hopefully will inspire you to give it a try!



*'My goal was to come up with something that I could make in my garage with the tools that I had available, that would add some performance improvement and that could be fitted to the boat with no substantial modifications (so that if it didn't work out i could remove it with out having cheapened the boat to much). The final result has succeeded on all counts!'*

*mark2. -still going strong*

*'I'm pretty sure its not as good as the professional offerings but it was a fun exercise and it does work. The Mk3 would have slightly wider, swept back wings that would be mounted closer*



*to the surface, but all of that introduces a whole heap of manufacturing problems that aren't so easy to overcome in my garage, but time permitting i will have another go this summer.'*

*'But i would strongly recommend any one that is interested and doesn't mind getting there hands dirty, to have a go. You have to work hard if you want to produce something that will be better than the excellent foils and control systems being produced by the pros but if you just want to improve your boats speed on a budget, and have the time and inclination, then give it a shot. My solution was simple yet I would say that the performance increase I acheived was significantly more than I would have managed from say a new set of sails, and much cheaper and more rewarding to boot.'*

Ian Foxwell  
N3453

## **Masts are also moving!**

Historically the 12 mast has always stood quite far forward in the boat with only a few boats from the past having increased jib sail area and moved the mast step back. With the succes of the DCB, mast position is now being experimented with, notably on a few of the Paradigm 2's. The latest person to be follwoing this trend and moving things around is Nick Copsey who has been playing with his Feeling Foolish mast placement. Could be worth keeping a watch on his comparative performance this year!



## **Latest from the Vintage wing**

– Tim Gatti writes

I am pleased to report that we were able to provide a Jack Holt designed N12 for the Jack Holt Centenary Exhibition at the RYA Dinghy Show. It was his own boat, N493 'Laughter' in which he won the Burton in 1946 with Beecher Moore. There were many favourable comments by those who attended.

The Greeks it seems, may be in financial crisis, but still appear to have excellent taste when it comes to buying sailing dinghies. Three wooden National Twelves are currently in a container bound for Thessalonika, Greece. One of them is the 1964 Vintage Mk 12 N2255 'Purely Platonic' in which Tim Gatti and Yvonne McInnes won the Vintage Trophy at the Burton event at Thorpe Bay in 2009.

## **Ken Goddard has been counting how many Vintage Twelves are left! - An update on his progress**

Members may remember that between 2000 and 2007, on behalf of the Vintage Wing, I conducted a survey to try to find out how many Vintage Twelves, defined as wooden, clinker-built boats, were still around. I recorded then just under 300 and I guessed then that were others stored, or lying around somewhere, but had not seen the light of day to the order of a further 20 – 50.



Last year I suggested to Howard Chadwick (then Chairman) that with the class approaching its 75th anniversary, it would be interesting to see many vintage boats continued to be around. As before the survey was conducted watching NTOA literature, reports, personal observation and particularly advertisements on ebay. This year's total is only 138 and I realise that this large reduction from the 2007 number must be mainly due my much shorter period of observation; Vintage Twelves clearly do not change hands, or come into the public eye – very often. Additionally and inevitably, the older boats succumb to old age, get abandoned , fall apart, get written-off etc, but I don't think there are too many of these. Well kept older Twelves are very durable.

I have asked Graham Camm to find a space on the NTOA website for this list.

I anticipate that many previously noted Vintage Twelves will re-emerge again and can be added to the list. If members can advise me of any additions, I will gladly add them and republish the list from time-to-time. One surprising finding is that the new list contains around 40 boats which were not on the original list, ie have only come to light since then. This compares with my earlier guess of '20 – 50'.

## Births, marriages & deaths

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# Births, Marriages and Deaths

Jack Chippendale builder of numerous 12s over his lifetime has died recently. The following obituary appeared in the Guardian.

Jack Chippendale, who has died aged 87, was the best builder of small boats in Britain at a time in the 1950s and 60s when the sport of dinghy sailing was in the ascendancy and before mass-produced fibreglass boats became the norm. Chippendale worked in wood, and his products had the quality of the furniture that carries the same name. Made in his boatyard in Fareham, Hampshire, his were boats to treasure.

The son of a marine engineer in Portsmouth, Jack inherited his father's detailed approach to work. His maxim was that if the fit was not perfect, it would be done again – be it a hull plank, deck beam or thwart. It was a practice that served him well when preparing boats in kit form: those who bought them this way, to save money, were usually not competent shipwrights, and needed every bit of assistance they could obtain.

He was a believer in the apprenticeship system, having served his own time from the age of 14, during which he had to work 12-hour days and Sunday mornings. When his apprenticeship ended, he set up business on his own in 1947 and formed Chippendale Boats in 1954. He treated his own apprentices very differently, while ensuring they knew how to do each job properly, believing it would ultimately make his business more profitable.

At first, he restricted his building to the National 12 and Merlin Rocket classes, many constructed to the designs of [Jan Proctor](#), who lived in nearby Warsash. At that time, the traditional clinker building style, with overlapping planks fastened together using clenched copper nails, was giving way to plywood planks glued together with adhesives developed during the second world war for aircraft construction. Jack was one of the first to master this type of boat building.

*Jack Chippendale with his MBE insignia.*

*Photograph: Nick Butcher/Archant 2011*

Early in his career, he was approached by the dinghy sailor Noel Jordan to build a 25ft Folkboat, a class in which he became the first commercial builder in Britain. Named Martha McGilda, the boat won the East Anglian offshore championship in 1954, and was then sold to Lady Rozelle Raynes, who cruised her extensively in the Baltic. Jack built many more of the class and they remain sought after today.



Success brought him increasing numbers of customers. Dinghy sailors often reckoned it was next to impossible to win major events in certain classes without a Chippendale boat. Indeed, of the top 12 boats at one particular Merlin Rocket national championship, nine – including the winner – came from his Fareham yard.

In 1962, he built the prototype Fireball dinghy for the designer [Peter Milne](#). It was a far cry from the boats he had been building: a double-chined 16ft plywood dinghy that was aimed at the do-it-yourself market. It was an outstanding success, and Chippendale Boats was appointed the sole professional builder of the class. Among his clients was Ted Heath, for whom he built Blue Heather in the late 1960s, the future prime minister's first foray into sailing before his succession of Morning Cloud yachts. The Fireball was soon accepted as an international class, and these boats are still raced today in Australia, Thailand and the US, as well as all over Britain.

In 1968, Jack made what he considered to be his only mistake in business, when he appointed a financial director. Within two years, Jack had to shut down the company. This meant losing all the craftsmen who had been with him for years, many of whom had been apprenticed to Chippendale Boats. Jack moved to Norfolk to start over again. It was far from easy, but his meticulous approach to boat building soon brought new work.

Many of his customers became friends, and Jack delighted in hearing from them and of their successes in the boats he had built. Above all, he liked to share his talents and ensure the crafts he had mastered were passed on to a new generation. In his later years, he operated from Wroxham Barns, where he spent many happy hours telling visitors what he was doing – to the extent that he often had to stay after closing time in order to complete his work.

He was a council member of the Ship and Boat Builders National Federation (now the British Marine Federation), and continued working until late in his life. "Seventy-three years and still going," he said at the end of last year. In 2010 he was appointed MBE.

His wife, Freda, predeceased him. He is survived by his stepdaughter, Karen.



## Tuning a Paradigm 2

by Dave Peacock

For all you could ever wish to know about the technique of sailing a 12 and how to tune one go to [www.national12.org](http://www.national12.org) - About the 12 – and download and read the following guides:

Starter's Guide.

Technique Guide.

Tuning Guide.

The following is a summary of the basic settings, from the above, which apply to a Paradigm 2, but importantly, also describes what's to be done differently.

### Introduction

The Paradigm 2 is a development of Gavin Willis' Paradigm design, first launched back in 2004. Notably the Paradigm 2 has much more freeboard than contemporary 12s as well as more rocker, flatter "U" shaped sections forward and slacker sections aft. The boat tacks very quickly and is ideally suited to inland waters. A "winged rudder has been developed which aids performance in all directions. You would not normally expect a boat with a lot of rocker to be as quick as straighter boats in a breeze but the "T" foil rudder creates lift at the transom, which the forward "U" sections support. In a breeze more lift equals more speed.

### Settings

To sail the boat to advantage you have to move the rig between upwind and downwind

settings. The boat does not have a spinnaker so the mainsail becomes the key driver of downwind speed. It needs to be flat enough to sail upwind (achieved generally by bending the mast and pulling on the outhaul) and full enough to get you downwind (achieved generally by straightening the mast and easing the outhaul).

## Light Airs Settings

### Beat

The aim is to flatten the mainsail so the air flow stays attached (does not stall), keep the jib leech open (so the slot does not choke) and induce some weather helm (so the boat screws up to windward in a gust).

- Mast vertical.
- Shrouds hard on (to pre-bend mast and flatten the mainsail).
- Mast-ram eased somewhat (to allow the mast to pre-bend).
- Cunningham off.
- Outhaul taught but not too tight (to flatten the bottom of the mainsail).
- Kicker loose (but tight enough to control the mainsail during roll tacking).
- Barber haulers eased (to sheet more along the jib foot and ease the jib leech).
- Dangly jib-pole off (not used on the beat).
- Centreboard fully down (the hatchet style centreboard on the Paradigm 2 is forward raked by 15 degrees when fully down; this is to induce weather helm and give maximum bite coming out of roll tacks).
- Winged rudder adjusted to neutral (no lift) to minimise drag.
- Helm and crew sit forward.



### Reach

The aim is to power the mainsail and jib up as far as you can without stalling the wind.

- Leeward shroud off (enough to allow the mainsail to set in a smooth curve).
- Mast ram on slightly.
- Outhaul off (to make the mainsail fuller).
- Kicker on (just enough to make the top tell-tale on the mainsail stream).

- Dangly jib-pole just on (to power up the jib leech).
- Centreboard 1/3 up.
- Winged rudder adjusted to neutral (no lift) to minimise drag.
- Helm and crew sit forward.

### **Run**

The aim is to get the main and jib as square to the wind as possible.

- Mast raked forward.
- Windward shroud off a bit (to get the mast to go further forward).
- Leeward shroud off all the way (the Paradigm 2 is designed so the boom can go forward of the mast on a dead run, like a Laser 1).
- Mast-ram off.
- Kicker on (just enough to keep the top batten parallel with the boom).
- Dangly jib-pole hard on (to goose-wing the jib).
- Centreboard as far up as you dare (NB with a hatchet centreboard, if it is too far up the kicker will catch in a gybe).
- Winged rudder adjusted to neutral (no lift) to minimise drag.
- Helm and crew sit forward.

## **Medium Breeze Settings**

### **Beat**

The aim is to power the rig up so you are both sat out as far as possible with a boat set up that induces relatively neutral helm (so the boat only screws to windward slightly in a gust). Now you can also use the Winged rudder for more lift and speed.

- Mast vertical.
- Shrouds on (enough so that the leeward shroud just doesn't flap).
- Mast-ram on a bit.
- Cunningham off.
- Outhaul on (but not hard on).
- Kicker tighter (just enough to make the top tell-tale on the mainsail hook slightly but stream in the gusts).
- Barber haulers slightly on (to sheet the jib more down the jib leech but allow it to twist).
- Dangly jib-pole off (not used on the beat).
- Centreboard raised a bit (so that the hatchet style centreboard goes straight down

with no forward rake).

- Winged rudder adjusted to create lift (you can use more lift on a beat than a reach or run but initially it may be easier to use the same setting for both).
- Helm and crew move further back in the boat (the maximum speed is achieved by the combination of the lift generated by the Winged rudder and how far back the crew and helm sit).

### **Reach**

The aim is to power the mainsail and jib up as far as you can. Use the Winged rudder for more lift and speed.

- Leeward shroud off (enough to allow the mainsail to set in a smooth curve).
- Mast ram on slightly.
- Outhaul off (to make the mainsail fuller).
- Kicker on (just enough to make the top tell-tale on the mainsail stream).
- Dangly jib-pole just on (to power up the jib leech).
- Centreboard 1/3 up.
- Winged rudder adjusted to create lift (in general you need enough lift so the boat just doesn't nose dive; you will need less lift as the wind increases).
- Helm and crew move further back in the boat, all the way back as the wind increases (the maximum speed is achieved by the combination of the lift generated by the Winged rudder and how far back the crew and helm sit).

### **Run**

The aim is to get the main and jib as square to the wind as possible. Use the Winged rudder for more lift and speed

- Mast raked forward.
- Windward shroud on.
- Leeward shroud off all the way (the Paradigm 2 is designed so the boom can go forward of the mast on a dead run, like a Laser 1).
- Mast-ram off.
- Kicker on (just enough to keep the top batten parallel with the boom).
- Dangly jib-pole hard on (to goose-wing the jib).
- Centreboard as far up as you dare (NB with a hatchet centreboard, if it is too far up the kicker will catch in a gybe).
- Winged rudder adjusted to create lift (in general you need enough lift so the boat

just doesn't nose dive; you will need less lift as the wind increases).

- Helm and crew move further back in the boat, all the way back as the wind increases (the maximum speed is achieved by the combination of the lift generated by the Winged rudder and how far back the crew and helm sit).

## Stronger Wind Settings

### Beat

The aim, as the wind increases, is to keep the boat easy to sail upwind principally by progressively de-powering the mainsail by bending the mast with the kicker to flatten the sail; however, using the kicker alone tends to leave the top of the sail too full and the bottom of the sail too flat, which is not what you want. More subtly, the mainsail needs to be flattened at the middle and the top to reduce heeling and kept full at the bottom to give low down drive. To achieve this still bend the mast with the kicker, but flatten the top of the mainsail with the cunningham and the keep the bottom of the sail full by applying the mast ram.



You will obviously both be sat out hard and the boat should be set up with slight lee helm (so the boat naturally bears off slightly in a gust, if the boat luffs up you will stop dead). With practice you can also use the Winged rudder upwind for more lift and speed.

- Mast bent and raked back by pulling on the kicker (if you are light you may need to ease the forestay a bit).
- Shrouds hard on (enough so that the leeward shroud just doesn't flap).
- Mast-ram hard on (to keep the mainsail full low down and provide low down drive).
- Cunningham on; harder as the wind increases (to flatten the top of the mainsail).
- Outhaul hard on.
- Kicker hard on; harder as the wind increases (enough to bend the mast sufficiently to make the boat easy to sail upwind, the top tell-tale on the mainsail should stream in the lulls but most likely stall in the gusts).
- Barber haulers harder on (enough to compensate for the increased mast rake and still keep sheeting the jib down the jib leech but allowing it to twist).

- Dangly jib-pole off (not used on the beat).
- Centreboard raked backwards (enough to balance the aft rake of the rig and then a bit more to cause the boat to bear off slightly in the gusts).
- Winged rudder adjusted to create lift (you can use some lift on the beat but depending on the wind strength, but you may nose dive if you use lift downwind).
- Helm and crew move further back in the boat (the maximum speed is achieved by the combination of the lift generated by the Winged rudder and how far back the crew and helm sit).

### **Reach**

The aim is to power the mainsail and jib up as far as is practical in the conditions. Use the Winged rudder sparingly for more lift and speed, as the wind increases further the Winged rudder lift can be reversed to prevent nose-diving.

- Leeward shroud off if possible (enough to allow the mainsail to set in a smooth curve).
- Mast ram on slightly.
- Cunningham off.
- Outhaul off (to make the mainsail fuller).
- Kicker on (just enough to make the top tell-tale on the mainsail stream).
- Dangly jib-pole just on (to power up the jib leech).
- Centreboard 1/3 up.
- Winged rudder adjusted to create lift, if you can live with it (the speed can be increased by using the Winged rudder to generate a small amount of lift but in survival conditions the lift can be reversed to prevent nose diving).
- Helm and crew move all the way back as the wind increases.

### **Run**

The aim is to get the main and jib as square to the wind as possible. Use the Winged rudder sparingly for more lift and speed.

- Mast rake unchanged from the beat.
- Windward shroud on.
- Leeward shroud off a little if possible (as the wind increases if the rig is let off too much you run the risk of losing it over the front of the boat ).
- Mast-ram off.
- Cunningham off.

- Kicker on (just enough to keep the top batten parallel with the boom).
- Dangly jib-pole hard on (to goose-wing the jib).
- Centreboard 1/3 up.
- Winged rudder adjusted to create lift, if you can live with it (the speed can be increased by using theWinged rudderto generate a small amount of lift but in survival conditions the lift can be reversed to prevent nose diving).
- Helm and crew move all the way back as the wind increases.

### **CALIBRATION**

The delight of a National 12 is how beautifully it responds to tuning. Some of the best sailors in the world learnt their boat tuning sailing N12's! Apply the above principles and experiment to find the settings that most suits your all up crew weight, weight combination, ability and fitness. Calibrate the boat, experiment and record the fastest settings on a look up table.

Most of all talk to other 12 sailors and exchange ideas.



## **Other Fixtures**

The full fixture list is [published here](#). Be aware if you print things off now that dates can change, and that the website will always be up to date. The hard copy list previously circulated is a little inaccurate. The website is correct in the event of a conflict.

John Meadowcroft

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