

July 21st - 26th



2007 ST. VINCENT & THE GRENADINES



VELOCITEK

Weymouth and Portland National Sailing Academy

# WEYMOUTH 07

## PRESIDENTIAL MUTTERINGS



### Presidents Message

It is that time of year again when keen Cherub sailors across the land can be found with a rig tension gauge and class tuning guide in one hand and some 1000 grit wet and dry sand-paper in the other, busy preparing for the Nationals. Whilst some sailors may still be blowing the cobwebs off the trapeze harness from last summer, I know many of you are out there running two-boat tuning sessions at secret locations and studying closely guarded video footage of the opposition in preparation for re-stocking your trophy cabinets.

This year's event promises to be a show-stopper. We are back at the Sailing Academy in Weymouth for a mammoth 6 days of sea-breezes, both on and off the water. The sailing should be sensational, with late starts designed to catch the maximum wind and a separate long-distance race to shake things up a bit in the middle. Off the water, Tim and Stu have a fabulous social program worked out, and there will be daily de-briefs using the five Velocitek units provided by our sponsors.

In this magazine you will find a run-down of the crews we expect to see on the water, details of the social program, the agenda for the AGM and a new feature: Nomination forms for Committee positions. We know that there may be some people who are keen to stand for committee positions, but who might not make it to the AGM. If you are one of these people, please fill in the form, including the signatures

(or a print out of a supporting email) from a proposer and seconder, and return it to William Lee (Class secretary). Details are on the form. We will also be taking nominations on the night in the usual way.

I will be standing down as President, due to work commitments next year. It has been a lot of fun, and I will be sorry to go but it is not really compatible with sitting the next set of exams!

I'm looking forward seeing you all in Weymouth.

Lucy







**1. Apologies for absence**

**2. Minutes of AGM 2006**

**3. Officers reports**

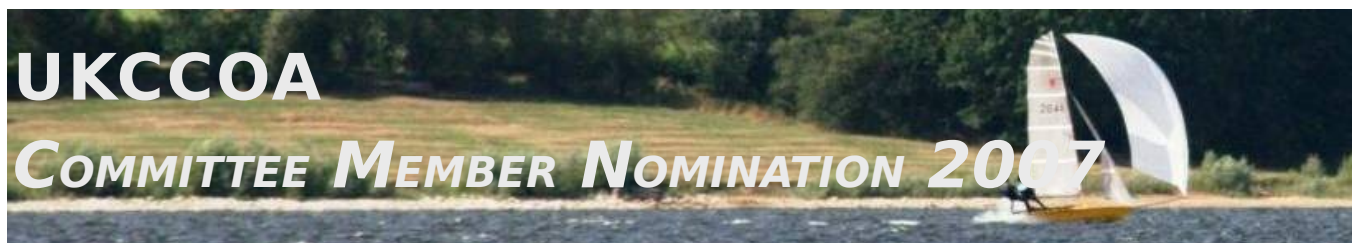
President  
Secretary  
Treasurer  
Technical Officer

**4. Appointment of Officers**

President  
Treasurer  
Secretary  
Technical  
Measurement

Other positions that may be elected if desired: Fixtures  
Newsletter  
Publicity  
Webmaster  
General Member

**5. AOB**



Committee Position .....

Name of Nominee .....

I agree to stand for this position and I am a Full / Student member of the UKCCOA for 2007

Signature ..... Date.....

Name of Proposer .....

I am a Full / Student member of the UKCCOA for 2007

Signature ..... Date.....

Name of Secunder.....

I am a Full / Student member of the UKCCOA for 2007

Signature ..... Date.....

Nomination forms to be sent to the following address:

William Lee  
c/o Rosie Julian  
Weymouth and Portland National Sailing Academy,  
Osprey Quay,  
Portland,  
Dorset,  
DT5 1SA

Or [William.lee@doctors.org.uk](mailto:William.lee@doctors.org.uk)

Posted forms must arrive before July 23<sup>th</sup>.

Forms can also be handed in at the AGM.

# UKCCOA

## COMMITTEE 06-07

**Name: - Lucy Lee**  
**Position: -**  
**President**  
**Boat: - 2688**  
**Atum Bom**



### **Sailing History: -**

I started in Dayboats, Wayfarers and an ancient Mirror then moved on to a 470 and a Laser II before trying to muster enthusiasm for the Larks at University. First sailed a Cherub in 1997 in not much wind, then again in 1998 in big wind and waves and was smitten. I took a year or two out of dinghies (and the rest of life) to sail a very small catamaran to the Cape Verde Islands. The current Cherub extravaganza started in 2003 with Norwegian Blue, followed by AquaMarina in 2005 and we built Atum Bom in the winter of 2006. No plans to build again just yet....

### **Plans for 2007:-**

Go to all the traveller events, including Carnac (it's our wedding anniversary AGAIN). Get the new T-foil working. Stop wimping out of close boat-on-boat action at the starts. Get 30 boats to the Nationals!

**Name: - Will Lee**  
**Position: -**  
**Secretary**  
**Boat: - Slug 2688**  
**Atum Bom**



### **Sailing History: -**

I've been sailing for a long while, starting in Heron number 2727 'Pica' and a tiny Mirror-like pram dinghy called 'Minnow' in which we had many adventures. Some were like Swallows and Amazons, but many were like Lord of the Flies. After this, at my home club of Burghfield there was crewing in Enterprises, sailing my own Laser 121952, crewing in a number of Fireballs and in 1992 I bought my

Contender 461 before sailing the boat pretty much every day in my gap year, This included the Weston Grand Slam, where I saw my first Cherub blatting along the horizon. I sailed at University but in 1995 I made that call and the rest is History: - I've competed in 10 Cherub Nationals in boats 2522, 2660, 2642, 2673, 2637, 2681 and 2688 since then and I think I'm beginning to get the hang of it now.

### **Plans for 2007:-**

Get some proper coaching; Finish the new Tfoil, get the twisty-grip working properly, learn to tack like they do in Higher & Faster, See an Oleo Banjo in the flesh and find out what Oleo Banjo means.

**Name Daniel**  
**Kemble**  
**Position: -**  
**Treasurer**  
**Boat: - Big**  
**Issue 2685 Loco**  
**Perro**



### **Sailing History: -**

I started Sailing when I was about 13 years old in topper s, wayfarers and Comets and have competed in three national schools championships. I bought my first Cherub in 1991 Montague Egg sail No 2605. I spent a bit of time owning and sailing a Laser 2 before leaving the country in the 1990's. I gave up owning a boat when I was travelling the world but got the opportunity to sail many different boats in interesting places. Last year I Bought Loco Perro and returned to the class. Taking the "Mad Dog" up to Scotland for the Nationals was an interesting experience which taught me a lot about how the boats have changed since I last sailed them.

# UKCCOA

## COMMITTEE 06-07

### Plans for 2007: -

Teach my partners son to sail with me and also continue learning how to sail the boat myself, only now with a T-foil.

**Name: - Gavin**

**Sims**

**Position: -**

**Technical Officer**

**Boat: - None**

**Sailing**

**History: -**

I started sailing in 1985, joining in with my dad crewing an SJ30. Soon after he bought a mirror, number 60729, to teach my brother and I to sail in. After several years I inherited the mirror and eventually sailed with my brother as crew. The years moved on and a newer mirror was purchased (69103) which we sailed together in until 1995. During that time I had raced numerous other dinghies, particularly my dad's scorpion, and crewed and helmed small keelboats including Sonatas, J24's and Impalas. Saundersfoot August Bank Holiday was a regular fixture on my calendar as a youth and that is where I got my first glimpse of a cherub..... doing twice the speed of everything on the water on the tight reaches of the then triangular courses that used to be run. One year I was sailing my dad's scorpion at Saundersfoot, it was blowing a F5+ with a triangular course with a downwind start from the harbour wall. The gun went, the half dozen cherubs that were assembled shot off like rockets and where over the horizon in an instant. From then on my mind was set upon getting a cherub.....

I then moved to Southampton to start university in 1996 and took part in team racing as well as keelboat sailing in Hamble and club racing a fireball at Weston. It was at weston one day a spotted a small red dinghy bouncing along at speed downhill, I investigated



further once ashore and found out it was a cherub and it was for sale. The boat was Dangerous Strawberry and I bought her in the summer of 97. Since that moment I have sailed in 7 cherub nationals, modified 4 boats to 97 rules and built 1 boat, Mango Jam. I sold Mango recently and am currently boat less..... but I have plans to guest crew Strangely Brown at a few events this year. The new boat is still in the planning stages.

**Name: - Tom**

**Kiddle**

**Position: -**



**Measurement Officer**

**Boat: - 2673 Dangerous Beans**

**Sailing History: -**

My first trip on a boat was on my Dads 1/4 Tonner when I was still in a carrycot. So I can't really remember much. My next few sailing outings were all on this boat, with me safely tethered to a deck eye in the cockpit. I got an Optimist for my fifth Birthday, which I sailing around in circles for a few years avoiding the hooting car ferry in Grimsby Docks. Then when I was about 12 I joined Covenham SC's vibrant youth section, this is when I began to race dinghies and shortly after we built mirror 70013. In 2004 I bought Kokopelli, Cherub 2622 and soon a tidy up and a re-varnish turned into a total re-build. After a successful time with Koko I moved onto The Flying Kipper 2659. In early 2007 I bought Dangerous Beans 2673.

**Plans for 2007:**

Learn to sail my new boat.



# UKCCOA

## COMMITTEE 06-07

**Name:** - Phil Alderson  
**Position:** -  
**Website and Magazine Editor**  
**Boat:** - 2686 Primal Scream  
**Sailing History:**

- I started off sailing in Wayfarers on



Loch Linnie in the shadow of Ben Nevis when my parents decided to learn to sail. Then into Mirrors which gave me my first experience of boat repair with some repainting and glassfiber repairs to the spinnaker chute. These tendencies were thwarted by a few years sailing in Lasers, however being let loose with a toolbox and angle grinder on the University Laser II's let me develop my boat abusing repairing skills. A trip out in an International 14 opened my eyes to the whole speed thing and after crewing for a while I had to get one. I sailed and modified my Bennadict 4 K1225 for several years doing several nationals and the Worlds when they were in the UK. I first saw a Cherub in 1995 when Will invited me down to sail with him in 2522 after a doing another nationals in 2522 and one in 2642 in 1998. It was time to build, I got a part finished shell from Bloodaxe and turned it into 2681, completing the boat several hundred miles away from any other Cherub or cherub sailor was a learning experience. In 2005 together with Dave Low I built 2686 Primal Scream which I wrecked at the Nationals in 2006. I am now in the process of rebuilding and hope to get sailing soon with my wife Carol.

### **Plans for 2007: --**

Finish the boat and get sailing, get the boat reliable again after rebuild, possibly build a better T-foil and try and learn to tack and gybe properly. Re-

launch the website with a new look and some exciting new features.

**Name:** - Ben Howett  
**Position:** -  
**Publicity Officer**  
**Boat:** - Bistro 2648 Comfortably Numb

### **Sailing History: -**

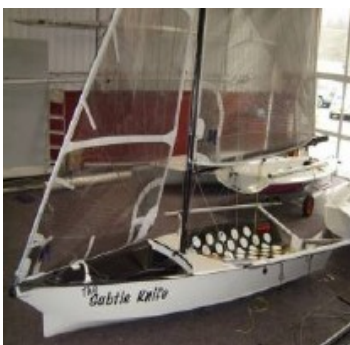
I'm told I've been sailing since before I could walk and I certainly don't remember a time without sailing in my life. It began perched in the middle of my granddads enterprise and seems somehow to lead to being perched on the back of a Cherub, and struggling to think of anything id rather sail. The "in between" involves the normal story of toppers, lasers and various crewing positions but once id caught the bug there was no going back. In 2006 I took on the role of Publicity Officer which makes me the main point of contact for the media and responsible for the T-shirts, DVDs, adverts and general promotion of the class. I'm also currently studying Naval Architecture and Small Craft Engineering at the University of Strathclyde. In 2007 Comfortably Numb will be making up for lost time and hitting the water in anger having spent far too long in the garage and I'm hoping to spend a lot more time on the water than I've managed in the last couple of years.



# UKCCOA

## COMMITTEE 06-07

**Name:** - **Tim Noyce**  
**Position:** - **Events**  
**Organiser**  
**Boat:** - **Bistro 2643**  
**Taking Liberties**  
**/Cardinal Sin 2694**  
**Team**  
**Hartley Laminates**



### **Sailing History:** -

My first experience in a sailing boat was apparently before I could walk in my parents Wayfarer down in Chichester Harbour but as you can imagine, I don't remember much of it! A few years later my brother and I got a Mirror bought for us, and to this date is the only boat I have owned that had a brand new set of sails! (Hopefully this will have changed by the time this goes to press!). Many a day was spent sailing 3 up with my Brother and my Dad and many a faster boat was put to shame by 'our' amazing sailing skill... I later discovered that we had very little to do with it, my Dad was just an exceptional sailor! The 10 years following the Mirror days are my sailing dark ages. The boats were sold and the only time I stepped aboard a boat was on holidays in Greece but this all changed when I started at University.

After a year of sailing Laser 2's with my good friend Pablo Diaz Dominguez, I started to get bored and lusted for more extreme sailing. The Cherub class seemed the logical step to a practical student with not too much money and so before long I had a shiny, starry, spotty cherub to call my own! Few hours with the belt sander and it was less spotty which gave me a little more water cred! I continued sailing the Laser 2 and got some good results with Pablo at the helm but the Cherub

[www.uk-cherub.org](http://www.uk-cherub.org)

sailing was what I really loved. I've now graduated from Uni with my Honours in Product Design and have recently started working at Hartley Laminates, Britain's fastest growing boat builders, and have got a real insight into how boats should be made!

Within an hour of starting work I knew I had made the right decision as they were excited to tell me about their latest project... nothing other than a production Cherub. Happy Days! I am also the Events Organiser for the Class Association and have, with help from many people, put together what I think is calendar which caters for all (with the highlight being the Nationals at the Weymouth and Portland Sailing Academy where we're hoping for a big, multi national turnout!).

### **Plans for 2007:-**

Sort out 2643 and make it look like it is owned by someone who knows how to build boats! Go sailing in the new Hartleys boat and see if I can perform anywhere near its level. Get 30 boats to the nationals in Weymouth.

**Name:** - **Iain Christie**  
**Position:** -

**Ordinary member**  
**Boat:** - **Bistro 2687**  
**Hardly**

### **Sluggish/ 2644 Suicide Blonde** **Sailing History:** -

I've sailed as long as I can remember, in Toppers, Mirrors and Bosuns (yum!) as a kid, and I've cruised the South Coast, West Country and Mediterranean rediscovered dinghy sailing with my







fiancée Katherine about 5 years ago when we joined Draycote Water and bought a £100 Fireball. Since then I've had a Contender and two other Fireballs, including our current Winder, which I took to the 2005 Worlds with 178 other boats where we finished...erm, well, we finished!

My Cherub career started about four years ago after a chat with Will and Lucy at the Dinghy Show and a look at one of the class CDs produced by Daryl. I bought 2539 Team Ecocats (now Whamm!) with I then replaced with a rather tired Suicide Blonde, who underwent major surgery in early 2005, and we went on to win the Silver Phoenix trophy and a top 10 place at our first Nationals at New Quay and on to the high point of my sailing career in 2006, when rebadged as 12' Skiff "Team Practicus" we won the 2006 Bartercard 12' Skiff National Championships.

**Name: - Andy Lang**

**Position: - Ordinary member**



**Boat: - None**

**Sailing History: -**

As Social Sec. I'm the one behind the social scene, I organise all the banter and curry houses to accommodate us. I will be organising games and activities at open meetings and blasts. I'm a Student at Plymouth Uni, where I study Marine Sports Technology, & I sail Aqua down there during term time.

I go home to Southampton and sail at Netley where I also have a turbo charged asmy/trapeze scorpion. I'm slightly mad and love big rigs. I first

went out on the water before I could walk. I started sailing oppys and toppers, then a scorpion with my older brother until I went into an A class cat at the tender age of 12. After 5 years or so in this I moved into cherubs and love every minute of it!

I started in cherubs with the purchase of 2539 - formerly Ecocats, now Whamm. I got this as a bare hull and sailed her single handed for a year before purchasing 2654, the Flying Trifle - Norfolk In Chance. Then went through a stage of sailing an Int moth and then a 49er before finally purchasing AquaMarina 2681, Now Training with Tom Gruitt at the sharp end and I'm steering this beast.



Lucy Lee talks about the High Performance Evaluation Event.

I took over as president in September 2006 and one of the first things that happened was Richard Taylor asked what my views would be on putting a one-design version of his boat forward for the ISAF trials, and if I felt the class would be supportive of the idea.

Almost simultaneously, David Chisholm contacted me to let me know that he was planning to build, and was in discussion with Paul Bieker about a new design, the B1c.

Understandably, both Dave and Rich wanted us to keep their projects 'under wraps' until they were well under way. We were able to oblige, but of course this meant that the rest of the class were rather in the dark with regard to these exciting developments. Things progressed steadily over the winter. As part of the Daemon entry to the ISAF trials, Hartley Laminates came on board as a class builder and started work on a Daemon for the Dinghy Show.

In February we learnt that Dave Chisholm was putting forward a slightly modified version of the B1c (known as the GT60) forward for the ISAF trials. This meant that there would be two classes of boats at the trials based on the UK Cherub rules.

As you will see from the rest of this newsletter, the trials were very exciting, and raised lots of interesting ideas for the teams who entered boats. The aim of the trials was not to select a boat for the 2012 Olympics, but to see what might be out there in terms of suitable equipment.

So, what does all this mean for the class? Personally I think we have a lot to gain from the whole experience. Indeed, we

have already had an unprecedented amount of interest in the class from the media, via our website and in boat parks across the land at the events and training days we have been doing. We have been inundated with requests for test sails!

By putting together a serious and extremely professional proposal for the ISAF trials Richard Taylor has managed to secure the interest of Hartley Laminates as a class builder, who will be building Cherubs whatever the outcome of the trials. This means that Cherubs will be available to buy 'off the shelf' for the first time in many years. This is a fantastic opportunity for the class, and offers a new way to attract sailors who do not want to build their own boats and who want the security of dealing with a volume builder.

Any boat that is selected as an Olympic class will need to be a one-design and will therefore be run separately from the UK Cherub Class in terms of rules and administration. This means that we would remain very much a development class, but would benefit from a plentiful supply of second hand boats etc.

All in all, I think this has already been a hugely positive experience for the Cherub class, and I think it will continue to be so. There may well be unexpected side effects should a boat measuring to our rules (the Cherub Daemon) or nearly measuring (the GT60) be selected, but I am sure we will cope! I feel we have already had a fantastic opportunity to raise the profile of high-performance sailing in short, light boats and to see what the world's best female sailors think of our crazy little contraptions. Long may it continue!

# WOMEN'S HIGH PERFORMANCE

## EVALUATION EVENT HYÈRES



Following the Women's high performance dingy Evaluation Event held at Hyères 16th to 19th April I managed to interview via email Rachel Larman a 470 sailor with Skandia team GBR who was there as one of the nominated sailors and Jen Glass a 470 and 29erXX sailor from the US who was there with the 29er XX team.

PA: Rachel first off thanks for taking the time to talk to me about your experience at the Evaluation event can you tell me a bit about your sailing experience?

RL: I have been competing on the Olympic circuit for the past 4 years mostly in the 470 but i completed the season last year in the Yngling Class as part of the ODS. I also Match Race with Josie Gibson and have team raced for the past few years. Mumm 30 racing has also played a large part in the busy schedule!

PA: Do you think that the time is right for a new Woman's High performance class at the Olympics?

RL: Definitely! a new challenge would bring life to the events, also the boys have one.....

PA: How do you rate the boats at the event compared to the 470?

RL: All of the boats at the event were quite different to the 470 and also to each other. Clearly the main difference is the Symmetric Kite versus the asymmetric kite; this contributes to the increased simplicity to the crew work and the change in the tactics for the helm. It requires a new set of skills for both team members. The 470 is also quite a technical boat and the boats at the event had different levels fixed aspects which could both add and detract from the aspects of the 470.

PA: There is quite a spread in speeds between the boats was there much difference in difficulty in each of the classes?



RL: There was quite a large difference in the difficulty between classes. This also varied for the different teams - there was the whole weight range at the event. Some of the boats had better stability and were therefore much easier to learn initially, whilst other boats were under powered or over powered for the weight range in the given weather conditions! Another aspect was getting to grips with the use of the T foil when and where to use it as this seemed be slightly different between the boats and the hull shapes. The difference in the lengths of the boats also seemed to add to the initial difficulty of the classes.

PA: I understand that most of the evaluation has been in light winds do you think that there would be difficulties in the stronger winds.





RL: I think that all of the classes would be much more exciting in stronger winds and it would be interesting to have further testing in more wind! The 3 classes with the T foils especially. Also for the boats that seemed underpowered at the heavier weight ranges.

PA: I am not going to ask you to say which your favourite boat is, but was there a particular feature on any of the boats that you liked?

RL: I found the twitchy and challenging features of some of the boats exciting and would be interested in sailing them in a whole range of conditions.

PA: There were two Cherub derivatives there did you think that there was much difference between them in the way that they sailed?



RL: I sailed the Cherubs first and would have like to jump back in after testing some of the other boats as I found them to respond quite differently. This however could be due to the fact that I am new to skiff sailing. The Subtle Knife was smoother both in a straight line and when manoeuvring around corners.

PA: There seems to be a move towards strict one design for Olympic boats away from more open classes like the Europe and possibly the 470. Is this a good thing or would you miss the more technical aspects of the more open classes?

RL: I studied Ship Science at university and hence love the technical aspect but I can see how others struggle with the challenge and it can take away from the pure sailing – so quite torn with that question. I think I'd rather the fairer sailing for the bigger fleets.

PA: Many thanks for taking the time to do this interview for the Cherub class and best of luck in the future whatever boat you are sailing.

PA: First off Jen thanks for taking the time to talk to me about your experience at the Evaluation event can you tell me a bit about your sailing background?

JG: Sure. I didn't get into sailing until I was 15, a bit older than many of my peers. So I skipped the Opti stage and started straight away in Laser Radials and Laser IIs. I was very involved in the American Collegiate sailing scene during my college years (1998-2002). After a short stint in the Europe I stepped into 470s and an Olympic campaign from 2002-2004. I crewed in the 470, but have both skippered and crewed in the other boats I've raced. Following my "oh-so-close" 470 campaign I moved to San Francisco and was looking for something new to get into. There were a ton of 29ers in San Francisco flying around the Bay. It looked like a lot of fun, so I tried it out and was instantly hooked on fast sailing. I've been sailing 29ers now for



3 years, and the 29erXX for almost 2 years. I also sail some 18s and team race.

PA: Do you think that the time is right for a new Woman's High performance class at the Olympics?

JG: Definitely! There is no question in my mind. There are so many women involved in skiff sailing and we don't have an opportunity to take our skills to the Olympic level. Furthermore, we're always hearing about the challenges sailing faces to remain in the Olympics. I really believe that fast, high performance boats will help this effort. They should by no means be the only boats in the Olympics, but their inclusion will help with the necessary TV appeal. Women are more than ready to race skiffs in the Olympics, and this will be good for media appeal as well. Sounds like a winner to me.

PA: I understand that you are at the event with the 29er group why do you think that the 29er is the most suitable boat?

JG: That's a tough question to answer after only sailing the boats in 10 knots and below. I've certainly sailed the 29er and 29erXX in a large variety of conditions and think the 29erXX would be a great choice. It is designed for a smaller person than most of the other boats at the trials. The question in my mind is how do the other boats perform in 25 knots? I want to be able to race through the entire wind range, without needing to gain 10kg for windy events. For clarification, I don't think the 29er standard is the correct boat for the Olympics. We want a design targeted

to an elite athlete. The 29er is a great training boat and has a great international fleet, but the extra challenges of features such as a double trapeze should be required for an Olympic skiff.

PA: There is quite a spread in speeds between the boats was there much difference in difficulty in each of the classes?

JG: The speed difference between the boats was actually much less than I had expected. However we didn't see much wind at the Observation Trials. Certainly the boats vary in their difficulty to sail, but all were very manageable by a practiced sailor. I don't think making it around the racecourse is a problem with any of the designs. Whether or not 120-140 kg sailors could do this and cross the line in front of a 150-170kg team is still uncertain.

PA: How do you find the difference between the 29er and the 29erXX?



JG: To add on to what I said above, the 29er is great fun, and the 29erXX is even more fun. The 29erXX introduces the challenges of trapezeing for the skipper, along with more power and a need to be coordinated. I really think that

# WOMEN'S HIGH PERFORMANCE EVALUATION EVENT HYÈRES



coordination and teamwork are important skills for skiff teams, and the 29erXX focuses on those skills.

PA: I understand that most of the evaluation has been in light winds do you think that there would be difficulties in the stronger winds with any of the classes?



JG: Sure. I think it will be hard for the average sized women to compete in the International 14 in strong winds, but we'll have to wait and see what the proposed one design 14 comes out like. Other than that, I don't think women's skiff sailors will have a problem with any of the boats. The RS800 has a good amount of sail area, but with such a large, stable hull I think the boat will be just as easy to sail in breeze as it is in light winds. It does push a lot of water though, so will be interesting to see how much it gets up on a plane when it's windy. It seemed like the new skiff sailors in Hyeres had more difficulty with the 29erXX than some of the other boats. I think the 29erXX may be a bit more responsive than some of the other designs. It doesn't have a t-foil to steady it out, and is pretty responsive to mainsheet tension. A bit more

breeze will likely make it easier for teams to get a feel for. I'm really excited for another trials event and can't wait to try all of the boats in more conditions.

PA: I am not going to ask you to say which your favourite boat is, but was there a particular feature on any of the boats that you liked?

JG: I like that the Cherub, GT60, and 29erXX / 29er are all real well sized boats. To a 62kg sailor the boat feels like it is my size. The hull of the 14 feels this way to me too, but then I look up at the sails.... But I think all of these boats are all really manageable and average women sailors can manoeuvre them around. All of the boats were really fun to sail. It was fun to sail the boats with t-foils when it was windy enough for them to work. I'm not sure I want to race an Olympic boat with a t-foil, but for non-Olympic racing it was fun. I just want to take it out when it's light! We didn't get a chance to play around with the controls on many of the boats, so I'll be looking to do that next time and likely have more to say then!

PA: There were two Cherub derivatives there did you get a chance to sail both of them and did you think that there was much difference between them in the way that they sailed?

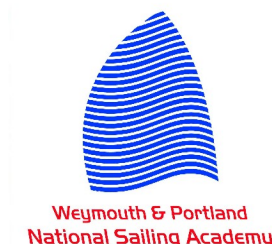
JG: Unfortunately I only sailed the Subtle Knife, so can't answer this one...

PA: Many thanks for your time in writing this and best of luck for the future



# WEYMOUTH 07

## NOTICE OF RACE



## Combined Moth & Cherub National Championships

### Notice of Race

**21 – 26 July 2007**

#### The Event

**This Regatta will be held at Weymouth and Portland National Sailing Academy. The races will be sailed in Weymouth Bay and Portland Harbour.**

#### 1.0 RULES

The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2005-2008, the Sailing Instructions and the appropriate class rules. The Organising Authority is Weymouth and Portland National Sailing Academy, under the burgee of Portland Castle Sailing Club. In the event of any conflict, the Sailing Instructions shall prevail.

#### 2.0 ELIGIBILITY

The entry is open to all registered boats of the classes that have entered. At registration competitors may be required to show a valid measurement certificate for their boat and evidence of membership of their affiliated organisation.

#### 3.0 ADVERTISING

Advertising will be restricted to Category C.

# WEYMOUTH 07

## NOTICE OF RACE



### 4.0 ENTRIES

Entries shall be received by the appropriate class association by the 21st July, using the event entry form available from the class association, and accompanied by the entry fee payable as described on the entry form. Fees will be £160 per boat for Moths and £150 per boat for Cherubs. Entry forms will be available from the Class Associations. All Helms and Crews who are under 18 years of age must submit declarations signed by their Parent or Guardian.

### 5.0 EVENT SCHEDULE

Competitors shall register with the Race Office at Weymouth and Portland National Sailing Academy between 09:00hrs and 11:00hrs on Saturday July 21st

The Warning Signal for the first race on Saturday will not be before 1pm

Date	First warning signal not before	Number of races back to back
Saturday 21 <sup>st</sup> July 2007	12:55hrs	3
Sunday 22 <sup>nd</sup> July 2007	12:55hrs	3
Monday 23 <sup>rd</sup> July 2007	12:55hrs	3
Tuesday 24 <sup>th</sup> July 2007	To be decided	Long distance race
Wednesday 25 <sup>th</sup> July 2007	12:55hrs	3
Thursday 26 <sup>th</sup> July 2007	10:55hrs	3

In place of normal racing there will be a long distance passage race for those interested. For the Moths the long distance race will form part of the series. For the Cherubs, this race will be considered as a separate event. More details will be available once the weather has been taken into consideration.

No races shall start after 14:30hrs on the last day. Briefing for competitors will be at 11:30hrs on July 21st on the ramp leading to the main building. In the event of foul weather, this will be moved into the main Event Hall (any change of location will be written on the Official Notice Board).

### 6.0 SAILING INSTRUCTIONS

Sailing Instructions will be issued at the event Registration. A draft version may be available for download from the WPNSA ([www.wpnsa.org.uk](http://www.wpnsa.org.uk)) website in advance of the event

# WEYMOUTH 07

## NOTICE OF RACE



### 7.0 VENUE

Attachment A shows the location of Weymouth and Portland National Sailing Academy

### 8.0 COURSES

The courses to be sailed will be as per the Sailing Instructions (there will be two courses, with each Class having a different start time)

### 9.0 PENALTY SYSTEM

Penalties shall be in accordance with RRS 44 (excluding 44.3), with rule 44.2 modified to read:

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn Penalty by promptly making one full turn including one tack and one gybe. When a boat takes a penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

### 10.0 PRIVATE SUPPORT BOATS

Support boats shall register at the Race Office during registration period. During racing, support boats shall remain more than 100 metres from the course area, except when asked to assist by the Race Committee.

### 11.0 PRIZES

Prizes will be awarded in the Club House Cafeteria as soon as possible after racing on July 26th. Prizes will be detailed in the Sailing Instructions.

### 12.0 IDENTIFICATION AND ACKNOWLEDGEMENT OF RISK

Each owner/competitor is entirely responsible for the boat's own safety and the safety of its crew, whether the boat is afloat or ashore, and nothing, whether in this Notice of Race or the Sailing Instructions or anywhere else, reduces this responsibility.

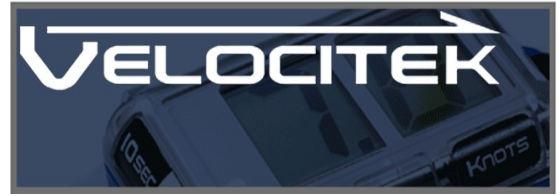
It is for each owner/competitor to decide whether the boat and its crew are fit to sail in the conditions in which it might find itself. By launching or going to sea, the owner/competitor confirms that the boat is fit for those conditions and that its crew is competent to sail and compete in them. Parents or guardians of competitors under 18 yrs will be required to take full responsibility for their dependants throughout the event and to sign the parental permission form provided with the entry form. The person accepting this responsibility shall be present for the duration of the Championship.

Each owner/competitor is responsible for ensuring the boat is equipped and seaworthy so as to be able to face extremes of weather and that the crew has sufficient experience and fitness to withstand such weather.



# WEYMOUTH 07

## NOTICE OF RACE



### 13.0 DISCLAIMER OF LIABILITY

Nothing done by the organizers can reduce the responsibility of each owner/competitor nor will it make the organizers responsible for any loss, damage, death or personal injury, however it may have occurred as a result of the boat taking part in the racing. The organizers encompasses everyone helping to run the race and the event and include the Organising Authority, the Class Associations, Weymouth and Portland National Sailing Academy, the Race Committee, the Race Officer, safety boats and beach masters.

The provision of safety boats does not relieve each owner/competitor of his/her responsibilities.

### 14.0 INSURANCE

Boats are required to be adequately insured including insurance against third party claims of at least £2,000,000.

### 15.0 SAFETY REGULATIONS

Life-jackets or other adequate personal buoyancy shall be worn by all competitors at all times whilst afloat. Wet suits and dry suits are not adequate personal buoyancy.

A compulsory tally system will be in operation. All competitors must tally off before going afloat, and tally in again as soon as they return to shore.

### 16.0 FURTHER INFORMATION

For further information please contact WPNSA

Email: [reception@wpnsa.org.uk](mailto:reception@wpnsa.org.uk) or phone 01305 866000

# WEYMOUTH 07

## NOTICE OF RACE



### Attachment A

Contact Details and Directions to The Weymouth and Portland National Sailing Academy

(These can also be found with a link to Multimap on the WPNSA website-

<http://www.wpnsa.org.uk/contact.htm>)

#### Address

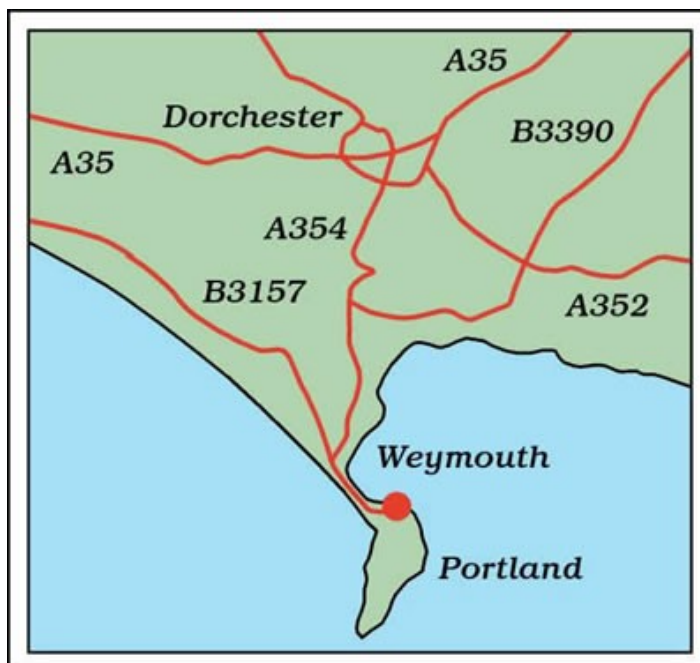
WPNSA  
Osprey Quay  
Portland  
Dorset  
DT5 1SA

Telephone: 01305 866000  
Fax: 01305 866001  
Email: [admin@wpnsa.org.uk](mailto:admin@wpnsa.org.uk)  
Website: [www.wpnsa.org.uk](http://www.wpnsa.org.uk)

#### Directions

- **From Dorchester**  
Take A354 to Weymouth
- **From Poole and Bournemouth**  
Take A352 to Weymouth
- **From Bridport**  
Take B3157 to Weymouth
- **When you arrive at Weymouth**  
Take the A354 to Portland. This will bring you to the causeway linking Weymouth and Portland. Halfway along the causeway you will reach a mini-roundabout. Turn left, we are signposted 'Sailing Academy'.

#### Map



# WEYMOUTH 07

## ENTRY FORM



### Combined Moth & Cherub National Championships

**21 - 26 July 2007**

<b>Boat Type</b>	
<b>Sail Number</b>	
<b>PYS</b>	

	<b>Helm</b>	<b>Crew 1</b>
<b>Name</b>		
<b>Home Address</b>		
<b>Post Code</b>		
<b>Telephone</b>		
<b>E-mail</b>		
<b>Club</b>		

**Parent/Guardian Declarations: (Required for all helms and crews who are under 18 years of age)**

Under law, this competitor is my dependent. I accept the Statement of Liability in the Notice of Race, which excludes the right to claim compensation in certain circumstances. During the event the boat sailed by my dependent will have a valid and current third party insurance of at least £2m. I confirm that my dependent is competent to take part. I will be responsible for my dependent throughout the event, and during the time he/she is afloat I will be available at the event venue, or I will inform the Race Office in writing who is acting in loco parentis.

Please complete next page



# WEYMOUTH 07

## ENTRY FORM



	Helm	Crew 1 (if appt)
<b>Name of Parent/guardian</b>		
<b>Home address</b>		
<b>Contact phone/mobile</b>		
<b>Person acting in loco parentis (if applicable)</b>		
<b>Contact phone/mobile</b>		
<b>Signature of Parent/Guardian</b>		

**Competitor Declaration:** We agree to be bound by the rules as defined in the Racing Rules of Sailing, and all other rules that govern this event. We accept the Statement of Liability in the Notice of Race which excludes the right to claim compensation in certain circumstances. During the event we will hold a valid and current third party insurance of at least £2m.

<b>Signatures</b>		
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For Moth entries, please send the completed entry form with the appropriate fee (£160) direct to the Moth Class Association.

For Cherub entries please send the completed form, with the appropriate entry fee (£150) to Cherub Nationals, WPNSA, Weymouth and Portland National Sailing Academy, Osprey Quay, Portland, Dorset, DT5 1SA Or Email- [reception@wpnsa.org.uk](mailto:reception@wpnsa.org.uk)

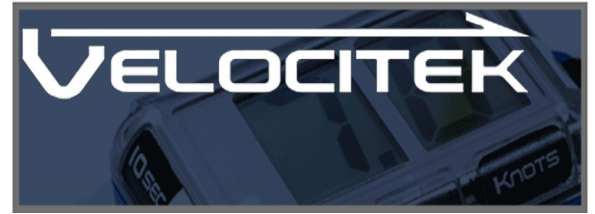
Cheques should be made payable to Sail Force Ltd. Alternatively you may pay by credit or debit card. Please write the card details below and we will debit your card without a further signature.

Credit/ debit card details:

<b>Name on card:</b>			
<b>Card Number:</b>		<b>Expiry Date:</b>	
<b>Valid From:</b>			
<b>Issue Number (if any):</b>			
<b>Please debit the above amount of £ _____ from my account</b>			
<b>Signature:</b>			

# WEYMOUTH 07

## SOCIAL EVENTS



As Usual there is a hectic social programme organised for your entertainment after the sailing, this includes opportunities for food, drink, sporting excellence and general silliness.

Friday July 20th	Informal meeting at 'The Cove' Pub in Portland - 8pm
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Saturday July 21st	Formal welcome meeting at WPSA with beer
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Sunday July 22nd	Cricket Match at the Cricket Ground / Camp Site
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Monday July 23rd	Lasagne/Chilli, Meteorological Lecture, Weymouth Fancy Dress Bar Crawl
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Tuesday July 24th	Beach Olympics and BBQ at Castle Cove SC
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Wednesday July 25th	AGM followed by a curry in Weymouth
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Thursday July 26th	BBQ and prize giving at WPSA
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