

# Chrysalis



The newsletter of the British Moth Boat Association

## Christmas 2017



- Nationals Details 2018
- 2017 Round up
- What are your thoughts about Wind

# Secretary's Scratchings

Another year has passed and boy what a season we have had. From next to no wind at Girton to 27 knots gusting 40+ at the Nationals. We have seen year 2 of the Vintage Somerville Trophy going to Elaine Gillingham at Hunts and the New Silver Trophy going to yours truly. A new successful format of Opens with Maidenhead making best use of their water by allowing club social sailing to take part during the day, and allowing the early visitors to tune up followed by an evening open meeting and BBQ.

The AGM was busy and has left the Committee with loads to do for the next AGM. Briefly they are as below

- Need to have a simple way of measuring the hull and computing the measurement data points. Graham Pope has agreed to investigate and put to next year's AGM as there is a need to measure accurately as the class has moved on since the last revisit in the 1970's
- Need to tighten up on the definition of "white background" for the emblem on the sail.
- Need to look at upper and lower wind limits at the Nationals. Other classes have these in place. Competitors come to the Nationals and the conditions are unrestricted but it is important to consider the whole fleet as some end up sitting out races because it is too windy and beyond them. Simon and Colin to investigate for the last 5 years weather/ competitors DNF/DNC records. Proposal for next year's AGM.
- The committee to look at alternative smaller sail plans. The Mini Moth Sail to be kept for the time being, but would need to see the effect this would have on Handicaps.

On a sadder note this year we saw the passing of two stalwarts of the Association - Tommy Cooper in June and in September Janet Gullard. I never met Janet but I do remember the stories Tommy told and to keep him going was easy, just another whisky! Stuart Hutchinson created an interview library in 2012 with Tommy and this can be viewed via our website.

In the meantime the rules have been updated and put on the website and the measurement documents and membership forms have been moved so they can be easily accessed directly off the main menu.

Simon



## Wild Weather

The British Moth community has once again stirred itself in to a storm in our little teacup which started at the 2017 Nationals when a race was cancelled due to the weather conditions. What follows is my humble opinion.

### Responsibility

The Flag Officers of any RYA affiliated Class Association are legally responsible for that Association. I believe that if one is not prepared to give of your time and accept that responsibility yourself, then you may certainly make your thoughts/feelings known but must gracefully (and gratefully) accede to the decisions of those who have stepped up. The same is true for the Flag Officers/Race Crew of any Club. My own feeling at the time, and now, was that the Race Team at Staunton Herald wanted to give us a great National Championship and were reluctant to step in on that basis. I also believe that the mere fact that they asked if racing should be abandoned meant that they

felt it should – they would not have asked that casually. Our Chairman did what, as Flag Officer of the Association he needed to do, and he took responsibility for cancelling racing. For Storm Brian, clubs all over the country closed their water and other sports and organisations cancelled events on safety grounds. They have absolutely every right and legal responsibility to do so.

### Fairness

The British Moth Boat Association open meetings and national championships are open to all paid-up members – there are no qualifying criteria. Therefore, they must be run on a basis that is as fair to all as possible. I am aware of helms that stopped coming to the Nationals because they had previously spent more time on the bank than on the water. It is every helm's personal responsibility as to whether they sail, but it is not fair if only the young and large can have a go. I am sure someone can tell me what the average age of our active helms is but face it, none of us are particularly youthful. To win the Nationals you do have to sail the majority of the races. If a helm feels that they have no chance of doing well because the organisation is going to favour one particular weight or age range, then most likely they won't turn up at all, and that would be a bad thing for everyone. That takes into account that on some drifting days the lightweights are going to do better than the heavy weights too. The "Windguru" effect is now well known and recognised around the country. For a single Open event – a Club must accept it and get on with it. However, multi-day events, large and small, local, national, European and Worlds – they all lose days to the weather. We participate in a weather-dependent sport. You may lose one day, and sail the next – but only if you are there and have your boat.

### Thank You

I would like to say thank you to Ian Edwards, Simon Hall and Colin Hall – for putting in the time and accepting the responsibility so I can sail my beautiful British Moth with my friends. I am never going to win the Nationals, or probably even another Open Meeting. I sail to have fun and I had more fun at Staunton Herald on the Wednesday and Thursday in a British Moth than I have ever had – full rig, big wind = big grin. But I would not have gone out again on Thursday. Cancelling that race was fair for everyone – especially for those who had chosen not to sail up to that point.

See you next Spring.



***Abby***

## Further mutterings from a comfortable old chair

Wind. There is, it seems, always too much or too little and this year we postponed a race at the Nationals and then the Saturday round of the Hunts double was cancelled by the race committee. Elsewhere in this edition there is a letter from Abby, so I will not re-tread that ground. However I have been trying to determine an upper limit so that the competence of the rescue crews is not challenged and boats and helms are not at risk of damage.

So far I have a couple of thoughts: that base wind strength has to be a factor but if steady and without gusts it can be sailable to quite high levels. However, I am of a mind that it is gust strength, direction – both horizontal and vertical components – and rate of change that cause problems. I have a piece of kit that has a fast response time so can measure peak velocity but not direction and another that can measure direction but has a slow response time, so obtaining hard numbers is proving to be a challenge.

I think where we will end up is having a base wind threshold at which we can make a call on the prevailing gust conditions and have the discussion to postpone or abandon. This is fine and dandy at the Nationals or Fowey as there is enough slack in the format to postpone to another day. If the race committee abandon then it does not matter what we think...

Having paid a tribute to Tommy Cooper at the Nationals this year I am sad to say another stalwart of the class, Janet Gulland, died on the 23<sup>rd</sup> of September. Janet first came to Elaine's and my notice at the very windy 60<sup>th</sup> Nationals at Bewl Valley. It was Elaine's first Nationals and she was struggling with the conditions only to be passed by Janet, rolling a fag with one hand and a big smile on her face. I guess many of you will know of her as the only woman National Champion but there was far more to her than that as you might guess. The following are a few extracts from a tribute to her from her partner Sue Joslin, to whom we send our condolences.

"Janet was born in 1934 and lived all her early life in Berkhamsted. She went up to Lady Margaret Hall, Oxford, in 1953 initially to do maths but switched to engineering science becoming only the 6<sup>th</sup> woman engineering graduate. While at Oxford she went on her first skiing holiday, learnt to sail and gained Blues in lacrosse, swimming and tennis.

In 1956 Janet won a Fulbright Scholarship to travel to the USA for a year as a research assistant at Brown University, working in wind tunnels and gaining further experience of aeronautical engineering. At the end of the year at Brown she took off in an Austen A40 (it had to be something she could cope with if it went wrong) and drove herself across America to Vancouver and back again. She started in Plymouth, Massachusetts, where she met up with some of her friends from Oxford who had helped to sail a replica of the Mayflower over from England.

In January 1958 she became the first woman to join Vickers-Armstrong Aircraft as a graduate engineering apprentice. Janet was involved with TSR2 until it was cancelled, and with development of projects such as Canberras, Lightnings and the Jet Provost and later was on the sales team for the Jaguar fighter. She joined the Weybridge Branch of the Royal Aeronautical Society in about 1959 and was chairman for 17 years from 1989, remaining on the

committee until 2017. She was eventually elected a Fellow of the Royal Aeronautical Society.”

As we might expect, she was still sailing in her eighties; the Dolphin One Design at Poole Harbour.

If anyone would like the full transcript I will email it to you.



**Colin**

## The Season's Challenges

**MWYC** The British Moth Class which is celebrating its 85th anniversary year held its season opener at Mid Warwickshire Yacht Club on Willes Meadow Reservoir, Leamington Spa on Saturday 1 April 2017. Seven visiting boats joined four from the home fleet and once the early rain cleared up competitors enjoyed some close racing in quite pleasant conditions (On the all important Yachts and Yachting race reports fizzy drinks scale they probably equated to “Babyham” for those old enough to remember!)

In race 1 Tim Davison from Medley SC led the fleet without challenge for



much of the race. Andy Matthews from Chew Valley followed and towards the end got quite close and despite instigating a tacking duel Davison took the race. Matthews held 2nd. Colin Hall from Hunts was 3rd and Elaine Laverty from the home Club took 4th which was

her best finishing place of the day.

After the fleet were wined and dined race 2 got underway with a changed course. Matthews was first away but Gary Tompkins from Hunts was not far from his transom and managed to take the lead for a couple of laps. Davison, who had not had a great start found himself in the middle of the Peloton and having to fight for clear air. As the race progressed Matthews got back in front and extended his lead which he held to the finish. Davison staged a comeback and fought his way to second place until inexplicably falling out of his boat in the later stages of the race. We are not sure if there is a chapter on dealing with such matters in any of Tim's sailing tomes; he managed to recover the situation extremely well but had to settle for 3rd place behind Tompkins.

The course remained unchanged for race 3 which was held back to back. It was reasonable for the race team to assume, therefore, that there was no need for a lead boat to show the fleet around the first lap. Matthews was the early leader with Davison in hot pursuit. On lap 2 it all started to go Pete Tongue as the pair had a crisis of confidence and seemed to completely lose their sense of direction. In the ensuing melee it was a chance for the home team to shine and The Pink Peril that is Elaine Laverty did not disappoint, holding the lead if only briefly. Matthews managed to recover the situation before the end of the lap. Davison once again found himself further down the fleet in 5th place. Obviously well used to fighting from behind he staged another comeback and soon found himself up to second place. A final shove for the front and he managed to overall Matthews comfortably before the shortened course was sounded to take line honours and the series.



Boats quickly packed up and it was time for the now traditional afternoon tea and cake fest. MWYC may not have the best sailors but their members' baking expertise is right up there. The delightful selection was quickly hoovered up and just a few crumbs were left for the Club's Sunday sailors,

The Moth fleet were generous in their financial support for MWYC's new defibrillator and a few of them managed to clean up some prizes in the raffle. Said machine actually arrived on site earlier in the week but is still to be paid for. Fortunately no one required a jump start on the day and all the travellers and their quirky but delightful boats went home in one piece!

**Cam** Four visitors joined four members of Cam SC to compete for the annual Cam Coffee Pot.

Racing was in a steady force 3 to start, increasing during the day. A North Easterly, although cold for the safety boat crew!, gave a good wind direction on our river course, with a beat, reach and a run.

The vent was not without its anomalies with Gary Tompkins going aground allowing Abby Freely through to beat him in the final race.

Andy Matthews from Chew Valley SC sailed well and won all 3 races, discarding a first place to win our British Moth Open Trophy, The CAM COFFEE POT. Second and third places were finally decided on a 'tie break'.

**Girton** A diminished band of travellers joined local man Paul Leafe for the Girton Open. This was a joint meeting with the Miracle fleet, so there was plenty of boats on the water to play with.

The day started well with Paul's new sail measuring but as it turned out there was a sting in the tail...

The committee boat was the favoured end in perfect Moth conditions, albeit with occasional light shifty breezes. Paul and Elaine Gillingham hedged their bets with a mid-line start and had the best of the breeze on the first leg. Colin Hall back at the committee boat hit a dead patch but once in clear air picked up boat speed and took advantage of the

wind bend up the right hand side of the course to arrive at the windward mark ahead of Elaine and Paul who had both gone left. After a slight confusion over whether it was an 8 or 9 on the course board Colin and Elaine decided to sail both as it was only a minor deviation. Paul meanwhile was watching his new sail unzip along the top batten seam and retired after the first lap. On closer inspection the stitching had not gone completely through the sail.

For the second and final race of the day Colin still favouring the committee boat with Elaine and Paul flying his backup sail, mid-line. Elaine found good boat speed up the first beat but was only just pipped at the windward mark by Colin making the mark on a single tack. The second leg was a long board reach along the full length of the lake. Elaine kept Colin close company with good off wind pace with Paul slowly losing contact with the leading pair.

Much fun was had closing down the back end of the Miracles and there is something quite pleasing about sailing past a boat flying a spinnaker...

And that was about it, the Gillingham-Halls enjoyed a good days sailing and Paul in need of some extra race pace and a new sail that does not self-destruct.

**Broxbourne** As The British Moth Class celebrates its 85<sup>th</sup> year since first being introduced onto the water in 1932, it reaches the mid-point of the Somerville Open series at Broxbourne SC.

As the fleet converged on the club local sailor Toby Cooper was conspicuous by his absence for personal reasons. However that did not affect the mood of sailors who came from as far away as Bath and Maidenhead and Oxford.

Saturday produced almost perfect conditions for the class with a few challenging gusts to contend with, which also shared the water with the Toppers. With a course set across the lake the challenge was to decide which side of the course to sail up and approach the first mark. With Tim Davison

(Medley SC) making the right decision got passed the first mark to capitalise on the next downwind leg only to gain a further lead. This was soon cut down by Richard Keefe (Hunts SC) creating a battle for the top spots.

After lunch there was a familiar story with Davison, being chased by Keefe and Abby Freely (Hunts SC).

The third race brought some light relief to proceedings, when on the third leg a wind shift caught Davison out flinging over what became leeward side, with very local fluky winds making the boat capsize. He was then left at the back of the fleet only to show shame on the tail-enders by sailing past them all. Abby Freely capitalised on Davison's error to take the lead and eventually taking the winning flag.

In the pleasant summer's evening the helms settled down for a BBQ and contemplation sat next to the water getting ready for the next day's sail.

Sunday morning dawned cloudy with more wind than the day before. This time the Moths were joined on the water by the club boats at their Commodores Cup. Again Davison showed the reason why he is a past National Champion (2000, 2005, 2008 & 2009). The 4<sup>th</sup> race started off with a very tight fleet at the first mark with all the boats passing through very close to each other. Soon the fleet divided leaving the leaders a clear getaway, and an early visit to the bar.

The final race of the series set off in strong winds. Freely took an early lead to the first mark only to be overtaken when she realised the second mark had been moved and needed to head back down wind. Richard Keefe had followed her allowing Davison to get away and take the final race.

With Davison taking four bullets confirmed his 4<sup>th</sup> Open series of the year, putting him on track to win the Somerville Trophy for 2017.

The event was however marred by the passing away of Tommy Cooper who died earlier in the week. He was an avid Moth Sailor and was National Champion in 1973, 76, 81. The fleet knew him well and was always full of spirits and stories of his early years of sailing. He was also a well-liked member of Broxbourne Sailing Club.

**Maidenhead** For the first time, the MSC Open was held in the late afternoon, with three races to be held back-to-back. Despite the later start, many of the fleet arrived early to make use of the warm sunshine and free time on the lake for tuning purposes. But, by the afternoon, the weather turned, and the fleet started the first race in squalls and heavy rain.

The fleet got away cleanly in the southerly winds. Toby Smith (Medley SC) managed to get ahead early, pulling away and leaving fellow club member Tim Davison some distance behind. By first lap's end, Smith was still ahead of Davison, with Andy Mathews (Chew Valley SC) close behind in third place. One lap later, Davison had managed to sneak past Smith, who remained determined not to let Davison out of his sight.

As the wind speed varied over the race, the fleet kept spreading out on the downwind legs to make best use of the wind conditions. The efforts of the remainder of the fleet came to nothing, however, as they failed to close off the leaders and the first boats finished within seconds of each other.

The second race started in calmer (and slightly drier) conditions immediately after the first race. This time Davison got clean away and rounded the first mark well ahead of the remainder of the fleet. He was followed by Elaine Laverty (MWYC) who also got a good start. Smith, who started poorly, tried his best to catch her but failed to close the gap. Despite best efforts all round, the top positions remained unchanged: Davison in first place; followed by Laverty and Smith.

With all the sailors cold, wet, and in need of warmth, the OOD decided on a short break before the last race to allow the sailors and race crew a well-deserved hot drink and change of clothing before going back on the water.



A slight last minute wind shift changed the favoured end of the line, making for a close positioned start. Davison managed to fight his way through the fleet, with Mathews following hard on his stern. On the first run off the wing mark the majority of the fleet covered each other in the middle of the lake, but poor starter Simon Hall (Maidenhead SC) who had been caught on the wrong end of the line, took an alternate route to the third mark by hugging the east bank and managed to gain six places to second place by the third mark.

Davison continued to dominate the lake, and the other sailors took advantage of Hall's wing mark route, to position themselves better on the lake. A poor choice by Hall saw him passed on the second lap by half the fleet, leaving him in sixth. With conditions deteriorating, the race was shortened to two laps, with Davison in first, followed by Mathews and Smith.

Racing over, Davison was first overall, and with the same points it came down to last-race placings between Mathews and Smith. Thanks to his second placing, Mathews just sneaked in, taking second overall, leaving Smith in third. Laverty took Ladies Champion, and Jenny Bentley (Maidenhead SC) took First Vintage Boat.

**Desborough** With the five visitors arriving in bright sunshine it seemed that the event was going to defy the weather predictions.

After a briefing that explained the new traffic light system for the start the visitors and four local boats got on the water and followed the sequence to take the first upstream leg. With Gary Tompkins (Hunts SC) taking an early lead over Toby Smith (Medley SC). This was turned round later in the race when Tompkins fell into a windless hole allowing Smith through. Earlier on Local helm Richard Broughton was up with the leading duo but he too was overtaken by Starsky Torchia from local club Staines SC.

The first race ended with Smith in first place, Tompkins close behind and Torchia third.

After the usual lunch spectacular the fleet got ready for a rainy start, only to find that as soon as they were settled on the water the sun was to shine. With the same course as race one Smith took an early lead pulling clear early on and was never challenged for the rest of the race.

Tompkins struggled to get to the first mark cleanly and had to work his way through the flock of boats that was ahead of him. He managed to pull through and took second place. Local helm Broughton managed to get into third position and remained there till the end of the race.

With storm clouds appearing on the horizon but the start area was in near calm making the start difficult but as the wind came in made an interesting contrast to the racing. Once again Smith and Tompkins pulled clear of the fleet. They had their own battle round the course but were not challenged for the remainder of the race.

Finishing places ended with Smith in First place followed by Tompkins and well back Torchia.

**Staines** With a weather forecast showing un-moth like conditions, it was decided that the first two races would be held before lunch.

Race one started cleanly with Simon Hall (Maidenhead) deciding to start close to the east bank, and was able to tack away to take advantage of a wind shift. He was closely followed by Gary Tompkins (Hunts SC) both reaching the first mark clear of the home boats.

On the return leg Tompkins managed to pull through Hall to take the lead round the leeward mark first. The local boats took advantage of the gusts to catch the two leaders up. It was not till three quarter of the windward approach to the top mark that Starsky Torchia (Staines) managed to get past Hall.



On the next run back to the leeward mark Torchia pulled through Tompkins to take the lead. As the fleet split Hall was left to Battle with Theo Kokubun for third and fourth places.

The race ended with Torchia taking first place followed by Tompkins and Hall.

Race two started after a short break and once again the boats got away first time. Torchia made an unassailable lead followed by Tompkins and Hall. This remained for the race and no changes were made to the placings.

While lunch was being served the forecasted wind started to arrive, and by the start time only three boats went on the water. Torchia got to the windward mark with Tompkins not far behind. Hall arrived at the top of a gust and as he gybed suffered gear failure and had to retire, leaving the other two to finish the race.

**Hunts** Competition for the Somerville season-closer was put on hold for a day when the Hunts SC race team cancelled Saturday due to storm Brian. However the base winds were only a little less on Sunday, coupled with some very unpredictable gusts.

From a ragged start everyone made it to the windward mark in one piece, followed by a fairly deep reach to the wing mark and the first gybe. Colin Hall got the best of it followed by Andy Matthews and Richard Keefe – with Elaine Gillingham suffering the first wipe out. By the end of the next leg Matthews had taken the lead which he held by a fair distance over Keefe who had got ahead of Hall. Gillingham retired after her swim and was shortly joined back at the club house by Abby Freeley. Gary Tompkins managed to keep going for a while until he also retired.

After lunch the winds looked to have calmed a little but by the second start it was pretty much as race one. Gillingham had decided sit this one out and by the first mark Hall was limping home with a broken rudder. Matthews opened up a commanding lead until he dropped it allowing Keefe past. The delay in Matthews sorting out his dislocated rudder gave Keefe a significant lead. Meanwhile both Freeley and Tompkins had capsized, subsequently retiring. At the front Keefe was on a charge with Matthews chasing him down: Keefe was sailing freer on the beats with Matthews going for height. There was much encouragement and cheering from the club bank as Matthews slowly clawed his way back and it was anyone's guess how it would play out. At the finish line Keefe just held on to take the win.

With the weather failing to improve the last race was binned and a well entertained crowd, winners, losers and survivors retired variously to hot showers, tea and cake.



# Nationals 2017

Staunton Harold Sailing Club provided a grab bag of testing conditions at the British Nationals. There were high winds and exhilarating planing. There were proper Moth conditions – little wind and lots of time to take in the sights. There was more swimming than sailing. There was a nice warm bar with comfy sofas for afternoon naps.

Twenty-seven competitors from fifteen different clubs turned up for the four day event, despite the un-Moth-like weather predictions. They were not disappointed. Bruised, yes. Aching, definitely. Disappointed, no.

## **Day One:**

**On water (total): 16, Retirements: 8, Capsizes: Lost count at 5, Alcohol units: Moderate**

Practice race, Day 1, and only eight boats launched into the strong on-shore westerly. A short but lively race ensued, with one retirement due to superstition and two from exhaustion. Of the remaining five, two sailors capsized but managed to get back in without assistance to finish. It was a taste of things to come.

Sixteen boats made the line for the first official race of the Nationals – the Teddy Hicks trophy – emboldened by the lessening in the frequency of the gusts. The start was close but after that, the wind, the length of the course, retirements (5) and capsizes spread the competitors out, with only the two frontrunners – Tim Davison (892) and Robbie Claridge (893) keeping close to each other. The lead changed a number of times, but Davison prevailed, ahead of Claridge and Andy Mathews (881).

## **Day Two:**

**On water (total): 20, Retirements: 12, Capsizes: Starting to look like a rugby score, Alcohol units: Not enough, Quiz placings: 1st, 2nd, 3rd, Tents blown away: 1**



Come Day 2, and with the forecast of wind speeds up to 27 knots, gusting 41, most of the sailors decided to throw caution (and their bodies) to the wind. Twenty Moths crossed the start line, aided by a strong but steady wind down the reservoir. Upwind, the fleet split as searched for VMG, with Davison and Claridge having the best of it, rounding the first mark ahead of the rest. From then on, there were two battles: between Davison and Claridge for honours; and simply staying upright (for everyone). Claridge just managed to pip Davison at the line for first, with first-time Nationals sailor Edward Higson (885) taking third. Four did not make it: the conditions were taking their toll. After some discussion between the Moth sailors and the Race Officer, and with the conditions similar to the first race of the day, it was decided to go ahead with the second scheduled race. Damage, exhaustion and discretion led to only fourteen sailors starting. Davison, Claridge, Higson, and Robert Paynter (839) powered up the first beat, but as the promised gusts arrived, staying upright and in one piece became the name of the game. Davison capsized and was assisted, Claridge retired due to gear failure, and one by one boats capsized on the off-wind legs, overpowered by the gusts. Higson and Mathews fought the winds and each other, with Higson taking the honours. Paynter kept upright for long enough to take third. Colin Hall (856), Jeremy Higson (861), and Paul Thomas-Peter (894) were the only other boats to finish. Not that it wasn't enjoyable for some: Abby Freeley (883) couldn't wipe the smile off her face; Jenny Bentley (784) practised her long distance swimming; and the spectators had a good time figuring out which boat had gone from Moth to turtle.

With wind conditions only short of V2, the third scheduled race was postponed, allowing sailors to regroup, repair, and recover.

### **Day Three:**

**On water (total): 26, Retirements: 4, Capsizes: Is Toby still**

**upright? Alcohol units: Yes, Ociffer, I can walk in a straight line (sideways)**

Day 3, and the wind was now a playful 11-12 knots southerly, making it easier to launch off the clubhouse shore. All the Moth sailors headed out onto the water for the fourth race, held over from Day 2. The start was clean, with most boats favouring the pin end, but as they beat up the lake, the fleet scattered, looking for the best approach to the windward mark. The familiar boats of Davison, Claridge, Higson, and Mathews pulled away from the rest. A hard-fought battle ensued, but Claridge held off Davison and Higson to take the race.

Races 5 and 6, with winds down to about 8 knots, and the racing between sailors got tighter. Throughout the fleet, there were individual battles, with even the last-placed sailors fighting for position, and the leading sailors failing to lap the tail-enders. Race 5 saw Claridge take his second victory of the day, ahead of Davison and Mathews, while Higson won Race 6, with Davison and Claridge taking the minor placings.

The day was rounded off by the annual BMBA dinner: a celebration of both 85 years of the British Moth; and the life of Tom Cooper, who died earlier in the year, and is sorely missed.

### **Day Four:**

**On water (total): 25, Retirements: 2, Capsizes: Boring... , Alcohol units: Oh, my head**

The last day of the Nationals, and the title of National Champion was up for grabs. The weather had become 'Moth-like': barely-there winds and decreasing. This allowed some of the tail-enders to shine, with some ahead of the regular front-of-fleet sailors at the first mark, but experience told, as a long race with three up-wind marks allowed for plenty of place swapping. The wind died completely in the last ten minutes, leaving most boats barely moving (but all upright!). Davison's light-wind skills gave him the last first place of the Nationals, ahead of Mathews and Claridge.

Claridge and Davison finished on equal points overall, so it came down to countback. Claridge, with three firsts to Davison's two, was declared this year's National Champion, with Higson third overall. Women's Champion went to Freeley, Veteran Champion to Davison, and Vintage Boat to Elaine Gillingham (504).

Special thanks has to go to the team at Staunton Harold: the Race Officers;

the rescue crews (we have a spare boat if Nigel fancies competing in the Nationals next year); and the galley crew who were often up before we were, making sure that there were enough bacon and egg rolls. Thank you again. Thanks also to this year's competitors for an exciting Nationals, and to all those Moth sailors out there who've thought about sailing in the Nationals...come on in, the water's fine!



## **Nationals 2018**

**A new venue for 2018.... Chelmarsh Sailing Club**

**8<sup>th</sup> till 11<sup>th</sup> August**

**Camping on Site**

**All the fun of 2015 / 2016 / 2017 !**

# **Fixtures 2018**

These dates are what have been agreed so far

Saturday 7th April - Mid Warwick

Saturday 5th May - Cam SC

Saturday 20<sup>th</sup> May - FoSSC

Saturday 9th June - Medley SC

Saturday 23rd and Sunday 24th June - Broxbourne SC

Saturday 8<sup>th</sup> July - Earlswood Lakes

Saturday 21st July (afternoon/evening) - Maidenhead SC

Saturday 8th September - Desborough SC

Sunday 9th September - Staines SC

Saturday 20th and Sunday 21st October - Hunts SC



Jennifer Bentley - BMBA Fixtures Secretary