

the magazine of Exe Sailing Club

EXE
news



Issue 77
Autumn 2005



www.exe-sailing-club.org

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Exe News is the magazine of [Exe Sailing Club](#), Tornado, Shelley Road, Exmouth, Devon, EX8 1EG Tel: 01395 264607

www.exe-sailing-club.org

Exe News is edited by:

Mike Rice
01395 445078
mike@fotoboat.com

Julia Cornish
01395 442678
jules14@onetel.com

and printed by:

Speed Print
Unit 29, Dinan Way Trading Estate, Exmouth EX8 4RS
01395 263831

Club Officers 2005

Admiral:	Mrs D B Williams, Flat 11,7 Louisa Terrace, Exmouth EX8 2AO	264306
Vice-Admiral:	R. A. Lee, 33 Ashleigh Road, Exmouth EX8 2JY	266674
Commodore:	H C J Saunders, Dulvers, 38 Halsdon Avenue, Exmouth EX8 3DW	279821
Vice-Commodore:	S. C. Garratt, 2 Cheriswood Avenue, Exmouth EX8 4HG	224194
Rear Commodore Snr:	Mrs E Underhill, 31 St. Johns Road, Exmouth EX8 4DD	269951
Rear Commodore Jnr:	R S Newcombe, 26 Capel Lane, Littleham, Exmouth EX8 2QZ	271713
Hon Secretary:	I J Wilkinson, Chelston, 2 Colvin Close, Exmouth EX8 2HN	265455
Membership Sec:	M J Hill, Highfield, 25 Gussiford Lane, Exmouth EX8 2SF	269730
Hon Treasurer:	B C W Jennings, Mariners, 21 Portland Avenue, Exmouth EX8 1SQ	279545
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Results Secretary:	D A S Rose, 2 St. Anthony's Close, Ottery St. Mary EX11 1EN 01404	813081
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Dinghy Captain:	L R Arscott, 114 Pound Lane, Exmouth EX8 4NR	265511
Sailboard Captain:	M Walbank, 2 Cutters Wharf, Shelly Road, Exmouth EX8 1XS	227173
Junior Captain:	Mrs S P Blick, 24 Ryll Grove, Exmouth EX8 1TU	268772
House Manager:	D M Palfreman, 5 Dolforgan Court, Louisa Terrace, Exmouth EX8 2AQ	275582
Berth Marshall:	I J Wilkinson, Chelston, 2 Colvin Close, Exmouth EX8 2HN	265455
Minutes Secretary:	Mrs A Wilkinson, Chelston, 2 Colvin Close, Exmouth EX8 2HN	265455
Sailing Secretary:	Mrs F Cameron-Jones, Anchoring Farm, Ottery St. Otterton	567198
Social Secretary:	Mrs D Jennings, Mariners, 21 Portland Avenue, Exmouth EX8 1SQ	279545
Webmaster/Press Officer	MA Rice, 10 Copp Hill Lane, Budleigh Salterton EX9 6DT	445078
Committee:		
	D Palfreman, 5 Ddforgan Court, Louisa Terrace, Exmouth EX8 2AQ	275582
	M Morgan, 80 St Andrews Road, Exmouth EX8 1AS	222872
	Mrs D Jennings Mariners, 21 Portland Avenue, Exmouth EX8 1SQ	279545
	Mrs J Cornish, Parkholme, 14 West Hill, Budleigh Salterton EX9 6BS	442678
	Mrs F Cameron-Jones, Anchoring Farm, Ottery St. Otterton	567198

From the Commodore



As I start to type this as usual, on the way back from the Fulford's Challenge, I reflect on what a wonderful club we have. I have had the misfortune of having to manage without an engine from 12th July until 7th September. This was a problem that could have taken a huge chunk out of our season. In fact we have not missed one of the eleven races scheduled in that time!

The club spirit is so strong that we have been able to continue racing, relying only on other club members for a tow to or from the race if the wind was light. It is true that a few other yachts excused themselves on the basis that an outboard could not be expected to tow Delphin's 6 or 7 tons but only once did we have a slight difficulty when we could not find someone willing to tow us out to the start off the Coastwatch lookout.

Rosie Sands came to the rescue in the club RIB and towed us out just in time. However it was suggested that we should not have used our engine within five minutes of the start. It was an entirely correct comment but so much out of the spirit of our club racing I merely replied that since our engine was in pieces we could not use it!

Well, thank you so very much to all our fellow competitors that looked out for us and towed us out or in, thanks Ivan and Martin but particularly to David Palfreman who always took care that we were not left out at sea trying to beat back against the ebb with a failing breeze.

This is my last item for Exe News as Commodore. It has been an immense pleasure and privilege to have been your Commodore for the last three years; I am just amazed at how quickly the time has gone. It seems like only yesterday that I went to a Christmas party in Topsham and someone said "I hear that you are Commodore at Exe now." Firstly I was amazed that he knew so soon but mainly I

was so proud to be the Commodore of the Exe Sailing Club, the club I joined in 1963 when my dear mother thought that sailing was "just a fad, he will only do it for a year". I just wish she could have lived to see me elected Commodore; she would have been the only person to have been more proud than I was ☺. Shortly I shall become, like Mr Best, an Ordinary Member. Except that I have promoted him Leading Member, so I shall have to take orders from him again, just like the old days. I was getting used to bossing him around!

I would like to thank all of the committee members and others (like Leading Member Best) who do so much behind the scenes to keep our club running. My thanks to Symon Garratt, who (I hope) will be elected to take my place, for his support while I have been in office and Eileen, Rick and Rob who have also been stalwarts. Our secretary Ivan, who I think is the only person currently to have been on the Management Committee longer than I, supported by Anne, works tirelessly for the club as does Mike Hill. Our previous Commodore who graciously left the committee for my first year equally graciously returned to become our treasurer once again.

I look forward to seeing you all at the remaining social functions of this year.

Finally, I am sad to report that our oldest member, Ivor Cooke, has died. He was 101. He gave generously of his time to the Exe Sailing Club and wished only friendship in return.

When I sailed Cadets we had no official rescue boats for any of the fleets but Ivor would come out in his launch to watch over the Cadet fleet, often bringing a Cadet parent along. He seemed terribly old to me then, in the 1960s. I remember when very young being quite scandalously excited whilst trailing the Cadet Open Meeting fleet, I was the recipient of outside assistance when I was advised to sit further forward on the beat. As you can tell I have never forgotten.

I was delighted to represent the Exe Sailing Club at his centenary party last year. We gave him a bottle of his favourite whiskey. When I last saw Ivor some weeks ago he told me he had stopped taking whiskey; there must be a lesson to be learnt.

Rest in peace Ivor Cooke, 1904-2005

Hedley Saunders

Commodore

From the Editors

I am going to keep this short because no one wants to read my waffle about what a great season it has been - I will leave that to the experts elsewhere in this issue!

All I really need to do is thank everyone for their brilliant support in sending me shed loads of excellent content for this issue. There is obviously a wealth of talent in the club, both literary and sailing.

Our established "stars" continue to shine. Joe Glanfield, sailing with Nick Rogers, finished in silver medal place at the 470 World Championships in San Francisco. Stevie Morrison and Ben Rhodes have confirmed their position as GBR's number two 49er team. They continue to push hard for the GBR number one slot and are now ranked 6th in the World. Many of us had the pleasure of hearing Conrad Humphreys tell the epic story of his Vendee Globe race in "Hellomoto" when he came to the club in April.

But the even better news is that the next generation of ESC stars is well on the way, as reported later.

The "co-eds" – Mike and Julia

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The Cadet Scene

We will let the results from this year's Cadet sailing speak for themselves:

Cadet Nationals at Weymouth

3rd, and 1st under 15: Ben Cornish and Sam Matson

16th Tom and Emily Kinver

24th Jessica Blick and James Turl



Ben and Sam @ the Weymouth Nationals (Steve Bell www.fotoboat.com)

Cadet Worlds Promotional Regatta at Sanxenxo, Spain

4th Tom and Emily Kinver

7th Ben Cornish and Sam Matson

12th Jessica Blick and James Turl

70th Ali Langdon and Ali Sherry



Jess & Jamie (Rosie Sands)

National Squad 2004/5 and
Selected for RYA Invitational Training

Ben Cornish and Tom Kinver

Overall UK Cadet Ranking 2005



8th Ben Cornish, 8407 Fantasy

16th Thomas Kinver, 8511
Cyclone

24th Jessica Blick, 7658
Leviathan

104th Alister Langdon, 8229
Thriller

(108 helms listed)

Ben & Sam and some silverware...



Tom & Emily off to a great start @ Weymouth (Steve Bell www.fotoboat.com)

A great set of results:
congratulations to all of you.

PS – haven't we seen that ship's
wheel before somewhere?



An encounter with Michael Mac

...5 years after leaving Exmouth, Michael MacNamara is still filling the trophy cupboard

I caught up with Michael on the Thursday of the Albacore Nationals at Lyme Regis, where I was doing the photography. He was in an uncharacteristically subdued mood - although earlier in the week he had won the UK Albacore title for the 15th time, on the day in question he had fallen out of contention for the international title, through gear failure. One of the blocks on the 2:1 purchase on his boat's jib halyard had disintegrated, and he had been quite lucky to save the mast. "What a time to happen - why couldn't it have failed during a Wednesday evening points race?" he commented. You may by now have got the impression that Michael, unbelievably now 62, still enjoys competition and takes it very seriously!



Michael with crew Robin Barker on his way to winning the 2005 Albacore Nationals at Lyme Regis

This little setback apart, he is having a good year, having already won the nationals in the Wayfarer and Hornet, the other 2 classes in which he still sails at major events.

One thing I will never forget from my brief acquaintance with Michael at ESC is his willingness to help others. This hasn't changed, as I observed while witnessing an impromptu Albacore tuning tutorial on the beach at Lyme. I actually learned something about the relationship between kicker tension and slot shape, by looking at the slot - at Michael's prompting - from the viewpoint of the wind.

X Sails seem to be thriving despite the inroads of computer design and laser cutting of sails. It seems there is still a place for the smaller company, run by a true expert who is as respected as much

for his skills as a sailor as for his sailmaking. Michael's greatest demand is still from the Cadets (over 80 suits made this year), followed by the classes he sails himself.

It was good to see Michael again and I am sure all at ESC will join me in wishing him all the best.

Mike Rice



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Assault Course Challenge

We are proposing to mount an attack on the Woodbury Common Royal Marine Assault course to raise funds for the Junior Section.

Entry £2.50 / head OAP's £1.50

Age limit 10 to 105 (apologies, I know the upper age limit is discriminatory but we have problems with insurance over this age)

Meet at the Sailing Club 1pm on 26th November 2005

BBQ at the club for the survivors at the club 4pm. (We will send sausages up to the Casualty Dept subject to a delivery charge.)

For details please call

Rick 01395 271713 or Noel 01395 273934

Don't miss this one, it promises to be the best event we have held in years!

River Exe Regatta 05



Photos – Mike Rice/ www.fotoboat.com)

It was our turn for the second time to run the River Exe Regatta this year, and what a weekend of unbroken sunshine and blue skies it turned out to be! Although on both days the wind was a little hesitant at first, once the sea breeze had become established it was well worth the wait.

A maroon fired from the Exmouth Lifeboat, “Forward Birmingham” at around noon on Saturday, just off the entrance to Exmouth Docks, was the signal for the regatta to get under way. First off



was the cruiser fleet, made up of 20 yachts from all four clubs, of sizes ranging from under 20 to over 35 feet.

The maroon also signalled the start of the “swallows and amazons” adventure. A variety of boats laden with children set out for the sandy shores of Dawlish Warren in a thrilling enactment of the traditional fox-hens-corn puzzle, in which the crews had to bring back to the home beach the aforementioned fox, hens and corn without the fox eating the hens or the hens eating the corn. All seem

to have solved the puzzle well enough, but the execution of their plans demanded excellent seamanship, to get safely across the raging tidal torrent between home beach and the Warren.

As the cruisers were heading out to sea, and the juniors were whizzing to and fro with their cargoes of livestock and grain, the serious competitors were assembling in two race areas in the river between Lymington and Starcross.



The Trios had their own start, with 15 entries, and the variable winds over the two days gave everyone a chance. The first day suited the lighter crews with Andrew & Caroline McAusland sailing off in to the distance. However there was close racing for 2nd place between Tony Brewster, Guy Farrant and Bob Horlock. Sunday's stronger breeze suited the heavy weights and there was a close struggle for first place between the McAuslands and Symon Garratt/Graham Sykes. Over the two days, Andrew & Caroline McAusland finished on top followed by Symon Garratt & Graham Sykes.

25 dinghies joined in the fast handicap fleet and enjoyed some close racing in conditions ranging from near drift to flat-out blasting. The results favoured Starcross YC sailors, who took the first 9 overall results. The overall winner was the Merlin Rocket of David Lee & Helen Woodger followed by the RS 400 of Paul Kelly & Mike Palfreman (both Starcross YC). Winners of the Dinghy 2 class were father and son Simon and William Greenslade of Starcross in their Seafly, while the Hurricane 5.9 of yet another Starcross father and son team, Nick and Ben Gough, took overall multihull honours.

Over on the B course, all of the competitors on the Dinghy 3 class were juniors. Laurence Panter of Exe SC set the pace in his Laser 4.7, closely followed by the 4.7's of Robert Flack (Topsham SC) and Archie Miller (Exe). The "grown up" Laser fleet winner was James Penn of Topsham SC ahead of Bob Beare of Starcross YC and Michael Matsou of Exe SC.

Meanwhile, the cruisers were still trying to get out to sea. They edged along close to Pole Sands to avoid the worst of the adverse tide until the land breeze failed. The fleet was becalmed and one after another the yachts drifted backwards on the incoming tide. Wilkinson was first to anchor to hold his position. Others followed suit. Eventually the sea breeze filled in and the race took off again. On a splendid sea breeze, Silk Purse pulled away on a course round the Range Buoys off Budleigh Salterton. At the finish Silk Purse was over 9 minutes ahead of Xante but they swapped places when the handicap formula was taken into consideration. Red Fox managed to break away from the rest of the fleet to finish third.

On Sunday the brilliant sun shone again but the weather gods were more charitable with the wind. Starting the race at 1:00 pm the sea breeze was firmly in control and the conditions were excellent. It was a highly competitive start and Silk Purse found herself over the starting line and returned to start last. Unfortunately John Prideaux in Jetstream, the largest yacht in the fleet, did not realise that he was also over the starting line too soon. He led the fleet in his J109 for the whole race only to fail to take the winning gun.



Colin Leach in Red Fox timed his start perfectly and traded tacks with Jetstream along the sea front. Meanwhile Silk Purse slipped past the rest of the fleet to chase Red Fox round the course. The 10 mile course took the fleet round all the club race marks. Several yachts were engaged in close competition with one another as they blasted along in the sparkling conditions.

Red Fox took both line honours and first place on handicap with Xante second on handicap and Silk Purse third on handicap. The

cruiser owners were unanimous in their praise for an excellent weekend's sailing.

The regatta also included races for windsurfers, off the beach at Maer Rocks. Sunday's conditions were much more to the windsurfers' liking and some great sport was had.

There were power boat rallies on both days. The Saturday rally was for offshore powerboats, who went to Teignmouth and back. On Sunday it was the turn of the inshore boats, who had a series of races in the water ski area off Lympstone

The Saturday evening party was one to remember, with a great band, beautiful sunset over the Exe, balmy breezes, brilliant fireworks... if it was like this every weekend in the Summer, Exeter Airport and the holiday charter firms would be out of business.

The final gathering was the tea and prize giving early Sunday evening. Mayor Eileen Wragg kindly returned to the club to give out the prizes. Councillor Wragg thanked the organisers for a very successful event and expressed her appreciation for the benefits it brought to the town – maybe an Exmouth Town Regatta next time?

At the end of the prize giving it was announced, Olympic-style, that Topsham's bid to host the next River Exe Regatta had been successful, and the "flame" was handed on to TSC – see you there next year.

Diary of a 1st time Swallow and Amazon regatterer - Fiona Cameron-Jones

Saturday - a lovely warm sunny day with very light wind. Mark went off to sort out safety boats and crews whilst I teed up the 4 children to participate in the Swallows and Amazons **Chicken Run** event organised brilliantly by the whole Family Williams.



To think Martin was considering pulling the event due to lack of interest in the preceding week. On the day 12 boats - Toppers, Trios, Bosuns, Wayfarers... went out with at least 25 hardy sailors (or should I say rowers and paddlers - not much wind)! Our littlest two, Ollie, 3 and Robyn, 5, had never sailed before, but a couple of beers the night before encouraged Mark Martineau to agree to take out a Bosun with all of us as his crew! Fortified with bacon butties, and briefed by Martin, we went on our search of Foxes, Chickens and Corn in deepest Dawlish Warren. The Martineau/Jones team, alias the Sharkvaders, paddled like mad (well Mark and Freddie did whilst I sort of helmed) between the cruisers who were trying to get out to their start, laughed at the backwards sailing, almost took off the prop of the police boat with two Policemen on board, and saw pirates - really - on board a big fishing boat. The two biggies - Freddie and Frances, sorted out the jib sheets and tried to show the littlies what to do with the sheets in the cleats. Four laps later, the kids had each had a turn at jumping out of the boat with only minor tantrums about whose turn it was. We almost won, but were pipped by Jo in a Comet Trio who "stole" our man over board at the last second! A tight tack by Mark to try and save the day was not quite enough to beat off the Skullduggerer (alias Jo) whose crew managed to get onshore first and deliver their Chicken and the man overboard to Martin. Thanks to our safety boat crew, Ally Martineau and kids for giving up their Dad, and the Dawlish and Shelly Beach patrols and particularly Martin and his family for all their hard work. And not forgetting John Bar be Que Profitt for an excellent Barbie (we even had fresh scallops courtesy of the Martineaus - what a treat). As a first time out sailing for my four kids together, they had a brilliant, fun experience - just how an introduction to sailing should be.

Sunday was much more serious - watching and noting the dinghy sailors on Course B off Starcross with Gillie and Sue Morgan. The wind was fresh and steady all afternoon, several Lasers and Toppers capsized before the start, missing the start altogether in the first race.

I'm constantly amazed at how competent and brave some of the little kids are in pretty fierce conditions on the water. It's a tribute to all the junior trainers and

helpers who give up their time to help them to learn this fantastic sport.

To end the day, a superb high tea, enough cake and to feed the five thousand. The comic duo of Tony and Pete doing the prizes, and the fun of hearing Colin on his mobile - not at the prizegiving, and thus not receiving a prize which became more expensive each minute! Thanks to Everyone involved - too many to mention, and from all the clubs who gave their time to make this a weekend to remember. Looking forward to Topsham in 2006.



RS200 Nationals 2005



A gate start (Mike Rice www.fotoboat.com)

Preparations for the nationals started months ago with Rex, Rick and Martin all having regular crews with Mike Fisher, Rosie Sands and Alice Morgan.

Preparation of the boats followed, with new sails for all and much tinkering with fittings, settings and slot gasket changes for Rick and Martin. On packing the boats away ready for our adventure we noticed that the slot gaskets had fallen off and new ones were duly fitted post haste.

We were the first to arrive at Highcliffe on the Friday evening, looking forward to practice on Saturday followed by five days competitive racing with an entry of 105 boats starting on the Sunday.

Saturday turned out to be a really lousy day and therefore the practice did not happen and we retired back to the caravan for a beer or two or three or.....

Sunday- races 1 & 2

With a strong NW wind, we were all excited about the day's sailing and we headed off to the race area at great speed with all our new sails setting well. The first gate start left a little to be desired, but we all knew that we would get better with practice! Rick and Rosie had the best result with a 46th. Race 2 commenced (these gate starts will get better) with a still stronger wind and a lovely sea. Again Rick and Rosie had our best result with a 69th.

It must have been the fact that Martin's slot gasket parted company that he did not perform (well that's his excuse anyway). Still a new one was to be fitted by the professionals that evening



Martin and Alice round the windward mark (Mke Rice www.fotoboat.com)

Monday - races 3 & 4.

A fresh Southerly sea breeze, just what we wanted - this will be the day we start to get these gate starts sussed. Rick and Rosie again performed the best in race 3 with a 66th. Rex and Mike triumphed in race 4 with a 67th.

It was Rick's turn to shell out £45.00 for a new slot gasket to be fitted as his fell off too.

Tuesday- races 5 & 6.

With a light southerly sea breeze (just the right conditions for Martin and Alice) Rick and Rosie picked up the honours for Exe again with a 57th and a 64th. (M & A picked up their worst results of the week with a 92nd and a 96^h still you are allowed two discards!)

Wednesday - races 7 & 8

The racing was postponed for an hour due to lack of wind but then commenced with a light Southerly sea breeze. The best Exe results were race 7 Martin and Alice 73rd. race 8 Rex and Mike 75^h.

Martin nearly won the fancy dress competition with a wig made from discarded slot gaskets!

Thursday races 9 & 10

Again, following a postponement, when the wind did come it was a very light sea breeze. Martin and Alice took the Exe honours for race 9 with a 68^h. Race 10 was abandoned due to the decreasing breeze; that was a real result!

On the way back from Highcliffe we dropped into Weymouth to see the Juniors perform at the Cadet nationals. What a relief to see that at least the juniors can fly the flag high for Exe.

The atmosphere at the RS nationals was fantastic and we are all really pleased that we made the trip. It shows that there is room for lots of improvement and we all look forward to showing the rest of the fleet the way home when Exe hosts the RS 200 nationals in August next year.

Martin Lilley

RS 200 Championships 20th – 24th August 2006

ESC has been selected to host the RS200 National Championships in 2006. This is a prestigious event, with an expected entry of over 100 boats. This will not only enable us to keep the club at the forefront of national sailing, enabling our own 200 sailors to take part on local waters but should also prove financially rewarding for our club.

Of course, we shall need many helpers and thank you to those who have already responded. Help will be needed on and off the water and a volunteers list will be placed on the board at the top of the stairs at the club from 1st November. So, if you feel able to help for a day, for an evening or for the whole time, we look forward to hearing from you. Put the dates in your diary now!

Steve Best

Chairman, Championship Committee

Vortex Nationals 2005



Photo: Heather Davies – www.fotoboat.com

30th July was the day that had been written in the calendar for months and no amount of other jobs or bits of body falling off could be used to avoid the impending embarrassment I was going to subject myself to at the Nationals. The final straw was that they were held at Teignmouth so I even had time to walk the dog each day before going for a sail.

This year the Vortex class have developed an asymmetric kite which has transformed boat performance and my idea of what a boat feels like when it is going fast and out of control.

My sailing this year has involved me practicing when there is a large run-off area in the river in trying to control an additional 15 metres of sail and not a lot of idea! There seems to be an inordinate amount of string on the deck these days so plenty of opportunity for a tangle or two. Folk are also suggesting that to be quick you need to fly a hull... sounds a bit aeronautical to me and not one I wish to perpetuate for long....must be an age thing!

So with the other 30 Vortexes, the nationals started. Three races were held on the Saturday and the same on Sunday. Must say that Teignmouth Sailing Club were well organised. There were so many people to help drag boats up and down the slipway etc it was all a bit much when at end of the day I had to pack the boat up on my own. The Vortex seems to attract a certain kind of individual, with a great deal of support coming from clubs in Yorkshire. Those folk who sail in fleets were by and large usually the ones who were quickest around the circuit... no surprise there. I think anyone who has sailed in a large number of races over a couple of days can recount the 'if only.... it would have been all so different....' and so it was this time.

Lessons learnt

- Be on the line at the start
- Pull the right string at the right time
- Keep hold of the tiller at all times unless you want to clean the bottom of the boat
- The view from a fully inverted Vortex is marvellous for waving to the rest of the fleet as they sail by

By the way, the final result was down to the last race and Phil Whitehead from Yorkshire Dales Sailing club claimed the crown of National Champion. For more detailed results please see Yachts and Yachting August edition. (Where you will see that Martin actually came 8th – a pretty good result! - Ed)

I am left with the final impression that Vortex sailors a really jolly lot and just so friendly...just like the Exe!

Martin Walbank, Vortex 10

Training Centre News



Since our approval as a registered training centre early in the year the Exe SC RTC has been very busy.

We started the year with an instructor and assistant instructor training programme. This has given us an instructor base of about 25 people. Our instructors represent the full range of our dinghy

(and RIB!) fleet, from the dedicated cruisers to the out-and-out racers.

Following the instructor training we launched the youth scheme programme. This new RYA scheme covers youth sailing from absolute beginner, age 8-10, to those who are sailing solo in a full range of conditions. The scheme allows for all who have achieved stage three to access the specialist courses: beginning racing, sailing with spinnakers, seamanship and dinghy cruising.

This year approximately 40 children signed up for the Friday training programme. Run on alternate weeks with one full weekend in the middle, the participants have now had over 35 hours of instruction. The improvement has been immense. All, even the very youngest, will get the stage I and many will achieve stage 4. This is a real compliment to the enthusiasm of the kids and the dedication and expertise of the instructors. Well done all.

On the racing front we have continued the development of our race coaching programme. In June we were visited by Chris Atherton, the RYA performance manager, and he was very impressed with our junior racing fleet and readily endorsed our status as Volvo Champion Club.

The coaching programme has operated from April to August, meeting weekly on a Thursday evening. With an average turnout of 14 boats this has been by far the most successful coaching series we have run. The development of the young sailors has been remarkable, with participants now able to race competitively in a

range of conditions. Many of the kids are now moving through into the club racing and are beginning to venture further afield, attending open events on the river and, we hope, the RYA zone championship in October. Although we have not hosted an event this year (because of our hosting the Regatta) we have remained very involved with the River Exe Junior series. Our juniors continue to dominate the handicap fleet and are beginning to establish themselves in the very strong Laser fleet. Many thanks to the Club racing coaches, Chris Rhodes, Martin Lilley, Les Arscott (before he crocked his knee), and Rosie Sands.

In September Noel Davies led an Adult Level one course. This took place over the stormy weekend of the 3rd and 4th of September and proved both challenging and exciting for instructors and participants alike. All 13 trainees passed with flying colours. We have also run a Powerboat level 2 and safety boat course.

All of this has been made possible because of the commitment of both the instructing team and those involved in the junior programme who do so much to support us, on and off the water. I cannot mention you all, although I should. I would wish to thank our Senior Instructors, Noel Davies and Henry Massey, who cheerfully accept the huge responsibility of delivering the programme. I also wish to record our gratitude to all the club members who have supported the training programme. We know we get in the way sometimes, both on and off the water, but the vast majority of members have offered nothing but encouragement to our trainees and instructors. Finally, none of this would be possible without the ongoing support of the Royal Marines boat house, David Hay and his team.

Looking to the future

We will set up an Adult Level 2 before the end of the season (October sometime while the water is still warm!) This will be for all those who have just completed the level 1 and will be a full weekend. I was planning to hold an introduction to racing weekend in October, but will now move this to the beginning of next season. All will be welcome, from those who have never raced but fancy having a go, to those who race regularly but want to brush up on the basic skills.

For the Juniors I hope to organise a weekend coaching for the single handers, Toppers, Lasers and Picos either late this season or early next. We will organise a couple of winter training days for the instructing team, just to keep your hands in guys!

Next Season

The race coaching programme will get underway in April (check the programme for dates). Adults are very welcome to join us. We will run a further Adult level 1/2 and Youth Stage 1-4. This will provide a progression for those who have undertaken courses this year and an opportunity for those who are ready to begin. We hope to offer some of the more advanced courses, seamanship, dinghy cruising, introduction to racing, sailing with spinnakers etc.

Plans are in hand for a senior instructor course sometime over the winter/early spring, and a further dinghy instructor/assistant instructor course. These are likely to be shared with other river clubs

For the petrol heads we will run at least one if not two powerboat 2's and safety boat courses.

We would like to run a full day course (class room and practical on the water) for Race Officers, if there is sufficient interest from the dinghy fleets. I would welcome feed back from the class captains on this one.

Something to think about? We would like all of our members to gain advantage from the training centre, to this end and in conjunction with Rex Frost, we would like to research the demand for yacht courses, competent crew, day skipper etc. If you are interested please contact Rex or myself.

Details of courses will be on the training centre page on the website and the training centre notice board next to the wet bar. Alternatively keep in contact with me - email is best richard@newcaredevon.co.uk

Rick Newcombe

Training Centre Principal

Channel Dash - by RIB



Photos – Phil Morrison

The idea to do a dash across to the Channel Islands in a few RIBs first emerged during the winter of 2003/4, in the bar after ten o'clock when the ale had been running, when so many ideas (good and bad) seem to be hatched.

2004 came and went and nothing happened, but when a settled period came in July this year, we decided it was time to "just do it". Sadly, 3 of the original 5 or 6 RIBs were either unavailable or had changed their minds. That left ourselves in Scooby, a Ring 6.5M RIB powered by a Suzuki 140HP and Roger Panter's 7.3M. Ribtec, powered by a 200 HP unit.

As might have been expected, by the time we actually got around to doing it, the balmy conditions had been replaced with a NW 3 to 4 which of course gave us breaking tops in mid-channel. This forced us to reduce cruising speed for comfort. We left Exmouth Marina at 6.15 am on 21st July and cruised at 22 to 25 knots, stopping hourly to check all was well and to top up the fuel occasionally. We arrived at Platte Fougere at 9.15 (the northern end of the Little Russel) and made our way down to St. Peter Port, to arrive at the fuel pontoon at 9.45: exactly 3.5 hrs after leaving Exmouth. We had both carried much more fuel than we needed and could have made it home without refuelling but at 53p per litre we wished we had taken empty cans. Scooby had used 62 litres and the Ribtec 84 litres - better than we had expected!

We managed to slide over the sill into the Marina at "our own risk", as harbour control had advised us there was only 80cm of water, dropping fast. With the engines raised we slid in easily over a very

hard rough surface - it certainly needs respect. Once securely moored and customs procedures completed we washed the boats down - they were a trifle salty - and set about finding a B&B for the night. We managed to secure rooms at the Imperial Hotel at Requinne bay on the SW of the island, just across the road from the cottage where Lyn Abbott now lives having taken a new job in Guernsey last September.



The next priority was of course a pint and something to eat. Lyn managed to slip away to join us, despite a visit to her school from Prince Andrew, who was there to open a new wing. In the meantime, Bob Green (Hiva Oa) had arrived in the outer harbour to await the tide to enter the marina.

We felt Bob needed company, so 5 ribsters and Lyn spent the afternoon on Hiva Oa, drinking poor Bob dry. He had just listed carefully all his wines and spirits for entry into the island, as of course the Channel Islands are outside of the EEC... he need not have bothered, as there was little left when he finally entered the marina. Thanks Bob, for a memorable afternoon.

The next morning, after a good hotel breakfast, Lyn kindly ran us back to the boats and we left at 10am. The Little Russel was chopped up a bit as there was wind over tide. With the wind still in the NW about force 3, once again for comfort we shut back to about 18 knots until we reached Channel Light vessel, where we stopped for a photo shoot and refuelling (no Fiona you can not buy fuel from the light vessel it - was from the cans again.) The unmanned Light Vessel is quite eerie with the light and horn going continuously and of course the hum of the generators.

The gulls seem to have taken it over and there was a very strong smell of ammonia - perhaps they look after the generator. After the shipping lanes the sea gradually calmed off and for the last 45 minutes we were able to come up to 38 knots to make up for lost time. We arrived back at 2pm, having taken 4 hours.

Would we do it again? most certainly but it would be good to have more time to explore the islands. The boats and engines performed beautifully and gave us no call for concern at any time.

Steve Best

RIB "Scooby"

Cruiser Report

I hope you have all had as good a season as Summer Wine this year. The weather has been dryer and sunnier than many other years and I have worn shorts more than I've worn waterproofs!

SUMMER WINE & GOLDIE set off for the Isles of Scilly at the crack of dawn on 1st June. I was solo and Robin was joined by Bernard again. We made the River Yealm for our first night and then Falmouth where we waited for the weather to improve. The National Maritime Museum is a must if you visit Falmouth. Four days later we sailed round the Lizard to Newlyn which offers basic, cheap all-weather all-tide shelter. We left Newlyn on 7th June with a good settled forecast and SE winds of Force 4 to 5. My log reads "fantastic sail, broad reach in a considerable swell". It was certainly the best sail I have ever had in Summer Wine. We did the 40 nautical miles in 6 hours with a maximum speed of 11.8 registered on the chart plotter. The autohelm could only cope for a few minutes at a time so I was certainly glad to see the Hugh Town mooring buoys in St Mary's Harbour. We only used 1/2 litre of fuel for leaving Newlyn and picking up the mooring on arrival. We spent 4 days exploring the beautiful islands before returning to Exmouth via the Helford River, Fowey, and the Dart. We had an excellent cruise and in our 14 nights away we covered 356 nm.



Goldie with Robin & Bernard in Hugh Town Harbour, St Mary's, Isles of Scilly

FEASIBILITY Reg and Maureen report that "the caravan with a mast" has completed her summer stint having been slept on for about 9 weeks. We met a lot of very interesting people while rafted up on moorings and pontoons, the most recent being a retired Admiral with whom we spent an enjoyable evening. Have you

noticed the new scavengers in Dartmouth and Fowey? Pied wagtails ate all our resident spiders. I was asked to write a few lines so I am afraid there is no space to tell the story about ramming the Kingswear Ferry with the inflatable, sorry!"

TONGA. Ray planned to 'go foreign' at the end of July but luck was not on his side. He writes: "We decided to set off for the Hurley Rally in Cherbourg via Lyme Regis. A call to the Range Officer at Straight Point was made and permission was granted to cut the corner provided we kept well inshore. Obeying this requirement, and with the depth finder tuned up we were seriously alarmed when we hit the tip end of the unmarked Straight Point rocky ledge, bringing the boat to a sudden stop. Panic! Were we holed? Frantic reversing was followed by a thorough inspection of all bilges. Not a drop of water could be seen so we decided to carry on to Lyme Regis where we were met by the Harbour Master, Mike Poupard, who took our lines on the harbour wall.

On drying out in a very muddy place all was revealed - scoring on the port bilge keel. Mike offered sympathy and allowed drying out on the better sandy bottom opposite his office. He also kindly procured repair materials. Digging away the sand from under the keel and the application of resin and glass delighted holidaymaker spectators. The job was finished as the tide encroached.

PLANE SONG. Bruce must qualify as one of our most travelled cruiser skippers having crossed the Atlantic this year. He writes: "After a long search considering many different yachts with a list of essential features, I settled on the Shannon 38 a semi-custom built yacht from a yard in Rhode Island. They are built without compromising quality and are designed for 2 people to cruise in comfort over long distances. She carries a cutter rig, has a long keel and weighs in at around 12 tons. A traditional interior layout in solid teak has plenty of storage for long voyages. Plane Song, as she is now called, took part in the 1984 OSTAR which enabled me to acquire the all important CE mark exemption certificate. My 2 sons and I sailed her from the West coast of Florida near Tampa Bay to Miami via the Keys and then on to Bermuda where 2 new crew joined for the leg to the Azores. Herb, who runs a HF radio net providing a weather service for yachtsmen, had me do a 400 mile detour to avoid storms so this leg of the journey stretched from 1850 NM to 2500 NM which took 22 days. On a good day Plane Song managed 160 NM. From the Azores we headed for Bayona in NW Spain where we found the gearbox was broken. After a good

deal of soul searching I sailed her to Exmouth without the engine and fitted a new gearbox. The whole trip involved 5,200 miles, with winds up to force 9 and seas from flat calm to 20 foot breaking waves. She will now have a refit to ready her for the next long voyage."

Finally, don't forget the Cruiser AGM will be held at 8pm on THURSDAY 27 OCTOBER.

Mike Harland, Cruiser Captain

The Wine Run 2005

High pressure was forecast but it was a long time coming! As a result those crews on Speculator 2 and Sunbeam, who reached Cherbourg early, endured a somewhat lumpy crossing.

Friday dawned pleasantly warm, heralding the arrival of Tallis in the early hours, crewed by Ben Jennings and Liz Poulter, to be followed, early afternoon,



by Papagoy with David Bernard and neighbour, Rupert, on board. It is amazing how weather conditions can change; the occupants of Papagoy bringing with them stories of calms, fog banks and unidentified green lights - the source of some entertainment at our subsequent yacht club dinner. One wonders what they were on!

Papagoy in the Fog - Mike Roscoe

Others approached the 'Wine Run' from different directions:

Thursday's Child, with 'relatively' new owners Ivan and Maggie Norris, assisted by Stuart Sansom and Ken Hill, made their first landfall at St. Peter Port, following a late start due to uncomfortable conditions. They were rewarded by the necessity of a GPS approach down the Little Russell Channel in thick fog. Not all of us receive an escort from the harbour launch on successfully reaching the harbour entrance! Subsequently they spent a rather more relaxing approach and two day sojourn in St. Quay Portrieux, some 30 miles west of St. Malo. I am advised that this haven, a marina of some 1000 craft, can be approached at virtually any state of tide and offers a warm welcome. Thursday's Child returned to her home port of Brixham by retracing her route via St. Peter Port.

Stardust, a Sadler 34, counting our Admiral, Betty Williams among her previous owners and now owned by Steve and Rachelle Hughes, with Ian and Shirley Watson on board, headed due south, following Topsham Sailing Club's race to Dartmouth the previous weekend, to the idyllic port of Ploumanac'h, then to Treguier and St. Peter Port, before jumping on the tidal escalator of 'The Swinge' en route for Braye, Alderney, which later was to provide a rendezvous point.

The remainder of Friday was devoted by most to the serious business of procuring wine supplies, mainly from the Carrefour hypermarket adjacent to the inner harbour and also from 'World of Wine' (now a subsidiary of Majestic Wine) within the supermarket complex. Here purchasers of a 'reasonable' quantity are treated to a taxi back to the marina.

For our meal at the Yacht Club, preceded by drinks aboard Speculator 2, most of us chose the mid priced menu at 20 euros. There seemed to be a general feeling that our meal was even better than last year. The highlight of our evening was a joint sing-along with a party of French ladies. As usual our past commodore acquitted himself with style!

Saturday saw an early morning start for Sunbeam and Speculator 2, bound for Alderney and a rendezvous with Stardust. From Braye our courses diverged, with Stardust and Sunbeam making an early morning start for Exmouth, Papagoy and Tallis making the same passage from Cherbourg.



Speculator 2 in Carteret Marina. (David Palfreman)

Speculator headed south, bound for St. Peter Port via The Swinge, recording our best ever speed over the ground of 12.7 knots. In a very hot Victoria Marina a familiar profile slipped by our porthole, namely Red Rider with Neil Matson at the helm taking part in a single-handed passage race.

Your scribe has long held a wish to visit Carteret, on the west side of the Cherbourg peninsular. Tidal considerations dictated an 08.00 departure from St. Peter Port in order to negotiate the sill. Our passage plan indicated some three hours 'killing time' in order to approach Carteret harbour an hour before local high water. This was spent at a lunchtime anchorage in Sark's Dixcart Bay, on the south east corner of the island – well worth a visit.

Our passage resumed and some four and a half hours later we were tied up in Carteret marina. One needs to remember the one hour time difference between UK (Channel Islands) and France. It doesn't really affect tidal planning but we've missed out on a meal ashore before now - a penalty to be avoided as eating out in France is certainly a more economic and imaginative experience than in the Channel Islands.

A view of Carteret at low water is a sobering reminder of the tidal range on this side of the channel, the harbour entrance being on dry land. We spent a very pleasant couple of days here. Approach is straight forward (in the absence of brisk westerlies) and the marina, accessed over an automatic sill offers good facilities. Carteret is best visited during the week as we understand that at weekends there is a mass influx of visiting craft from the Channel Islands.

For our wine tasting the following Tuesday our participants endowed us with a plentiful supply of quaffable wines. The three and six euro categories were won by the crew of Sunbeam and the nine euro award went to Tallis. The savouries were a team effort and thanks are due to all who contributed to such a superb spread..

Although to some extent we followed divergent routes this year, due mainly to weather conditions, hopefully the 'Wine Run' can be regarded as a catalyst to get us out on the water and extend our cruising ground.

David Palfreman

Yacht "Speculator 2"

Sailing matters

As I write this newsletter we are coming to the end of another highly successful season for the club. Active participation in the club events remains high with excellent turnouts for club dinghy racing and in particular a growth in the cruiser racing fleet. Probably fair to say that the tides have not been to kind this year - are they ever, I hear you say. A consequence of this and the growing shoaling of the channel has been more racing in the river, not everyone's favourite activity but it does seem to encourage the smaller boats and provides great spectator value, especially when the Commodore parks his cruiser on a sand bar. So much for experience and local knowledge - time to reset the shallow water alarm on the sounder?

In contrast it may be argued that the dinghy fleet is rather reluctant to race offshore. In many conditions, although it might get a bit wet in the waves, racing offshore is easier and we run far less risk of damage than we would in the confined water of the estuary. Last season we arranged the programme to mark off shore races allowing the crews to arrive early and race officers to prepare marks, anchors etc for an open sea race. Perhaps we should repeat this when we draw up next year's programme?

It's been good to see a number of new faces in the dinghy fleet, in particular the number of junior sailors who are joining the adult fleet both as crews and helms. The RS 200s have been informally agreeing to swap helm and crew for the second race on weekends; as this has worked well for this class; perhaps the Trios would like to try it out? We could run this as a series within a series.

This season we have seen a real return of the 'Exe Open'. The club once hosted many open meetings but sadly this had declined in recent years. This year we will have held a Trio and Laser open and in September we will welcome visiting Cadets and RS 200s. I am not sure what went wrong with the turnout for the Trio and Laser opens. The dates were in the programme from January but we had an very disappointing entry. The event, held offshore, in ideal conditions attracted far fewer entries than we would expect for a normal weekend race. If a class is not prepared to support its own open meeting then we can hardly expect others to give up their weekend, usually a weekend with a favourable tide, to run events of this kind. I am sure we can do better next year.

This year we hosted the Exe regatta for the second time. It was a great event, as reported in this issue. I would like to thank all

involved, especially those members of the other river clubs who helped us out, Kathryn Jones and Tony Blackmore of Starcross and David Evens and Stuart Price from Topsham.

I am going to use this report to raise one of our 'old Chestnuts': the question of the timing of the cruiser lift-out. It is inevitable that in a club which supports and promotes such a wide range of activity there will be areas where the programme of one section impinges on another. As the dinghy and training programmes expand we find ourselves having to organise events early and late in the season. We are of course further hampered by the tides which limit us to neaps for many dinghy events. This has meant that there is still a high level of dinghy activity when the cruisers are ashore. I am not sure what the answer is, and I firmly believe that one of the strengths of the club is range of our activity we promote. Let's talk, we have dinghy, cruiser and the club AGM coming up.

Some suggestions to kick it off.

- Cruiser lay-up is fixed, say from 1st October to 31st March. Bilge keelers could contract with Mark Sampson for the travel hoist and then crane over. I know the bigger boats would have to invest in trailers.
- We reduce the number of lay-up berths available, preserving more space for dinghies
- We require all dinghies owners who do not sail over the winter to remove their dinghies for the winter. We could encourage/control this by requiring dinghy owners to pay a substantial winter parking fee, refundable if they can demonstrate that they have used their craft a minimum number of times between October and March.
- We give over at least 50% of the car park to dinghy parking in the winter.

Finally I will be standing down from the management committee at the AGM and would like to use Exe News to voice my thanks all who have given their time, expertise and encouragement to the development of our sailing programme. Far too many of you to name, but you know who you are ! THANKS

Rick Newcombe

Vice Commodore (Jnr)

House News

Although members may well not notice the efforts made by the House Committee, many jobs have been accomplished since the last issue of Exe News.

Dave Palfreman, our House Manager and his committee have been gradually completing a number of maintenance jobs during the spring and Summer. Their efforts often go unnoticed even when they have taken some time to accomplish.

The tracking used for dinghy launching has been resettled, we have had the sleeper wall at the west end of the dinghy park replaced and the contractors who resurfaced the same car park, have now sorted out the drainage problem.

New licensing regulations have meant that the Club (along with all other licensed premises) has had to make a new application. Many thanks are due to Mike Hill who has put in much time and effort on this complicated application.

With the new licensing arrangements, some work will be undertaken to conform with health and safety regulations. This is only at a very early stage at present and members will be informed when more details are available.

We have a large membership and the Club is used heavily on several evenings during the week as well as at weekends. This means we get noticeable wear and tear on club property. Please treat it kindly. Remember—YOU PAY FOR IT! The book to note down any thing that you think needs repairing or is in need of attention, is on the chart table in the bar area. The House Committee does refer to your comments and acts upon them as soon as we can.

My thanks are due to Dave and his merry men for their help and guidance during my first few months as chairman.

Eileen Underhill

Chairman of House Committee

Round the Island Race

Andy Riches reports on his very successful participation on what seems to have become the yachting equivalent of the London Marathon....

'Miranda' is a 10 Moody S31, not put her half-and set out to bilge keelers scrubbing off at included myself, Greg a South African friend who sails very occasionally, the two Marks with a bit of race sailing experience and another Moody owner friend, Trevor.



year old bilge keeled exactly racy, but we decent racing sails on show the Solent that aren't just useful for low tide! The crew my son Luke 10,

After hearing on the radio of the hour's delay due to lack of wind we motored down the glass-like Medina from the Folly Inn and picked up a buoy off Cowes, taking in the atmosphere and keeping an ear to the radio. What an amazing sight! All you could see were sails. It seemed like all of the 1648 participants were out there at the same time.

The tide was by now storming westerly across the start line in the middle and easing off a bit at each end. Our plan, agreed with 'Naviguesser' Mark, was to have a look at the line at around our 10 minute gun and tack up against the tide. Two minutes to go. The pole was up, Luke and Mark had the spinnaker rigged and ready to fly. We sailed into tide and wind just holding our position with the log showing 3 knots. With 30 seconds to go we bore away, went for the line and hoisted. What a great start it would have been if the spinnaker had not got itself nicely jammed in the navigation lights. Resorting to white sails and holding our own, a bit of South African brute force managed to extract the kite from its snare and it was flying. The jib was furled and we were off!

We seemed well placed, in clean air and in the leading cluster of yachts in our group with their green group flags. Mark now took over spinnaker trimming duties with Luke in the pit enjoying pole-up and pole-down duties to get as much as possible from this light and fickle wind which had turned SSE. Hitting a windless zone off Yarmouth we saw some interesting sideways drifting of Yachts as steerage was lost, and went back to white sails. The tidal chart

showed about 4 ½ knts and I remember whizzing past a North Cardinal before Fort Albert with virtually no steerage.

Fortunately the wind kicked in again and we sailed on a close fetch on port tack up to the Needles. The sun was out, the skies blue and there was some wind.

We took on, and passed a Bavaria 38 passing her on her leeward side, much to the dismay of her crew. The photographer Keith Beken caught us for a couple of shots just before the Needles. After giving the wreck off the Needles a generous clearance we embarked upon a long sequence of tacks towards St Catherines, interrupted by a lunch of hot pasties. As we approached Dunnose we could see some colour popping in the haze as the earlier fleets were launching spinnakers. Luke put his book down and leapt into action with Mark and rigged the kite for a starboard pole launch. Despite Mark's careful bagging of the spinnaker, a further tangle had to be shaken out. Luckily without too much effort and we had a great sail into and across Sandown Bay.

The fleet converged at Bembridge ledge ECM, the only real mark of the race, with the usual heart-stopping moments as we jostled for a good line past the mark. Now almost running, we headed for the first time inside the Fort and around Ryde Sand. Usually at this point we find ourselves going in close and shallow to fight the last of the tide.

This time, the light winds had meant that the tide had already turned and was now giving us a bit so we could head straight and stay in deeper water.



The sight behind us was truly magnificent - spinnakers and cruising chutes of all sizes and colours spread for as far as you could see. This was when one 58 footer, charging through the fleet

made the mistake of taking us on and amazingly came out second best.

The tussle left her dead in the water with an empty cruising chute. The remaining spinnaker run took us past Wootton Creek and across the finish with Trevor at the helm, at 2015. The trek up to

the declaration barge ended a long day, where it had been a struggle to get much from the wind at times. We thought we must have done fairly well by the rare numbers of green flags around but it was a real surprise when we saw the official results.

These were 4th in class, 22nd Overall and 2nd in Yachting Monthly's Family Trophy.

We also found out from the Moody Owners Association that on corrected time we came 2nd to Bill Dixon, designer of many Moody yachts.

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24 Years ago...

Exe SC hosted the Merlin Rocket Nationals, sponsored by Kenco Chemicals of Bolton (purveyors of fine firelighters), with an entry of around 120 boats. Dinghy park was on the seafront, opposite the Pavilion. Winner was A. Street, in a boat (The Feet, 3260) which I think is still sailing on the Exe (at Starcross).

[Alan Orpin](#) was the Laser fleet captain (no wonder he has recently won the Autumn series if he's had that much practice...), and commented in his report "nice to see [Hedley Saunders](#) sailing again in any Laser he can borrow..."

19 Years ago...

Exe SC hosted the National 12 championships (Burton Week). [Ivan Wilkinson](#), Vice Commodore said "...1986 may see the rebirth of the National 12 at Exe." Biggest dinghy fleet at the time seems to have been the Enterprise, captained by [Guy Farrant](#), with 31 registered owners.

It appears there was a move to give priority in the dinghy park to racing members, which, if the correspondence of the time is any guide, went down like a concrete coracle with some of the more vociferous non-racing members. Some problems just don't go away – they merely mutate and mature over the years.

10 Years ago...

EXE SC hosted the Merlin Rocket Nationals for the 3rd time. The winner was [Phil King](#) (seen last year in a Trio, with [Peter Scott](#)). [Frank Rowsell](#) was 4th.

First mention of GPS in Exe News, in article by [John Fletcher](#).