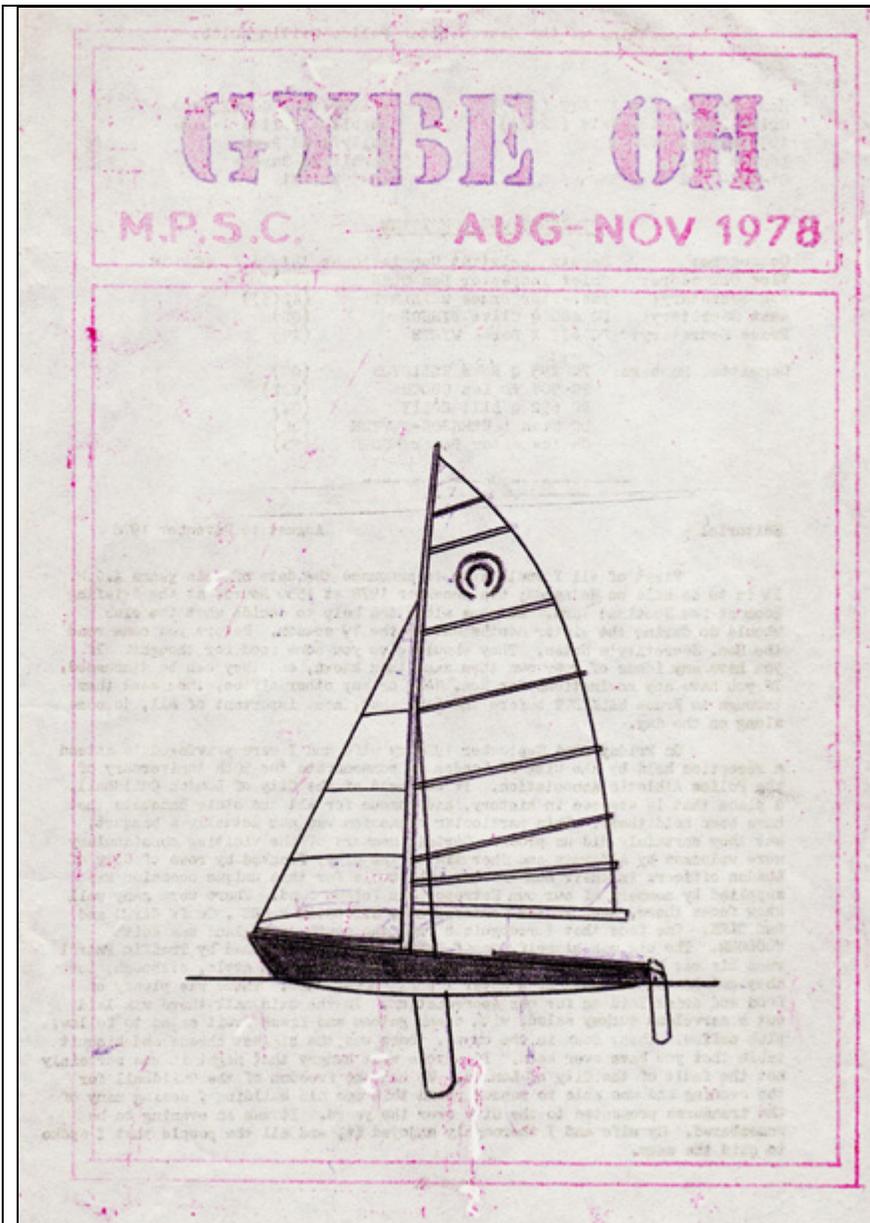


# 'GYBE OH' –

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The magazine of the Metropolitan Police Sailing Club.

Hon Sec. Bruce WALKLETT (Insp)  
Crime prevention Unit (A2(3))  
105 Regency Street  
London S.W.1.

Editor. Len GOOCH (PC)  
Surbiton Police Garage  
Hollyfield Road, Surbiton,  
Surrey

OFFICERS and COMMITTEE

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PC 692Q Bill HOLLY (QW)  
DC Stan LAURENSEN-BATTEN (QH)  
Ch Inspector Peter MOORE (VS)

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Editorial

August to November 1978

First of all I would like to announce the date of this year's A.G.M. It is to be held on Wednesday 6th December 1978 at 1530 hours, at the Briefing Room at New Scotland Yard. Do come along and help to decide what the club should do during the winter months and in the '79 season. Before you come read the Hon. Secretary's Notes, They should give you some food for thought. If you have any ideas of your own then make them known, and they can be discussed. If you have any nominations for Hon. Sec. or any other office, then send them through to Bruce WALKLETT before the 6th. But, most important of all, do come along on the day.

On Friday 22nd September 1978 my wife and I were privileged to attend a reception held by the City of London to commemorate the 50th Anniversary of the Police Athletic Association. It was held at the City of London Guildhall, a place that is steeped in history, and famous for all the state banquets that have been held there. This particular occasion was not actually a banquet, but they certainly did us proud. Certain members of the visiting constabulary were welcomed by Aldermen and Sheriffs of the City, flanked by rows of City of London officers in their number 1's. The music for this unique occasion was supplied by members of our own Metropolitan Police Band. There were many well known faces there, such as the Commissioner, Sir David McNEE, Geoff CAPES and Dan GLEN. One face that I recognised from the south of England was Keith WOOLGER. The big man himself, Geoff CAPES, had to be rescued by Traffic Patrol when his car broke down on the motorway, so he arrived in style, although, how they got him in the back of a Rover I shall never know. There was plenty of food and drink laid on for our appreciation. In the main hall there was laid out a marvelous turkey salad, with cream gateau and fresh fruit salad to follow, plus coffee. Then, down in the crypt, there was the biggest cheese and biscuit table that you have ever seen. If anyone went hungry that night it was certainly not the fault of the City of London. We had the freedom of the Guildhall for the evening and were able to wander round this age-old building, seeing many of the treasures presented to the City over the years. It was an evening to be remembered. My wife and I thoroughly enjoyed it, and all the people that I spoke to said the same.

I have tried to give you a list of results of all the police regattas held in the southern part of England. There is no problem at meetings that attend myself. But I would appreciate someone from the Met taking a note of the list of finishers at the meetings at which I am absent. The two meetings that are not mentioned this year are the Sussex Police Regatta and the Bedfordshire Police Regatta. If somebody can help by giving me the results I will see that they are published.

Racing-wise the M.P.S.C. has had a very good season. We had 3 of our members in the first 4 in the P.A.A. Championships in Scotland; We took the first 5 places in the Essex Police (fast) race and in our own regatta at Queen Mary Reservoir; we took the first 4 places in the Hertfordshire Police Regatta; we took the first 3 places on both the Northamptonshire and Dorset Police Regattas; and the first 2 places in the Kent and Hampshire (fast) Police Regattas :

Individually Dan Glen did extremely well in the police races with 4 first places; Dave ABBOTT got 2 firsts and one second; Stan BATTEN got one first and 3 seconds; and Ross ELLISTON took one first and 2 seconds; John BURBECK got one second: So you can see that the racing members of M.P.S.C. not only show the flag, but also wave it a good deal too.

The M.P.S.C. was well represented at this year's Albacore Nationals held at Stokes Bay in August. Dan GLEN was there as usual, and he was ably supported by Dave ABBOTT and John BURBECK. Dan is looking forward next year in participating in the Albacore World Championships, to be held in Torbay. Good luck Dan !

Our. Hon Sec dropped me a note the other day to say that Miss Gill STREET, the appeals organiser for the British Olympic Yachting Appeal, had written to the club asking for volunteers to sell raffle tickets at the B.O.Y.A. stand at the Boat Show between the 4th and 14th January 1979. The Appeal will be running this raffle to raise funds towards the next Olympics. The first prize will be a dinghy, and the second prize will be a Sea Panther sailboard. The success of this raffle- as with any other, depends upon the number of tickets sold. Miss STREET is therefore seeking volunteers to sell tickets at the stand for periods of one hour or more. The stand is situated right opposite the Guinness Stand ( Hon Sec = It sounds like the perfect location.) It is Stand No. X 19, and the show is open from 10.00 to 19.00 hours on Sundays and an hour later on Weekdays. If anyone can spare an hour to help this worthy cause will they contact Miss STREET at the Appeals registration office at 70 Brompton Road, SW.3. , telephone number ( ).

When you start seeing posters and hearing announcements about the Boat Show it is a sure sign that Christmas is not very far away. It seems to come around a little quicker every year. So now is the time to think of all the little goodies that you need to go that little bit faster next year. Who knows! Father Christmas just might have the very thing in his bag. Best wishes for Christmas and the New Year ( just in case I don't see you at the A.G.M. )

Good sailing to all members - and to the hardy ones - good frost-biting.

Cheerio for now,  
Sidewinder

## A WORD FROM YOUR SECRETARY

The sailing season for all but the hardiest and most dedicated is drawing swiftly to a close, and our thoughts automatically turn to laying up boats, or to carefully prepared programmes of repair, refitting and re-painting to occupy the winter months and to ensure that our boats are ready and in tip top condition for the start of next season's sailing.

It should also give us time to turn our thoughts to the club, what it should be doing, where it should be going. This year we boast 43 members - some of whom joined fairly late in the season. Of these 20 can be said to be of the racing fraternity whose names appear in Police Orders as representing the M.P.A.A. on fairly regular basis. What of the other 23 ? What do they do ? Where do they do it ?, for I never hear of or from them.

I feel that as a club, we should have a winter programme as I believe we used to have in years gone by; meeting at a central venue on a monthly basis from October to March, to talk about sailing, listen to speakers and watch sailing films; about cruising as well as racing, and for club members who are outside the rather tight knit racing group to get to know other members and feel that they belong to a club that actually does something.

To this end a social committee should be elected on an annual basis to arrange and run these meetings, and to generally foster the social side of the club. The ideal time to elect such a committee is at the Annual General Meeting of the club, to be held this year on WEDNESDAY 6TH DECEMBER at 1530 hours in the Briefing Room, 5th floor at C.O. Please attend, elect your club officers for the next year. Tell them what you think of the club - and what you are prepared to do to assist - in other words - put in your two penn'orth.

Thought must be given to next year's Longhurst Trophy meeting - the Met's own annual regatta. This has been held for the past several years at Queen Mary S.C., Ashford, Middlesex, but I now have quotes from their admin officer which will mean an entry fee of at least £4.50 per boat in 1979. We are already the most expensive Force regatta - certainly in the South of England - I suspect in the whole country, - this latest rise in costs is going to price us out of existence and we are the club that started it all off!

Has anyone any thoughts on an acceptable, convenient and much cheaper venue, available to us for 30th May 1979 ?

I understand that the Midland Bank S.Cs. water at Hithermoor is to be closed down next year because of infilling, and that already the lake is greatly reduced in size. I have not heard officially from Midland Bank S.C. but I also understand that the club is closing down for the winter from general lack of support. We must find alternative accommodation for "Metrognome", the club dinghy, and alternative water for the club to sail on. Has anyone any suggestions?

Lastly, I reach pensionable service in June next year, and do not propose to continue serving. The ideal time to change secretaries is at the A.G.M. - much better than trying to do a hasty swop in mid season; so we are looking for someone to take over from me. The task is not arduous, it doesn't require the expenditure of vast amounts of time, it does enable you to get to know a large number of sailors both in the Met and the provinces very well. It has also turned out to be fairly worthwhile job.

Any takers ?

Good luck for the winter, see you all at the A.G.M.

Anthony B. Walklett

Hon. Secretary

## DORSET POLICE REGATTA - 1978

The M.P.S.C. won the first three prizes in this year's Dorset Police Regatta. Dave ABBOTT, ably crewed by his Thames Division team mate Len WENHAM came first. The dynamic duo of the Laser world and Harlesden Police Station fought it out for the second and third positions, with Stan BATTEN just beating Ross ELLISTON by  $\frac{3}{4}$  of a point. John and Elizabeth BURBECK sailed their Albacore into 6th place, whilst those two geriatrics, Clive BISHOP and Len GOOCH, could only make 9th place in a similar boat. Derek COLEMAN and his daughter Fiona were only one place behind in their Mirror 10. And the last Met entry, but not the least, was the club Enterprise "Metrognome", sailed by John FASSUM and R. OMMEROID, who came 18th.

The regatta was held over two days, on the 26th and 27th of July, and two very good days they were. The weather was warm and sunny, and the wind varied from light to fresh, giving every competitor a chance to have a jolly good sail. The venue was Poole Yacht Club at Lower Hamworthy, and there was the whole of Poole Harbour to sail in. The local members always make us very welcome and invite us to call in at any time we are down that way for a sail.

This year Brian TUCKER had the unenviable job of organizing the meeting, and everything went off very well. Well done Brian ! The O.O.D., Noel FISHER, set some interesting courses which included some very hairy reaches. But either he is making the courses easier, or the competitors are getting to know their way about in the harbour, because nobody seemed to be getting lost this year. The club's boatman, AUSTIN, did a great job in manning the rescue boat. 78 years old he is, and still going strong.

There were 20 boats entered for the meeting, and there were 4 races held with the best three results to count towards the prizes. Six different police forces were represented, with 2 boats travelling down from Bedfordshire and one from Hertfordshire. The two-man boats and the single-handers were fairly evenly matched in numbers.

Chris LAMLERT was there from Bedfordshire, with his new Solo, and so was his keen rival Solo helm from Kent, Alan GIMES. Alan, however, had left his Solo behind and had borrowed a Streaker. His own boat had sustained some damage at Grafham Water and was being repaired. He soon showed us that he is no mean competitor even in a strange boat by coming second in the first race and winning the third race. Chris LAMBERT sailed consistently well to take 4th place overall, the highest non-Met boat. Alan finished 5th.

Stan BATTEN got into a bit of a tangle in the first race when his rudder down-haul ( or was it the up-haul ) became jammed between the rudder blade and the cheeks of the stock. He could neither get the rudder up or down, and decided to retire. Ross went on to win the first race.

Sidewinder's bogey was the third race. They were going well on a fast reach towards Brownsea Island when a gust caught them and over they went in a spectacular capsized. The mast dug itself in the mud and it took some time to ease it out without breaking it. They eventually succeeded in this task with the loss of only the burgee, but with a very muddy mainsail. However, their troubles were not over by any means, for no sooner was the Albacore upright, than over it went again on the other side. This did not happen only once, but several times. Nothing the bewildered crew did seemed to make any difference. The boat was like a pendulum. Eventually the mast was raised to the perpendicular and it stayed there, and two very frustrated sailors climbed aboard and sailed the boat dry. They found out afterwards that one of the side buoyancy compartments had filled with water and was the cause of all that chaos. Sidewinder finished 10th in that third race ( Who knows where they would have come had they stayed upright ).

But for all that Poole Harbour is a great place to sail. We look forward to heading for the Dorset coast again in 1979.

RESULTS OF THE DORSET POLICE REGATTA 1978

1.	ABBOTT & WENHAM	Metro	Albacore	4	1	3	1	=	4¾
2.	BATTEN	"	Laser	rtd	3	2	2	=	7
3.	ELLISTON	"	"	1	2	6	5	=	7¾
4.	LAMBERT	Beds	Solo	3	6	5	3	=	11
5.	GIMES	Kent	Streaker	2	rtd	1	10	=	12¾
6.	The BURBECKS	Metro	Albacore	7	4	7	4	=	15
7.	R. JONES	Beds	Solo	5	5	9	rtd	=	19
8.	D.JONES & WADDELL	Sussex	Graduate	6	7	11	8	=	21
9.	GOOCH & BISHOP	Metro	Albacore	8	9	10	6	=	23
10.	The COLEMANS	"	Mirror	9	8	12	11	=	28
11.	KILMINSTER	Dorset	Solo	11		4		=	31
=12.	READE & LEWIS	"	Fireball	10		13	9	=	32
=12.	LOAKE	Sussex	Laser			8	7	=	32
14.	HARDING & BRADLEY	Dorset	Mirror	13	10	16	13	=	36
15.	SKERMAN	Sussex	Laser			14	12	=	42
16.	TUCKER	Dorset	O.K.					=	45
17.	WALTER & WRIGHT	Herts	Enterprise			15		=	47
=18.	FASSUM & OMMEROID	Metro	"					=	51
=18.	The PARRYS	Dorset	Fireball					=	51
=18.	FFORDE & GREEVES	"	Graduate					=	51

Sidewinder

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FOR SALE

GP 14 sailing dinghy - sail number 9029 G.R.P. hull  
- alloy mast and boom

Comes complete with trolley and trailer Very  
good condition.

£ 950 o.n.o.

Enquiries to PC 311 X at XR or Ruislip ()

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KENT POLICE REGATTA - 1978

This years regatta was hold on the 6th September 1978 at Hampton Pier Yacht Club, Herne Bay, the home club of Alan GIMES and Keith ELGAR, and the venue of the 1977 P.A.A. championships. We were given the usual warm Kent welcome by both the Constabulary and the local club members. But the lack of wind made it a rather tricky meeting for the competitors, and the third race had to be cancelled because the wind was not strong enough to counter the tide.

There were 17 entries, 7 of which came from the Met. They were Stan BATTEN, Ross ELLISTON and John BAYLESS with their Lasers; Alex ROSS and Derek COLEMAN ( daughter Fiona ) with their Mirrors; and Dave ABBOTT (Peter MOORE) and Len GOOCH (Clive BISHOP) with their Albacores: Of the remaining 10 boats, 7 of them were Solos.

Dave ABBOTT was very fortunate to get his boat to Hampton Pier in one piece. On arrival in the car park he found that the nearside trailer wheel was minus its ball bearings. How the wheel stayed on the stub axle without the bearings is almost a miracle. Then to cap that, another minor miracle took place during the first race, when a large fish leapt out of the water straight into one of the sailing dinghies, and who's boat was it? Yes, you have guessed it! It was Dave ABBOTT's "All at Sea".

At the start of the racing there was still some mist about and very little wind. The Race Officer wisely laid the course within the limits of the two piers in order to keep clear of the stronger tidal currents. It was a straightforward triangular course, with a reaching start from the club line. The Solos showed their light weather potential by creeping into the lead just ahead of the Lasers. Alex ROSS showed his remarkable skill in his single handed Mirror by keeping up with the "faster" boats. In fact, it turned out to be a single-handers benefit race, with eight of them finishing in the first ten. Chris LAMBERT went on to win the first race, with the Lasers of Stan BATTEN and Ross ELLISTON in second and third place. Alex ROSS finished a very good fourth. With the extra weight of that fish in his boat the best Dave ABBOTT could do was 7th.

There was a little more wind for the second race, but not much more. But what we did get a lot more of, was rain. There was a very heavy rain storm during this race, just as the leading boats were finishing. It came down like the proverbial stair rods. The leading group was made up of 2 Lasers and 2 Albacores. Dave ABBOTT was leading on the finishing straight, but ran into a calm patch just before the line. Stan saw what was happening and sailed clear of this patch and went on to win. The other three boats all finished within a boat's length of each other, which allowed Ross ELLISTON to gain 2nd place on handicap. "All at Sea" was 3rd, and "Sidewinder" was 4th. Chris LAMBERT finished ahead of his great rival Alan GIMES after a right ding-dong battle. Once again there were eight single-handed boats in the first ten.

By the time for the third race the tide had turned and the wind had dropped. The Race Officer conferred with the local committee and then reluctantly cancelled the last race. So there we were, with two races sailed, and with both results to count. This gave the first two places to the Met in the form of Stan BATTEN and Ross ELLISTON, with Chris LAMBERT in third place for Bedfordshire. The other M.P.S.C. placings were :-

Dave ABBOTT was 4th, Len GOOCH was equal 5th ( with Alan GIMES ), Alex ROSS was 9th, Derek COLEMAN was 13th, and John BAYTRSS was equal 14th.

KENT POLICE REGATTA - 1978FINAL RESULTS

1.	Stan BATTEN	Metro	Laser	2 + 1 =	2¾
2.	Ross ELLISTON	Metro	Laser	3 + 2 =	5
3.	Chris LAMBERT	Beds	Solo	1 + 5 =	5¾
4.	Dave ABBOTT	Metro	Albacore	7 + 3 =	10
=5.	Len GOOCH	Metro	Albacore	10 + 4 =	14
=5.	Alan GIMES	Kent	Solo	8 + 6 =	14
=7.	Keith ELGAR	Kent	Solo	6 + 9 =	15
=7.	Reg JONES	Beds	Solo	5 + 10 =	15
9.	Alex ROSS	Metro	Mirror	4 + 12 =	16
10.	B. HUDSON	Herts	Solo	9 + 8 =	17
11.	GY	Kent	Streaker	11 + 7 =	18
12.	John LOAKE	Sussex	Solo	12 + 13 =	25
13.	Derek COLEMAN	Metro	Mirror	16 + 11 =	27
=14.	John BAYLESS	Metro	Laser	14 + 14 =	28
=14.	MILLER	Kent	Solo	13 + 15 =	28
16.	Dave CHAPMAN	Herts	Albacore	15 + 16 =	31
17.	Colin WADDELL	Sussex	Pisces	17 + 17 =	34

Sidewinder

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NOTTINGHAMSHIRE POLICE REGATTA 1978

The Nottinghamshire Constabulary held their first police sailing regatta last year. They were rather disappointed with the numbers that turned up. However, they decided to give it a run again this year in the hope that by more advertising they would get more support. River sailing is not everyone's cup of tea, but it does offer some good competitive sailing with lots of tacking and close combat stuff.

The actual sailing takes place on the River Trent, on the south east side of the city of Nottingham, from the Nottingham Sailing Club. It is a small club, but like so many of the smaller clubs, a very friendly one. The members do not mind putting themselves out to make you feel at home. John Neaverson and his merry men even came down to the club house the night before the race to open it up for anyone who wished to stay overnight - in order to save the long journey in the early hours of the morning. Clive BISHOP and Len GOOCH accepted their invitation to do just that, and were in fact the only representatives from the Met.

The journey up the M.1. was not without incident on the Tuesday evening. They were travelling about 100 yards behind a large articulated lorry, in the inside lane, when there was a huge puff of smoke followed by a loud bang from the rear of the lorry. Then, out of the smoke came hurtling large chunks of black rubber, which was scattered all over the carriageway. Two of the rear tyres had blown out ( or blown up ). Fortunately our two stalwarts were far enough back to be able to steer clear of the falling rubber. But, had they been a lot closer, or even been overtaking the lorry at the time, they could well have sustained some damage to their car. The moral is - do not follow these lorries too close.

The morning of the 14th of September dawned bright and sunny, but without much wind. The weather forecast however, promised us a good blow. By the time racing was ready to commence there was a fresh wind of between force 3 and 4, very gusty.

There were 14 boats ready to take to the water. A Mirror 10 was the first boat to launch, to get in a bit of practice. They showed the more cautious crews on the bank what could be expected - when they were caught by a gust, and promptly capsized. Alan CRITCHLEY was the next one to entertain the spectators when he capsized near the club house. Unfortunately for him, his mast got stuck in the river bottom, and his Tasar ended up with

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yet another "stick". Poor old Alan, he had travelled all the way down from Lancashire, and there he was out of the running before the first race had started. Another pre-race casualty was an O.K. from the local Force, sailed by G. NORMAN, who found himself with a broken halyard just before the start of the first race.

The first race was a battle between the Lasers of Martin LAMBERT and Dick SIVERS, the Albacore of Len GOOCH and Clive BISHOP, and the Solo of Chris LAMBERT. The Albacore managed to take the lead on the first beat but was overtaken by the Lasers on the downwind leg. Dick SIVERS held the lead for some time until he capsized. This allowed Martin in front and he held it to the finish. Sidewinder was second over the line, 51 seconds ahead of Sivers not enough to stop him taking 2nd place on handicap. Chris LAMBERT finished 54 seconds ahead of KENNEDY's GP 14, who in turn finished 109 seconds in front of John NEAVERSON's Merlin Rocket

First Race Result:-

1st Martin LAMBERT	Laser
2nd Dick SIVERS	Laser
3rd Len GOOCH	Albacore
4th Chris LAMBERT	Solo
5th P. KENNEDY	GP14

For the second race the still gusty conditions and the course gave the spectators at the club-house a good view of some unusual gybes. The bend of the river was ideally situated opposite the club for no antic or mistake by the helmsmen to go unnoticed. This was a much closer fought race, with everyone determined to do better than in the first race. The 2-man dinghies found that they could hold the Lasers down-wind in the increasingly difficult wind conditions, and Sidewinder managed to stay in front until just before the end of the third lap ( the finish ) when it was noticed that the port shroud was swinging loose ( the sticky tape securing the safety pin had worn through in the see-saw conditions, and the safety pin had come out - allowing the clevis pin to drop out too ). Very fortunately it was discovered before they turned onto the port tack, otherwise they could have lost their mast. However, a quick repair was effected, and they finished third over the line, with the Lasers of SIVERS and LAMBERT 30 and 12 seconds ahead of them respectively. NEAVERSON's Merlin Rocket finished 80 seconds behind the Albacore, and Chris LAMBERT finished 30 seconds behind him.

Second Race Results :-

1st Chris LAMBERT	Solo
2nd Dick SIVERS	Laser
3rd Martin LAMBERT	Laser
4th Len GOOCH	Albacore
5th P. KENNEDY	GP 14

The wind had increased in strength and was still very gusty for the third race. In these conditions there was no rest for either helm or crew. It was unsafe to cleat the sheets and a lot of people were having blister trouble on their hands. John NEAVERSON had to change his crew for this last race because of the sore hands his original crew had sustained in the first two races( he had just worn him out !). All good clean fun ???

At the end of the first lap Sidewinder was sandwiched between Martin LAMBERT and Dick SIVERS, with John NEAVERSON and Chris LAMBERT in hot pursuit. But the Albacore sneaked into the lead in the second lap and held it to the finish. But, again the margin of 55 seconds over the Laser of Sivers was not enough to give Sidewinder the race. LAMBERT's Laser was a mere 5 seconds behind SIVERS. NEAVERSON was the next boat home, but he was beaten on handicap by K. CHILDE in his Mirror 10.

Third Race Results :-

1st Dick SIVERS Laser  
 2nd Len GOOCH Albacore  
 3rd Martin LAMBERT Laser  
 4th K. CHILDE Mirror  
 5th Chris LAMBERT Solo

FINAL RESULTS :-

1. Dick SIVERS	Northants	Laser	2	2	1	= 2¾
2. Martin LAMBERT	Beds	Laser	1	3	3	= 3¾
3. Chris LAMBERT	Beds	Solo	4	1	5	= 4¾
4. Len GOOCH	Metro	Albacore	3	4	2	= 5
5. P. KENNEDY	Notts	GP 14	5	5	8	= 10
6. John NEAVERSON	Notts	M/Rocket	7	6	6	= 12
7. Ken CHILDE	S.Yorks	Mirror	.	8	4	= 12
8. G. NORMAN	S.Yorks	O.K.	.	7	7	= 14
9. F. ALBISTON	S.Yorks	Laser	6	.	11	= 17
10. G. SQUIRES	W.Yorks	Firefly	.	9	9	= 18

Sidewinder

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SUSSEX PURSUIT - '78

Wednesday 20th September, a fine, mellow and sunny day, saw numerous boats and crews heading through the lanes of Surrey and Sussex in the direction of Chichester Harbour. Their destination was Cobnor, a place not easily found, (even the Ordnance Survey maps only print the name of Cobnor House). Nevertheless, 13 sailing dinghies arrived there for the annual match between the M.P.S.C. and the Sussex Police Sailing Club. Some crews even took it seriously enough to dash off to the nearest transport cafe, immediately on their arrival, to set themselves up for the day with some of the local fare.

This year the organising genius, Maurice CLYDE, decided not to go down to East Head, but to stay well upstream of the tide. The aim of the game was to sail from Cobnor to Dell Quay by a circuitous route, to be stipulated before the start, and there to dash into the nearest hostelry and sign in as proof of arrival. The team that got all their boats the quickest would be the winners. Each team had to match the types of dinghies sailed by the other. Due to the requirements of constabulary duties several would-be participants did not turn up. Therefore several adjustments had to be made to even the sides up.

The Met had 2 Lasers ( sailed by Stan BATTEN and John BAYLESS ), 2 Mirrors ( sailed by Dick POVEY and his wife Jane, and Derek COLEMAN who sailed single-handed ), one Enterprise "Metrognome" ( sailed by Peter MOORE and Keith WALL ), and 2 Albacores ( sailed by John BURBECK and crew (sorry - didn't get his name), and Len GOOCH and Clive BISHOP ). The Sussex team consisted of 2 Lasers and 4 Mirrors. Therefore it was decided that one of the Sussex Mirrors would sail for the Met team, and that one of the Met Albacores would sail for Sussex. The Met Enterprise would just have to go along for the ride - and not score. After much tossing of coins and drawing of straws Ron NEVETT was "elected" to sail his Mirror for the M.P.S.C. and "Sidewinder" to sail for the Sussex police.

The start of the race was of the Le Mans style, with the boats ready rigged in the water, and the helmsmen dashing down the slippery beach at the word " Go." John BURBECK and Stan BATTEN were two of the early starters, and headed the "fast" fleet in the very light wind conditions,

conditions, /

staying ahead for most of the race. But the race officer added a " dog leg " to the course, just south of Dell Quay, and this allowed Sidewinder to creep past the leading pair. However, Stan regained the lead when the Albacore got stuck in irons whilst trying to round a large wooden post in mid stream.

That dog leg was to be the undoing of Derek COLEMAN, who was the leading Mirror for most of the race. He fell foul of the windless patches of water in that area and was overtaken by John SUMNER ( Sussex ) and Dick POVEY.

The finish was very close with John SUMNER helming the first boat home. Stan BATTON was second, and Dick POVEY was third. Full marks for enthusiasm must go to Jane, Dick's crew, who was all prepared to leap over the side of her boat as it swept up the hard at Dell Quay. Unfortunately, when the order for her to jump was given she tripped over the gunwale and fell head-first into the water. Nevertheless, she picked herself up and dashed off to sign in. Well done, Jane!

For scoring purposes the leading boat in each class was given minimum points ( $\frac{3}{4}$ ), and each boat after that was given the number of points consistent with its position in that class.

The finishing order was as follows:-

1.	SUMNER	Sussex	Mirror	$\frac{3}{4}$
2.	BATTEN	Metro	Laser	$\frac{3}{4}$
3.	GOOCH	"Sussex"	Albacore	$\frac{3}{4}$
4.	POVEY	Metro	Mirror	2
5.	BURBECK	Metro	Albacore	2
6.	WOOLGER	Sussex	Laser	2
7.	COLEMAN	Metro	Mirror	3
8.	SKIRMAN	Sussex	Laser	3
9.	CLYDE	Sussex	Mirror	4
10.	NEYETT	"Metro"	Mirror	5
11.	READ	Sussex	Mirror	6
12.	MOORE	Sussex		
13.	BAYLESS	Metro	Laser	4

	<u>Mirror</u>	<u>Laser</u>	<u>Albacore</u>
1.	Sussex	Metro	Sussex
2.	Metro	Sussex	Metro
3.	Metro	Sussex	
4.	Sussex	Metro	
5.	Metro		
6.	Sussex		

It could not have been a much closer finish. Sussex just pipped the Met by  $\frac{1}{4}$  a point - Sussex  $16\frac{1}{2}$  - Metro  $16\frac{3}{4}$ .

All the crews having been suitably refreshed at the pub overlooking Dell Quay, and the magnificent shield being presented to John SUMNER on behalf of the Sussex team, they made their way back to Cobnor. The wind had piped up a little bit and a brisk sail was had by all.

It was perhaps fitting that Sussex should win the annual pursuit this particular year. The competition was the brain child of Maurice CLYDE, and this is his last full year in the police service, as he plans to retire next September on pension. The race has brought a lot of people a lot of fun over the years. Although he may not be a serving officer for the '79 race, let us hope that it will not stop him taking part in that and many more "Pursuits" to come.

Sidewinder

## NORTHAMPTONSHIRE POLICE REGATTA - 1978

There was a very good turn out at the Middle Nene Cruising Club on the 28th of September. Our hosts were the Northamptonshire Police Sailing Club, and the meeting was mainly organised by an ex-Met colleague, Dick SIVERS. We received the usual warm welcome, from the local inhabitants, but not from the weather. It rained most of the night before the race, and kept raining all the morning of the race day.

There were 33 entries in all, and 5 of those came from the Met. There were the Albacores of Dan GLEN and his son Duncan, Dave ABBOTT and the intrepid Peter MOORE, and that TD/CPO double act - Len GOOCH and Clive BISHOP; and the Lasers of Stan BATTEN and "Big John" BAYLESS: Stan, Clive and Len had travelled up to Thrapston on the evening of the 27th, and had "camped out" in the clubhouse. Early arrivals at the club on the 28th could still smell the bacon and eggs that these three worthies had cooked and eaten in the early hours. Poor old Stan later discovered that he had left the window of his car wound down when he parked it in the dark, the night before, and the rain had got in and soaked the drivers seat and the carpet. Fortunately for him that was all that got in the car, and nothing was missing.

Three races were held and the best two results counted towards the prizes. The water remained unchanged from previous years, and still had the two narrow channels through the islands and rocks across the middle of the lake.

Dan GLEN was in very good form and soon showed his superior skill and boat speed in the first two races. He shot into the lead and stayed there unchallenged, increasing his lead all the time. He won both the first and second races, and did not bother to sail in the third race. That left Dave ABBOTT to carry the Met flag and go on to win the last race. His other best result was a second place in the first race. Stan BATTEN's two best results was a 2nd in the second race, and a 3rd in the last race, So these three helms took the first three places at this meeting against strong opposition from the county forces,

The National 12 of D. ACKLAM, from West Yorkshire was sailed extremely well, and he was able to keep up with many "faster" boats. Dick SIVERS and Chris LAMBERT sailed a good race, and came 5th and 6th respectively. The Laser of C. COOPER obtained equal points with Chris, but lost out on the discard, to come 7th. The two Enterprises of M. CAUKWELL from North Yorkshire and R. BRAMHALL from Greater Manchester were very evenly matched, and they swapped places in the last two races. CAUKWELL gained the edge by beating his class mate in the first race. The Albacores of D.HODKINSON from Lancashire and Len GOOCH had a battle of their own, the result of which was that the Met boat finished one place ahead of the Lancashire boat. John BAYLESS was going much better in his Laser since he picked up some tips from a library book on Laser sailing. It will not be very long before he is a real force to be reckoned with. Unfortunately, in the third race John banged his head on the boom and capsized - and retired. His best result was a 16th in the second race, and he finished 20th overall.

The Northamptonshire Police Regatta is becoming famous for its generous prizes. This year was to be no exception. There were prizes for the first 12 boats, and all the prizes were of a high standard, and all the recipients were proud to receive them.

It was another very good meeting. Nice one Dick !

See you all again next year !

Sidewinder

NORTHAMPTONSHIRE POLICE SAILING CLUB

OPEN REGATTA 1978 FINAL RESULTS

1.	Ch/Insp	D. GLEN	Metro	Albacore	6403	1	1	DNS	=	1¾
2.	PS	D. ABBOTT	"	Albacore	6692	2	3	1	=	2½
3.	DC	S. LAURENSEN-BATTEN	"	Laser	56181	4	2	3	=	5
4.	Mr	D. ACKLAM	W.Yorks	Nat 12	3031	3	4	4	=	7
5.	PS	R. SIVERS	N'hants	Laser	40565	6	6	2	=	8
6.	Mr	C. LAMBERT	Beds	Solo	3129	9	8	6	=	14
7.	DC	C. COOPER	W. Mids	Laser	50740	11	5	9	=	14
8.	PC	M.CAUKWELL	N. Yorks	Enterprise	10047	8	10	7	=	15
9.	Insp	R.BRAMHALL	Gt Manchester	"	10933	10	7	10	=	17
10.	PC	L. GOOCH	Metro	Albacore	442	7	11	12	=	18
11.	PC	D. HODKINSON	Lancs	"	1294	5	RTD	14	=	19
12.	PC	G. NORMAN	Notts	O.K.	1499	17	15	5	=	20
13.	DC	R. JONES	Beds	Solo	1176	24	9	11	=	20
14.	PC	J. NELSON	Gt Manchester	Laser	56240	14	13	8	=	21
15.	PS	B. HUDSON	Herts	Solo	2198	15	12	13	=	25
16.	PS	B. TUCKER	Dorset	O.K.	1356	13	17	15	=	28
17.	PS	N. WOOLGER	Sussex	Laser	32531	19	14	DNS	=	33
18.	Supt	B. PATTERSON	T/Valley	Wayfarer	1638	18	20	16	=	34
19.	Insp	R. SAUNDERS	W. Mids	Fireball	3676	20	18	17	=	35
20.	PC	J. BAYLESS	Metro	Laser	61695	21	16	RTD	=	37
21.	PS	G. SQUIRES	W. Yorks	Firefly	1463	23	22	16	=	38
22.	PS	T. PELL	N'hants	GP 14	6512	16	23	DNS	=	39
23.	DI	R. FIRTH	W. Yorks	Enterprise	14217	22	25	18	=	40
24.	PC	S. BLAIN	Lance	Tasar	256	27	21	19	=	40
25.	PC	P. GRIFFITHS	W. Mids	M/Rocket	2739	25	19	DUS	=	44
27.	PC	J. OUTHWAITE	N. Yorks	Fireball	2688	30	26	22	=	48
26.	PS	H. NICHOLSON	Beds	Express	295	26	27	20	=	46
28.	PC	D. CLEMENTS	Gt Manchester	Enterprise	16573	28	DNS	21	=	49
29.	PC	K.CHILD	S. Yorks	Mirror	44597	31	24	DNS	=	55
30.	PC	J. YOUNG	Herts	Enterprise	14911	29	28	DNS	=	57
31.	PC	D. O'MALLEY	Hants	Laser	63912	12	DNS	DNS	=	
=32.	DC	J. STURDY	W. Mids	M/Rocket	2342	RTD	RTD	DNS	=	
=32.	PC	M. THORNTON	S. Yorks	Marauder	279	RTD	RTD	DNS	=	

Provisional date for 1979 - Thursday 27th September.

Results from Dick SIVERS (N'hants)