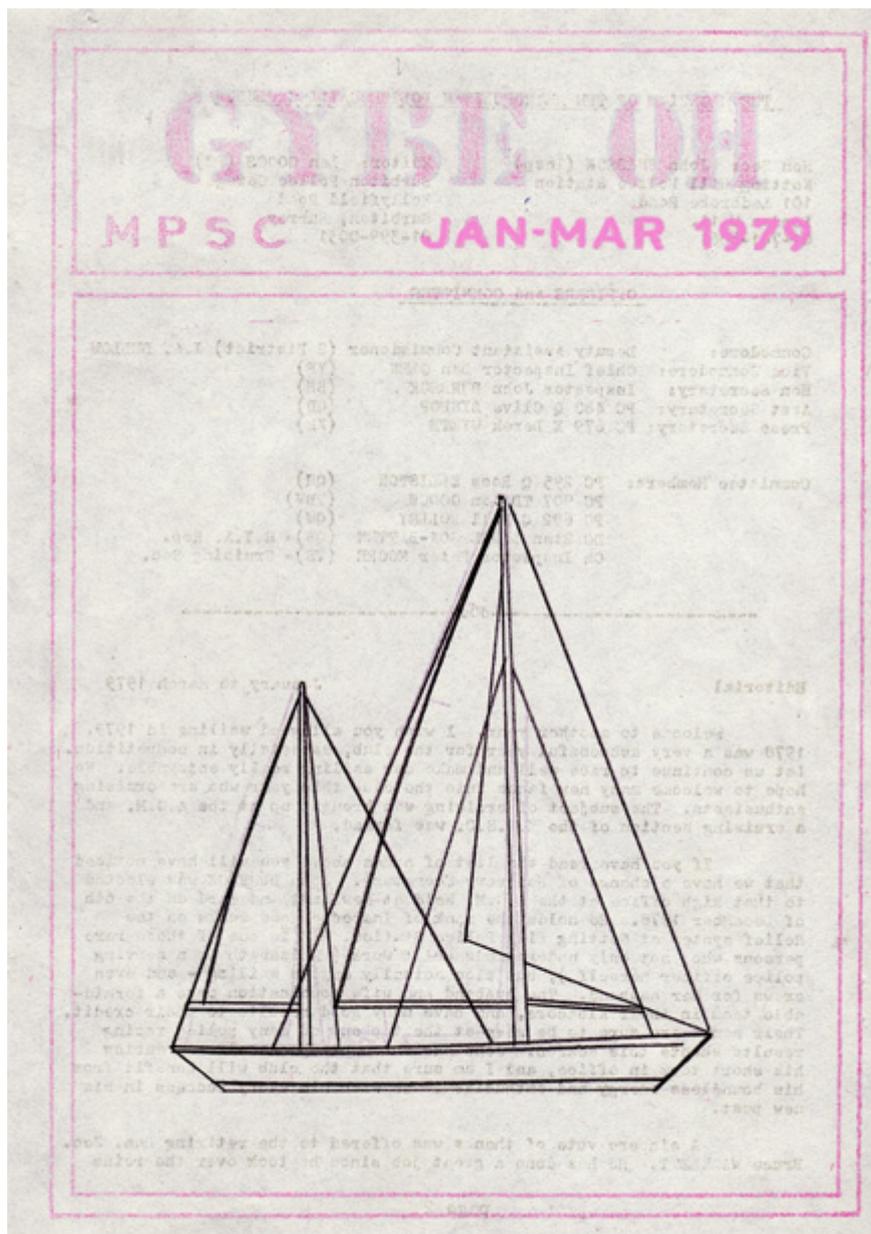


'GYBE OH' - This Newsletter of the Metropolitan Police Sailing Club was originally circulated in January – March, 1979



Contents include:
[Editorial by 'Sidewinder'](#)

Plus Regatta Reports & Results:

[CRUISING NOTES](#)
by Peter Moore
(page 6)

[HINTS and TIPS](#)
by Sticky Fingers
(page 6)

[CRUISING CAPERS](#)
(some early history of police sailing)
by SAYONARA
(page 7)

[ANNUAL 'FITTING OUT'](#)
[DINNER/DANCE](#)
Report
(page 10)

[MIRRORS and their](#)
[SPINNAKERS](#)
by Derek Wyeth
(page 11)

[FIXTURES for 1979](#)
(page 14)

The magazine of the Metropolitan Police Sailing Club.

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Vice Commodore: Chief Inspector Dan GLEN (YF)

Hon Secretary: Chief Inspector John BURBECK (BH)

Ass Secretary: PC 480 Q Clive BISHOP (QD)

Press Secretary: PC 679 X Derek WYETH (XR)

Committee Members: PC 295Q Ross ELLISTON (QH)

PC 907TD Len GOOCH (TDV)

PC 692Q Bill HOLLY (QW)

DC Stan LAURENSEN-BATTEN (QH)= R.Y.A. Rep.

Ch Inspector Peter MOORE (VS)= Cruising Sec.

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Editorial

January to March 1979

Welcome to another year. I wish you all good sailing in 1979.

1978 was a very successful year for the club, especially in competition. Let us continue to race well and make our sailing really enjoyable. We hope to welcome many new faces into the club this year who are cruising enthusiasts. The subject of cruising was brought up at the A.G.M. and a cruising section of the M.P.S.C. was formed.

If you have read the list of names above you will have noticed that we have a change of Honorary Secretary. John BURBECK was elected to that high office at the A.G.M. held at New Scotland Yard on the 6th of December 1978. He holds the rank of Inspector and works on the Relief system at Notting Hill Police Station. His wife is one of those rare persons who, not only understands shift work (Elizabeth is a serving police officer herself), but also actually enjoys sailing - and even crews for her husband. The husband and wife combination make a formidable team in their Albacore, and have many good results to their credit. Their names are sure to be seen at the top end of many police racing results sheets this season. John has shown his paces already during his short term in office, and I am sure that the club will benefit from his boundless energy and enthusiasm. We wish him every success in his new post.

A sincere vote of thanks was offered to the retiring Hon. Sec. Bruce WALKLETT. He has done a great job since he took over the reins

the reins /

from Dave ABBOTT, not forgetting the young ladies at his office who were forever taking messages from the length and breadth of the M.P.D. Bruce is hoping to retire from the Force this year and therefore felt that the A.G.M. was the best time to change "hats", rather than wait until half way through the sailing season. We wish him every success in Civvy Street, and hope that we shall still see him on the water at some police meetings.

It was announced in the Chairman's Address that the sailing water of the Midland Bank would be closing down soon as it had had a compulsory purchase order put on it. It has been the home of the club Enterprise "Metrognome" for the past few years. Now we have to look elsewhere to keep it. Numerous enquiries have been made by the Hon. Sec. and his committee with a view of getting the best package available for the money we can afford. We not only wanted a berth for the boat, but also the ability to be able to sail it for as many days of the week as possible. Wherever we go in the M.P.D. it is bound to be expensive, but if we can get better facilities and more sailing time, then it will be worth it. I hope to have some positive news about this in the next issue.

A proposal was made by Peter MOORE and seconded by Bruce WALKLETT "that a set of rules for members to follow concerning the booking, use and refitting of the club dinghy to be drawn up and circulated to all members." It was decided that these rules should be drawn up by the Committee and circulated in due course. Some worry was expressed about the maintenance and repair of Metrognome, and it was suggested that a Bosun be appointed to keep an eye on the boat and make sure that it is kept up to scratch. So we are looking for a volunteer. If you are interested then please contact the Hon. Sec. Ross ELLISTON did volunteer to collect the boat from Hither Moor and take it to his own home in order to make sure that it was fit for use this season. Peter MOORE (Chief Inspector at Surbiton Police Station, ' VS '- Unit Commander) has offered to take over the bookings for the club boat/boats (see later!) and the racing sails will be kept in his office. So all enquiries to VS please.

Another proposal was made by Peter MOORE and seconded by Bruce WALKLETT in that "enquiry be made to secure Metropolitan Police representation on the P.A.A. Sailing Committee, and that a suitable representative be nominated." Due to the interest shown in this subject, both past and present, Peter himself was elected as our Rep. and such a request would be put before the next P.A.A. Council Meeting on the 26th February 1979.

The next proposal was put by Stan BATTEN and seconded by his class mate Ross ELLISTON. It was "That the club Enterprise dinghy and trailer be put up for sale during the winter months to obtain the best price available." His reason for this was explained by his next proposal. But this proposal was defeated.

Stan's next proposal was seconded by John FASSUM and asked "That the club boat be replaced in due course with two Lasers, launching trolley and roof racks." There was a long exchange of views and, because of the defeat of the last proposal it was decided to amend the proposal to "the purchase of one Laser, trolley and roof-rack, to be used for active competition, in addition to the Enterprise". This amended proposal was accepted, and the M.P.A.A. will be approached with this in view.

Under "Any Other Business", Stephen FILLERY (PS from XW) started off a discussion about cruising and showed that there was a great interest in this side of sailing in the Met. He brought along a list of enthusiastic police cruising sailors who had nothing to do with the M.P.S.C. Many of them did not own boats but, like himself, chartered boats when they wished to sail. The cost appeared to be reasonable and the possibilities were legion. This year Stephen was hoping to take part in several major off-shore races in chartered cruisers. He would be most willing to pass on the information he has collected on charters to anyone interested. It was pointed out that to race under the rules of the R.Y.A. then the participants would have to belong to a sailing club affiliated to the R.Y.A. What better than the M.P.S.C.? The outcome of this long discussion was that a cruising section of the club was formed, and Peter MOORE was elected as the Rep. So all you blue water sailors make yourselves known to him.

It was suggested that the social side of the club had been allowed to lapse, and that more should be done to encourage members to meet one another, other than when actually sailing. A desire for film shows and lectures was expressed, and a Dinner Dance was organised for the 15th February at Bushey Sports Club. Further social dates will be announced in future issues. If anyone has any good ideas for a get-together, or an ideal place to hold one, then the Hon. Sec. will be pleased to hear from you.

At the last committee meeting it was suggested by the Hon. Sec. that the club should hold a day's sailing when non-sailors could come along and try their hand at our sport. The idea would be for as many boat owners as possible to gather at a pre-arranged venue with their craft, and be willing to take novices out on the water. John stated that he had had several enquiries from prospective members asking if this was possible. Some of them had done some sailing in their youth, whilst others were complete novices. So, if such a day can be arranged in the warmer weather it should be a real fun time. Can you let John know if you would be willing to take part in such a venture so that he can see whether it is worth organizing.

The growth of interest in police sailing is reflected, in this part of the country anyway, by the starting of two new police regattas. Dennis LANGTON has informed us that the newly formed Thames Valley Police Sailing Club are holding a "friendly" meeting at Maidenhead Sailing Club on the 15th May 1979. All members are invited. Dennis can be contacted at the Burglary Squad, Maidenhead Police Station, at (). The entry fee will be a mere 75p, and the winner will get a bottle of Scotch. There will be a bar, tea and coffee, but you will have to bring your own sandwiches. The other "first" is being held by the Leicestershire Police. The organizer, DC FOSBERRY, sent me word that they will be holding a police regatta on the longest day of 1979, the 21st June, on the very picturesque Rutland Water. This is a fairly new reservoir, and one that I have yet to see for myself. But I did hear that Mirror Association are holding a Sailing Week there during the summer. So it can't be bad!

Further signs of growth in the same field can be seen in the letter received from Ian WRIGHT of the Essex Police. Ian and his team of merry men from the north side of the Thames are organizing this years P.A.A. Championships at Thorpe Bay. The date will be the 11th and 12th of June, but it is asked that the 13th be included if possible in case of bad weather. Not only have invitations gone out to all the Forces in this country, but also to "all European Forces".

Forces". /

The latter have been invited to participate in an Open European Police Invitation Race which will be combined with the P.A.A. Championships. A special trophy will be presented for the event. I know that Stan BATTEN and Dick SIVERS had ideas of forming a British Police Laser team and venturing onto the Continent. So Thorpe Bay may be the place to get the idea off the ground. How about it chaps? You may be able to get a few good contacts. By the way - Essex Police want some idea of the numbers that they can expect at the P.A.A.'s. So, if you intend to go, can you drop a line to the Hon. Sec. please. If you want to contact Ian WRIGHT personally he is the Chief Inspector at Rayleigh Police Station, at Rayleigh (..).

In the midst of all this cold weather many minds must be turning to the coming spring and the warmer weather - we hope. Helmsmen will be thinking of new ways to make their boats go faster, or at least with a little less effort, or maybe a combination of both. Anyway, for those of you that sail those little boats with the red sails, such an idea is put forward by your former fleet Captain, Derek WYETH. You can find this little gem further on in this magazine. Like most good ideas it is quite simple, and if Roy PARTRIDGE thinks that it is worth doing then there must be something to it. So we can expect great things from our Mirror fleet this year.

It was with real pleasure that I read in the Press, and in particular, The Job, that our Commodore, John DELLOW, had been awarded the O.B.E. in the New Year Honours List. Since being appointed a D.A.C. in 1973 he has worked in B. and D. departments, and now is the D.A.C. for number 2 District. We offer him our sincere congratulations and thanks for his guidance and interest in our club's affairs.

Congratulations are due to three police officers who have qualified to take part in the Albacore World Championships to be held in Torbay between the 22nd and 27th of July 1979. Top of the list of qualifiers was David SINNOCK from Kent. Not far behind him was our very own Dan GLEN and Dave ABBOTT. So if you are down in that part of the West Country at the end of July then stop and give them a cheer. We wish them every success in this important event. The Albacore Association are holding their National Championships the following week (29th July to 3rd August) at Paignton. So you won't be able to move for that fortnight in the Torbay area without tripping over Albacores.

It was a real pleasure to see so many of our 'country cousins' at the A.G.M. Not only did they bring with them the dates of their 1979 sailing competitions, but were able to give us advise and make suggestions for our future plans in working closer with the P.A.A. Thank you folks for taking the trouble to make the long journey to 'The Yard', and for your support over the past years. We look forward to travelling around the Counties later in the year

Club membership renewal time is getting near. If you feel like parting with your £3 before April 1st then do not hesitate - send it off to the M.P.A.A. Office at C.O. (Not the Hon. Sec.). Although John BURBECK does not want the actual money sent to him he would like to update all the information relating to members, their units, telephone numbers, the type and sail numbers of their craft, and anything else of interest, such as sailing experience and qualifications, and if you belong to any other sailing clubs. So get writing :

SIDEWINDER

CRUISING NOTES

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An offer has been made by one of our cruising hopes to take couples interested for the odd weekend cruising. The yacht in question is quite new (all over), and the owner naturally enough does not wish it to be wrecked by hordes of coppers stampeding over it. Anyone interested, please speak.

A query was received from one of the cruising fraternity about membership of the M.P.S.C. Annual membership runs from April 1st and costs £3. The Hon. Sec., Inspector John BURBECK at BH will be happy to inform potential members of what you get for your money.

Finally, some of the older members will remember Arthur SMITH, formerly of Z Division, and a keen Solo helm. The lucky chap, who retired a few years back, now lives in Dartmouth. He still sails his Solo, and has sailed on G.B.4 with Chay BLYTH no less than four times, and has helped to deliver several boats, including one to Majorca. Arthur sent a letter with the above information, having received a copy of the Cruising Section Newsletter No.1.

Peter MOORE
- Cruising Sec.

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HINTS and TIPS
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If you want to speed up painting you boat why not try putting the paint on with a conventional paint roller. It allows you to apply an even film of paint over a large surface very quickly, and without runs. The finish left by the roller leaves a lot to be desired, but this can be brought up to an acceptable standard by lightly brushing over the surface with a good paint brush just wetted - not filled - with paint. What you do with the roller afterwards I dread to think.

This idea will obviously commend itself to you cruising types, especially if you are doing your painting on the beach with tide on its way in. If any of you have any tips or short cuts that you have learnt over the years, then why not pass them onto the rest of us. We are never too old to learn!

STICKY FINGERS

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FOR SALE
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Laser, sail number 42142, with launching trolley, boat-cover, centre board cover, and rudder cover.

£500, or near offer.

Contact Chief Inspector Dan GLEN at YE.

CRUISING CAPERS.

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The strange thing about cruising and sailing generally - one can never quite recall the moment you commenced considering whether you were quite 'all there'. There are so many aspects to commend the cult. It is dead easy to get wet, cold, irritable, furious, concerned, panicked, or - on rare occasions - pleasure. It is the ideal form of recreation for families - especially if one's beloved can't stick it. It is quite possible to finish a day's sailing relaxed and happy - provided you didn't go out !

There is a great deal to be said for the joys of slaving oneself to death over an upturned dinghy in a cold, draughty, isolated garage or shed during January. Masochism is the right word for it. It doesn't cost much - compared to Concorde -, and you don't often know how quick you are going to get wherever you are going - or even if you will. Coastguards, Lifeboatmen and helicopter crews have been known to be critical of the 'Family Jack Tar'. Conversely, chandlers seem to reckon the species. All told, one has to be a pretty single minded twerp to progress within the fold.

Several years back, one or two policemen of contrary habits found they were brassed off with polishing the family Ford Popular on Sunday mornings - they were Trafpol - and purchased rusty or rotten small sailing boats. Things went from bad to worse, and the craze seemed to catch on. Before one could pass a law against it a couple of clubs were started, and within a twinkling of an eye, half the Force was all set to circumnavigate the British Isles. It is very strange how great things grow from simple beginnings.

Looking back over recent years of police sailing one can remember tales such as the loss of one of the first Club boats off Southend. It was torpedoed by U.99 - Airfix plastic kit type. The wretched helm dragged himself ashore just by the Kurtaal, to be informed that the thing was not insured, and would he like to go back and try going down with his ship. He was a sensitive type who responded by impaling his critic with a handy marlin spike.

The Club fortunes progressed in similar vein, from the original lock-up garage club house, on the sea front at Westcliffe, to a lock-up compound on Water Board property at East Molesey or was it West Molesey - and then on to the merry days at the Black Swan Training Ship at Walton on Thames. By then the Club had obtained quite a respectable wooden Enterprise. Much fun was had trying to see how many times a day the thing could be stranded against Walton Bridge. One club member, trusting the member using the boat before him, took to the water with his chosen one and failed to check that all the rigging screws were tight. Shortly after blast-off the mast, boom and both sails took to the 'oggin conveniently close to the weir. After a few gentle exchanges the devoted couple managed to step ashore. They were later towed back to the Black Swan by the Cadet's motor boat. It was all rather like the Lord Mayor's Show - plenty of colour (ful language) and pageantry.

Around about this time the noble knights of the M.P.S.C. set forth to do battle against other Forces. There was a measure of success - if you shouted loudly enough some let you through - but there were further harrowing scenes. Some may recall, in the days when Birdham Yacht Club flourished, one unfortunate member arrived back a little after the others to find (a) that all the prizes had gone; (b) so had most of the competitors and officials; and (c) that his boat did not sail very well on mud. A lasting friendship was struck

struck /

up when a club mate returned to the mire and lifted the darn boat back to dry land. It was mutually agreed that in future they would take turns to be rescued from the quicksands.

About this time someone suggested a Club Magazine. That someone was told that the idea was first class, he could be the editor, and he could find his own paper, typist and material to commence production. However, our noble suggester was made of stern stuff, and out came something that looked very much like a Collator's bulletin. Quite a lot of interesting material seeped forth from the first efforts, including the names of those who actually finished races - their C.R.O. numbers were withheld. Soon after this some of us had quite a nasty turn on reading that a member had actually won something. Not to be content, this particular mariner continued to win most events he entered during the next 10 years. This was the era of serialised issues from VE/1 on, and thus "Gybe Oh" was born. After a year or two our Editor became downcast and handed control of the M.P.S.C. Print Empire to yet another Good Samaritan, who quickly showed his true colours and talked someone else into doing the dirty work.

At this point it is fitting to introduce the then new Editor, known for several years by the endearing nom-de-plume of "Wet and Dry". Also at this point, relatively speaking, the magazine 'took off' and expanded to many pages, some in colour. Members were treated to a monthly collection of 'articals' (his spelling), the like of which we had never seen before. There came a time when " Gybe Oh " closely rivaled "The Job" - in circulation and demand. The content of "Gybe Oh" was however, far superior to its competitor. Quite lurid tales of the perils at sea suffered by those, in the cause of police sailing, graced the pages of our publication. At one stage Beaverbrooks made a takeover bid. This was firmly refused since they did not sail the right class.

The magazine was sent to Forces as far as Scotland and, joking apart, had a great deal to do with the advancement of sailing as a National Police Sport. Thanks to the efforts of the Editor Police meetings began to present problems to the organisers due to the numbers of entries. One event had a field of 80 boats plus.

Some mention was made of those that regularly attended an Easter Regatta at Lake Bala. It was reported that one helm plotted to capsize 6 times in as many races over the 3 days of the event, and this was when the snow was falling. It was all a publicity stunt of course, although the crew, newly married, was heard to ask his Captain (1) Did he start his family before he started sailing; and (2) Could he get a transplant under the National Health Service: This merry pair blundered their way through a number of events for a few years, including one notable 'Round Sheppey Island Race', when the helm managed to trap his finger between the rudder-hood and the transom whilst trying to remove his boat from a groyne where the thing had impaled itself upon capsize (yet again).

The latter event was well reported (by courtesy of "Gybe Oh") and we learned of the folly of attempting to get over 100 boats away in a force 7 to 8 'onshore breeze', with a launching-ramp only able to take one boat at a time. There were several other casualties. They included two Traffic Patrol gentlemen. The first one holed his boat (Albacore) whilst launching; the second one got half way round the island before the top quarter of his O.K. mast snapped, trapping the mainsail in the up position. Like any true Trafpol, our helm turned and ran (before the wind), planing all the way back to the start,

start, /

where he managed to harden up and make a very creditable effort at Sandyachting - in that he sailed straight up onto the beach. One short, tubby chap fell out of his Mirror and could not get back in. He was towed back to the mainland. Yet another, a Solo helm, found his rudder blade had risen, due to the speed of his boat, and he was unable to find the strength to alter course. He too sailed 'Up the Mainland' and had to charter a taxi back to Sheppey in order to collect his car and trailer. As he was 'A.R.D.' on said day it was an expensive day out. Of course one of the County blokes had to go one better and get himself winched out of trouble by a friendly yellow helicopter. The wreck of his O.K. was not found for several weeks. Ah, Happy days!

This enjoyable, if precarious scene carried on for several years. Strangely, few participants tired of the turbulent existence. In fact, for several years, there had been ominous undertones along the theme of staging a 'Coppers Nats.' Several Forces engaged in verbal fisticuffs without good result and some officers began to show impatience at the lack of progress. The progress was duly reported in dear old "Gybe Oh" and, after one somewhat vitriolic 'artical' the publishers were contacted by a senior ranking helm, who 'Didn't want to know.' Oil was poured upon the turbulent waters by " Gybe Oh's" P.R.O. and diplomatic relations remained intacto. Since then, yon P.A.A. has recognised sailing and there have been several years of enjoyable racing. Trouble is, t'same blokes keep winning all T'Cups.

The initial Trophy was presented by Brian CLARKE, Editor of "Police Review" in 1973, and there has been a regular competition each year for the said trophy. Sadly, Brian, always a champion of worthy causes, passed away not long after he presented the Review Award at the first Nats. Those who still race for their Forces remember the generosity and publicity afforded by the 'Review', which undoubtedly ensured the strong support necessary to obtain recognition.

The strange thing was, the very first 'Practice' Race of the First Nats. at Queen Mary's was sailed in such atrocious weather that it was extremely fortunate that sufficient boats were left to start the second race. Poor old 'Metrognome', on its maiden voyage, sailed by a certain C.I.D. officer from the North West London area, was dismasted. (For newcomers - Metrognome was a then new, Enterprise dinghy, paid for by the M.P.A.A. and tripled subscriptions of MPSC members.) An unfortunate competitor from Cape Wrath (or somewhere down south) capped this by breaking his mast into three pieces, asked for his money back and then left for friendlier parts. All told, the race was quite an expensive time for some. Fortunately (for Lloyds), the remaining races passed without too many lost lives, and prizes were presented at Imber Court, following a microscopic (but very cheap) dinner (and dance). The event was won by a relative novice sailing a small 'one-off' stick of chewing gum named "Muff Diver" (touch of class - that name).

A second Nats. was held at Queens the following year, and then in stepped the P.A.A. and carted the event all over the place. Last year's event in 'Bonny' (Windy, cold and viscous) Scotland went off with several bangs, whilst competitors amused themselves trying to ram passing nuclear subs. A recent copy of our beloved " Gybe Oh " carried all the gory details. The fact that the MPSC have always won the Champs did not escape notice, so much so, that there were a few brief moments when the holder thought he might have to retrieve the Trophy from the Black Museum.

Museum. /

Over the years much fun and good companionship has been enjoyed by a relative few. The pity being that our numbers have dropped. It is to be hoped that the 'sprog' cruising section will provide material for future reflections - you give us the bullets and we'll fire 'em.

See you on the water

'SAYONARA'

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ANNUAL 'FITTING OUT' DINNER/DANCE

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1979

This event took place at Bushey Sports Club on 15th February. An extremely enjoyable and relaxed evening was experienced by all those who attended - but, from the hoped-for 90 persons, 66 finally paid for their tickets, meaning that the restaurant was open to others. It would hardly have been fair to inflict normal persons with a film show and one was not provided.

A small number of intended diners were forced to drop out due to illness, but the real villain of the piece was the weather clerk. Some hours beforehand the roads leading to Bushey became ice-bound and several members rang to say they could not make it. There were others who did not ring the club, which made things uncertain for the staff at Bushey. Finally and grand total of 36 sat for dinner. The only two non club members who attended, with cruising connections, were Det. Supt. Maurice MARSHLLL, and PC 'Pony' MOORE from TDS, with their respective ladies. There were, fortunately, quite a large number of outside guests of members, and this all helped to make the evening pass with quite a swing. An excellent meal was provided with sufficient wine for all, and together with the popular singer/guitarist 'LUCHIANI' (not 'Luigi' - deliberate mistake !) everyone went home happy.

There were only 44 persons in the restaurant altogether, which makes the understanding attitude taken towards the absentees by the Sports Club all the more commendable. (The cheques of those who did not attend have been returned.)

Despite the low numbers, a return match was requested. If there is sufficient support, perhaps we could stage a 'Bushey Spring Cruise'. Your comments please!

Peter MOORE

Cruising Sec.

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SEAGULLS

The British Seagull Company has started a 4 page newspaper called "Sea Tales" which will be sent free of charge, to all owners of Seagull engines. If you are interested, write to British Seagull, Fleets Bridge, Poole, Dorset.

MIRRORS and their SPINNAKERS.

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For those of us thinking of taking a step forward by taking a step back in time by installing a spinnaker net on the foredeck, coupled with a new jib strut and endless sheet/guy arrangement, World Champion Roy PARTRIDGE, I.P.C.(Iver) Y.C. shows how it is done. Roy also sells Jeckell, Jack Holt and Meteor sails at competitive prices, and at the same time gives expert-advice on how to rig and set them on your boat.

In a bid to get his boat to sail faster - legally, Roy PARTRIDGE thought up the following idea of using the spinnaker on his Mirror dinghy. He was worried by the interference to the mainsail caused by the halliards and downhauls on the mast. He had replaced the rope jib and main halliards with wire, and he had replaced the spinnaker halliard with the smallest rope that was practicable. That left the spinnaker boom downhaul of rope and thick elastic. After a lot of thought he came up with a simple and effective answer. With the help of his club-mate, Ken PRICE, who is a structural engineer by trade, he was able to put theory into practice. It was not long before many other I.P.C. members and other Mirror enthusiasts were using similar systems with very good effect.

After some modification, again with the aid of Ken PRICE, the following system was devised. A spliced rope was placed around the middle of the spinnaker boom where a stainless steel eye locates it, then the rope is passed through a stopper knob - through a strut ($\frac{1}{2}$ inch aluminium tube was used, with the ends rounded and smoothed to prevent cutting into the rope) - through another stopper knob - through a fair-lead (a stainless steel eye) at the aft end of the forward mast step - and then on to a cam cleat. When this rope is jammed tight the strut supports the spinnaker boom firmly without any possibility of bouncing in windy weather, yet it will swivel easily. When the rope is released (the rope should be knotted at the end) the boom is unclipped from the mast and the strut lies alongside the boom on the foredeck.

Once the parts have been correctly positioned you should have a spinnaker pole system that is automatically angled upwards at the correct angle when sailing across the wind, and which automatically lowers itself to the correct angle as the wind moves aft. It eliminates windage when beating (no rope or elastic on the mast), and it makes it almost impossible to lose the spinnaker pole. It is simple and cheap, and it works. What more could you ask?

The parts required are as follows:-

- 2 stopper knobs $\frac{3}{4}$ inch diameter.
- 1 x $\frac{1}{2}$ inch aluminium tube
(length = distance from mast step up mast to spinnaker boom bracket + 12 inches).
- 1 cam cleat with fairlead
- $8\frac{1}{2}$ feet three strand nylon rope $\frac{1}{8}$ inch diameter.
- 2 stainless steel eyes.
- 4 self tapping screws (2 x 1" and 2 x $\frac{1}{2}$ ")

Further automation can be achieved by using the endless guy and sheet method with the above spinnaker system. This eliminates the fumbling for the rope ends in windy conditions and therefore reduces the risk of capsizing. The length of the guy/sheet is 23 feet, less the distance of the blocks from the transom each side of the boat. Another

Another /

foot or two should be added in case of error. The sheet should be lead from the spinnaker clew to the first block near the transom - to a second block on the transom some 12 inches in from the gunwale - to a third block on the opposite gunwale - and then back to the tack of the spinnaker. Less of the guy/sheet is needed for the reach than the run, and in order to cope with this, a free running block with a rope tail is positioned between the first and second blocks. The rope tail goes to a clam cleat on the side deck within easy reach of the helm. Pulling on this rope tail effectively shortens the guy/sheet.

It now means that pulling on the sheet automatically releases the guy so that the spinnaker moves round and is always properly trimmed, luff and leach to the wind. In a strong gust the helm has to bear away or capsize - preferably the former. Once you are satisfied with the correct length of the guy/sheet the surplus should be cut off. It should now be almost impossible to wrap the guy/sheet around the boom. Roy favours the guy/sheet being held by the crew on the reach, but open sided clam cleats can be fixed to the inside of the gunwale, near the shrouds, to secure it if necessary.

Roy PARTRIDGE admits that although spinnaker chutes are convenient for raising and lowering the spinnaker when sailing single handed, and when running before steep seas, they can be expensive. Not so much on the initial cost, but on new spinnakers. The chutes do tend to pull the fragile sails out of shape quite quickly and performance suffers. He suggests using a net on the foredeck for holding the spinnaker instead of the chute, as this reduces the chance of stretching the sail. It does mean that when lowering the sail the helm has to release the halliard and the crew has to grab the guy or sheet and pulls the spinnaker towards him until it is in one hand ready to stuff under the netting. In severe wave conditions it should be remembered that the weight on the foredeck can make the boat unstable. So the right moment must be chosen to do this, and as quickly as possible. The spinnaker halliard can be clipped away on the gunwale so as not to interfere with the jib on the beat. To raise the spinnaker the crew releases the halliard from under the clip and pulls the spinnaker from under the net, whilst the helm hoists it. At the same time (Mirror helms can always do the impossible!), the crew hooks the spinnaker boom onto the spinnaker tack, and the other end on the mast, and pulls the rope tail on the spinnaker boom strut tight.

The cost of the above system is far less than the cost of a chute, and there is a great saving in weight too. The racing life of your spinnaker will be at least doubled. The parts required are :-

- 1 Brussels Sprouts net from the greengrocers, or an old net curtain.
- 4 small brass. cup hooks (screwed to the inside gunwale).
- 2 pieces of elastic (plastic coated) threaded through the net and looped over the cup hooks.

So there you have it, a tried and trusted system, and dare I say it - fool proof way of making the best use of a spinnaker on a Mirror dinghy. If you cannot make sense of the article above then have a look at Figures 1. and 2. on page 13. They may throw a little, more light on the subject.

Cheers. Derek WYETH
 XR 8014
 H/A. (...)

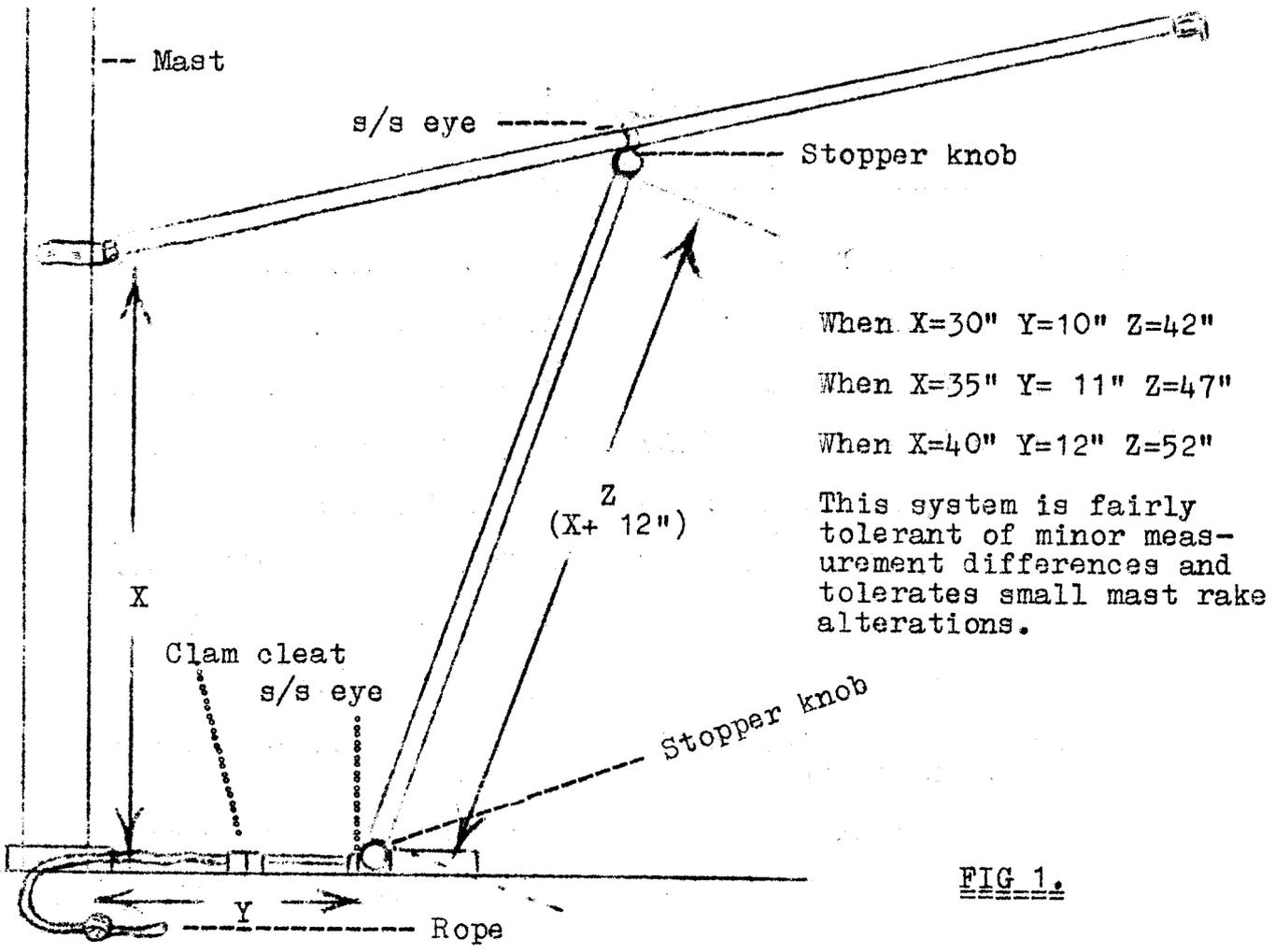


FIG. 1.

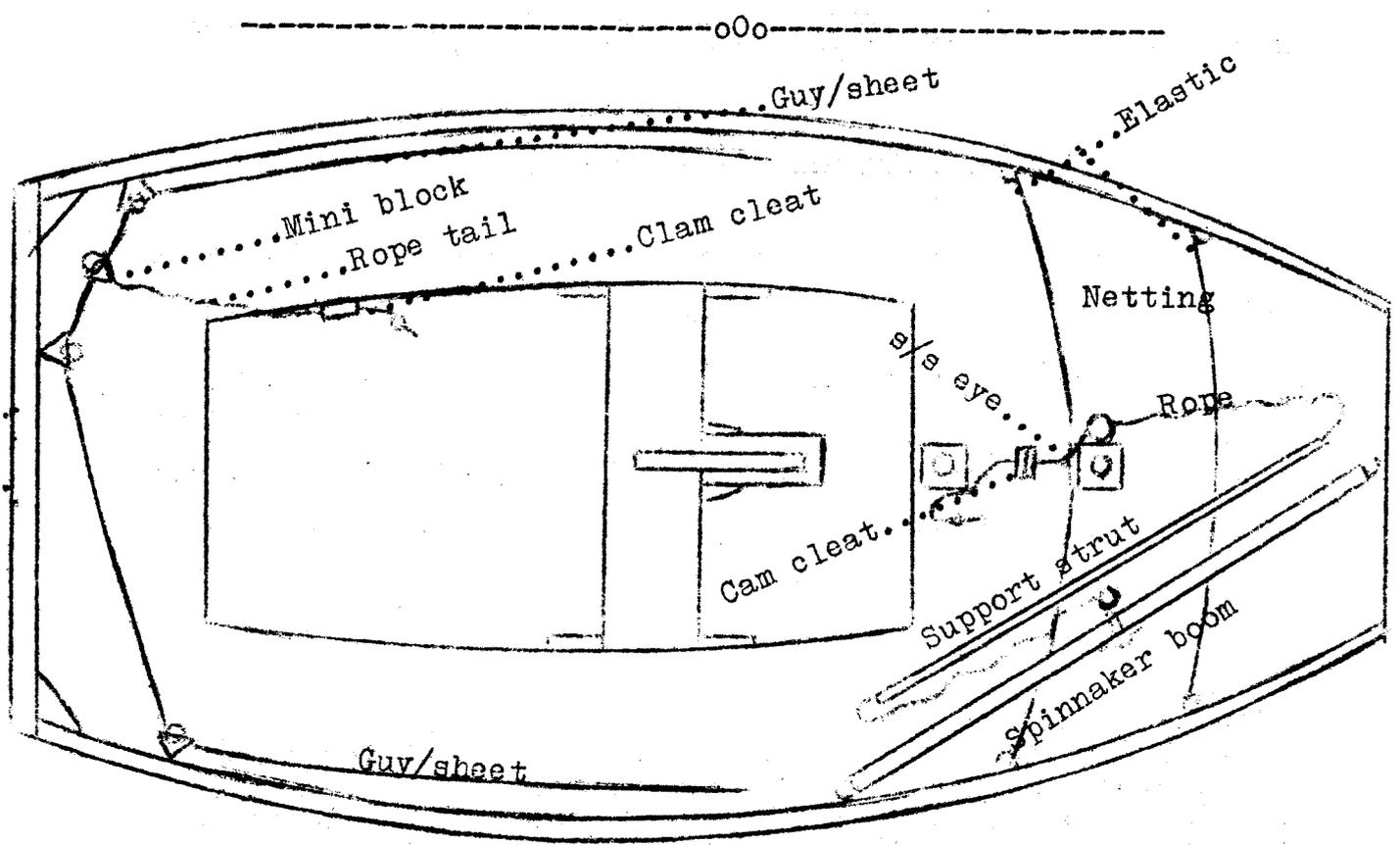


FIG. 2.

FIXTURE LIST for 1979_
POLICE REGATTAS and OPEN MEETINGS

APRIL	26	West Midlands	The Chase s.c., Chasewater.
* MAY	15	Thames Valley	Maidenhead s.c.
	30	Metropolitan	Queen Mary s.c., Middlesex.
JUNE	11/12(13)	P.A.A. CHAMPIONSHIPS at	Thorpe Bay y.c.
	21	Leicestershire	Rutland Water s.c.
JULY	5	Hertfordshire	Grafham Water, Huntingdon.
	25/26	Dorset	Poole y.c., Poole Harbour.
AUGUST	8	Sussex	Bognor Regis s.c.
SEPTEMBER	11	5 District P.A.A.	Netley s.c., Southampton
	12	Hampshire	Netley s.c., Southampton
	19	Sussex Pursuit Race	Cobnor, Chichester Harbour.
	5	Kent	Hampton Pier s.c.
	27	Northamptonshire	Middle Nene b.c., Thrapston.

(Dates still to come = Bedfordshire and Nottinghamshire, - and any others you care to send me.)

NON-POLICE MEETINGS OF INTEREST.

APRIL	14/15	Bala Easter Regatta	Bala Lake, N. Wales
MAY	26/27	Bala Whit Regatta	"
	26-28	Marconi Annual Regatta	Marconi s.c., Steeple, on River Blackwater
JULY	22-27	Albacore World Championships -	Royal Torbay y.c.
	29-3	Albacore National Championships -	Paignton s.c.
AUGUST	25/26	Bala August Regatta	Bala Lake

* Maidenhead Sailing Club is not on the River Thames, but on a lake just west of the river. If you are travelling 'west on A.4., cross Maidenhead Bridge and take the first right into Bay Park Avenue, and than the 6th left into Summerlease Road, and then 1st right into Lakeside. I have now been informed that a fish and chip lunch will be available, as well as the tea, coffee and licensed bar facilities.