

**'GYBE OH'** - This Newsletter of the Metropolitan Police Sailing Club was originally circulated in July, 1979



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The magazine of the Metropolitan Police Sailing Club.

Hon Sec: John BURBECK (Insp)  
Notting Hill Police Station  
101 Ladbroke Road  
London W.11.

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

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PC 907TD Len GOOCH (TDV)

PC 692Q Bill HOLLY (QW)

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

Ch Inspector Peter MOORE (VS) = Cruising Sec.

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Editorial

April to July 1979

Sorry for the delay of this issue of GYBE OH, but here it is at last. For once I have plenty of copy, thanks to several members whose names you will see as you read through the magazine. Keep on sending me the articles and results. It is far more interesting to read several authors work than just one (It gives me something to read as well!). So I am keeping my piece as brief as possible.

Please note the change of date for the Hampshire Police Regatta. It was advertised as taking place on the 12th of September 1979. I have since received an entry form from Colin LEWIS for the Hampshire Constabulary Regatta on Monday 10th September. The number 5 (south east) region P.A.A. Sailing Championships will take place on Tuesday 11th September. The venue for both days will be The Army Sailing Club at Netley, near Southampton. If you are not sure where that is, it is in the grounds of the former Royal Victoria Hospital, on the north shore of Southampton Water. Dermod O'MALLEY was trying to arrange a short trip over " Morning Cloud ", if Ted HEATH will allow it. So there is a good reason for going.

Congratulations to Dan GLEN and John PIERCE for winning the P.A.A. Sailing Championships for the third time running, and also to the BURBECKS for coming a very good second. This was in spite of John's painful ribs ( see the cruising section ). In fact, they were so sore that he was unable to wear his wet suit. Well done John and Liz

There are great moves in the Police Laser Sailing world. Don't miss the articles on the first Police Laser Sailing Championship.

SIDEWINDER

SECRETARY'S NOTES.

Having been let down by Queen Mary Reservoir, we still do not have a berth for the club Enterprise dinghy. By the time you read this, the boat will be at Kensington Police Station, in the underground car park, by courtesy of Mr RUSH-BROOK, Commander 'B'. It is fairly central and is available for anyone to use.

Arrangements are in hand to use the boat on the Thames, and a Thames Licence has been applied for. All being well, a permanent berth on the river at Sunbury should have been organised by next month.

Failing that, I have approached another club, and so the situation should be resolved in the near future, with the result that the boat will be used more often than at present.

Until then, the boat is on its trailer and can be booked through Peter MOORE at Surbiton 'VS', Tel 399-1113. He has the sails and the licence for the Thames. Ross ELLISTON has fully refitted it during the winter, so if you want it, phone Peter.

Don't forget the Sussex Pursuit on 19th September. This is a friendly team race with the Sussex Police, held annually, and ending at a licenced refreshment house somewhere near Cobnor, at Chichester Harbour. If you are interested, please let me know as soon as possible, so that I can match a team with Sussex. It is always a good day out !.

John BURBECK

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DINGHY CRUISING

The idea of holding a camping/dinghy cruising event on the south coast, somewhere around Chichester or, perhaps Dorset, is suggested. The general idea would be to find a suitable camp site for tent, motor caravan or caravan, book a number of reserved places, if possible, and arrange a series of day cruises. The event would have to be tailored to suit the weather and capabilities of persons sailing. Perhaps any members with trailable cruisers might like to participate. No racing would be involved - more of a general messabout in boats. Due to annual leave, it is doubtful whether the event could be held before late September, but if any members are interested, or have ideas for a site, or for areas to sail, please drop a line to Peter MOORE at 'VS'. An evening barbeque might appeal to some.

( See the tear-off slip below. )

DINGHY CRUISING WEEKEND

Name ..... Address..... Tel ..... Stn.....

Class of boat .. Tent./ motor caravan / trailer tent / caravan

I am interested in a dinghy cruising weekend, some time mid to late September, or early in October. I am not able to attend on.....

I wish a site to be reserved at my own expense.

Signed .....

## CRUISING SECTION LYMINGTON TO DEAUVILLE - 1979

Over the Spring Bank Holiday, a group of nine chartered a Nicholson 35 with seven berths, and entered the annual Lymington - Deauville Race. This was the first time the M.P.S.C. had made an official entry in a cruiser race. When you read that 'Morning Cloud' and 'Lutine' were among the entries, the standard might be judged as 'high'.

Some of the crew assembled at Sunbury Cross on Friday 25th May, the weather being sunny, windy and bracing. One large fast family saloon was retained by the non-participating wife as compensation for not being allowed to come. The remainder shovelled themselves into an assortment of small slower family saloons and a stark draughty two-seater, and set off along the M.3. En route several heavy rainstorms occurred and the two-seater, which had commenced the journey bravely with the hood down, could not stop or slow down since the airflow under way, at Mach 2, kept the two ancient mariners dry. Eventually, traffic forced the issue, and while in a slight jam, the hood was erected at the cost of several trapped fingers. Thereafter, the heavy rain caused heavy windscreen misting and ghastly visibility. However, the passenger kept his nerve, held his tongue, and all eventually arrived for a spot of lunch at an hostellery, where the staff welcomed the additional custom with open arms. Leaving the said Lymington Pub duly refreshed, the team arrived at Lymington Marina to find Dave Thompson, plus wife and family, there assembled.

Now the yacht had been booked for 3 pm, but it was not there. Cautious enquiries revealed that it had moored 'locally' overnight and should be in any minute. One should note that the Race was due to start at 6-30 pm, and the start-line was some 8 miles from Lymington. Things dragged out until finally the Nicholson came in at 5 pm, when the charterer stated that he was booked until 5 pm. The yacht was unloaded, fuelled and reloaded mainly by M.P.S.C. frenzied labour, and at 5-40 pm Dave 'ex Thames' Abbott started the Volvo auxiliary and, to the background of everyone talking at once, the merry ensemble shot off towards the Solent. The yacht owner was observed on the landing-stage, kneeling with hands clasped in supplication. Despite this, they missed everything, including the start.

The yacht was motor-sailed towards the start while the crew feverishly sorted out what was what. Two crew members fed the giant spinnaker through a modified plastic bucket, slipping elastic bands over it, in preparation for hoisting at the start, which was to be a broad reach. Dave 'Frigate' Thompson took the wheel as the auxiliary was extinguished before our start, and the spinnaker was hoisted. Despite all the efforts of the crew, it soared aloft almost without fault, and exploded like a giant multi-coloured bloomer. It was quite a moment to feel the boat leap forward under the influence of the spinney, and to look up at the beautiful sight of the enormous sail lit by the evening sun. The wind was about Force 4 and freshening.

The Nicholson shot across the start some 10 minutes behind the rest of the class, and slowly began to overhaul the tail end of the fleet. The 'speedo' showed 7 knots plus, and all began to feel quite pleased with themselves - almost smug in fact. As they approached the eastern tip of the 'Island', several things happened. The fast boys, having started close behind, began to overhaul the Nich', and it was noticed that many were broaching while hanging on to their spinnakers. It was a spectacular, if alarming, scene. As we needed to harden up while clearing the Island, it was necessary to extinguish the spinnaker. 'What goes up must come down' was only partly true in this case. With the pole hard against the forestay, the crew attempted to get the thing down. As you can guess, with Peter Moore on the halliard, the event was doomed from the beginning. As the halliard was released, it shot out of control and the tail whizzed up to the masthead. The sail was dragged in over the stern before any damage occurred and stowed away. Unfortunately, the tail of the halliard could be seen leering at the rest of the crew from the masthead. The challenge was not accepted and it stayed there.

The wind freshened as it blew fair for France and events proceeded fairly well at first, the boat remaining on a speedy reach, Most of the crew turned in about midnight. By about 4 am the wind had risen further, and the shipping lanes were ablaze with lights from other vessels. Indeed, a violent course alteration was made to avoid a collision with a large motor vessel who <sup>s</sup>tuck to his course. The point was reached where, with about six reefs in the mainsail and the working jib set, the boat was still making over 7 knots. The windspeed indicator recorded gusts up to 55 knots, and, don't forget, the boat was still sailing off the wind. We were quite satisfied with the progress at this stage. Then, suddenly, the fore-halliard shackle failed - and that was effectively the end of our race. There was no possibility of retrieving either halliard - the wind was far too strong - and a serious accident would have been likely.

So, reconciled to the inevitable, our Volvo was started up, and under our much reduced mainsail, we motor-sailed towards France. We sighted the French coast about 3 pm on Saturday 26th May, and established ourselves to be several miles south of where we needed to be. After making our weary way along the coast, we joined a large part of the fleet gilling about (if one can gill in a Force 4!) off Deauville, waiting for the tide to allow us access to the lock, and thence to the Marina.

There followed another interesting session. The yachts fell into line ahead and began to make their way into Deauville. A less fortunate yacht could be seen aground close to the entrance. As we turned right behind the projecting harbour wall, we found the lock gates shut, with a large number of boats waiting for the next opening. Other yachts poured into the lock area until the place was packed with large boats jostling for position. Fortunately Dave Abbott was equal to the situation, and kept a safe yet handy position. One small yacht was motoring around the fleet like an angry wasp, setting up an unpleasant wash, and making a thorough nuisance of herself. A smaller British yacht attached itself to us, asking for a tow into the lock, while other craft barged past others in a stupid 'water-hog' manner. Of course, because of such stupid behaviour, boats waiting to leave the lock for the sea could not get out. Eventually there commenced a movement towards the lock basin which could have ended in disaster. Somehow we found ourselves in the middle of the fleet, comfortably placed with no damage. The lock walls were lined with locals, who obviously found this weekend spectacle very entertaining. The pity was that, with restraint and manners, no one would have suffered inconvenience or alarm. We eventually found ourselves a pontoon berth. The pontoons at Deauville were not designed to take six hefty coppers, and they rapidly submerged when our weary mariners leapt ashore, searching for somewhere to eat. Still - no one was drowned !

An excellent meal was enjoyed by the crew - and some of the natives - since the standard of humour generally revived the flagging spirits, An excellent, if somewhat disdainful, waiter brought some semblance of order to the gathering, and most of the diners were served with what, they thought they had ordered. After the meal, the crew left to murmurs of "Les Anglais!", and shrugging shoulders, from the rest of the patrons. Everyone then turned in. The weather forecast was ghastly, and they spent most of Sunday generally loafing, eating and sleeping.

Early on Sunday morning Alan Philips was hoisted to the masthead and freed the fore and spinnaker halliards. In the afternoon some members had a short eventful ride on a most peculiar four-wheeled conveyance, operated by pedal power. That evening the yacht was sailed to Le Havre in order to be free of the lock gates problems. Following a favourable forecast, the yacht left for G.B. at about 1 am, Monday morning. Messrs Thompson and Ken Warfe, happy at last, commenced rendering snatches from 'H.M.S. Pinafore' and 'The Mikado'.

There followed a somewhat uneventful sail with a following wind the boat sailing goose-winged most of the way, with the large genoa in use. Although there was none of the excitement and anticipation of the outward trip, there was none of the sickness suffered by some of the crew, particularly Dave Thompson, Poor Dave kept at the helm for long hours, until forced to visit the side, where he made up for the five members who did not suffer. Good companionship was the order of the day. It was livened on one occasion when Peter Moore woke the crew up by banging his cranium on the main hatch whilst ascending to the deck from the cabin. What a nasty individual he can be!

Some dolphins were spotted during the trip, but apart from them and a few large liners and cargo ships, very little took place. We sighted and rounded Bembridge after securing an excellent radio fix. Then the weather turned nasty again. Due to a miscalculation of the tide, there followed a long beat up the Solent against a very unhelpful wind. The auxiliary was started once again, but a violent thump from the shaft caused a rapid switch off. It sounded like a rope end hitting the hull. Eventually Lymington was spotted and the yacht crept in using the very poor approach markings, to arrive at Lymington Marina at about 9-30 pm. Heavy rain was falling, and England looked its worst. The crew shot ashore, made various telephone calls, showered and parted company. Dave Abbott and Peter Moore drove straight home. Steve Fillery and others able to stay, cleaned up the boat before leaving the next day. Unfortunately, Dave Abbott, very tired after his labours, damaged the undersurface of his Sprite on a nasty length of piping, lurking in the Marina car park.

All together a very enjoyable and instructive few days. The great pity was the rushed start caused, some feel, by the boat owner gilding the lily about departure times. With another hour or two on the boat, to accustom ourselves, we would have made a competent race of the event. Still, taken all round, a jolly good weekend. The thanks of the crew go to Steve Fillery, the Skipper, who organised the charter, the food, and virtually everything else; to Dave Thompson for his excellent helmsmanship and seamanship; to John Burbeck for his navigation; and to everyone else for taking part. Incidentally, one point not mentioned - John B. fell in the cockpit, in harbour, and cracked some ribs. Despite this, he refused to shelve any of his activities and remained an active crew member all through.

Here's to the next time !

Peter MOORE (VS)

#### FITTING OUT NEWS

Very little news to hand. It was hoped that when the cruising section was first suggested there would be healthy exchange of news and advice. Sadly, there has been little other than from the usual active members. Often cruising types are not gregarious - peace and solitude are some of the pleasures in cruising - but any item would help, and perhaps provide interest for others.

Peter MOORE has recently purchased some 'bits' for his M.G.30, and intends to start screwing them together - at long last. S:S. Spars have supplied him with black anodised alloy toe rail. There are several different lengths, and all can be obtained silver anodised. The toe rail is bolted through the deck, on a special mastic, at 6" centres, using 5/16 stainless nuts and bolts. This method would certainly add a great deal of strength to any hull, and the cost would be less than made up teak jobs. There is no varnishing or oiling either! The various sections can be fitted with fairleads, cleats and stanchion bases, again supplied by S.S. Spars. The stanchion bases can be used to take the legs of pushpit and pullpit, thus enabling the practical bod to tailor units to suit his pocket and the boat. In addition, the stanchion bases do not project beyond the

toe rail and thus save deck space, while reducing odd bits to trip or snag on. All the fittings seem very strong and well finished. The firm makes bowplates up to individual requirements, to match the toe rail, in marine grade aluminium alloy. The fabrications are as strong as stainless and have less tendency to fatigue failure. If readers have items to dispose of, forward details to Peter MOORE at 'VS', who will ensure members are circulated.

#### SOCIAL and FILM EVENING - APRIL 1979

At rather short notice, a film/social/buffet was held at Elliot House on 4th of April last. Unfortunately the attendance was not good - 25 persons attended, when food was ordered for 40. This left a slight hole in the pocket, although several persons generously made donations to offset the deficit. Not enough of the Cruising Types attended - the bulk being from the Dinghy Racing Lot. Several films were shown, a lot of chatter took place, and all the buffet was consumed. Perhaps another such event could be held, with members bringing their own slides or 8mm cine for others to laugh at. Some years back, such evenings were quite regularly held, with members bringing their own produce to assist in the feeding the forty thousand, and thereby reducing the overheads to nil. Maybe we could try again after the summer holidays are past.

#### MEMBERSHIP - M.P.S.C.

The total number of persons who have joined the M.P.S.C. this year stands at 43. Of this total only a few persons have expressed an interest in cruising as opposed to dinghy racing. Several Cruising Newsheets have been sent to as many names as come to the Cruising Secretary's ear, but it is suggested that further support is needed. Most of the tasks within the club are carried out by a small number of members. Production of "Gybe Oh!" takes a fair slice of time. The M.P.S.C. does not wish to force itself upon non members, but circulation of news to persons who never make contact is rather frustrating. In future, the Cruising Newsletter will be printed as part of "Gybe Oh!" and circulated to paid up M.P.S.C. members only. There have been several new members who have had enjoyable social and sailing events. Please, if you haven't paid £3 to the M.P.A.A., consider doing so. If you get nothing else out of it, you will receive "Gybe Oh!", and will be able to use the club Enterprise. At today's prices - that surely can't be bad! Excellent companionship exists within the Club among the active members, but we would like to extend the 'Circle' and involve families to a greater extent.

#### THE CLUB DINGHY

The Enterprise has recently been re-varnished and refitted by Ross ELLISTON at 'QD', and the newer sails are with Peter MOORE at 'VS'. The Midland Bank S.C. water at Hither Moor has been closed and efforts are being made to store the dinghy at Sunbury Cadet Centre. For new members, there is a road and launching trailer with the dinghy, but users need a lighting board to trail, and lifejackets to sail. A charge of £1 per day is now made. Should the dinghy be stored at Sunbury, the Thames would be available close by. Until approval is decided in respect of Sunbury, the dinghy will be found at Kensington Police Station - P.S. Bill KANE, District Office 'F' will help. Bookings should still be made through Peter MOORE.

Peter MOORE (VS)

BRITISH POLICE LASER ASSOCIATION

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With the reverberations over handicapping at this year's P.A.A. event having fairly settled, a number of members throughout the country have indicated their interest in furthering the Laser cause within police sailing.

Stan Laurenson-Batten has already started the ball rolling by contacting various media in order to publicise the forming of an association of British Police sailors, and plans are already being made to run a two-day event for police Lasers at Queen Mary Sailing Club, Middlesex, on 17/18 October 1979. The provision of accommodation and refreshment during the event is also in hand, and a meeting will be held to set up the association which is intended to cater for both serving and retired polite Officers.

Such an association has much to commend it. Police helms will race against each other rather than against handicap, and success or defeat will not be decided before the racing, dependant on venue, course and wind strength - factors that ideally should be equal for all competitors. Apart from minor weight factors Laser sailing all comes down to the nut on the end of the tiller.

One or two sailing secretaries have already shown interest in running a Police Laser Regatta. Lasers, new or old, are not outside the range of a policeman's pocket, and its potential should enable us to travel and sail abroad (oil sheiks permitting). Enquiries are being made of near European police in order to compete in a medium that the P.A.A. presently aim for - the international police regatta.

Handicap racing is the least fair form of competition. So there is everything to gain by the forming of a class association to take police sailing from strength to strength. With an assurance that the purposes of such an association are not 'Met' dominated (We can't help i they have the best sailors) I would commend you all, whether Laser owners or not, to come and take part in the very first Police Class Regatta,

DICK SIVERS (Laser 77524)  
Northamptonshire Constabulary

LASER SPOT  
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Should any Laser, or would-be Laser Sailor, not be aware of the current situation, it is this - THE BRITISH POLICE LASER SAILING ASSOCIATION - has now been formed with the blessing of the Laser International Association. We have been granted Fleet status following a proviso that the founder members, and subsequent members, are paid-up members of the Association. This is our golden opportunity to get Class Police Sailing moving on a National and eventually an International level by encouraging colleagues of all ages that are orientated to water and boats, to see the light and get Laser Sailing.

We can all help in this encouragement by offering our Lasers for trial sails, or even to giving advice to persons who show any interest in single-handed dinghy sailing. The helms of other classes should not be ignored; it has been established that anyone can sail a Laser, enjoyably, after a few hours practice. From then on, it is a slow progression, success being directly proportional to the effort and practice time you spend on the water.

Our first National Police Laser Sailing Championship will be held at Queen Mary Sailing Club, Ashford, Middlesex, on Wednesday the 17th October and Thursday the 18th October 1979. This year will be the corner - stone of our development into what is promised to be an active athletic outlet with opportunities to socialise and travel, eventually throughout Europe.

I am confident that the Championship will be a success and prove good value for money. It is up to all the existing Laser helms to encourage our friends from other classes to beg, borrow or otherwise sail a Laser at the Championship Meeting. There will be no Association Membership Fee; each Laser helmsman who pays his entrance fee to the Championship will be ipso facto, a member of the Police Laser Sailing Association for that year.

It is hoped that private or Section House accommodation will be available for two nights for those attending the Championship. The first day's racing at the Championship will be followed by our first Annual General Meeting and the Agenda will include the election of a Secretary and Co-ordinators for the various, areas in the British Isles.

I am given to understand that there will not be any shortage of volunteers to help at the championship, but please can I now have some names.

I would like to thank all my sailing colleagues who have encouraged me in the formation of the Association, particularly those who are not yet Laser helms. I really was pleasantly surprised by their sympathetic understanding when the idea was first mooted; I would be out of order not to especially mention the help from Len GOOCH, who has laboured long and tirelessly for Police sailing - how he manages to keep an even temper under pressure the way he does, I shall never know. Stay with us Len, we need you and your stalwart crew Clive.

Now that we are 'under way' so to speak, I will make a determined effort through "Gybe Oh" to pass on news, views and advice between British Police Laser Association members. I will strive to write snippets of information for each copy of "Gybe Oh" to help our new Laser sailors in order to expedite their way to the front of the Fleet.

Stan LAURENSEN-BATTEN

LASER SPOT - NEWS

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The Laser Ex-World Champion, John BERTRAND, who is campaigning a Finn for the 1980 Olympic Games, is making the Finn sailors sit up and take notice. He has already beaten all the American Finn sailors and at a recent pre-Olympic Meeting in Russia, he was second to another Laser sailor, Steve JEPPESON, but there is more to come - The Daily Telegraph reporting on the Keil Week for Olympic Classes, I quote :-

'Impressive form, one of the major topics of discussion in Keil is the impressive form of the single-handers who have made their names in, and are still competing in, LASERS.

The Laser Brigade have brought a new approach to Finn sailing. The key seems to be extreme fitness and superb boat handling. They win races without the use of modern gadgetry, sailing their boats in relation to the positions of rivals on the course. In other words, they are doing what Finn Yachtsmen and others did twenty years ago, and the trend seems to be growing. Certainly some leading British single-handers of the Finn Class, are considering extra competition by sailing Lasers.'

Follow that !!!

Good sailing.

Stan LAURENSEN-BATTEN 'ZE'

I can be contacted through my home address at:-

(...)

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FIXTURE LIST for 1979

POLICE REGATTAS

July 25/26	Dorset	Poole Yacht Club, Poole Harbour.
August 8	Sussex	Bognor Regis Sailing Club.
September 5	Kent	Hampton Pier Sailing Club, Herne Bay.
September 10	Hampshire	Army Sailing Club, Netley.
11	No 5 ( S.E. )	P.A.A. " " "
19	Sussex Pursuit	Cobnor, Chichester Harbour.
21	South Wales	Steel Company of Wales, Port Talbot.
27	Northamptonshire	Middle Nene Boat Club, Thrapston.

The Nottinghamshire Constabulary have decided not to hold a regatta this year. This is due to the lack of support in the past two years.

WEST MIDLANDS POLICE REGATTA - '79

The first police open meeting of the 1979 season was held by the West Midlands Police Sailing Club on Thursday 26th April. The host club was the Chase Sailing Club at Chasewater, a few miles north of Birmingham. Chasewater, itself, is a reservoir which was built to top up the local canals. They have a large clubhouse and adequate facilities for any regatta.

In order to publicise this meeting the West Midlands reps' were very busy at the latter end of 1978, dishing out advanced warning notices to every police helm they could find. So there was no excuse for not knowing when and where it was all going to happen. After the winter respite ( for most of us ) it was the ideal place to go to flex our muscles, and try out all the new go-fast ideas that had been thought of through the cold months. So it was that several Met crews ventured up the M1 to try their luck. One crew even travelled up the day before the race in order to be settled and prepared for the fray without tearing up the Motorway through the morning rush-hour traffic. Another well known single hander turned up in the Middle of the night. A pair of Hertfordshire stalwarts also ventured up on the Wednesday evening and joined the others sleeping in the clubhouse.

The Race officer for the meeting was Mike KELLY, a local club member, who not only volunteered at short notice to run the racing, but also opened up the clubhouse on the Wednesday night, greeted the early arrivals, and also slept there too. There's devotion to duty! Well done Mike !

Thursday morning dawned clear but chilly. There was a light breeze blowing early in the day, but it was to get more gusty later in the day. By the time racing began there were 25 boats on the water, five of which were from the M.P.S.C. There were Dave ABBOTT and Peter MOORE in one Albacore, John and Elizabeth BURBECK in another, and Len GOOCH and Clive BISHOP in yet another. The Laser fraternity was represented by Stan BATTEN and Ross ELLISTON.

The first race turned out to be a Laser benefit, with them taking 1st, 2nd, 3rd and 5th places, The Albacores could only manage 4th and 7th. Dave ABBOTT was going quite well until he ran aground in some shallows with his lifting rudder clamped down too hard and ended up with a split transom. Poor old David has a thing about rudders! The 6th place was taken by a Solo.

First race results :- 1st BATTEN Laser  
2nd ELLISTON  
3rd SIVERS  
4th BURBECK Albacore  
5th COOPER Laser  
6th LAMBERT Solo  
7th GOOCH Albacore

By the time the second race started Dave ABBOTT and his faithful crew, Peter MOORE, had done a good job in securing the transom of their boat with several long screws.. The course for this race, and the others was marked up on the committee boat by the use of red or green numbered cards. The first mark of the course was '7' and it was a green card. Quite simple - you would think! Not so! Stan, Stan the Laser man, streaked off into an early lead, and could then be heard to cry, "Which is number 7?" A number of helpful fingers pointed in the right direction. "Which way round?" Sidewinder = "Starboard". Stan = "Are you sure?" Sidewinder = "Well, it was a green card". Stan then went ahead a took the number 7 mark to port - and the rest or the fleet followed him like lambs, including Sidewinder, who was some way back from the leaders, and did not have the courage of his

of his /

convictions. Mike KELLY, the race officer. then came racing up in the committee boat, waving his arms wildly, and informing all the competitors that the race was cancelled. A new race was started soon afterwards, this time with mark '7' on a red card (The things you have to do for these coppers!). This time the race went off without a hitch, with the honours being shared between the Albacores, Lasers and an Enterprise.

Seco	1st BURBECK	Albacore
	2nd BATTEN'	Laser
	3rd. BRAMHALL	Enterprise
	4th ABBOTT	Albacore
	5th SIVERS	Laser
	6th COOPER	Laser
	7th ELLISTON	Laser

Conditions got rather exciting in the third and last race of the day. The wind increased in strength and there was a rain squall. Several boats capsized, including the BURBECKS and Ross ELLISTON. Ross does believe in giving value for money and entertained the other competitors with a demonstration of how to slip off the dagger-board of a Laser - in water that was only knee deep. Dave ABBOTT went on to prove that his carpentry was of a high standard where emergency repairs to transoms was concerned, and won this race. He was closely followed home by 3 Lasers, 2 Solos and 2 Enterprises.

Third race results :-

1st ABBOTT	Albacore
2nd BATTEN	Laser
3rd SIVERS	Laser
4th LAMBERT	Solo
5th ELLISTON	Laser
6th JONES	Soho
7th BRAMHALL	Enterprise
8th BENTLEY	Enterprise

So the winner of the West Midlands Sailing Trophy was Stan BATTEN, and he was presented *with* the prize by Mr EVANS, the Assistant Chief Constable of the West Midlands Police Force. The second and third prizes also went to the Met.

#### FINAL RESULTS:

1st	BATTEN	Metro	Laser	3/4	2	2	=	2 3/4
2nd	BURBECK	Metro	Albacore	4	3/4	15	=	4 3/4
3rd	ABBOTT	Metro	Albacore	R	4	3/4	=	4 3/4
4th	SIVERS	N'hants	Laser	3	5	3	=	6
5th	ELLISTON	Metro	Enterprise	5	7	5	=	10
6th	BRAMHALL	Gt Man	Enterprise	10	3	7	=	10
7th	LAMBERT	Beds	Solo	6	11	4	=	10
8th	COOPER	W Mids	Laser	5	6	9	=	11
9th	GOOCH	Metro	Albacore	7	8	10	=	15
10th	JONES	Beds	Solo	9	13	6	=	15
11 <sup>th</sup>	NORMAN	Notts	O.K.	8	9	?	=	17
12th	BENTLEY	W Mids	Enterprise	11	10	8	=	18
13th	NELSON	Gt Man.	Laser	12	12	?	=	24
14th	CHAPMAN	Herts	Albacore	13	14	?	=	27

All these results are to subject to confirmation by the race organizers.

SIDEWINDER.

THE THAMES VALLEY POLICE REGATTA - '79

Tuesday 15th May 1979 saw the first police open meeting to be held by The Thames Valley Police Force. DC Dennis LANGTON, from Maidenhead Police Station, was the leading organizer of this event which went off very well. We do hope that it will become one of the regular events in our calendar. The venue was Maidenhead Sailing Club, which is not situated on the River Thames as you might think, but on a small gravel pit just west of Maidenhead Bridge.

There was a fairly good turnout for this initial regatta of 27 boats. As it was quite close to the Metropolis there were a large number of entries from the Met - 12 boats. The striking thing about the M.P.S.C. entries was that 5 of them came from one unit - TDV. That can't be bad! The Laser fleet was represented by Stan BATTEN, Ross ELLISTON, John BAYLESS and Dave BURGOYNE. The Mirror fleet had Derek WYETH, Derek COLEMAN and Dick POVEY crewed by Dave TABB. There were two Albacores in the personal hands of John BURBECK, crewed by his wife Elizabeth; and Len GOOCH, crewed by Clive BISHOP, Frank SADDLER and his wife brought their Enterprise along to join in the fray, and they were accompanied by the club Enterprise, "Metrognome" in the skillful hands of 'Ned' KELLY and crew. (Ned was to give us all a lesson in sailing this day when he came 3rd in one race and 4th in another, and won the 5th prize overall. Well done Ned!) And, last but not least, was Dave BATT's Solo.

In spite of the strong Met contingent the first prize was to elude them. It went to Ian WILSON and David GALE, two youngsters from the local force, sailing a National 12. They sailed extremely well and won the 2nd race, and were second in the other two races. The 2nd and 3rd prizes were closely fought for by John BURBECK and Stan BATTEN, and in fact they both finished up with equal scores of  $3\frac{3}{4}$  - each taking a 1st, a 3rd and a 4th position. However John managed to win the last race, and therefore won the 2nd Prize. The 4th prize went to Ross ELLISTON. Most of the other positions, including the individual race positions can be seen in the list published below. All the results are subject to confirmation by the race organizers.

Race results:-

1st	WILSON	T Valley	Nat 12	2	$\frac{3}{4}$	2 = $2\frac{3}{4}$
2nd	BURBECK	Metro	Albacore	3	4	$\frac{3}{4}$ = $3\frac{3}{4}$
3rd	BATTEN	"	Laser	$\frac{3}{4}$	3	4 = $3\frac{3}{4}$
4th	ELLISTON	"	"	6	2	5 = 7
5th	KELLY	"	Ent	4	14	3 = 7
6th	GOOCH	"	Albacore	5	11	6 = 11
7th	LANGTON	T Valley	Laser	9	7	8 = 15
8th	MEADS	Beds		?	5	10 = 15
9th	LAMBERT	"	Solo	10	9	7 = 16
10th	WYETH	Metro	Mirror	7	16	9 = 16
12 <sup>th</sup>	BURGOYNE	"	Laser	25	8	11 = 16
14th	COIRMAN	"	Mirror	13	R	13 = 19
15th	BATT	"	Solo	11	R	15 = 26
17th	BAYLESS	"	Laser	14	17	14 = 28
19th	POVEY	"	Mirror	15	R	17 = 32
24th	SADDLER	"	Ent	?	R	22 = ?

SIDEWINDER

METROPOLITAN POLICE REGATTA - 79

The Met held it's regatta on Wednesday 30th May, at Queen Mary Reservoir. Whilst the weather was wetter than the past years - in fact, some crews claimed they returned home with their cars on top of their boats on the North Circular - the wind was fair, especially for the Albacore of Dan GLEN, crewed by his son, Duncan, who once again showed that he is still the man to beat. Certain members of the club have suggested that he just sits in the stern these days and that his son pulls all the bits of string for him, but having watched from the shore, I can verify that I am not sure.

The first race was held in a slightly overcast Force 2-3. The Fireballs of R. STAINSBY from Herts., and our man John PIERCE, quickly pulled out a lead over the Albacores of Dan GLEN, Dave ABBOTT and Len GOOCH, thus setting the order on the water that was to continue throughout the three races. However, the course - a beat, a fine reach and a broader reach, was not to the liking of the Fireballs, who could not hold their spinnakers on the first reach, and hence were unable to hold off the Albacores on time. Behind them, Stan LAURENSEN-BATTEN was putting in his usual faultless performance to lead the Lasers, although Ross ELLISTON was not letting him have it all his own way. Further down the fleet, the Solos of Reg JONES and Chris LAMBERT (both from Beds.), Alan GIMES and B. SMITH (both from Kent) were having a race amongst themselves. Likewise, the Mirrors of Derek WYETH, Derek COLEMAN, Alex ROSS and James JOHNSTONE were all going well, although Alex ROSS seemed to be in command of that section of the fleet. Derek WYETH had a small upset during the race when he dropped his young crew overboard and then had to return, due to crew fatigue. The first three boats crossed the line in the order in which they had been all the race, followed by Len GOOCH, with Stan hot on his heels, Dave ABBOTT having fallen back a little by that time. However, the Fireballs were unable to save their time on Dan GLEN, and the results were :-

1st D. GLEN	Albacore	Metro
2nd R. STAINSBY	Fireball	Herts
3rd J. PIERCE	"	Metro
4th S. LAURENSEN-BATTEN	Laser	"
5th L. GOOCH	Albacore	"

For the second race the conditions were similar, but with a little more wind (almost planing conditions) and a little more sun. Once again the Fireballs showed their boat speed and lead to the windward mark. This time the dual was much more closely fought, with John PIERCE the eventual winner by a mere 8 seconds. However, neither of them could save their time from the Albacores of Dan GLEN and Dave ABBOTT. Behind them, once again, was Stan LAURENSEN-BATTEN, closely followed by Ross ELLISTON, the latter working his boat hard in the gusts, but failing to catch Stan. Once again, the SOLOS and the Mirrors held their own races. Chris LAMBERT from Beds. leading the Solos home, and Alex ROSS the Mirrors, to gain another top 10 place. The results were :-

1st D. GLEN	Albacore	Metro
2nd D. ABBOTT	"	"
3rd J. PIERCE	Fireball	"
4th R. STAINSBY	"	Herts
5th S. LAURENSEN-BATTEN	Laser	Metro

For the third race the wind freshened a little more, and John PIERCE finally found top gear, leaving STAINSBY far behind. Unfortunately, on the second lap, John failed to notice which buoy was the wing mark, and passed inside the correct mark to round a buoy further on, thus throwing away a certain first position.

That excepted, the race proved to be a copy of the earlier races, with the Albacores of Dan GLEN and Dave ABBOTT, and the Lasers of Stan LAURENSEN-BATTEN and Dermot O'MALLEY, who finally found his form in the stronger winds, taking the top places.

The results were :-

1st	D. GLEN	Albacore	Metro
2nd	S. L-BATTEN	Laser	"
3rd	D. ABBOTT	Albacore	"
4th	R. STAINSBY	Fireball	Hants
5th	D. O'MALLEY	Laser	Hants

FINAL RESULTS :-

1st	D.&D. GLEN	Metro	Albacore	¾	¾	¾	= 1½
2nd	D. ABBOTT /P. MOORE	"	"	7	2	3	= 5
3rd	R. STAINSBY /J. WOODHOUSE	Hants	Fireball	2	4	4	= 6
4th	S. L-BATTEN	Metro	Laser	4	5	2	= 6
5th	J. PIERCE / K. ROBERTS	"	Fireball	3	3	24	= 6
6th	L. GOOCH /C. BISHOP	"	Albacore	5	7	7	= 12
7th	R. ELLISTON	"	Laser	6	6	33	= 12
8th	D. O'MALLEY	Hants	"	10	8	5	= 13
9th	A. & F. ROSS	Metro	Mirror	8	9	11	= 17
10th	R. BURNSIDE	Hants	Laser	12	17	6	= 18
11th	C. LAMBERT	Beds	Solo	11	10	9	= 19
12th	R. JONES	"	It	9	16	10	= 19
13th	J. BAYLESS	Metro	Laser	18	15	8	= 23
14th	D. BURGOYNE	"	"	17	13	12	= 25
15th	A. GIMES	Kent	Solo	14	11	18	= 25
16th	D. & F. COLEMAN	Metro	Mirror	16	12	22	= 28
17th	A. GORDON /J. PICKETT	"	GP 14	33	14	15	= 29
18th	B. SMITH	Kent	Solo	13	18	21	= 31
19th	K. WOOLGER	Sussex	Laser	15	23	16	= 31
20th	G. PARRY /B. TUCKER	Dorset	Fireball	25	22	13	= 35
21st	T. & S. VINCENT	Metro	Enterprise	23	28	14	= 37
22nd	M. PALMER	Dorset	Laser	22	21	17	= 38
23rd	B. HUDSON	Herts	Solo	19	26	19	= 38
24th	J. JOHNSTONE	Metro	Mirror	20	19	23	= 39
25th	B. PATTERSON /D. LANGTON	Th Valley	Wayfarer	21	20	33	= 41
26th	P. SKERMAN	Sussex	Laser	26	29	20	= 46
27th	C. JORDAN	Kent	Phantom	23	25	24	= 47
28th	D. WYETH	Metro	Mirror	27	24	24	= 48
29th	I. WINSON	Th Valley	Nat 12	27	27	24	= 51
30th	NICHOLSON	Beds	Topper	33	30	24	= 54
31st	YOUNG	Herts	Solo	27	31	33	= 58
32nd	D. BATT	Metro	Solo	27	33	33	= 60

John BURBECK

This year's P.A.A. Sailing Championship was won by Dan GLEN and John PIERCE in their Albacore dinghy, "Monarch", sail number 6403. This is the third time that they have won this coveted title.

The second prize went to John and Elizabeth BURBECK, that well known husband and wife team, in their new Albacore, "Devil's Disciple." This was in spite of John having several cracked ribs sustained in an accident a few weeks previously. They also won the magnificent ships clock prize for the fourth race of the series.

The third prize went to that well known sailor from Northumbria, Tom BRIGGS and his young lady crew, in their National 12, "Off Beat."

=4th Dave ABBOTT and Peter MOORE in Albacore 6692.

=4th R. NEWSAM and crew in Enterprise 19,832, from Cleveland.

=6th Ross ELLISTON in Laser 75119.

=6th Stan BATTEN in Laser 101 (Queen Mary fleet number ).

=8th Dermod O'MAILEY in Laser 63,912 from Hampshire.

=8th John NEAVERSON and crew in Merlin Rocket 2905 from Nottinghamshire.

10th Ian WRIGHT in Laser 58001 from Essex.

=11th Len GOOCH and Clive BISHOP in Albacore 442.

=11th P. GOODMAN and crew in Albacore 1445 from Sussex.

The winner of the "GP 14 TROPHY" was Alan GORDON, crewed by Jean PICKET, in their GP 7103, from the Met. They were 26th overall.

The "ESSEX POLICE PRIZE" went to Ian WRIGHT in his Laser for his 10th place overall.

The "SOUTH WALES POLICE PRIZE" went to Derek WESTALL in Laser 75245 as the leading Welsh helm.

This year's P.A.A. Championships were held on the 11th and 12th of June at Thorpe Bay Yacht Club, near Southend in Essex. The club is situated on the Thames Estuary between Southend and Shoebury Ness. The club-house is set well above the roadway and the water and is ideal for spectators, with a magnificent view across the estuary. All the competitors were made to feel welcome by the race organizers. There were adequate boat and car parking facilities provided, and very good catering and bar arrangements. Many competitors stayed at the campsite at Shoebury, about 2 miles from the club. Those campers that travelled down on the Sunday evening were lulled to sleep that night by the steady fall of rain that went on all night.

The Monday morning saw a fleet of 71 boats gathered on the foreshore at Thorpe Bay. The Lasers had the largest number there with 23 boats. The Albacores numbered 8, and the Enterprises were close behind them with 7 boats. There were 5 each of the GP 15's and Mirror 10's, and then lesser numbers of other classes. The shipping forecast for that dripping wet Monday morning was for plenty of wind - at 06.30 they gave Thames-Dover force 5, locally 6, N.E. So everyone was togged up in their wet-suits and oil-skins, ready for the fray. But, the heavy winds did not materialize, and there were a lot of hot and sticky crews out on the water that day,

The Race Officer for this meeting was Mr FOSTER-TAYLOR, the Commodore of Thorpe Bay Yacht Club. He is noted for being a stickler for starting races dead on time, and if any of the competitors have not reached the starting line by the time the race is due to start, even though they be half the fleet, then that is too bad. We were therefore surprised to find that when the first race was due to start the Committee Boat was not even on station, and the marks of the course had not been laid. We were later told that there had been some difficulty with the tides and /or the starting gun. So when the Committee Boat did eventually leave its moorings and steam out to the proposed start, it was streaming a postponement flag. During this waiting period, with all the boats milling about, and with captains and crews adjusting various items of gear, there was suddenly a loud shout and then a crash. A collision took place between a GP14 and a National 12, the result of which was that the GP limped away with a large hole in the hull.

The ten minute gun for the first race went about half an hour late. But, when a further 5 minutes had elapsed the Race Officer's shot gun failed to fire, and that start had to be abandoned. When the new start procedure began the gun still gave trouble, firing late on the 'five minute' warning. But the 'blue peter' had been raised correctly, so the start stood. The wind direction had changed during the delayed start, making the line favourable for a port end start. This was soon evident when the race commenced. All the leading boats at the first mark had started from the port end of the line. The leaders appeared to be GLEN, BATTEN, and ABBOTT, who were battling it out in the light winds, They were so light in fact that it took about 2 hours to complete 3 laps of the triangular course. This left the 'slower' classes a lot to do to try and finish in the time allowed - ½ hour after the leading boat. As it happened, only one of the Mirrors finished within that time. This was a bone of contention between the Mirror-men and the Race committee. They claimed that the hour allotted was not sufficient for them to finish on their handicap under such slow conditions.

First race results :-

1st GLEN	Albacore
2nd BRIGGS	National 12
3rd BRAMHALL	Enterprise
4th BATTEN	Laser
5th BURBECK	Albacore
6th NEWSAM	Enterprise
7th WRIGHT	Laser
8th GOODMAN	Albacore
9th SIVERS	Laser
10th O'MALLEY	Laser

For the second race the wind perked up a bit and varied between force 1 and 3. The actual race was started promptly at 14.30, with half the fleet still on the way out to the start line from the clubhouse. But, many of the helms that had sailed under Mr FOSTER-TAYLOR before had left the foreshore early. Others, especially the late finishers in the first race, had stayed out on the water. After the starting gun had fired many of the competitors joined in the race without crossing the starting line. This caused a lot of confusion with the results later in the day when many of the crews that had been disqualified for not starting correctly alleged that they had crossed the line and had witnesses to prove it.

NEAVERSON in the Merlin Rocket, and RICHMOND in the Hornet lead the fleet round the course, closely followed by GLEN, BATTEN, BURBECK and GOOCH. Dan went on to win the race.

Second race results :-

1st GLEN	Albacore
2nd BATTEN	Laser
4th COOPER	"
5th ABBOTT	Albacore
7th GOOCH	"
8th O'MALLEY	Laser
10th RICHMOND	Hornet

There was snore wind on the Tuesday morning for the third race. This was quite evident from the smiles on the faces of most competitors. They looked forward to a good days racing. After the start GLEN headed well inshore to get the better of the tide. Several other boats, including certain Albacores, followed him like lambs, thinking it was a good idea. But they all ended up over-standing the first mark by 'miles'. It was BURBECK, BRIGGS, NEAVERSON and RICHMOND that were well placed at the front of the fleet. However, GLEN, in his inimitable manner was able to carve his way through the fleet and finish in 4th place. BRIGGS Sailed a good race and won on corrected time.

Third race results :-1st BRIGGS National 12  
2nd BURBECK Albacore  
3rd NEWSAM Enterprise  
4th GLEN Albacore  
=6th ROSS Mirror  
=6th CAUKWELL Enterprise  
8th GOODMAN Albacore  
9th RICHMOND Hornet

By the time the last race came along there was a good breeze blowing. GLEN made a good start at the starboard end of the line, whilst BURBECK chose the port end. The three Albacores of GLEN, BURBECK and ABBOTT could be seen at the front of the fleet, with BATTEN'S Laser and RICHMOND'S Hornet not far behind. As they reached the mark near Southend Pier there was a collision between BATTEN and RICHMOND. The two boats collided in such a way that the rudder of the Laser was knocked completely off the transom - complete with the patented go-fast tiller which immediately sank beneath the waves. Poor old Stan! He just had to sit there and wait for a tow in. He was so dejected and downhearted at this incident that as soon as he got back to clubhouse he just packed up and went home. He was heard to mutter something about giving up handicap racing all together. (He could not do that! Police regattas would not be the same without Stan being there.) However, Albacores went on to take the first two places in this race.

Fourth race results :- 1st BURBECK Albacore  
2nd ABBOTT "  
3rd ELLISTON Laser  
4th GLEN Albacore  
5th O'MALLEY Laser  
7th SIVERS "  
8th LOAKE "  
9th NEWSAM Enterprise

The Race Officer and his helpers had their hands very full with all the objections and queries that occurred at this championship. In consequence, the Prize Giving was rather late (about 1½ hours late). But to keep folk amused while they waited to see who was take home the silver, Ian WRIGHT had arranged for the film of the 1978 P.A.A. Sailing Championship to be shown in the clubhouse. This was a short film made by the Strathclyde Constabulary of the antics of the police crews that took part in a very windy meeting on the Gare Loch. The film was not shown under ideal conditions, but several familiar faces could be recognised flashing about on the water. (A cameraman was in evidence at this year's championships. So perhaps we may have the opportunity of seeing another film next year.)

Also during this wait we heard some good news about Stan BATTEN'S rudder. When the tide had gone out, the crew of the Hornet involved in the collision had trudged out over the mud flats, through the rain that had started to fall soon after the racing had ended, in search of the sunken item. And, lo and behold, by the use of their skill and local knowledge of the tides, they found it. So Stan had gone home rather prematurely. All is well that ends well! He would never be the same without that rudder!

CONTINUED ON PAGE 24

PAA Results  
P.A.A. NATIONAL SAILING CHAMPIONSHIPS 11/12 JUNE 1979

1.	D. GLEN	Metro	Albacore 6403	1	1	4	4	= 5½
2.	J. BURBECK	Metro	Albacore 6830	5	17	2	1	= 7¾
3.	T. BRIGGS	N'humbria	National 12-2978	2	14	1	23	= 16¾
4.	R. NEWSAM	Cleveland	Enterprise 19832	6	11	3	9	= 18
4.	D. ABBOTT	Metro	Albacore 6692	11	5	20	2	= 18
6.	S. BATTEN	"	Laser 101	4	2	13	R	= 19
6.	R. ELLISTON	"	" 75119	12	4	28	3	= 19
8.	D. O'MALLEY	Hants	Laser 63912	10	8	21	'5	= 23
8.	J. NEAVERSON	Notts	Merlin 2905	15	.	.	.	= 23
10.	I. WRIGET	Essex	Laser 58001	7	18	13	11	= 33
11.	L. GOOCH	Metro	Albacore 442	13	7	14	21	= 34
11	P. GOODMAN	Sussex	Albacore 1445	8	26	8	18	= 34
13.	R. SIVERS	N'hants	Laser 77523	9	19	35	7	= 35
14.	C. JORDAN	Kent	Phantom 799	25	.	.	.	= .
15.	A. GIMES	Kent	Solo 1186	15	.	.	.	= 44
15.	A. ROSS	Metro	Mirror 48723 *	9	29	6	44	= 44
15.	C. COOPER	W Mids	Laser 61712	21	.	.	.	= 44
18.	J. LOAKE	Sussex	" 42199	22	38	18	8	= 48
18.	G. RICHMOND	Essex	Hornet 1798	32	10	9	29	= 48
20.	R. BRAMHALL	Gt Man	Enterprise 10932	3	24	23	64	= 50
21.	R. JONES	Beds	Solo 1176	14	.	.	.	= .
22	M. PALMER	Dorset	Laser 72524	16	13	40	24	= 53
23.	D. BRAIDE	Gt Man	" 6338	20	21	17	17	= 54
24.	D. WESTALL	S Wales	" 75245	29	22	22	12	= 56
24.	M. CAUKWELL	N Yorks	Enterprise 19857	18	35	6	32	= 56
26.	D. LANGTON	T Valley	Laser 54470	30	12	19	34	= 61
27.	A. GORDON	Metro	GP 14 7103	26	20	24	42	= 70
28.	P. SCOTT	Essex	Laser 46223	17	42	39	15	= 71
29.	A. ROBERTS	Lancs	GP 14 11682	.	16	26	35	= 77
30.	D. JONES	Sussex	Graduate 2526	30	40	11	40	= 81
31.	B. DRAKE	Essex	Laser 51586	42	29	37	19	= 85
32.	J. ALLEN	Notts	Fireball 11604	44	33	25	28	= 86
33.	J. NELSON	Gt Man	Laser 56240	28	48	45	14	= 87
34.	G. HARVEY	Lothian	" 54486	19	39	33	63	= 91
34.	M. STAFFORD	N Yorks	Albacore 792	41	23	51	27	= 91
34.	J. HEWITT	Notts	Merlin 2707	34	.	.	.	= 91

37. J. HUMBER	Lancs	Tasar 256	46	.	.	.	= .
38. B. MASON	Essex	GP 14	38	31	31	39	= 100
39. R. SANDERS	W Mids	Laser 16102	36	27	.	38	= 101
40. K.WILSON	Lothian	" 54587	37	32	41	36	= 105
41. B. SMITH	Kent	Solo 3115	51	.	.	.	= .
42. N. WOOLGER	Sussex	Laser 32531	40	52	42	30	112
43. B. TUCKER	Dorset	O.K. 1356	35	.	.	.	= .
44. P. SKERMAN	Sussex	Laser 72570	27	51	48	43	= 118
45. D. WYETH	Metro	Mirror 7749 *	68	34	56	31	= 121
46. C. WADDELL	Sussex	Laser 72238	23	58	43	64	= 124
47. R. FIRTH	W Yorks	Enterprise 14217	39	46	54	44	= 129
41. J. BAYLESS	Metro	Laser 61695	47	50	36	47	= 130
49. R. DICKEN	Lancs	" 50746	43	41	47	64	= 131
50. I. DODDS	N'humbria	" 1257	33	53	46	63	= 132
51. G. FORD	Leics	Enterprise 5724	55	45	49	41	= 135
52. D. COLEMAN	Metro	Mirror 43150 *	68	43	58	37	= 138
53. P. WHITE	Sussex	Merlin 2519	52	.	.	.	= .
53. J. STURDY	W. Mids	Merlin 2342	49	.	.	.	= .
55. G. BOWEN	S Wales	GP 14 4114	48	63	50	50	= 148
56. K. CARTER	W Yorks	Pacer 399	.	.	.	.	= .
57. K. CHILDE	S Yorks	Enterprise 18073	56	49	57	46	= 151
55. M. JONES	S Wales	Albacore 6859	45	55	53	64	= 153
59. D. HODKINSON	Lancs	420 19869	68	54	52	48	= 154
60. I. SAUNDERS	S Wales	Albacore 397	50	56	55	66	= 161
61. J. PITCHER	Lancs	GP 14 10358	53	61	61	51	= 165
61. C. LEWIS	Hants	Mirror 59067 *	68	68	34	63	= 165
63. R. FOSBERRY	Leics	Marauder 209	54	.	.	.	= .
64. G. SQUIRES	W Yorks	Firefly 1463	68	59	60	52	= 171
64. D. LINDSAY	Durham	Miracle 2105	.	.	.	.	= 171
66. C. BATESON	W Yorks	Enterprise 4883	68	62	62	57	= 181
67. B. REED	Sussex	Mirror 32911	68	68	66	49	= 183
68. M. HUDSON	Gt Man	O.K. 767	.	.	.	.	= .
69. D. BURNETT	Hants	Topper 14357	.	.	.	.	= .
70. R. MARSHALL	S Yorks	Graduate 534	68	68	63	64	= 195
71. M. THORNTON	"	Mirror 14 279	.	.	.	.	= .

(\* = Single handed)

All the above results are subject to confirmation by the race organizers.

SIDEWINDER

Bedfordshire Police Regatta - 79

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This year the organizers of the Bedfordshire Police Regatta reverted back to holding during the week. For several years they experimented by holding it on Sundays, when it is not always easy to get time-off. However, Wednesday 20th June was the date chosen for their regatta. This particular date rather clashed with the date chosen by the Leicestershire Constabulary to hold their first police regatta, on the 21st June. This may have accounted for the poor turnout at the Bedfordshire meeting. There were only 15 boats entered, and only 2 of those came from the Met. Those were our two Traffic Patrol stalwarts, Dick POVEY and Len GOOCH. Dick was sailing his Mirror dinghy singlehanded, and Len was sailing his Albacore, Sidewinder, with the help of Dick's son, Neil.

The venue for this meeting was the Bedfordshire Police Sailing Club at Chimney Corner, Kempston Hardwick, near Bedford. It is a water filled clay-pit with several small islands dotted about. The sailing there can be very interesting and exciting when there is a lot of wind. However, on this particular Wednesday there was a sad lack of wind, and what little there was changed direction quite frequently. But there was plenty of sunshine, so those that did not win prizes did get a free sun-tan.

With so little wind each of the three races was a test of patience and light weather sailing skill. Paul SKERMAN from Sussex showed his good form in the first race by creeping into the lead at the start and then steadily increasing it throughout the race, in his Laser. (His was the only Laser at this meeting.) He was being chased by the Solos of LAMBERT and HUDSON and the Enterprise of NEALE. But the boat that surprised us all was the Mirror of Dick POVEY. He was fairly nipping along in "Double Vision" whilst everybody else was struggling to keep moving.

First race results:-

1st SKERMAN	Laser
2nd LAMBERT	Solo
3rd HUDSON	"
4th POVEY	Mirror 10
5th NEALE	Enterprise
6th GOOCH	Albacore

In the second race it was GOOCH in the Albacore that managed to take the lead, followed by SKERMAN. The Solos of LAMBERT and JONES were not far behind them. But the light weather wizardry of POVEY was outshone by that of NEALE in the ancient Enterprise 1822, who won this race on handicap.

Second race results;-

1st NEALE	Enterprise
2nd GOOCH	Albacore
3rd POVEY	Mirror 10
4th SKERMAN	Laser
5th LAMBERT	Solo
6th JONES	"

In the third race it was GOOCH that took the line honours but was not far enough ahead to beat the Solo of JONES on corrected time. BUTTERWORTH, in another ancient Enterprise, decided that NEALE was not the only one who could make one of the blue-sailed dinghies go in light airs, and beat him to the finish. POVEY again sailed well and finished ahead of Chris LAMBERT in the Solo on corrected time.

Third Race Results were:-

1 <sup>st</sup>	JONES	Solo
2nd	GOOCH	Albacore
3rd	BUTTERWORTH	Enterprise
4th	NEALE	Enterprise
5th	HUDSON	Solo
6th	POVEY	Mirror 10

OVERALL RESULTS		(with the best two results to count)					
1st	GOOCH	Metro	Albacore	6	2	2	= 4
2nd	NEALE	Beds	Enterprise	5	$\frac{3}{4}$	4	= $4\frac{3}{4}$
3rd	SKERMAN	Sussex	Laser	$\frac{3}{4}$	4	9	= $4\frac{3}{4}$
4th	JONES	Beds	Solo	8	6	$\frac{3}{4}$	= $6\frac{3}{4}$
5th	POVEY	Metro	Mirror	4	3	6	= 7
6th	LAMBERT	Beds	Solo	2	5	7	= 7
7th	HUDSON	Herts	"	3	9	5	= 8
8th	BUTTERWORTH	Beds	Enterprise	7	8	3	= 10
9th	NICHERSON	"	Topper	14	7	11	= 18
10th	NORMAN	"	Mirror 16	11	10	10	= 20
11th	HOADLEY	Beds	Typhoon	12	15	8	= 20
12th	TOOKEY T.	"	Topper	9	13	14	= 22
13th	THOMPSON	"	Enterprise	10	14	13	= 23
14th	SCHOLLEY	"	Topper	15	11	12	= 23
15th	TOOKEY P.	"	Enterprise	13	12	15	= 25

These results are all subject to confirmation by the Bedfordshire Police Sailing Club.

SIDEWINDER

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FOR SALE

Albacore 1856 : All wood - early Fairey Mk II - all racing fittings - close to minimum weight - good condition - competitive club boat launching trolley and cover.

£550 ono

Albacore 6830 : "Devils Disciple", April 1979 Mk II Rondar - racing specification - very competitive - class change forces sale - a great saving over the new price.

£1450 ono.

Enquiries for both the above to John BURBECK at Nottingham Police Station (BH).

## LEICESTERSHIRE POLICE REGATTA 79

On the 21st June 1979 Leicestershire Constabulary Sailing Club held their first Police Open Meeting. The venue was Rutland Sailing Club at Rutland Water, Edith Weston, near Oakham, Rutland. Rutland Water is a fairly new man-made reservoir, and is quite vast. It is quite picturesque and well worth a visit if you have not yet seen it. Rutland Sailing Club must, be one of the largest clubs in the country, and houses a tremendous variety of sailing craft.

A few of the stalwarts from the Met decided to travel up to Rutland on the Wednesday, the day before the racing. Arrangements were made for them to camp in a field next to the club. This safari was made up of Stan BATTEN, John BAYLESS, Dick POVEY and his son Neil, and Len GOOCH - the latter three having taken part in the Bedfordshire Police Regatta on that Wednesday. Wednesday is one of the days that the staff at Rutland Sailing Club have off. So, in order to get a cooked meal after they had pitched camp, they trekked off to a local hostelry to seek some food. The only meal the pub could provide was a cold salad. So our five just men then ventured into the town of Oakham, a pretty, stone-built market town. There they fell back on the maxim - if you want to know the time - or where to get the best meal - ask a policeman, when they discovered a lonely looking Gendarme pounding the local beat. He promptly directed them to the last thing you would expect to find in a small English market town - a Chinese restaurant. But he did say that we would have to follow his directions carefully, otherwise we would never find it. He was right too. It was tucked away down a small alley, and very carefully disguised to blend in with the surrounding buildings. Even the advertising sign was in Olde English script. On entering the said establishment we were greeted by a diminutive Chinaman and shown to a table well out of sight of the main entrance. Our unusual mode of dress and the size of Big John BAYLESS must have put our Oriental hosts on their guard, because the minute Chinese waiter was soon replaced by a much bigger and broader colleague who looked as if he was a 'black belt' of the 10th Dan of all the martial arts you could think of. However, they made no trouble, and in fact had quite a good meal there.

The following day the weather changed from being bright and sunny to being cloudy and rainy. But at least there was some wind. Our campers had a leisurely breakfast of bacon and eggs, and soon after saw other boats, car-topped and trailered, arriving from the far corners of the Kingdom to do battle on the water. But before they could start racing they all had to take part in a strange local custom. This was called DECONTAMINATION, and was meant for the boats - not the crew. However, the defective spray gun ensured that the crew member taking part in the ceremony got as much of the foul liquid over himself as it did the boat. (The reason given for this was to stop the spread of fish disease). One unfortunate young man got some of the spray on his T-shirt which promptly curled up and died - the shirt, not the man!

By the time racing began only 20 boats had turned up, and 7 of those were from the Met. There were the 3 Albacores of Dan GLEN, crewed by his son, Duncan; John BURBECK, crewed by his wife Elizabeth; and Len GOOCH, crewed by Neil POVEY: Then there were the Lasers of Stan BATTEN, John BAYLESS, and that up and coming young helmsman, John PIERCE - who had borrowed Dan GLEN's Laser just for the fun of it! Then, last but not least, was Dick POVEY in his go-fast Mirror. The local Force fielded 5 boats. That left only 8 boats from the surrounding counties. Where did they all get to? For such a beautiful place and a maiden Meeting the support left a lot to be desired.

The actual racing was well organised over Olympic type courses of triangles and sausages. Three races were held with the two best results to count towards the prizes. The first two races were dominated and won by Dan GLEN and he did not bother to sail in the last race. The BURBECKS were going well in their Albacore "Devils Disciple", and came second in the first two races, and went on to win the last race. This gave them second place overall. Stan sailed his usual athletic race and finished third overall. The Merlin Rocket wizard from Nottingham, John NEAVERSON, took the fourth prize. And, surprise, surprise! the Met's very own Fireball Ace, John PIERCE, came fifth in his borrowed Laser. How about that then! For the remaining places and individual race results see the list below.

Thank you Leicestershire for a good meeting. We of the M.P.S.C. look forward to another visit next year.

Results :-

1st	GLEN	Metro	Albacore	¾	¾	DNS	= 1½
2nd	BURBECK	"	"	2	2	¾	= 2¾
3rd	BATTEN	"	Laser	4	3	2	= 5
4th	NEAVERSON	Notts	Merlin	3	4	3	= 6
5th	PIERCE	Metro	Laser	7	5	4	= 9
6th	SIVERS	N'hants	"	5	6	6	= 11
7th	GOOCH	Metro	Albacore	6	7	5	= 11
8th	NELSON	Gt Manch	Laser	8	8	8	= 16
9th	BAYLESS	Metro	"	10	10	7	= 17
10th	HUDSON	Herts	Solo	9	9	9	= 18
11th	FOSBERRY	Leics	Marauder	11	11	12	= 22
12th	CHILDE	S Yorks	Enterprise	12	12	11	= 23
13th	FORD	Leics	"	13	13	10	= 23
14th	WALTER	Herts	"	15	14	13	= 27
18th	POVEY	Metro	Mirror	18	16	DNS	= 34

All these results are subject to confirmation by the race organizers.

SIDEWINDER

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Eventually the prizes were presented by Mrs BURFORD, the wife of the Chief Constable of Essex. The second prize was originally given to Tom BRIGGS but when the results were checked afterwards it was found that his 14th place in the second race had been counted as a 4th place by mistake. So that was soon sorted out. Then there was a mix up with who had won the GP 14 Prize. First it went to Alan GORDON, and then it was claimed by another GP helmsman, and then it went back to Alan. It was all very exciting for a few moments! Anyway, it was all sorted out in the end. And so another P.A.A. was over. Next year it is to be at Merseyside.

SIDEWINDER

HERTFORDSHIRE POLICE REGATTA

The winner of the Hertfordshire County Shield at this year's Hertfordshire Police Regatta was Dan GLEN who was crewed by his younger son Duncan. The winner of the Howard Day Trophy for being second overall was John BURBECK who was crewed by his wife Elizabeth. The third prize went to Stan LAURENSEN-BATTEN, and the fourth prize went to Dick SIVERS. The trophy for the best Hertfordshire helm went to Dave CHAPMAN.

The regatta was held on Thursday 5th July at Grafham Water, near Huntingdon. The weather was bright and sunny with very little wind. What wind there was, was variable both in speed and direction. The event attracted an entry of 31 boats, 5 of which came from the Met. Dan GLEN, John BURBECK and Len GOOCH were there with their Albacores, and the Lasers were represented by Stan BATTEN and John BAYLESS. One unusual feature of this regatta was that there were no Mirror 10 dinghies taking part. Perhaps all the Mirror men had heard the weather forecast and decided that they could sunbathe just as well at home and save the petrol costs.

At the start of the first race Dan GLEN could be heard calling for water on a Graduate that had dared to cut him up. There was much shouting and then a bump, and then the protest flag shot up on Dan's boat. Stan BATTEN steered clear of all the fracas and reached the windward mark first. However, he then did his 'little lost Laser' routine and headed for the wrong mark. This allowed the Albacores of GLEN, BURBECK and VESSEY to head the pack. When Stan realised what he had done he was so disgusted with himself that he gave up and headed for the clubhouse. At the third mark, Baker, a log-jam of about 7 boats drifted up to the mark. The Phantom of JORDAN (Kent) attempted to overtake the Albacores and Lasers who decided that he did not have water on them, and thus a lot of shouting and confusion ensued. This incident was the cause of a further protest by Dan GLEN against the Phantom.

At the 4th mark JORDAN was ahead, followed by GLEN, BURBECK, O'MALLEY, SIVERS, GOOCH and BAYLESS. But Dan was able to regain the lead during the beat to the start-line which marked the end of the first lap. The wind then picked up a bit allowing one or two boats to change places. At the windward mark GLEN was well ahead of JORDAN, BURBECK, GOOCH, SIVERS and BAYLESS. The wind then swung round to the north making the next leg a beat also. Then, as the leading boats neared the 'Middle' mark the shortened course signal sounded and the race officer came skipping across the water in the rescue boat, heading for 'Middle' to finish the race there. At this stage the wind had dropped and the wash from the rescue boat was the last thing that GLEN and the others wished to see as they struggled to reach the finish. Dan made his views on the subject very clear in a loud voice. Meanwhile SIVERS had managed to find a bit of wind to himself and was creeping steadily through the pack. Then the others began to move slowly but surely. The Phantom reached the line first, followed by BURBECK, SIVERS, GLEN and only 2 seconds behind him GOOCH, and then BAYLESS and O'MALLEY. Not far behind the leading pack sailed a rather ancient Enterprise No. 1822, helmed by NEALE from Bedfordshire, the sails of which looked original (It must be a 'Q' boat). But it was sailed extremely well and won this race on handicap.

First race results :-	1st T. NEALE	Enterprise
	2nd R. SIVERS	Laser
	3rd J. BURBECK	Albacore
	4th J. BAYLESS	Laser
	5th D. O'MALLEY	"
	6th D. GLEN	Albacore
	7th L. GOOCH	"

For the second race the course was altered to a simple triangle (probably for Stan's sake). The wind was still very light and seemed to be suiting the Albacores and Lasers. BURBECK beat GOOCH to the windward mark by only about 1 second, closely followed by GLEN and BATTEN. The same two boats were in the lead at 'Middle'. At 'Perry' BURBECK still held the lead but BATTEN and GLEN had overtaken GOOCH. On the beat to the windward mark GLEN showed his superior boat speed and was in front at the end of the first lap. Trailing behind him were BURBECK, GOOCH BATTEN and CHAPMAN. Then just before the windward mark GOOCH found a hole in the wind and was overtaken by BATTEN, CHAPMAN and VESSEY. That order remained unchanged at 'Middle' and 'Perry' and GLEN had increased his lead over the others to about 2 minutes. However, on the reach to the finish GOOCH was able to overtake the Albacores of CHAPMAN and VESSEY and was fourth over the line. The Albacores were able to get a pleasant but rare view of all the Lasers, except Stan BATTEN, way behind them in the distance.

Second race results :- 1st D. GLEN                   Albacore  
                           2nd J. BURBECK                 "  
                           3rd S. BATTEN                 Laser  
                           4th L. GOOCH                 Albacore  
                           5th S. VESSEY                "  
                           6th D. CHAPMAN               "  
                           7th R. SIVERS                Laser

The course for the third race was also a triangle, but using a different starting line and different marks. The winds remain very light and there was a very crowded start line. The starting signal appeared to go several seconds late, and someone was over the line. BURBECK, the leading boat, took about 16 minutes to reach the windward mark, just ahead of GLEN, BATTEN, O'MALLEY and SIVERS. Between there and the next mark BURBECK had run out of wind and was overtaken by GLEN, BATTEN, SIVERS, and O'MALLEY, and just stayed ahead of JORDAN. At the wing mark BURBECK had picked up one place. Then the wind dropped off again and there was a long drag to the windward mark, where BURBECK had picked right up to second place behind GLEN. They were followed by BATTEN and JORDAN. The race was shortened and finished at the next mark after about 84 minutes with GLEN taking line honours well ahead of JORDAN, BATTEN, VESSEY, BURBECK, HOADLEY in the Typhoon, STURDY in the Merlin Rocket, SIVERS, O'MALLEY, TOOKEY in his Enterprise, SKERMAN, GOOCH, WOODHOUSE and CHAPMAN, LAMBERT and HUDSON.

Third race results :- 1st C. LAMBERT Solo  
                           2nd. P. TOOKEY Enterprise  
                           3rd D. GLEN                 Albacore  
                           4th B. HUDSON               Solo  
                           5th S. BATTEN               Laser  
                           6th B. DAVIES               GP:14  
                           7th R. SIVERS               Laser

OVERALL RACE RESULTS (with the best 2 results to count)

1st	D. GLEN	Metro	Albacore	6	¾	3	=	3¾	
2nd	J. BURBECK	"	"	3	2	8	=	5	
3rd	S. BATTEN	"	Laser	rtd	3	5	=	6	
4th	R. SIVERS	N'hants	"	2	7	7	=	9	
5th	L. GOOCH	Metro	Albacore	7	4	15	=	11	
6th	P. TOOKEY	Beds	Enterprise	17	10	2	=	12	
7th	C. LAMBERT	"	Solo	12	18	¾	=	12¾	
8th	S. VESSEY	Lincs	Albacore	9	5	8	=	13	
9th	T. NEALE	Beds	Enterprise	¾	14	16	=	14¾	
=10th	B. DAVIES	W Mids	GP 14	?	9	6	=	15	
=10th	D. O'MALLEY	Hants	Laser	5	15	10	=	15	
12th	D. CHAPMAN	Herts	Albacore	11	6	17	=	17	
13th	B. HUDSON	"	Solo	14	21	4	=	18	
14th	C. JORDAN	Kent	Phantom	dis	8	12	=	20	
15th	J. BAYLESS	Metro	Laser	-	4	17	18	=	21

SIDEWINDER