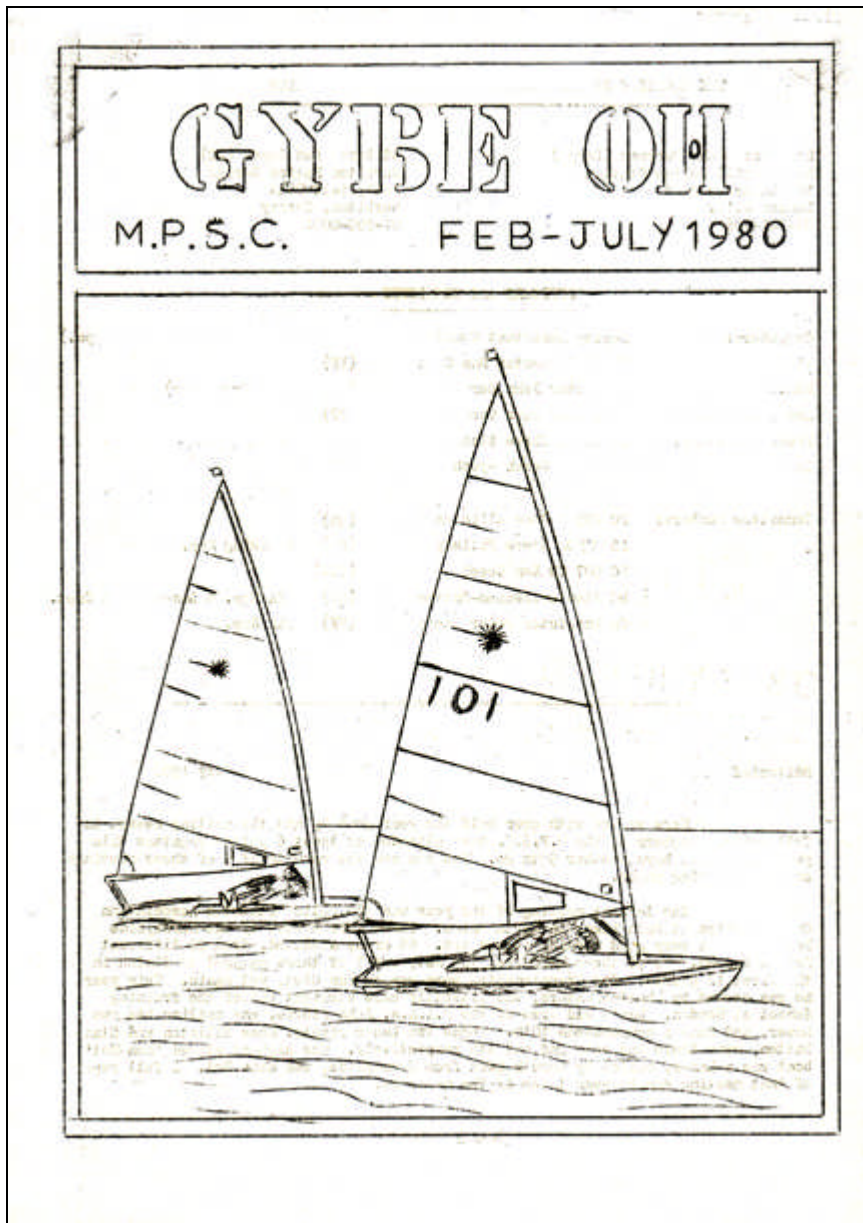


'GYBE OH' - This Newsletter of the Metropolitan Police Sailing Club was originally circulated in February – July, 1980



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THE MAGAZINE OF THE METROPOLITAN POLICE SAILING CLUB.

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Editorial

July 1980

Here we are with over half the year gone by, and the sailing season in full swing. Members of the M.P.S.C. have attended at least 6 police regattas this year, and still have another 9 to go. You can see the results of 5 of those meetings on the following pages.

The largest meeting of the year was the Police Athletic Association Championships at Bala Lake, in North Wales. These were hosted by the Merseyside Police, and a very good meeting it was too. 66 crews attended, from 20 different Police Forces. 10 of those were from the Met, and 7 of those managed to finish in the first 12 places. The Championships were won by Dan Glen, yet again. This year he was crewed by Charlie Waters, who literally came straight out of the Training School at Hendon. Dan's old crew of the P.A.A.s, John Pierce, was sailing his own Laser, and came a commendable 10th. Those two Laser rivals, Ross Elliston and Stan Batten, were there and came 2nd and 4th respectively. The highest placed 'Non-Met' boat was a Laser, sailed by Gareth Owen from Merseyside, who came 3rd. A full report of that meeting can be seen later in the magazine.

the magazine, /

Stan Batten is in great form this season. This can be seen by the number of trophies that he has collected so far. But one trophy that he most likely did not expect to collect was presented to him quite recently. That was the Sports Personality Trophy for 1980 presented by the JOB magazine. I cannot think of a nicer bloke to get it. He is a most deserved winner. The actual presentation ceremony took place at Bushey Sports Club, before a crowd of sailing and non-sailing colleagues. He even got his picture on the front page of the JOB. There cannot be many sailors that have had that honour.

But Stan is to be congratulated for a greater achievement than that. He has been selected as a member of the British Laser Team taking part in the Laser World Championships in Canada, in July this year. I know Stan is really looking forward to the trip, and will be out there for about 17 days. I am sure that you will all join me in wishing him every success in the races. Let us hope that on his return he will be able, to tell us how he got on by writing an article for 'Gybe Oh'.

Another member of the dinghy sailing fraternity that is to be congratulated is Steve Vessey, from the Lincolnshire Police. His name was mentioned in the Queen's Birthday Honours List. He was presented with the Queen's Police Medal. We have not seen as much of Steve at our police regattas as we used to. No doubt he is kept quite busy on the staff of the Police Inspectorate. He also did a spell out in Turkey, seconded to the police there. We look forward to seeing him again showing us the way round in his Albacore.

One family team that has been showing us the way round many lakes this year is Team Burbeck. They have taken to their 505, PEACEMAKER like the proverbial ducks to water. It is quite a rare sight to see them thrashing along in a cloud of spray, with the spinnaker set, going like a train. They just disappear into the distance and the next time that you see them is in the clubhouse with their feet up, waiting for us lesser mortals to finish.

The Cruising Section of the M.P.S.C. is steadily growing. At their annual outing to France at the Spring Bank Holiday, in the _Coves to Deauville Race, 10 members took part, sailing two boats. I hope to be able, to tell you what took place in a later edition of 'Gybe Oh'. If there is anyone interested in taking part in off shore cruising or racing then get in touch with Steve Fillery or Peter Moore.

Peter Moore is now a co-opted member of the Police Athletic Association Sailing Sectional Committee. After many years of having no representation on this section of the P.A.A. the fault has been remedied. If you have any points that you wish to bring to the notice of the P.A.A., then Peter is the man to see first.

For those members who thought Bala was far too far to travel, they should find next year's P.A.A. championships more to their liking, They are to be held At Shoreham on Sea, in sunny Sussex. The man who is doing all the hard work of organization is Paul Skerman. It will be a two day event, on the last two days of June 1981, the 29th and 30th. So mark up_ your diaries and put those days on, your list of dates to be avoided at court. Let us have a good turn out next year. Who knows? There could be 100 boats there.

Because of the close proximity of the P.A.A. Champs to our own regatta, it was cancelled in June. It will now be held on the 1st October 1980, at Queen Mary Sailing Club. Another event for police has been organized for the following day, the 2nd October. It is this year's British Police Laser Sailing Association Championship. So, if you can get the use of a Laser, why not come along and make a two day event of it, at Queen Mary.. I am sure that we can organize some accommodation for those visitors that wish to stay for both days.

SIDEWINDER

LASER SPOT

LASER RACING HAS EVOLVED INTO A FINE ART: IN A SERIES OF ARTICLES I WILL DISCUSS WHAT MAKES UP THIS MODERN DINGHY RACING TECHNIQUE.

Did you hear about the new champion golf pro, who had just played a superb stroke to clinch yet another coveted title? A spectator standing nearby was heard to say to the pro., "That was a lucky shot." To which the pro replied, "Yes, I get luckier the more I practice." I think this example sums up what competitive sport is all about. The more competitive the sport, the more effort and practice time required to reach a high standard in competition. It is certainly the key to successful LASER racing.

Having sailed many different classes of dinghy I have found that in no other class is the correlation between sailing practice-time and racing results so relative. I am sure that this is due to the light weight of the hull and the one design feature, additionally the weight of the helm is around the all up weight of the boat. Consequently it matters a lot where the helm's weight is at a given moment whilst sailing. It is not possible to sail a Laser efficiently without body movement.

It is so easy to get side-tracked by spending too much time fiddling with the boat. The Laser is simple. It should not take more than an hour a month to keep it in tiptop condition. If there is water that can be sailed on near the boat I feel that I am short changing myself if I spend time changing things just for the sake of it. If you want to experiment by sailing the Laser in heavy weather without cleats or ratchet block, give yourself a chance by sticking to it for at least ten hours sailing, otherwise you, will gain nothing by the experiment. The technique without cleats or a ratchet is different and requires, heavy weather practice to get "the arms and hands used to it. Once you get used to it, it really is worth it. The constant sheet control is a boon to up-wind boat speed.

I reiterate, because the Laser is so small and lightweight, every movement of your body is quickly transmitted to the boat and rig. It will either slow it or move it faster. Awkward movements, or those which are not practiced, tend to slow the boat. Whereas those which have been nurtured and well practiced can provide a real boost to the speed of the hull through the water. It goes without saying, the more the right movements are practiced, the smoother they become and in consequence, the more beneficial to boat speed. With good long practice, each movement becomes automatic, requiring very little thought or distraction. Additionally, very little awkward movements will be able to creep in even when you are hard pressed.

Now let us consider the first-leg of the course and the techniques employed by most competitive sailors that sail the Laser. The primary requisite is to try and keep the legs straight. Hiking in this manner gets your weight further out than any other method, and as a bonus, it keeps your bum out of the water and prevents it acting as a sea anchor. When beating, if it is at all possible to sit out, your legs should be straight. It should only be in very light winds that the whole body is brought to the centre line or beyond. At first, this posture may feel awkward and very tiring, but it will pay dividends if you persevere. The only part of your body to move on the beat is from the hips up, not only in and out, but forward and backward with the wave pattern. I have heard it said that straight leg hiking is easier for helms with long legs, but little people like me can get by, by having loose hiking straps. The strap should be loose enough for your legs to be parallel to the side deck. I vary the tension on each leg alternatively.

There are three main movements in hiking that will improve boat speed. For want of better names, these are described by the pundits as Power Hiking, Reverse Hiking and Torquing. Power Hiking gives the boat a shot forward and is particularly useful just prior to tacking, and for the time you need that bit more power to get the boat

the boat / . .

over a wave. It works by forcing the rig over to windward, in one quick movement thus increasing the apparent wind and moving it aft. When you try this in a moderate wind, hike hard and fast. As-the boat comes to windward, you will feel slight lee helm and the boat will accelerate.

Reverse hiking, takes away the righting movement provided by hiking the boat to remain flat when the wind drops. Try this when the wind is varying in strength, and, of course, with the legs straight. You are sitting the boat out close-hauled when there is a lull, now lean the whole of your upper body inboard, smoothly. If the luff starts to lift, you have probably moved in too quickly. If the boat ends up heeling to windward, you have not moved fast enough, or far enough. If you sense a slight weather helm, hike out until the boat is flat and the helm neutral.

Most of us know that the most inefficient way of steering a boat is to use the rudder, and this is where Torquing comes in. Once again we will have our straight leg position, and we can turn the boat off or up wind by Torquing, or twisting the upper part of the body either forward or aft. A forward twist will put the boat to leeward, and a twist aft will bring it to windward. It is particularly useful for manœuvring around waves or other boats in close company.

Now the tack. I find it very difficult to put into words what makes a perfect tack, but I will have a go. In the tack on a Laser, it is of the utmost importance to move across the boat so that the boat has just got flat as you are on the new course. Depending on the wind-strength, keep the sheet in as long as possible. The tiller extension should come to hand as the boat flattens on the new tack.

The next movement is the Jibe. The least rudder movement, the better. Too much rudder causes drag, and in the Laser in a breeze, it will stall out, and then you are in trouble. 'The fresher the wind, the wider the jibe' is a safety factor, although, in close company this is not always possible. In moderate winds you can well afford to sheet in, so you know exactly when the boom is going to come across. Then you will not have to bear off so much. Be positive in your actions. Tardy helms will always swim the most. Try and avoid going into the jibe with the boat heeled or increasing or decreasing speed. The faster the boat is moving, the safer the jibe usually is. It is considered easier to jibe when there are waves in a blow, as you can usually catch a wave and surf on its face. As the boat reaches its maximum speed put the boat through the jibe. The boom will come over quite gently. The most difficult conditions can be on flat water, in strong gusty conditions, when good timing and a flat boat throughout are essential. A tip:- If you know that you are not going to survive the manœuvre and cannot cancel it, let it go, but let the boom cross the boat before you capsizes. In this way the boat can be righted far quicker than a wet windward roll ducking.

As any Laser sailor will know, all these manœuvres require plenty of practice, and the best way to get it is, in the competition of racing. On the other hand, constantly repeating the various moves on your own should not be disregarded. A set of marks close together, requiring quick tacking or jibing, is ideal. Boat speed will come with long practice sailing long beats, or, reaches, the heavier the weather the better. Also sailing in the different conditions should not be disregarded. Most of us prefer sea sailing, and this should always take preference, but it tends to be limited to tide and season more than inland waters. Use the water you have to the best advantage.

On the water during practice do not be afraid of experimenting. Get to know what the boat will do in a certain circumstance before it happens. Listen for change in the tone of the water, or watch for your wake. These are indications as to whether the boat is slowing or not. If you are sailing on the beat or reach correctly the quarter wake will be of equal size, with little disturbance. Adjust your weight in the boat forward, back in or out, to achieve the perfect trim for the point of sailing and conditions.

[Continued on page 9](#)

WEST MIDLANDS POLICE REGATTA - '80

Thursday 24th April 1980 was the day that this years sailing season started for M.P.S:C. members. This was the day that the West Midlands Police were hosting the first police regatta of the _year. The location was Chase Sailing Club, at Chasewater Leisure Centre, Brownhills, Staffordshire.

On the day before the race, four of the Met stalwarts, in the shape of Stan Batten, John Bayless, Clive Bishop and Len Gooch, made their way up the M1. and the A5 to Chasewater. Bob Saunders had arranged for them to stay in the clubhouse overnight. On their arrival they were welcomed by several members of the host club. Two of the lady members were even prepared to knock up a curry supper for these four strangers from the south. But, as they had stopped on the way up for a large fish and chip take-away, they reluctantly refused the curry. They did however sample the local brew when the club bar was thrown open to them. One of the would-be curry cooks, Carol by name, took a shine to Big John Bayless (she was quite big, herself.), and promptly challenged him to a game of darts. She threw quite a good dart, and she looked as if she expected to win. But John upheld the Traffic Patrol tradition and gave no quarter and narrowly won the game. Carol then invited them all to the club night to be held the following day ('I think that She intended to bring her own darts).

On the Thursday morning our team of four were joined by the other M.P.S.C. members. They were Ross Elliston, John Burbeck and Ken Wharfe. John and Ken had joined forces to sail John's new boat, a 505 called PEACEMAKER (quite a good name for a policeman's boat!).

The weather was overcast with a fresh breeze blowing. Most of the crews donned their wet suits, expecting a chilly day. But, as it turned out, most of the cold weather gear was discarded after the first race. The winds dropped off and the day turned quite mild. The good Lord had taken mercy on us for the first outing of the year. It did rain later in the day, but that was after the racing had finished.

The entry list for this race contained 32 boats, from 11 different police forces. The most popular boat class present was the Laser, with ten, and the next most popular class was the Enterprise, with four. The remainder of the fleet was a menagerie, ranging from the 505 to the Mirror 10. It was good to see the enthusiasm and support so early in the season.

The Race Officer obviously believed in variety and gave a different course for each of the three races. The course boards looked most impressive, and until you related it to the racing marks on the water, looked like a set of paintings by Picasso. For those sailors that are so used to Olympic type courses they must have seemed complicated. But this touch of orienteering did add a touch of spice to the proceedings. (Long live the figure-of-eight type course, say I. It gives the two-man boats a chance to catch all those Lasers. - Editor).

As to be expected, it was the Burbeck/Wharfe 505 that shot out into the lead in the first two races. It is an extremely fast boat, and given the right conditions, you would not see it for dust. However, the weather conditions at Chasewater were not quite right, and although the 505 took line honours in races 1 and 2, on handicap it only finished 7th and 16th. It was Stan, Stan, the Laser Man that won the first two races and came second in the last race. He sailed consistently well in spite of quite a serious ear injury sustained on duty recently. It certainly does not seem to upset his balance or sailing skill, and he is sailing as fast as usual.

The team that robbed Stan of victory in the third race was that pair of geriatrics in the Albacore, SIDEWINDER. The crafty pair made a, dare I say it, brilliant start ahead of the whole fleet and managed to fetch the first mark. With the aid of a kindly guide-boat, and the skillful navigation of PC 480Q, the ancient Albacore stayed ahead of the pack, and had that most pleasant honour of being the first boat to finish the race. All down the last leg Clive Bishop could be heard doing his impersonation of the sheriff of Hazard County. His cup was full to overflowing. You see, the days of miracles have not passed!

The Lasers in the fleet had their usual battle amongst themselves. It was Ross Elliston that sailed well in all the races and narrowly missed the second prize overall. He was only ¼ of a point out. Derek Westall sailed a very good second race, and was up the front, dicing with Stan for first place. He finished between Stan and Ross in that race. Ian Larson (West Midlands) showed very good form in his Laser and is certainly a force to be recognized. He gained a creditable third place in the first race, and took 5th prize overall.

That crafty old pensioner from Bedfordshire has lost none of his cunning. Chris Lambert had that Solo of his buzzing along very nicely; he gained a 4th place in the last race, and 5ths in the other two races. There is consistency for you!

The leading Enterprise was, sailed by Bramhall from Greater Manchester. Those blue sails, and that name - PEN.Y.LESS, kept appearing up among the front runners. He sailed well enough to take 4th place in the first race, and 6th in the 2nd race.

Bob Saunders would have finished higher up the list in the first race had he not run aground at the finish, trying to beat an Enterprise to the finish line by hugging the shore line. Never mind Bob, you did better in the last race!

Early in the second race several of the leading boats could be seen going round and around marks A. and C. Among the boats playing this game of ringa-ring-a-roses, John Burbeck, Stan Batten and Derek Westall appeared to be the instigators. They did not seem to be enjoying it very much, but the rest of the fleet looked on with glee. That will teach them not, to go so fast !

But at the end of the day, when the points were counted and the prizes allocated, it was the Met that came out on top. They had taken the first three prizes overall, with the first prize going to Stan Batten in a Laser, the second prize going to the Gooch/Bishop combo in an Albacore, and the third prize going to Ross Elliston in another Laser. The fourth and fifth prizes went to two more Lasers sailed by Derek Westall and Ian Larson respectively. The Team Prize went to the Met, in the form of a large tin of alcoholic beverage. Yet another prize came to the Met in the form of a trophy for the leading boat in the largest class present. This went of course, to Stan Batten. Rod Bramhall also got a prize for being the leader of the second largest class present - the Enterprises.

It was a good meeting, and a very good start to the 1980 sailing season. The weather was kind and did not over stretch the police sailors too much. It was an appetizer for police race meetings to come. Well done West Midlands. We look forward to seeing you all next year, if not before.

WEST MIDLANDS POLICE REGATTA - 80

RESULTS

1 st	S Batten	Metro	Laser 101	¾	¾	2	= 1½
2 nd	Gooch/Bishop	"	Albacore 442	9	4	¾	= 4¾
3 rd	R Elliston	"	Laser 75119	2	3	3	= 5
4 th	D Westall	S Wales	Laser 75245	6	2	6	= 8
5 th	I Larson	W Mids	Laser 63296	3	7	5	= 8
6 th	C Lambert	Beds	Solo 3129	5	5	4	= 9
7 th	R Bramhall	G Manchester	Ent 10932	4	6	15	= 10
8 th	R Jones	Beds	Solo 1176	10	13	7	= 17
9 th	Ford	Leics	Ent 5724	15	10	8	= 18
10 th	Walker	Avon/Som	Topper 15567	11	8	16	= 19
11 th	Nelson	G Manchester	Laser 56240	8	18	11	= 19
12 th	Saunders	W Mids	Laser 16102	12	15	9	= 21
13 th	Jones	S Wales	Albacore 6859	16	9	13	= 22
14 th	Bayless	Metro	Laser 61605	13	19	10	= 23
15 th	Burbeck/Wharfe	"	5o5 6871	7	16	23	= 23
16 th	Childe	S Yorks	Ent 18073	19	11	17	= 28
17 th	Hudson	Herts	Solo 2198	14	20	14	= 28
18 th	Sturdy	W Mids	Laser 78645	Dns	12	19	= 31
19 th	Hoadley	Beds	Typhoon 27	Dns	14	18	= 32
20 th	Fosberry	Leics	Marauder 209	R	22	12	= 34
21 st	Humber	W Lancs	GP14 10358	18	17	22	= 35
22 nd	Midgley	W Mids	Ent 17166	17	24	21	= 38
23 rd	Kay	S Yorks	Fireball 12372	22	25	20	= 42
24 th	Edwards	W Mids	Merlin 2278	21	27	24	= 45
25 th	Hudson	G Manchester	Laser 46242	R	21	25	= 46
26 th	Nicholson	Beds	Topper 6315	20	R	27	= 47
27 th	Mindsay	Durham	Miracle 2105	23	26	R	= 49
28 th	Marshall	S Yorks	Graduate 584	R	23	26	= 49
29 th	Acton	S Wales	Laser 58010	24	29	R	= 55
30 th	Thornton	S Yorks	Marauder 279	R	28	28	= 56
31 st	Savage	Leics	Mirror 30964	R	R	R	= 61
32 nd	Bowen	S Wales	GP14 4114	R	R	dns	= 62

SIDEWINDER

conditions./

Lastly, try to avoid the attitude that sailing is complicated. The key is practice, and with practice will come the physical, fitness and concentration required. But that is another topic that can be discussed. Remember, the Laser is simple Keep it that way. You are the biggest variable.

Happy Sailing.

Stan Laurenson-Batten
Fleet Captain B.P.L.S.A.

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THAMES VALLEY POLICE REGATTA - '80

This regatta was held on Tuesday 20th May 1980, at Maidenhead Sailing Club. The weather for two to three weeks before this date had been warm and sunny. So much so that in some parts of the country they were worried about another drought. But there was to be no drought at Maidenhead - it rained for most of the day, it was only light rain, but it was enough to make it cold for many of the competitors that had come unprepared. They were the ones that had listened, and believed, the radio weather forecast that predicted the rain on Wednesday, the day after the race. The wind on that Tuesday was light and variable.

22 boats took part in this event, and six different police forces were represented, some from as far afield as Sussex and South Wales. There were 6 boats from the M.P.S.C. Stan Batten, Ross Elliston and John Bayless were there with their Lasers. John and Elizabeth Burbeck had brought the club's Enterprise, METROGNOME, for a day's outing (They probably did not want to get their 5o5 wet). There was a new team from Notting Hill sailing a Lark (Sorry lads, I omitted to get your names), and there was You Know Who and Clive Bishop sailing an Albacore.

Three races were held, with the best two results to count towards the prizes. The thing that made this event different from any other police open meeting that I have attended was that the third race was a pursuit race. For those readers that may be unfamiliar with pursuit races, it means that the slower boats start at predetermined times according to their various handicaps, and the fastest boat is the last to go. Theoretically, they should all finish together, but this never happens. But it does mean that the first boat over the finish line is the winner, and the next finishes 2nd, and so on. It is a much more interesting race from the spectator's point of view. In my opinion, it is also more interesting from the competitor's point of view too. It means that you can actually see the boats that you have to beat in front of you. You are not just racing against the clock, which is what handicap races is about. It is easier too from the Race Officer's view point. He has to work out various starting times at the beginning of the race, but the actual starting is easier because he has fewer boats crossing the start line at one time, and it is certainly easier at the finish to list the actual finishing order. This obviously speeds up the whole results process. I would like to see the pursuit race used more often.

Stan Batten and Ross Elliston were in good form, but it was that police pensioner from Bedfordshire, Chris Lambert that almost toppled the champions. He sailed his Solo brilliantly in the first two races and gained a 1st and 2nd place. Stan sailed his Laser in his inimitable style to get a 2nd and 1st. That left the Pursuit Race to decide which of them was to win the regatta. Chris stayed in front of Stan right up until the last leg of the race. They were neck and neck for quite a time

quite a time /

before the Laser managed to cross the finishing line a whisker in front of the Solo. A whisker it may have been, but it was enough to give Stan the trophy by having the lower discard position. They both finished up with $2\frac{3}{4}$ points. The winner of the pursuit race was SIDEWINDER.

Ross Elliston took the third prize overall, but only just. Ross finished up with 7 points, but so did Ian Winsom and Glyn Henham of the Thames Valley Police, sailing their National 12. Once again however, the Met boat had the lowest discard. The Thames Valley two were not too downhearted however, because they were presented with the trophy for the best performance by a local crew.

Len Gooch and Clive Bishop gained 8 points and narrowly took the 5th prize overall. This was mainly due to their performance in the Pursuit race.

The Lasers of Dennis Langton (Thames Valley) and Derek Westall (South Wales) had a fine battle for the next two places. They both finished with 9 points and had to use the discard as a tie breaker. It was Dennis that scraped in front for 6th place.

Strangely enough, the next two contestants also finished up with a tie break situation. They were the two Jones's. There was Reg Jones from Bedfordshire, and David Jones from Sussex, sailing a Solo and Graduate respectively. They both had 17 points, but it was Reg that took the 8th place. David had an urgent appointment that evening and had to leave early, and did not take part in the pursuit race, otherwise the places may have been reversed.

John and Elizabeth Burbeck sailed the Enterprise well, with snatches of brilliance at times. But they lacked stamina, or something, or perhaps it was because it lacked a trapeze wire, and had to be content with 10th place.

The two Traffic Patrol Lasers of Dave Burgoyne and John Bayless also had their moments of glory at the head of the fleet, but they are so used to following people at an even distance of $\frac{3}{10}$ ths of a mile (Your Worship) that it goes against the grain to go out in front of everyone else for too long. They finished 12th and 19th respectively.

THAMES VALLEY POLICE REGATTA RESULTS :-

1	Stan Batten	Met.	Laser	$2\frac{3}{4}$ points
2	Chris Lambert	Beds	Solo	$2\frac{3}{4}$
3	Ross Elliston	Met	Laser	7
4	Ian Winson/Glyn Henham	T Valley	Nat 12	7
5	Len Gooch/ Clive Bishop	Met	Albacore	$8\frac{3}{4}$
6	Dennis Langton	T Valley	Laser	9
7	Derek Westall	S Wales	Laser	9
8	Reg Jones	Beds	Solo	17
9	David Jones	Sussex	Graduate	17
10	John &.Liz Burbeck	Met	Enterprise	19
12	David Burgoyne	Met	Laser	22
19	John Bayless	Met	Laser	34
19	Nick Woolger	Sussex	Laser	34

SIDEWINDER

POLICE ATHLETIC ASSOCIATION ANNUAL SAILING CHAMPIONSHIPS - 1980

The 5th P.A.A. National Sailing Championships were held on 31st May and 1st June 1980, on Bala Lake, Snowdonia, North Wales, The host force was the Merseyside Police. These championships were to be held at Crosby Marina in Merseyside, but with so many competitors wishing to take part, it was decided that the lake at Crosby just was not big enough. So Bala Sailing Club was approached and they managed to fit this police meeting into their very crowded annual programme. Bala is a small town situated at the southern end of the Snowdonia National Park. It is about 40 miles from Chester, 45 miles from Shrewsbury, 80 miles from Wolverhampton and Manchester and 95 miles from Birmingham. The A.A. give the distance from London as 197 miles, but it seems a lot more than that. Lake Bala is a magnificent stretch of water, about 1,100 acres in area, set in beautiful wooded hill country. The lake is about 44 miles long. Bala Sailing Club is situated at the northeast end of the lake, and is only about 10 minutes walk from the town. The Clubhouse has recently been enlarged and offers very good changing and showering facilities and drying equipment. There was the usual bar, but sensibly, it only opened after racing had finished. During the day there were ample refreshments served by the ladies of the local club. On the foreshore there was ample parking space for boats and cars. For those Competitors that wished to camp, there were two good camping grounds within walking distance of the club. For those that wanted a more solid roof over their heads there was plenty of accommodation to be had in the town and neighbouring countryside.

The race officer for the police championships was Owen Shaw -the Honorary Secretary of Bala Sailing Club. Owen is the head of a very keen sailing family, and a very experienced dinghy helmsman, himself. Somehow he had managed to get nearly all the family to come to Bala this weekend. There was Enid, his wife, (she was in charge of recording the declarations as the competitors sloshed-up-to the race box at the end of each race, and more importantly, she kept the race officer and his team fed with sandwiches, cakes and hot drinks throughout the day); his son Oliver (he had the unenviable job of recording and calculating the handicap times); his Daughters Gwyneth and Stella (they had the more pleasant job of sounding the finishing-signal and recording the sail numbers as the competitors crossed the finishing line.): Owen's other son Roland could not be present (his excuse was that he was busy with the preparations for his wedding in two weeks time - what sort of excuse is that!). So Stella's boyfriend Guy stepped into the breach and helped where he could. So there they all were - one self contained race running team - and a very efficient one too. There is nothing like having the strength of the family around you when you have to keep nearly 100 coppers in Order!

One or two of the competitors arrived early in the week, but most of them flocked into Bala on Friday evening. They came from far and near. One of the first faces that they saw was that of John Tucker, the Beach Master of Bala Sailing club. He welcomed them on behalf of the club and made sure that they had somewhere to stay that night, and told them where they could park their boats and cars. It was Peter Ford from Merseyside, the organising genius behind this meeting, who later welcomed the competitors on behalf of the host Force. He also distributed printed programmes for the event, which very helpfully, included a comprehensive list of all those taking part. The club bar rang with divers accents as more and more police officers arrived that evening. There were 20 different police forces represented from as far afield as Dorset and Lothian & Borders. Strangely enough one of the few police forces not racing was the North Wales Police. All the forces that were there are listed on the results sheets.

The M.P.A.A. had selected 10 boats to send to these championships. John & Elizabeth Burbeck were sailing their 5o5, PEACEMAKER; Dan Glen and Charlie Waters were sailing Albacore MONARCH (Charlie had his Passing Out Parade at Hendon on Friday - early on Saturday morning he was heading north for two days hard sailing.);

hard sailing.))//

Len Gooch and Clive Bishop were sailing Albacore SIDEWINDER; Stan Batten, John Bayless;, Ross Elliston, John, Pierce (John: normally crews for Dan Glen), and Alec Ross, were all sailing Lasers; and last but not least the two Dereks, Coleman and Wyeth were sailing their Mirrors single-handed: Both Alex Ross and Derek Wyeth(had spent the previous weekend, thrashing about in the English Channel, as Members of the M.P.S.C, team, taking part in the Cowes to Deauville race. This meeting must have seemed rather tame in comparison. The next most numerous teams were Sussex and West Midlands, each with Six boats. The combined Yorkshire forces had 6 boats, South Wales had 5 boats, and Greater Manchester and Merseyside each had 4 boats. There were 66 boats entered, for this event, and only one failed to turn up. 33 of those including the 2 Mirrors) were single-handers and 25 of those were Lasers. The most popular two-man boat was the Enterprise, with 7 present. The Albacores and GP 14s were well down the list with only 4 of each.. The largest boat was the 5o5 and, the smallest was the Topper There Were 17 different classes represented.(quite a headache for any race officer!).

So the scene was set for the great battle to begin. Was it to be a two-way contest between the Albacore of Dan. Glen and the Laser of Gareth Owen (Merseyside), as it was in Scotland two years ago? Dan had won all four of the previous P.A.A Nationals, and therefore must be favourite, but Gareth was eager for revenge after his narrow defeat of 1978. But, on the other hand Stan Batten and Ross Elliston were in very good form, as were Alan Gimes (Kent), Dick Sivers (Northants), and Derek Westall (South Wales). There was certainly a lot of strength in the Laser fleet. The Burbecks were still getting used to their new boat and going very fast, but could they go fast enough to beat their handicap. Then if the conditions were light. the Enterprises of Caukwell and Bramhall (North Yorkshire and Greater Manchester)and the Solo of Reg Jones (Bedfordshire)could do very well. Tom Briggs (Northumbria) was another good light weather man in his National 12. Who would be the winner for 1980?

There were to be 5 races, 2 on Saturday and 3 on Sunday, with the best 4 results to count towards the final placings. The first 10 finishers overall would receive prizes, and there were special prizes, for the winner of the first and last races, for the first Laser overall, for the first GP 14 overall, and for the first spinnaker boat overall. It was suggested by the race officer that the last race should be a pursuit race (this is normal practice at Bala Sailing Club in their Bank Holiday Regattas). This not only helps the race control team to get the results more promptly, but also gives the spectators something to watch which they can understand (the first boat over the line is the winner). However, the police committee turned down the idea. But, maybe the suggestion could be taken up another year.

The first race commenced at 1300 hours with the wind Force 3. The course was a long figure of eight, starting and finishing on the Club line. The Burbecks shot away in PEACEMAKER to take an ever increasing lead. SIDEWINDER made a good start (for a change) and stayed ahead of MONARCH for most of the first leg. Ross Elliston, Stan Batten, Gareth Owen and A: Critchley (West Midlands) were in the leading pack of Lasers. The Nottinghamshire Fireball, crewed by John Allen, was also fighting for the lead. The coloured sail of Dick Sivers new Laser was conspicuous-a little further back having a private battle with Alan Gimes. All competitors were required to pass across the finishing line at the end of each lap and keep the outer distance mark, marked 'X', to starboard. Stan Batten failed to appreciate this, and missed out the 'X' mark, as did several others. The mistake was pointed out to him on the water, but feeling sure that that only applied at the end of the race, he carried on. On going ashore at the finish he discovered that he had not sailed the correct course, and retired. (That was to be a costly mistake for Stan.) The two Albacores of Glen and Gooch were going well and finished ahead of the Laser fleet. PEACEMAKER's lead was not quite sufficient and was sandwiched between the Albacores on corrected time. The Enterprise team of Bramhall and Todd sailed their craft so well that they beat all but 5 of the Lasers: John Pierce was well up with his new Laser and finished dust behind Derek Westall, who finished just behind Alex Ross (13th, 12th and 11th respectively).

First Race Results :-

1st	Glen/Waters	Metro	Albacore
2nd	Burbecks	Metro	505
3rd	Gooch/Bishop	Metro	Albacore
4th	Elliston	Metro	Laser
5th	Owen	Merseyside	Laser
6th	Critchley	W Midlands	Laser
7th	Allen/Drury	Nottingham	Fireball
8th	Gimes	Kent	Laser
9th	Sivers	Northants	Laser
10th	Bramhall/Todd	Gt Manchester	Enterprise

The second race was full of incidents. This was mainly due to the increase in the wind to about Force 4. There were numerous capsizes and one notable collision, and several retirements. The two 505s revelled in the conditions and shot off into the lead at the start. With their spinnakers up they were going like trains. But the 'lesser' mortals were enjoying the brisk conditions too, especially the Enterprises of Caukwell and Bramhall. They were both up in the leading bunch. Alan Gimes had found his Scottish form again and was battling it out with Ross Elliston and Gareth Owen in the van of the Lasers. Alex Ross and John Pierce were keeping each other company a bit further back. Dan Glen was well placed and was the leading Albacore, with SIDEWINDER not too far behind. The course for this second race was a shorter figure of eight course than the first, with a fourth leg which took the competitors across the lake, diagonally from east to west, in such a way as to give them another beat. On the second lap SIDEWINDER was beating across this leg on a port tack when they were hailed "Starboard" by the Hampshire 505 who was approaching from the north-east at a fast speed, on a starboard tack (they had had some trouble with their spinnaker getting tangled around the centre-board). Len Gooch tacked onto starboard to avoid the 505, but failed to notice how close Dick Sivers was on his port side. Dick, not appreciating the action of the 505, was suddenly confronted by the port side of SIDEWINDER. He had little or no time to react and there was a loud sound of splintering wood, as the nose of the brand new Laser smashed its way through the plywood skin of the Albacore, leaving a hole about 3 inches long and about 3 inches wide. Fortunately the hole was above the buoyancy tank and both boats were able to carry on racing. The only damage to the Laser was a flake of gel coat missing from the bow. The 505 retired in this race. SIDEWINDER, went on to finish 4th, and Sivers was 9th.

Derek Wyeth had a memorable race, too. He capsized and hurt his back. He accepted the assistance of one of the rescue boats. But it was not long before he found that it was his Mirror that was towing the rescue boat along. The reason for this strange happening was that Derek's mainsheet had become entangled around the propeller of the motor-boat and had stopped its engine. So it ended up with another rescue craft having to come and tow them both in. Derek's back must have been pretty bad, for that was the last race that he took any part in.

So there are just two of the incidents that took place in that second race. There must have been many more because the result list shows that 16 boats retired that afternoon.

Immediately after the race Len Gooch and Clive Bishop dashed off to the shops at Bala to try and buy a piece of plywood to patch 'the hole'. They were out of luck. The only shop that sold timber closed at midday on Saturdays. But they were able to buy some bolts, and someone suggested that they pay a visit to the Council Dump and search there for some wood. It was an inspired suggestion, and our two stalwarts were soon to be seen 'dump-combing' and there, amongst the jetsam of Bala they found just the thing. It was an old television set, the cabinet of which was made of highly polished

polished /

1/8 inch plywood. The top of this cabinet was just big enough for the job in hand. With the aid of a small hand axe the top was separated from the body of the set and it was soon on its way to the sailing club. An hour later that lowly, unwanted, piece of wood had become a neat and shiny patch on the port side of SIDEWINDER. (Like a fairy story, isn't it? Wouldn't it have been great if they went on to win the championships? Well, they didn't!) There cannot be many sailing dinghies fitted with T.V. !

The one person that should have got 10 out of 10 for effort in this particular race was Derek Westall. We get so used to seeing his boat over on its side usually just before the start of a race, with Derek keeping his feet dry on the upper part of the hull, that we just put it down to a bit of 'one-upmanship'. But this time the Welshman was actually in the water, himself. He was seen clutching the upper part of his mast and swimming with it towards his Laser, like a water-borne lancer. The only thing was, that as fast as he was able to swim, the wind was blowing the Laser hull away from him. Apparently he had capsized and the mast had come out of its hole in the hull. It was nearly 20 minutes before he was able to get it back in place and carry on racing. He finished a very creditable 38th in the circumstances.

Second race results:-

1st	Elliston	Metro	Laser
2nd	Glen/Waters	Metro	Albacore
3rd	Gimes	Kent	Laser
4th	Gooch/Bishop	Metro	Albacore
5th	Owen	Merseyside	Laser
6th	Caukwell/Teal	N Yorkshire	Enterprise
7th	Batten	Metro	Laser
8th	Bramhall/Todd	Gt Manchester	Enterprise
9th	Sivers	Northants	Laser
10th	Burbecks	Metro	5o5

It seemed quite appropriate that the 1st of June should dawn bright and sunny and so it remained as the third race started at 11 o'clock on that Sunday morning. The wind was blowing about Force 3 from the west. All the competitors seemed to be filled with a determination to do better on this second day of racing. But one of the M.P.S.C. crews was a little too eager, as they found out at the end of the race, when they did not receive a finishing signal. They had been disqualified for being over the line at the start. The unlucky pair were John and Elizabeth Burbeck. It was the Albacore MONARCH that lead the chasing pack of Lasers around the two laps of another figure of eight course. Charlie Jordan (Kent) sailed his Phantom in amongst the leaders and gained his best position of the whole meeting with a 6th place on corrected time. Meanwhile the Laser big guns from Greater Manchester, Kent, Merseyside, the Met, Northamptonshire and Nottinghamshire were battling amongst themselves. It was Gareth Owen that emerged as the winner of that particular battle, with Ross Elliston and Stan Batten not far behind.

Third race results :-

1st	Glen/Waters	Metro	Albacore
2nd	Owen	Merseyside	Laser
3rd	Elliston	Metro	Laser
4th	Batten	Metro	Laser
5th	Gimes	Kent	Laser
6th	Jordan	Kent	Phantom
7th	Gooch/Bishop	Metro	Albacore
8th	Sivers	Northants	Laser
9th	Nelson	Gt Manchester	Laser
10th	Braide	Gt Manchester	Laser

The weather remained sunny for the fourth race, although the wind did fluctuate a bit. At the start white horses could be seen on the water, but then the wind dropped to about Force one, only to blow up again towards the end of the race. Dan Glen was well on his way to winning yet another race when the wind picked up and changed the whole situation. Dan was about half way down the 7th leg of the course, which was a broad reach, when it seemed as if the whole Laser fleet picked up on a plane and hurtled down the lake towards the town. The leading Lasers flew past SIDEWINDER as if it was standing still. One minute Dan was on his own, and the next he was surrounded by Lasers. The wind had become quite gusty and the Lasers had taken full advantage of it. There was about 10 of them, all squabbling for the lead. After they had rounded the 7th mark the interplay became very serious, and a vicious luffing match ensued, mainly between Gareth Owen, Ross Elliston and John Pierce. These three participants were seen heading well away from the next mark in their eagerness to get the better of one another. The incident was accompanied by a lot of noise, shouting and threats of protests to the Race Committee. But all it did was to allow several other Laser sailors to go through into the prime positions. Poor old Ross Elliston was pushed right back to 8th position, whilst Dick Sivers and Alan Gimes, who kept clear of all the fuss and bother, came in 2nd and 3rd. First place went to Stan Batten who sailed a steady and well judged race. This race was certainly a Laser benefit and only two boats not of that class in the first 14 places were the Albacores MONARCH and SIDEWINDER.

Fourth race results:-

1st	Batten	Metro	Laser
2nd	Sivers	Northants	Laser
3rd	Gimes	Kent	Laser
4th	Glen/Waters	Metro	Albacore
5th	Owen	Merseyside	Laser
6th	Pierce	Metro	Laser
7th	Braide	Gt Manchester	Laser
8th	Elliston	Metro	Laser
9th	Gooch/Bishop	Metro	Albacore
10th	Westall	South Wales	Laser

The Race Officer was most impressed to see so many of the competitors taking part in the last race of the championships. His experience was that the enthusiasm began to fade towards the end of the meeting and quite a large percentage of the boats usually stayed on shore. But, the police had come here to sail, and sail they would, as long as there was a Race Officer to run the race (although it has been known for some police officers to race even though the Race Officer had locked up and gone home!). So it was, at 4-15 pm, when the starting signal went, 59 boats set off to do battle. A quick calculation of the points earned in the first four races showed that Dan Glen was in top place and could not be caught (although he was not to know that when he started the last race). But the rest of the places were still very much in contention. Two people in particular, had to do well in this race if they wanted to be amongst the prize winners. They were Stan Batten and John Burbeck. Both had high penalty points which they hoped to discard. They could not afford to make any slip-ups. An additional spur to the leading contenders was the magnificent trophy for the winner of this 5th race, known as the West Midlands Trophy. It was, in fact, a large ship's clock, suitably engraved, to become the property of the winning crew for one year. The Burbecks won it last year, and were very eager to repeat the performance. But, Dan Glen also had his eye on it.

The: 5o5, PEACEMAKER, shot off into the lead at the start, in a very determined manner, on a much shortened figure of eight course. The whole course could be seen from the Club House. Behind the 5o5 was the Albacore Monarch, Gareth Owen, Stan Batten, SIDEWINDER, and then Ross Elliston, and then the usual gaggle of Lasers. Try as he might, Stan could not make any ground on Gareth, and Ross could not catch SIDEWINDER. So the whole race became a bit of a Procession; a very close procession.

procession., /

It was lead home by the Burbecks, but unfortunately for them they had not done well enough on handicap to win the race. The prize of the ship's clock went instead to the inimitable Dan Glen and his new crew, Charlie Waters. John and Elizabeth had to be content with 2nd place. Gareth Owen was the leading Laser, with Stan Batten in 4th place. SIDEWINDER and Ross Elliston finished 5th and 6th respectively. Behind them Came four other Lasers.

Fifth race results:-

1st	Glen/Waters	Metro	Albacore
2nd	J & E Burbeck	Metro	5o5
3rd	Owen	Merseyside	Laser
4th	Batten	Metro	Laser
5th	Gooch/Bishop	Metro	Albacore
6th	Elliston	Metro	Laser
7th	Critchley	W Midlands	Laser
8th	Gimes	Kent	Laser
9th	Braide	Gt Manchester	Laser
10th	Sivers	Northants	Laser

So there it was! The competitors had done all that they could. It was now left to the Race Officer and his staff to calculate all the corrected times, deduct the 'discards', add the rest and then sort the results in order. It sounds easy when you say it like that, but it is far from being easy. A large handicap race must be a nightmare to run smoothly. All credit must go to the Bala Sailing Club for even offering to run the event in the first place, and then to the Shaw family and their helpers for giving up leisure time in supervising the police championships.

At 1850 hours the Race Officer emerged from the confinement of the Race Control, clutching the piece of paper in his hand that all the competitors were waiting to see. It was handed over to Peter Ford in the Club House. Present at the prize giving were Mr Rawlinson, the A.C.C. of the Merseyside Police, and Mr Barton, the A.C.C. of the Sussex Police and Secretary of the P.A.A. Sailing Committee. It was Mrs Barton who kindly presented the prizes.

The first prize, for the fifth time in succession, went to Dan Glen who was crewed this year by Charles Waters. Dan also collected the special prizes for winning the first and last race of the series, the Bala Trophy and the West Midlands Trophy (that clock). Dan had collected a mere 4¼ points.

The second prize went to Ross Elliston of the Metropolitan Police. Ross had won the second race, but unfortunately there was no special prize for that race. However, he did collect the Laser Trophy for being the highest placed Laser helm.

The third prize was presented to Gareth Owen of the Merseyside Police. His highest positions were in the 3rd and 5th races, when he was second and third respectively.

It was Stan Laurenson-Batten who took the fourth prize. He had won the 4th race, and had come fourth in both the 3rd and 5th races.

The battle for the fifth and sixth prizes had been hard. Alan Gimes of the Kent Police and Len Gooch, crewed by Clive Bishop, of the Metropolitan Police, had both finished up with 19 points. But the tie break was decided on the lowest discard. This went to Alan, whose lowest position was 8th in the last race. Len's lowest position was a 9th in the 4th race. So it was that Alan Gimes won the fifth prize, and Len and Clive the sixth.

The seventh prize went to Dick Sivers of the Northamptonshire Police, who came second in the 4th race. The eighth prize was won by Elizabeth and John Burbeck, who had come second in the first and last races. The ninth prize went to D. Braide of the Greater Manchester Police. Last but not least, of the overall prize winners was John Pierce of the Metropolitan Police. His consistent sailing in a new class of boat and his sixth position in the 4th race had brought him up amongst the top ten. ([report continued on page 18](#))

P.A.A. NATIONAL SAILING CHAMPIONSHIPS 1980
RESULTS

1	Glen/Waters	Metro	Albacore 6403	¾	2	¾	4	¾	= 4¼
2	Elliston	Metro	Laser 75119	4	¾	3	8	6.	= 13¾
3	Owen	Merseyside	" 21442	5	5	2	5	3	= 15
4	Laurenson-Batten	Metro	" 101	66	7	4	¾	4	= 15¾
5	Gimes	Kent	" 64140	8	3	5	3	8	= 19
6	Gooch/Bishop	Metro	Albacore 442	3	4	7	9	5	= 19
7	Sivers	Northants	Laser 83524	9	9	8	2	10	= 28
8	J & E Burbeck	Metro	5o5 6871	2	10	88	20	2	= 34
9	Braide	Gt Manchester	Laser 6338	15	15	10	7	9	= 41
10	Pierce	Metro	" 81085	13	14	13	6	19	= 46
11	Bramhall/Todd	Gt Manchester	Ent. 10932	10	8	17	17	13	= 48
12	Ross	Metro	Laser 36166	11	13	24	11	14	= 49
13	Nelson	Gt Manchester	" 56240	20	11	9	12	23	= 52
14	Jordan	Kent	Phantom 700	22	20	6	16	11	= 53
15	Jones	Bedfordshire	Solo 1176	17	12	11	15	21	= 55
16	Norman	Nottingham.	Laser 43330	18	18	12	18	12	= 60
17	Caukwell/Teal	N Yorkshire	Ent, 19857	21	6	15	22	18	= 60
18	Westall	South Wales	Laser 75245	12	38	22	10	16	= 60
19	Critchley	W Midlands	" 67249.	6	66	20	28	7	= 61
20	Allan/Drury	Nottingham.	Fireball 11604	7	19	49	27	17	= 70
21	Briggs/Wilkinson	Northumbria	Nat. 12 2978	16	26	14	23	24	= 77
22	Loake	Sussex	Laser 42199	30	66	16	13	20	= 79
23	Palmer	Dorset	" 32254	14	24	25	19	26	= 82
24	Bayless	Metro	" 61695	24	16	21	26	37	= 87
25	Saunders	W Midlands	" 65022	66	40	18	14	15	= 87
26	Bewley	Cumbria	" 42174	23	21	26	21	25	= 90
27	Coleman	Metro	Mirror 43150	32	25	19	25	27	= 96
28	Wilson	Lothian&Borders	Laser 85857	25	17	29	31	36	= 102
29	Tucker	Dorset	O.K. 1545	26	66	23	33	22	= 104
30	Woolger	Sussex	Laser 32531	29	27	27	24	31	= 107
31	Sturdy	W Midlands	" 63296	19	66	28	35	34	= 116
32	J & C Humber	Lancashire	GP14 10358	31	33	31	29	28	= 119
33	Harvey/MacIntyre	Lothian&Borders	GP14 359	35	28	41	38	29	= 130
34	Dodds	Northumbria.	Laser 12257	40	32	32	34	38	= 136
35	Skerman	Sussex	" 72570	36	35	34	32	41	= 137
36	R & M Clark	Merseyside	GP14 11135	38	29	30	48	43	= 140
37	Fosberry/Hancock	Leicestershire	Marauder 209	27	66	43	40	33	= 143
38	Outhwaite/Berry	N Yorkshire	Ent 20038	47	30	38	43	35	= 146

39	Kay/Hustwaite	S Yorkshire	Fireball 12372	43	23	51	73	30	=	147
40	Edwards/Kruetz	W Midlands	M Rocket 2278	39	22	50	39	49	=	149
41	Firth/Ball	W Yorkshire	Ent 14217	28	45	33	47	48	=	153
42	Albrow	Sussex	Topper 17928	42	39	37	37	40	=	153
43	Carter	W Yorkshire	Pacer 399	51	31	36	46	52	=	164
44	Yorke-Wade	Essex	Phantom 175	41	36	44	44	80	=	165
45	Woodhouse/Evans	Hampshire	505 5749	45	66	53	36	32	=	166
46	Childe/Everson	S Yorkshire	Ent 18073	46	44	35	50	44	=	169
47	Hudson,	Gt Manchester	Laser 46242	44	43	40	42	51	=	169
48	Jones/Hawkins	South Wales	Albacore 6859	34	66	39	30	88	=	169
49	Benson/Canon	Lancashire	" 1294	54	34	46	60	42	=	176
50	Harris/Pitcher	"	Ent 6795	66	47	45	45	39	=	176
51	Thornton/James	S Yorkshire	Marauder 279	49	46	52	41	88	=	188
52	Bowen/Smith,	South Wales	GP14 4114	53	42	48	53	50	=	193
53	Midgley/Tutchings	W Midlands	Ent 17166	52	48	42	55	80	=	197
54	Roberts	South Wales	Laser 75333	48	66	55	49	47	=	199
55	White/East	Sussex.	M Rocket 2519	37	37	73	56	80	=	203
56	Dicken/Hopkinson	Lancashire	Scorpion 336	56	41	88	58	55	=	210
57	Henebury/Dawson	Merseyside	Firefly 2787	55	49	54	73	54	=	212
58	Balfour/Thelby	N Yorkshire	Ent 10047	79	66	58	52	45	=	221
59	Read/Braine	Sussex	Mirror 32911	57	66	57	54	56	=	224
60	French	"	Topper 17553	66	66	47	59	53	=	225
61	Savage/Gilford	Leicestershire	Mirror 30964	79	66	56	61	46	=	229
62	T & F. Walker	Staffordshire	M Rocket 1366	50	66	88	51	80	=	247
63	Wyeth	Metro	Mirror 7749	33	66	80	80	80	=	259
64	Rankine/Edge	Merseyside	Ent 2210	79	66	73	57	80	=	275
65	Acton	South Wales	Laser 58010	79	66	88	80	80	=	305

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Continued from page 16
the top ten./

A special prize is presented to the highest placed GP14 in these championships. This is known as the Lancon Bell. At the prize giving it was presented to the crew of GP14 - 359, Harvey and MacIntyre, from Lothian and Borders Police, who had come 33rd overall. But, unfortunately for them, there had been a slip-up in the results, and another GP14 was found to have less points than the Scottish pair. They therefore sportingly handed their shortly held trophy to the Lancashire Police pair, H. and C. Humber, sailing GP14 - 10358, who finished 32nd overall.

A new trophy was introduced this year, presented by the Essex Police, called the Spinnaker Trophy. It was for the fastest spinnaker carrying boat having a portsmouth yardstick below that of a GP14. This was won by the 505 sailed by the team Burbeck.

And there ended the 1980 P.A.A. Sailing Championships. We look forward to seeing you all at the 1981 Champs. to be held at Shoreham-by-Sea, West Sussex.

SIDEWINDER

LEICESTERSHIRE POLICE REGATTA 1980

The winner of this year's regatta was John Neaverson and Simon Gathercole, from the Nottinghamshire Police, sailing a Merlin Rocket.

Second was Stan Laurenson-Batten, from the Metropolitan Police sailing his Laser, CLUESO.

Third was Chris Lambert, from the Bedfordshire Police, sailing a Solo. Christopher claims that he was the only helmsman that did not capsize during the day.

The results in this meeting were decided on only one race, and that was a very short race.

From an entry list of 25 boats only 14 entered for the one race that counted towards the prizes, and out of those 14 only 6 boats finished that race. Out of an M.P.S.C. entry of 5, only one boat finished.

As yet may have gathered by the remarks above, this was not your normal gentle sail around the pond. On the contrary. Conditions were very windy, to say the least. In fact, for many of the crews present, they were survival conditions. But what actually happened? Well read, on and I will attempt to tell you one man's point of view.

This all happened on Friday the 20th of June 1980, almost the longest day of - the year, a day you would expect to be full of sunshine and balmy breezes. Well, there was sunshine, but the balmy breezes had changed into a force 4 to 5 westerly wind. Rutland Water is reputed to have a surface area of 3,100 acres, and is over 5 miles long. It is roughly the shape of a horse shoe, with the prongs running from east to west. With those strong winds blowing straight down the southern arm of the lake, which was being used for sailing, white capped 2 to 3 foot waves could, be seen from the clubhouse. Yet the clubhouse itself was quite sheltered by the trees surrounding it. This in itself gave the competitors a false sense of security. It certainly did not look too bad from the shore, and most of the competitors were eager to get out onto the water for a good sail. But they should have taken warning from a remark heard from the Race Officer, "There will be some fun out there today."

There were 26 boats entered for this regatta. Unfortunately Bob Saunders from the West Midlands was ill and unable to take part. So 25 boats appeared on the day to do battle - and a right battle it turned out to be! 11 different Police Forces were represented. The Met. sent along 5 boats:- Stan Batten in his Laser; John Bayless and John Pierce, also in Lasers; John and Elizabeth in their 5o5; and Len Gooch and Clive Bishop in an Albacore: The Met's 5 crews matched those from the host Force, whilst there were 4 boats from South Yorkshire, 3 from Greater Manchester, 2 from Nottinghamshire and single boats from Bedfordshire, Lancashire, Northamptonshire, Kent, West Midlands and West Yorkshire. There were 15 two-man boats and 10 single-handers. The most popular class was the Laser, of which there were 7.

In addition to the rescue boats supplied by the Rutland Water Sailing Club, the Leicestershire Police Underwater Search Unit attended the meeting and manned their inflatable dinghy. It was just as well in the circumstances, and their help was invaluable.

The first race was due to start at 11.00 hours - with a committee boat start. However, the postponement flag was flying before very long, due to the strength of the wind and the fact that so many boats were capsizing on their way to the start. This postponement "assisted" the Burbecks, who were still on the shore at 11 o'clock due to a late arrival at Rutland. (At the end of the day they probably wished they had not bothered to start!). Charlie Jordan, from Kent, in his Phantom, was one of those that capsized prior to the start. During the process of righting his boat and climbing back in he was unfortunate to pull a muscle in his shoulder. Several other boats could be seen beached on the southern shore.

southern shore. /

Eventually the race was started and those that could, set off on the hard beat to the windward mark. A Merlin Rocket was out in front, with an Albacore and a Laser close behind. Those three made the first mark without too much trouble. The second leg was a very fast reach towards the north shore. It was on this leg that the Merlin Rocket capsized whilst still in the lead. The Albacore past him and rounded the second mark O.K. (No. He did not dare gybe round). The third leg should have been a run, but the strength of the wind just rammed the boom hard against the shroud, and it would have been courting disaster to have tried it, they set off on a broad reach towards the clubhouse. They were screaming along like a train when they broached and capsized. The crew, Clive Bishop was thrown clear of the boat and then found it impossible to swim back to the dinghy and had to be rescued by the committee boat. The Albacore's helmsman was able, to right the boat, furl the jib, and sail back to the Clubhouse on the main alone. But boats were dropping all over the lake. The rescue facilities were stretched dangerously thin. So the Race Officer there and then abandoned the race. Several boats still racing failed to see the signal and carried on thrashing round the lake in fine style but they were in the minority.

As the boats limped ashore one by one, the race officials were eager to make sure, everyone was accounted for. Competitors looked around for their-colleagues. The Met contingent found that John Pierce was missing. He was eventually spotted beached on the northern shore, near the second mark. A Mirror was also stranded on that same shore. A rescue boat was dispatched to tow them both back to base. Eventually everyone was back at the clubhouse, wet and cold, but safe and sound. The 'Burbecks' were nursing a split rudder blade, but otherwise they were alright.

During the lunch break the Race Officer asked the competitors whether they wanted to risk having another race in those conditions. Hw was of the mind to abandon the meeting, but in view of the distance travelled by many competitors he was willing to run one more race if they wanted him to. The majority verdict was to have a race, but over a short triangular course in,full view of the clubhouse. (=One wag wanted the gybe mark to be put as close to the clubhouse as possible. I do not know whether this was to be for the benefit of spectators, or whether to have less distance to swim home when he capsized.) This would at least give the Leicestershire Police Sailing Club a chance to have some results from which to offer their prizes.

All-those taking part in this next race knew exactly what they were in for now.. They had all tasted those inland sea conditions in the first race. There was much adjustment of gear, and some exchanges of crew, before the off. Eventually 14 boats took to the water. Of 14 only 6 boats were to finish the race. The rest retired. (It was just like the Ten Little Niggers! It was a good job there was not a third race. Who knows what could have happened!)

The Race started at 14.15 hours. "The Merlin Rocket took the lead and never lost it. It was followed by the Lasers of Batten and Sivers, who in turn was followed by Lambert's Solo. The Solo did so well that he finished ahead of Sivers on handicap. The Lancashire GP14, crewed by young Christine Humber, and helmed by her father sailed extremely well to come 5th. _Christine took a ducking, a very-spectacular one, in the first race and returned to shore very wet and cold, but she insisted on going out again when she heard that another race was to be held. Well done Christine! The last of the finishers was the Enterprise from South Yorkshire, sailed by Childe and Thornton, Thornton was sailing a Marauder in the first race, but decided to join his colleague in the Enterprise for the 'big one'.

SIDEWINDER capsized on the second leg. The helmsman soon appeared on top of the upturned hull. But there was no sign of the crew. As the seconds went by and the crew still did not surface the skipper really began to get worried, and waved frantically to the rescue boat. He then started calling Clive's name. A muffled but calm reply from inside the hull showed that Clive was trapped underneath the boat, and was breathing the air inside the hull. One-of the ropes had become twisted around his

around his /

leg and he was having difficulty in getting it undone. The only daylight he could see was through the open self-bailers. However, the boat was soon righted and both members of the crew scrambled back aboard, and sailed off again. They completed one lap before they did a repeat performance, and capsized again. This time Mr Bishop was washed away from the boat and was unable to get back. He was duly fished from the water by yet another rescue boat. The skipper, meanwhile, got the boat upright again, but found that the rudder down-haul had pulled out and the rudder would not stay down. He was engaged in trying to rig a temporary down-haul when the Albacore went over yet again. By this time the poor helmsman was getting a bit weary. John Burbeck saw the problem from the shore and hitched a lift on Stan Batten's Laser. He was a very welcome sight to that lone sailor, and with his assistance SIDEWINDER was sailed back to shore and dried out. Well done, John!

That was only one man's tale of woe. No doubt there were many more to be told that evening in the bar, in the restaurant, or in the home. It was certainly a day to be remembered.

Later in the day Mr Goodson, the Chief Constable of the Leicestershire Police, presented prizes to all the 6 finishing crews, and also to all the ladies that ventured out onto the water that day. A special trophy presented by the Bell Woodworking Company for the first boat home from the Eastern P.A.A. Region, was won by John Neaverson and Simon Gathercole.

LEICESTERSHIRE POLICE REGATTA 1980 - RESULTS

1	Neaversen/Gathercole	Notts	Merlin 2905
2	Laurenson-Batten	Met	Laser 101
3	Lambert	Beds	Solo 3129
4	Sivers	N'Hants	Laser 63524
5	J & C Humber	Lancs	GP14 10358
6	Childe/ Thornton	S Yorks	Ent 18073
7	Acklam	W Yorks	Nat12 3109
	Bramhall	Gt Man	Ent 10932
	Gooch/ Bishop	Met	Alb 442
	Marshall	S Yorks	Grad 584
	Jordan	Kent	Phantom 799
	Kay	S Yorks	Fireball 12372
	Pierce	Met	Laser 81085
	Savage	Leics	Mirror
	Bayless	Met	Laser 61695
	Blackburn	Leics	Solo 2711
	J & E Burbeck	Met	5o5 6871
	Davis	Gt Man	Mirror
	Ford	Leics	Ent 5724
	Fosberry	Leics	Marauder 209
	Hancock	Leics	Mirror 59201
	Hudson	Gt Man	Laser 46242
	Norman	Notts	Laser 43330
	Sturdy	W Mids	Laser 65022
	Thornton	S Yorks	Marauder 279

The last 11 boats listed did not enter for THE RACE

BEDFORDSHIRE POLICE REGATTA - 1980

1 st	Laurenson-Batten	Met	Laser 101	¾	¾	¾	= 1½
2 nd	Lambert	Beds	Solo 3129	2	2	3	= 4
3 rd	Gooch/Bishop	Met	Alb 442	4	4	2	= 6
4 th	Jones	Beds	Solo 1176	3	3	4	= 7
5 th	J & E Burbeck	Met	5o5 6871	12	5	5	= 10
6 th	Skerman	Sussex	Laser 72570	5	7	7	= 12
7 th	Hudson	Herts	Solo 2198	9	8	6	= 14
8 th	Neal/Drew	Beds	Ent 1822	8	6	10	= 14
9 th	Tim Tookey	Beds	Topper 6470	7	9	8	= 15
10 th	Nicholson	Beds	Solo 1968	6	11	R	= 17
11 th	P & N Tookey	Beds	Ent 1863	10	10	9	= 19
12 th	C Nicholson	Beds	Topper 6135	11	11	12	= 23
13 th	Butterworth	Beds	Ent 3911	13	13	11	= 24
14 th	Swain/Burton	Beds	Firefly 2690	15	15	13	= 28
15 th	Coulson/Millgate	Beds	Mirror 33655	14	14	14	= 28

The Bedfordshire Police Regatta has been held for many years at their own lake at 'Chimney Corner', Kempston Hardwick, near Bedford. But the number of visiting boats has been dropping off in the last few years, and to try and encourage more visitors it was decided to move the event to a larger lake. So for the very first time Stewartby Water Sports Club was made the venue. It is situated very near Kempston and has 240 acres of water which can be used for sailing, water ski-ing, powerboat racing and sub-aqua diving. The clubhouse is fairly new, and the catering facilities were very good. The race organization was very efficient and novel.

Wednesday 18th June was bright and sunny. The wind was blowing between force 2 and 3. An ideal day, you would have thought for a day on the water, far from the madding crowd. Well, it did not appear that many police sailors thought so. Only 15 boats attended this meeting, and 10 of those were from the host Force. The Met entry consisted of 3 boats. They were Stan Batten in his Laser, John and Elizabeth Burbeck in their 5o5 and Len Gooch and Clive Bishop in the Albacore. The other two visitors, were Barry Hudson, from Hertfordshire in a Solo, and Paul Skerman, all the way from Sussex, in a Laser.

Stan. Batten was in very good form and won all three races. The two Bedfordshire Solos of Lambert and Jones were sailing in very close formation, but Chris always managed to finish in front. The Team Burbeck had a great time in their speed machine, always flying off into the wide blue yonder, well ahead of everyone else. Their 12th position in the first race was due to a capsized in the final lap. But as fast as they were, they could not beat those two Solos on handicap. All the visitors managed to finish in the first seven places overall.

What was interesting about this meeting was the way the Race Officer actually ran the races. There were 8 different classes represented, and they sailed as one fleet, sailing the same course. After about 1¼ hours had elapsed the Race officer stopped each boat the next time it passed through the finishing line. Some boats may have done 5 laps, other boats may done less. The elapsed time was then divided by the number of laps completed, and the handicap was then worked out

worked out /

on an average lap time. This seemed to work out very well. All the boats finished within a reasonable time of each other. The slower boats were not left out on the water to plod on and on. Everyone sailed in the same wind conditions. It appeared to be a very fair system for handicap racing, where there are boats of very different speeds, such as 505's and Mirrors. It might be a system that could be used at many other of our meetings, especially those on the sea where sailing time is restricted by the tides. In that way you could get three-races in without any trouble. Think about it!

SIDEWINDER

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POLICE SAILING FIXTURES FOR 1980

July	23/24	Dorset Police Regatta at Poole Harbour
August	7	South Yorkshire Police Regatta at Rotherham
	13	Sussex Police Regatta at Bognor Regis
September	9	Kent Police Regatta at Hampton Fier S.C., Horne Bay
	11	South Wales Police Regatta at Nargan S.C., Port Talbot
	19	Sussex Pursuit Race at Cobnor, Chichester Harbour
	25	Northamptonshire Police Regatta at Middle Nene B.C., Thrapston
October	1	Metropolitan Police Regatta at Queen Mary S.C., Middlesex
	2	British Police Laser Sailing Association Championship at Queen Mary S.C.
	?	Hampshire Police Regatta at Eastney Cruising Association, Portsmouth

1981

June	29/30	POLICE ATHLETIC ASSOCIATION DINGHY SAILING CHAMPIONSHIPS at Shoreham on Sea, Sussex
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