

Hornet

January 2017

MAINSHEET



Herne Bay Antics

**Chairman and Treasurers
ramblings**

Crews Union Revival?

Race Reports



Editorial

We have all got a bit wiser, or is it greyer, since the last Mainsheet. Also social media has moved on and the website forum now has competition from the well used Hornet Facebook page. Fb is very convenient with photos easily loaded and notifications telling you of an update. If you are averse to Fb world maybe creating an account with a fictitious name [nom de voile?] is a way of keeping up with the Hornet page.

The last event of the season at Rutland had a good turn out including the class boat being used by local Meatball sailors. Thank you to the committee members that have put the boat into race trim and helped move it around the country, especially Eric, Sam and Toby.

The new boat made it to the dinghy show thanks to SP Boats and very good it looked too. Eric has more to say on that project below.

Happy New Year, Strangler

Front page. Light winds at the Exe Regatta.

Inset: Roger Devereux and Amy Barlow let it all hang out in planker K610 at the Bosham Vintage Regatta 2015. © D Henshall

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www.hornet.org.uk

Chairman's Piece

This mainsheet, the first for some time, kindly being produced by Strang is the first of what is hoped to become a quarterly magazine [Agg, Ed], so if you have any thoughts or articles, please will you forward copy to Strang so that we have a good and varied content – we would like to hear what you are doing, whether it is club racing, going to events most of us may never attend, whether you sail a modern boat or whether you sail a planker. Whether you race or whether you just cruise and potter – In the past we have had Hornets racing across the channel and Hornets cruising around the South Coast – let's hear about your exploits.

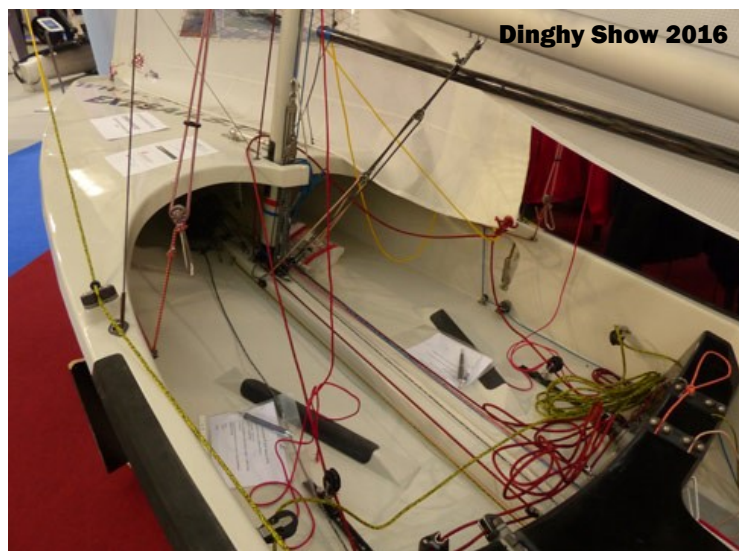
I guess most of you will know who I am as I've been on the Hornet Committee for more years than I care to remember during which time I have been chairman twice. I came off the committee a few years back, but stuck my head over the parapet and volunteered again a couple of years ago in a bid to try to revive the Hornet class again.

When I first became Chairman in the 1990's I was left with our first Championship at Pwllheli already arranged. A lot of the committee (then from Brightlingsea) had decided to leave on mass to start sailing the Iso, which was then seen as the be all and end all of sophistication. In terms of numbers Pwllheli was a complete disaster and nearly bankrupted the class with the worse attendance we had had (at that time), only 19 boats. Julian Bridges became Championship secretary and worked his socks off and for the few of us that attended that was one of the best Championships we had had both on and off the water. We managed to see Championship numbers rise and we went to new venues, Rock and Penzance being two I particularly remember. We were back to the upper

40's and 50 attending.

Unfortunately in the ensuing years we have seen a steady decline in numbers – this being partly due to general decrease in sailing throughout the UK, partly due to the proliferation of all sorts of designs from a number of major dinghy manufacturers that has to a large degree lead to the fragmentation of class racing at club level, so that the majority of us now sail in handicap events.

During the period I was off the committee, we unfortunately lost the moulds that Speed sails had produced for us which were left at a premises in Devon. Unfortunately Devon Composites Ltd, who developed the skiff type internal deck mould are seemingly no more and the owner of the premises disputes our ownership of those moulds and won't release them as he alleged he lost a substantial amount financially. I



tried along with Mike Owen to get him to release the moulds, but he seemed to think we should pay for his loss. As we couldn't substantiate the moulds were ours as they were without markings to prove the case we gave up.

2016 has seen the Hornet Class try to step up a gear. We have managed to get a builder S.P. Boats Ltd to produce a set of hull and deck moulds. The association paid over most of its funds to help start the process which equated to around 1/5th of the production costs of the work as carried out and a couple of the committee agreed to put down deposits on new boats which allowed the process to begin.

The agreement was that initially the association were the "junior" partners of the ownership of the moulds, but for each boat produced a percentage of the ownership would be transferred to the association until after 10 boats were produced the moulds would again become the sole property of the association. We now have two boats bought and paid for.

The new boats are epoxy built and down to weight, indeed having to carry correctors. The manufacture is able to build sufficiently light and strong to enable a sliding seat to be fitted and still be down to weight (if anyone is so minded, with the new extra length allowed in the last rule changes, that could be an interesting proposition).

As the members of the class association are now in effect all co-owners of the moulds it is up to us all to support the project to ensure that another 8 boats are sold and we become sole owners of the moulds.

What other advantage for you as class members – I suppose the main one is that as we now once again have a FRP class builder. The class is seen as progressing and once these are seen out and about, we should see the value of at least all the existing competitive Revo and Coombe built boats increase as with proper care and maintenance the new rule changes should see them remain competitive with the new boats (which should of course have a lot less maintenance issues).

As part of the rule changes the class now has adopted the requirement for all new boats to be licenced. Both Tim Coombe and S.P. Boats have licences to build 10 new boats each (S.P. Boats now 8 as he has two built or partly built). Martin Arnison and Dave Edge were given a licence to build one new FRP boat. Going forward, it is likely that anyone wishing to build a new one off wooden boat will be given a licence, but it is unlikely that further FRP licences will be granted until at least after the next 8 FRP boats have been produced by S.P. Boats, otherwise the Association i.e. all of us would be shooting itself in the foot financially.

The 1st prototype of the new FRP Hornet was displayed on the stand at this year's dinghy exhibition



and was in general well received, since then further development ensued and the first production boat just managed to arrive at the Championships at Herne Bay – it was still being fitted out at well past midnight the night before it left to travel to the championship. Since then it has been sailed regularly and further modifications have and are being made to the build, so Sam Woolner's will have slightly different

construction. He is intending to campaign this with Dick Garry in 2017, so watch this space.

Separately, as most of you have noticed, I have been sailing with a new crew this year, Lucy Loughton. In May this year she had only set foot in a sailing dinghy twice before and in a cruiser as a passenger once. Starting in a hornet was somewhat a blood bath. The first away event we took "Dances with Wolves" to was the Lord Birkett trophy – entry of 220 dinghies. That was a sudden introduction to mass starting – the pictures here were on day two – unfortunately I haven't pictures of the first start which was in strong force 6 with gusts forecast to force 9! We were all given a strong warning by the race officer before the start that day that it was our choice and responsibility if we sailed – as it turned out, the force 9 gusts came in almost immediately after the start and with instant wind swing of some 30 degrees not surprisingly Lucy and I ended up capsized on the first beat.



However, we righted it (after an overzealous rib hit me hard in the head sideways on whilst in the water), but at that point decided to retire – we made it back unaccompanied, but there were another 90+ boats upside down floating around the lake in various places to be collected later.

The following day, the wind had moderated and we were back to a force 5 for most of the race. Lucy and I tried out the new larger spinnaker that Sam had made and we managed to stay upright for the whole race finishing above mid-fleet. Lucy found the new spinnaker had no extra sheet load to the existing smaller kites and I certainly felt it was at least as manageable.

Herne Bay championship also proved to be better suited for those with better heavy weather skills – not quite as windy as day one of the Birkett, but the wave pattern was far more difficult.

The event was won by Mike McNamara in his newly refitted and measure Rhythm Stick which Tim Coombe had lovingly converted to a fully tanked boat. Dick Garry and Sam came a well sailed second, having split the bottom of Sam's boat in one race which was back on the water the following day after a hasty repair by Dave Edge and Martin Arnison. Toby and Richard third – well done to those three. Also to Eric Styles and Catherine Westbrook for winning the Haggis Trophy.

All of us who attended have to thank Dawn and her helpers for making the social side of the event one to be remembered.....going to a small club does have its advantages, the Club was so accommodating and so friendly. I hope we go back there for another Championship soon.

Don't forget the 2017 Championship, I posted pictures on Facebook, but a separate circular will be coming out early in the new year - NATIONAL CHAMPIONSHIP Colwyn Bay Water Sports Centre **12th to 15th August 2017** - be there to join in the fun.

I've entered the Sailjuice series, so may see some of you before Christmas, but for those I don't see, have a very happy Christmas and New Year.....remember your wish to Santa is for a New Hornet – either FRP or a lovingly produced Coombe wooden one.

All the best, Eric.

Treasurer and Membership Secretary's Report

The Association. At the 2016 Annual General Meeting I explained that we needed in the region of 40 paid up members in order to meet the Association's running cost. Well the good news is that we have 35 paid up members (last year we had 33 members) and as a direct result we will be able to meet our costs for 2016, though we will not have a surplus to put towards development of the class.

The Association expenditure comprises principally; RYA Affiliation Fees and the Dinghy Exhibition (Ally Pally). In fact by mid-March the Association's costs for the year have been incurred. Consequently it is so important to receive membership fees before the end of March. So please pay by Direct Debit and before 31 March each year.

Championship Regatta. Surpluses from the Championship Regatta are the main source of finance for the class and because we try and keep the entry fees as low as possible the surplus will tend to reflect not just the numbers attending but the amount of sponsorship we obtain from interested parties. To ensure our independence is not compromised we do not accept sponsorship in excess of £500 from sources already associated to the Hornet class. If the sponsor is not associated then the "sky is the limit".

Moulds. In April we paid Steve Parker of S P Boats our contribution towards the new moulds and boat production recommenced. Unfortunately, the payment severely depleted our cash reserves so we have had to tread carefully this year.

It is the surplus from Herne Bay Regatta which has seen our funds regain most of ground lost when we

paid Steve Parker our contribution to the moulds. Payment was made to him at the Dinghy Exhibition. The Association Accounts will be available to association members in the near future.

Thoughts for 2017. I will be redesigning the Championship entry forms so they can double up if needed with the membership forms. This will save time for those who enter on the day.

I will be collecting data to improve the membership register which also includes those who are associated with the class through sailing with someone who is already a paid up member. The Database is covered by the Data Protection Act 1998, (Information Commissioner.)

Regards Peter

Our Treasurer keeping Bob Fisher and Barry Dunning under control at the Dinghy Show



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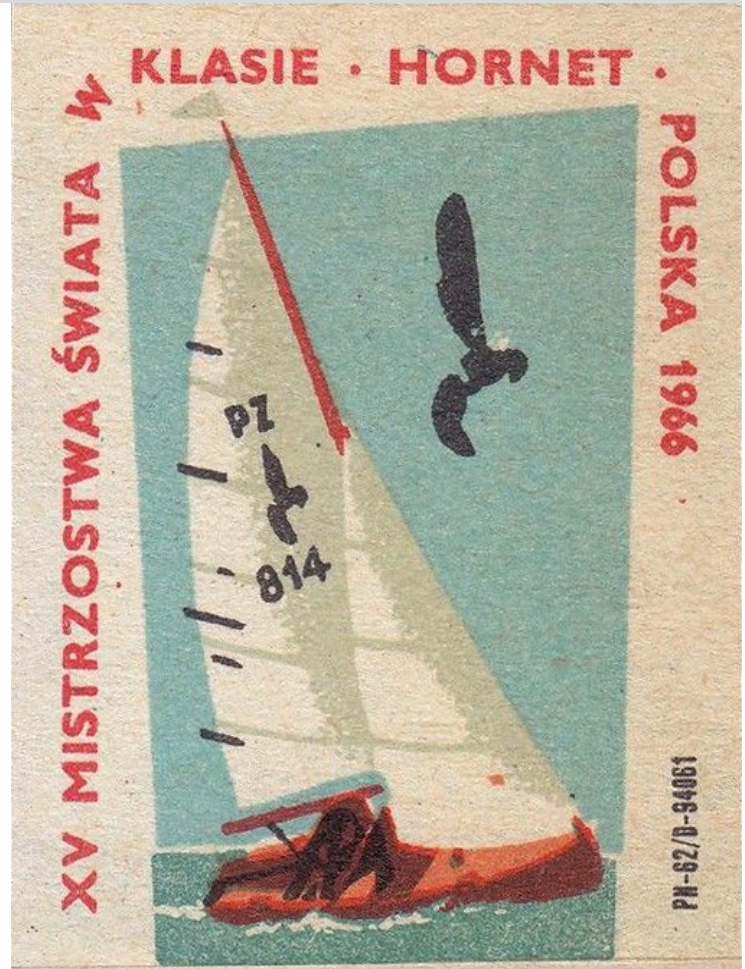
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michael@mcnamara-sails.com**

From The Archives

1978 Nationals. It's not easy to find Championship results from the days of the quill pen. But Tim Coombe found some from 1978 recorded onto a tufnol disk in Windows Office '72 format. If anyone would like the full results of the fleet of 81 boats [now in excel] please email the editor. Ahh the good old days of one race a day.

1978 Hornet National Championship			Mayflower Sailing Club						
			(Olympic scoring)						
			Race1	2	3	4	5	Pts	Pos
2004	Benny the Jet	B Dingwall	D McMillan	1	3	RTD	5	1	15.7
1904	Super Zonka	D Nicholson	J Nicholson	4	6	1	1	15	2
2033	Rats	D Tabb	M Lewis	2	19	8	3	3	28.4
2035	Red Rhumb	B Newman	D Gentry	3	14	6	7	2	34.1
1935	Revelation	P Kyne	T Morgan	RTD	9	5	2	5	38
2037	Confusion	J Newman	S Ollie	DSQ	2	4	11	6	38.7
1802	Palengenesis	D Pannell	J Burke	10	38	3	6	4	41.4
1790	Moody Blue	J Gill	C Harvey	8	5	7	4	9	45
2039	Super Blue	R Robertson	G Warren	5	4	27	12	12	54
2000	Peace and Plenty	B Plenty	J Whitfield	7	7	2	RTD	26	61
602	Devolution	E Masson	A Barrie	14	8	15	21	10	71
1777	Something Completely Different	P Bennett	G Weston	19	16	9	9	13	71
1454	Double-Diamond	K Underdown	J Wraith	15	11	14	10	21	74
269	Gremelin	J Evans	N Evans	9	17	RTD	17	27	81
1896	Spotty Dog	G Hardwick	Strangler	36	18	12	13		
1960	Suspension	N Smither	A Smither	24	26	DSQ			
		G Cormack	K Harper	13	23				

1966 Worlds. When a Horneteer went up to the Polish Embassy to get a visa he was rushed up to the top floor and presented to the Ambassador himself. 'I see you are sympathetic to our cause'. Eh? he thinks. A parish magazine is produced with a report of him standing as the Communist candidate [nobody else would stand] in a school mock election. That's what I call information gathering! He had no problem getting his visa!



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Port Dinorwic May 14-15

A competitive fleet turned out for the first open of the year. Early arrivals were greeted to a warm welcome from the local members as well as warm weather and good breezes. This theme was to continue (mostly) for the rest of the weekend.

Three boats went for a cheeky sail on Friday evening before retiring to the club for food and drink and then off to sample the local hostelry which did not disappoint!

Saturday, dawned fine and sunny again with a good breeze but some meaningful puffs and shifts were ripping across the race track due to the slightly less than ideal wind direction. Three races were scheduled for the afternoon so, after a little boat pampering, (power tools were only used once on the PD Commodores boat) the fleet set off.

The racing was characterised by many passing lanes and a few minor dramas for a couple of boats as gusts or shifts came whistling through at inopportune moments - like gybe marks. But all in all a great days racing was had by all. Over night leaders were Toby Barsley-Dale and Richard Nurse who managed to sniggle hard and get 1,1,2 and avoid being the only boat in the fleet to carry a discard into the second day. Strangler and Pippa Rogers were tripped up once with 2,4,1 and third was the remarkably consistent Kath and Alex who posted 3,3,3.

The evening dinner was held in the club as part of the clubs annual fitting out supper with many of the club members joining in including the Pirates (the

clubs very active youth section). There was a really good atmosphere and the welcome speech was given by a few of the younger Pirates which was great to see. A second dessert was available in the form of marshmallows cooked on a bonfire on the beach - perfect! A second visit to the local hostelry rounded off the evening.

Sunday dawned sunny again; however the wind was not playing ball. It was much lighter and now coming 'straight' across the Straits which, in reality, meant massive shifts and some significant holes on the course. With endless snakes and ladders available, Jo and Lou found the last ladder in the first race and jumped to the front to take their first win. However, racing was a continuous change of position and never over until crossing the finishing line. De-spite getting lost on the knitting course and rounding the leeward mark the wrong way and having to unwind themselves, Toby and Rich managed to recover to second. The final race saw Toby and Rich throw a race win by being OCS. Strangler took the final win and with it second place overall.

Overall winners were Toby and Rich with Strangler and Pippa second. Third was a tie between Jo and Lou and Kath and Alex, going in favour of Jo and Lou thanks to their first place. It should be noted however than Kath and Alex managed two more third places to give them a full set of thirds for the weekend. Very consistent sailing despite the tricky conditions. Our thanks go to Port Dinorwic Sailing Club for a fantastic weekend. We can't wait to come back next year... but please book a south westerly!

Exe Regatta July 16-17 Results and photos



1	2108 Dick Garry	1	1	1	9	3
2	2147 Tim Coombe	2	2	4	2	6
3	2160 Nigel Skudder	3	4	2	3	8
4	2125 Toby Barsley-Dale	5	3	5	1	9
5	2184 Terry Curtis	4	5	3	4	11
6	2185 Dawn Barsley-Dale	8	7	7	5	19
7	2178 Eric Marchbanks	6	9	6	9	21
8	2165 Andy Hohl	7	6	9	9	22

Maylandesea Open September 3-4

A small but perfectly formed fleet of Hornets descended upon Maylandesea Bay Sailing Club for the first open meeting since the European Championships.

Looking at the course card and listening to the briefing, there was a strong feeling that the local knowledge of the home boats could be a distinct advantage! Once the courses for the day were published we realised this was not going to be a standard sail round Olympic triangles style of open meeting and there was much scrambling for pens as people tried to find ways to write down (and understand) the two different courses for the day. Combined with this was a brisk, gusty breeze. It was shaping up well for a fun day on the water!

Due to the limited tidal window for racing, the prompt first race start caught a few stragglers from the beach by surprise so it was more of a pursuit for some. After initially being headed by Toby Barsley-Dale and Richard Nurse, local crew Dean and Adam Saxton pounced on a tactical error and opened up a solid lead which they held until the penultimate leg. Sadly their local knowledge failed them at the 11th hour and indecision on the final mark saw them drop their spinnaker early and allow Toby and Richard to round with them at the mark. A short tacking match ensued with Toby and Richard gaining the upper hand with the bias on the line to win by half a boat length. Michael McNamara and Tim Riley, clearing revelling in the conditions, powered through the fleet

after a late start to take third.

With all teams having taken the brief break on the water, the fleet attempted to orientate themselves with the second course and some now vaguely familiar mark names, the second race got underway with a very competitive first beat with many place changes. Toby and Richard just led at the windward mark from Michael and Tim. Dean and Adam were also showing the first race was no fluke were challenging hard again. By the second mark, Michael and Tim had taken the lead and, despite many attempts to find a way round, Toby and Richard had to settle for second with Dean and Adam third. Behind the top three there had been much place changing and the occasional swim but the racing was still tight. Mike Owen and Chris Wilms clutched defeat from the joys of victory and missed the final passing mark less than 100 yards from the finish to score DSQ rather than fourth, so the reward went to Dawn Barsley-Dale and Simon Evance closely followed by Eric Styles and Catherine Westbrook.

Cheap beer, home cooked food by the club members and light hearted fun and games made for a relaxed, entertaining and thoroughly enjoyable evening in the clubhouse.

Sunday dawned with more of the same on the cards. More fun and funky wind and more knitting patterns for courses!

Using the club line meant even lazy Hornet sailors would struggle to miss the start but also meant a very short beat before the fleet set off down river. The first downwind turned out to be a nearly 10 minute flat out two or three sail reach in very flat water

Stone Open:

SailNo	Club	Helm	Crew	R1	R2	R3	R4	R5	R6	Total	Nett	Position
2125	STARCROSS	TOBY BARSLEY-DALE	ABBY KEIGHTLEY-HANSON	1	5	1	1	2	-6	16	10	1
2108	STARCROSS	DICK GARRY	SAM WOOLNER	2	1	-3	2	3	3	14	11	2
2160	STARCROSS	NIGEL SKUDDER	KEITH HILLS	4	2	2	3	-5	1	17	12	3
2132	RUTLAND & PDSC	STRANGLER	PIPPA ROGERS	3	3	4	-6	1	2	19	13	4
2175	STONE	DAVE WOOD	FRAN WOOD	-5	4	5	4	4	4	26	21	5
2142	DOWNES & STONE	ERIC STYLES	ELLIOTT BERRY	6	7	-8	5	6	5	37	29	6
2101	THORPE BAY	GARY HAYLETT	TRACEY HAYLETT	8	8	7	(9 DNF)	7	7	46	37	7
2178	STARCROSS	ERIC MARCHBANKS	ROB HOOKAWAY	7	9	6	9 DNF	(12 DNC)	12 DNC	55	43	8
2185	STARCROSS	DAWN BARSLEY-DALE	SIMON EVANCE	9	6	9	10 DNS	(12 DNC)	12 DNC	58	46	9

Rutland Final
Fling:

Anglesey Offshore Race 2016:

2100 Steve Harrison and Sam Evington from Chester Sailing and Canoeing Club and 2115 Jo Powell with the kids Fionn and Jak



1	2108	Dick Gary/Sam Woolner	Starcross SC	2	2	-4	1	16
2	2109	Michael McNamara/Tim Riley	G&CYC	3	1	1	-6	27
3	2160	Nigel Scudder/Keith Hills	Starcross YC	1	-3	3	3	10
4	2132	Jon Williams/Pippa Rogers	Rutland SC	4	4	2	2	-512
5	2125	Toby B-Dale/Richard Nurse	Starcross SC	5	-7	5	5	621
6	2115	Jo Powell/Mike Thomas	PDSC	6	6	6	4	-722
7	2168	Richard Pratt/Charlie Jeynes	Rutland SC	7	5	OCS	7	423
8	2192	Eric Marchbanks/Lucy Loughton	Starcross SC	-9	9	7	8	832
9	2142	Eric Styles/Catherine Westbrook	Downs SC	10	8	8	10	1236
10	2185	Dawn Barsley-Dale/Simon Evance	Xcross/My'sea	8	11	OCS	9	937
11	2156	Mike Owen/Jack Fisher	South Staffs	11	10	9	11	1241

Port Dinorwic Open:

	HORNET							
DAWN	2185	6	DNF	6	5	24	6th	
TOBY	2125	1	1	2	2 (OCS)	6	1st	
MIKE	2156	4	5	4	(5) 2	15	5th	
STRANGLER	2132	2	4	1	(4) 1	8	2nd	
KATH	2157	3	3	3	(3) 3	12	3rd	
JO	2115	5	2	5	1 4	12	4th	

which was clearly being enjoyed by all! Michael and Tim continued to show their prowess in these conditions and led for the first five legs but a decision to drop the spinnaker at a gybe mark proved costly. Having discovered that subsequent leg was OK for the spinnaker, they promptly capsized while re-hoisting. Michael very graciously put it down to helm error but no one really knows what happened! Toby and Richard pounced on the mistake and led to the finish followed by the consistent Dean and Adam. Michael and Tim recovered from their swim to re-pass Mike and Chris on the beat home to take third. Using the same course again for the final race meant the fleet now knew approximately where it was going. Making no mistakes this time, Michael and Tim led all the way followed by Toby and Richard then Dean and Adam.

Overall, Toby and Richard took the event with Michael and Tim second and Dean and Adam third showing that their lack of time on the circuit this year has certainly not slowed them down.

The class would like to thank Maylandsea Bay Sailing Club for a fun filled weekend on and off the water and for



Richard and Toby win the bake off with some fine buns!

the presentation of the new trophy which we really hope will become an annual event at the club•

1	2125	Toby Barsley-Dale/Richard Nurse	Starcross	1	2	1	2	4
2	2109	Mike McNamara/Tim Riley	Waveney	3	1	3	1	5
3	2181	Dean/Adam Saxton	Mayldsea	2	3	2	3	7
4	2185	Dawn Barsley-D/Simon Evance	Starcross	5	4	5	DNC	14
5	2156	Mike Owen/Chris Wilms	S Staffs	4	DSQ	4	DNF	15
6	2142	Eric Styles/CatherineWestbrooke	Downs	DNF	5	6	4	15



Herne Bay locals enjoying the gybe mark



Hornet 2017

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Rumour is crews attempted to organize a piss up in a brewery but failed and came up with this instead:

Hornet Crews Union Rules (2016 amendment)

1. Membership of the crews union is automatic on commencement of any event race (excluding the crews' race).
2. Any helm in the vicinity of Crews Union meetings shall buy the full crews union a round of beverages.
3. Late attendance at a crews union meeting will result in a beverage-related penalty.
4. Each crew teabagging shall result in thy helm supplying one alcoholic beverage per tea bagging post racing.
5. Thou shalt not touch the tiller or extension unless the helm has fallen out, has died or has passed out drunk.
6. Thou shalt not touch the mainsheet when gybing.
7. Thou shalt go stone deaf if thy helm shall yell or scream abuse at thee when sailing.
8. Thou shalt not help to de-rig the boat until thy thirst has been quenched by thy helm, or his/her attendant.
9. Boats shall only take to the water at the discretion of the crew.
10. Thou shalt not spill thy beer, nor that of any other crew.
11. Honour thy El Presidente and his/her officers when standing at the bar, that thy days may be long and happy in the class.
12. Thou shalt not refer to El Presidente in an overly derogatory manner.
13. Thou shalt not sail in more than one boat at a time.
14. Thou shalt not covet thy rival crews jib sheets, spinnaker sheets, sliding seat, trapeze or spinny pole.
15. Thou shalt not be obliged to fill thy spinnaker with wind.
16. Thou shalt not commit adultery with more than one helmsman's bird or cock at a time. (Requires further clarification of exact time period.)

Rule 23 penalty?



17. Though shalt not vomit in the boat – EVER

18. Thou shalt shout at thy helm's indiscetion.
19. At registration for any event, helms shall contribute 6.9% of the entry fee into the crews union fund.
20. Jib and Spinnaker sheets shall have a minimum diameter of 6mm.
21. The main sheet will have a maximum diameter of 9mm.
22. During a capsized, helms access to the centerboard is at thy discretion.



Motley crews pretending to understand the briefing

23. Lack of participation in rigging or de-rigging of the vessel will result in a fine of 6.9% of the event entry fee paid to the crews union fund.
24. The crews race shall be re-instated into championships.
25. The commodore of the club hosting the crews union is an honorary member of the crews union (unless he/she is a helm).
26. If thy feels that thy helm is overweight, thy helm must prove their ability to fit into the crews union dress.
27. The annual meeting of the crews union (hereby known as the "Crews Union National Transaction") shall occur on the first night of the championships•



Herne Bay 2016

By Toby

Back in the day, the Kentish coastline, from Whitstable around to Downs, was a veritable hot bed of Hornet sailing. With new builders coming on line, where better then to hold the **2016 Hornet European Championship**, with Herne Bay Sailing Club hosting the class for a four day event.

After surviving a day of travel that saw just about every arterial route in the South blocked at some point, the fleet arrived at the club and started pitching tents in the allocated camping area, only for the Council to arrive with official eviction notices that referred the campers to the local shelter for the homeless. The local council soon owned up to the cock up with camping, boat rigging and drinking restored to their rightful order.

Saturday morning didn't dawn with a positive forecast, the very best of these suggested that the wind would peak at 6 knots. However, with the first signs of the sea breeze arriving, our Race Officer, Dougal Henshall and his team headed out on their de-lux Committee Boat, complete with the attendant fleet of RiBs. Cue the Police again, this time with a helicopter and a large matt black rib who thought that PRO stood for 'people running organisation'. As things stood, they could have sent the whole Race Team to Dartmoor as they wouldn't be needed that day; the wind had again died and would not be reappear until the following day. No matter, the bar was open, the lack of racing just mean that the Hornet social programme could start early!

Giant Jenga! Simple concept but made somewhat harder with the introduction of a few of the very palatable local brews and teams of two boats randomly selected by the Hornet Social committee. Much hilarity ensued before the fleet adjourned indoors to the backdrop of a stunning sunset.

The following day could not have been more different. From the outset it was breezy, with the short sharp chop that is so characteristic of the shallow wa-

ters in the estuary. Keen to get the programme back on schedule, the Race Officer gave the fleet 3 good races with quick turn arounds between heats, though the conditions were by now taking a toll of the fleet. Mike McNamara, normally so reliable in a boat, was swept off his Hornet, though his crew did the honourable thing and sailed the boat back to collect his helm. Other boats suffered a variety of damage, there were a few injuries to contend. By Race 3 the tide had turned, the wind freshened further and some of the wiser crews had already headed for the shore. Those that finished the scheduled 3 races were thankful that the Race Officer had not added a fourth heat in as they made their tired way to the beach. Good fortune was certainly smiling on some. Dick Garry and Sam Woolner won the first race but with the tiller barely hang on after being sat on during the last downwind. They were able to return ashore and replace the rudder and get back just in time for the second start after a very fortuitous postponement during a start sequence to adjust the line.

Mike McNamara's swim seemed to fuel whatever had been missing from the first race and despite the swim was only narrowly beaten into second after a match race to the finish with Dick and Sam. The third race was a masterclass apparently, however he was too far ahead for most of the fleet to see! Dick and Sam did enough to lead overnight from Mike and Tim Ri-



ley. Third were Toby Barsley-Dale and Richard Nurse. More boating antics were had in the evening. A blow boat tournament was arranged again in teams based on the buddy system. With such a wide variety of designs and highly competitive fleet the race officer was summoned to bring some order to the proceedings – he failed miserably!

It was still breezy on the Monday, though nowhere

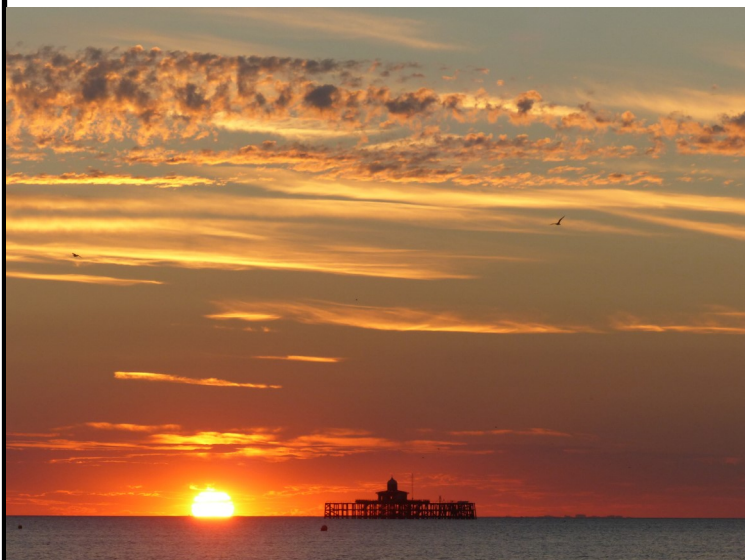


near as full on as the previous day. Mike Mac gave the fleet a masterclass lesson in sailing, with his offwind speed on the last race of the day being something that will be talked about for a long time.

Behind Mike the usual protagonists were clashing and the scrap for the other placings was well and truly on. Dick and Sam had a conservative day but held on to second place. Toby and Richard held on to third but were looking over their shoulder to Terry Curtis and Terry Palmer and Nigel Scudder and Keith Hills who were both uncomfortably close going into the last day.

After a cracking BBQ, the fleet had a slightly more

Nocturnal antics of Hornet sailors set the pier adrift!



Herne Bay Results

	Helm/Crew	Sail No	R3	R4	R5	R6	R7	R8	R9	R10	Pts
1	Mike McNamara/Tim Riley	2109	3	2	1	1	1	1	1	8	7
2	Dick Garry/Sam Woolner	2108	1	1	2	6	2	3	3	4	12
3	Toby Barsley-Dale/Richard Nurse	2125	2	4	5	5	3	2	4	6	20
4	Terry Curtis/Terry Palmer	2184	7	3	3	2	6	5	25	3	22
5	Nigel Skudder/Keith Hills	2160	4	5	4	3	7	4	8	5	25
6	Mark Dell/Mark Dell	2146	6	6	6	9	11	6	2	2	28
7	Tim Coombe/James Beer	2147	10	7	25	7	4	8	5	7	38
8	Dave Edge/Martin Arnison	2183	9	25	25	4	5	9	12	17	56
9	Eric Styles/Catherine Westbrook	2142	11	25	25	10	8	12	7	11	59
10	John Shelton/Bill Whitney	2151	13	9	8	11	9	11	14	12	60
11	Lucy Priest/Alex Rogers	2157	25	10	11	8	10	10	13	13	62
12	Mark Styles/Clint Styles	2081	14	11	25	25	12	7	6	15	65
13	Michael Dyer/Samuel Dyer	2107	16	13	9	12	13	16	11	16	74
14	Roger Kelleway/Natalie Kelleway	2058	8	8	7	14	17	25	25	25	79
15	Mike Owen/Chris Wilmes	2156	12	25	25	16	14	13	10	14	79
16	Chris Brearly/Alice Brearly	2126	15	25	25	15	16	17	9	18	90
17	Jon Williams/Pippa Rogers	2132	5	25	25	25	25	25	25	1	106
18	Gary Haylett/Tracey Haylett	2101	19	25	25	25	15	15	25	10	109
19	Tony Herlihy/Luke Herlihy	2055	25	25	25	13	18	14	16	25	111
20	Eric Marchmanks/Lucy Loughton	2192	17	25	25	25	25	25	15	9	116
21	Duncan Oliver/Gary Danilewicz	2174	25	25	25	17	19	25	17	19	122
22	Kevin Burt/Barry Miller	2182	25	12	10	25	25	25	25	25	122
23	Dawn Barsley-Dale/Simon Evance	2185	18	25	25	25	25	25	25	25	143
24	Colin Smith/Nathan Hudson	2136	25	25	25	25	25	25	25	25	150



Where did you finish Tim?

sedate evening with a quiz night. Alex Rogers managed to round off the hat-trick and be in the winning team for all three socials... I'm not sure what that says about him!

After two days of strong winds, the last day started with a good sailing breeze but as the fleet started the last lap, the wind softened off leaving the boats to struggle their way around. Despite the best efforts of the Race Team to get another race started, the wind swung around, died, swung again and caused repeated delays. With the end of sailing deadline looming the breeze steadied enough for a last race to get away, with a big shuffling of the usual front runners.

With Mike and Tim winning the first race and Dick and Sam second, the first two places were set in stone. However the re-

shuffling of the final race meant that some frantic sums were being done for the final podium place. Toby and Rich sailed their worst race and discarded it but despite being beaten by both Terry/Terry and Nigel/Keith, neither of them did quite enough to close the gap for third.

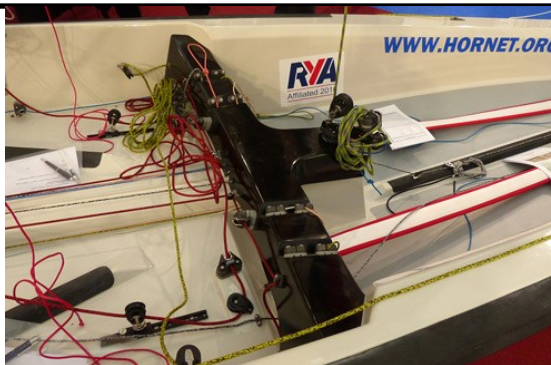
The class would like to thank Herne Bay Sailing Club for a fantastic event and for all the effort put in by the club members who are all volunteers. It was good to be back!

Our PRO in the stocks





Steve Parker Boat Builders & Repairers



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CHRIS HOGAN

Former Hornet champion Chris Hogan sadly passed away last September. He was a member of Port Dinorwic Sailing Club which he helped to become a dominant force in the Hornet fleet in the '90s. Hornets 2115 and 2126 were both restored by him to become champion boats. After those two boats his restoration skills turned to a Squib. He went on to dominate that class with son Mark for several years.

A true gentleman and a brilliant sailor he will be sadly missed by all who knew him.

Some of the fleet at the Rutland Open sporting the Hogan moustache.

Next Issue

March/April 2017

Henshall spills the beans on Battengate

Dinghy Show report

Another Hornet crossword

Your contribution -

jonw2132@gmail.com



Fixtures 2017

Dinghy Exhibition 4/5 March

Port Dinorwic 6/7 May

Stone 3/4 June

Exe Regatta tbc July

Colwyn Bay Nationals 12-15 August

Maylandsea tbc September

Rutland 21/22 October

More Opens may be added.

Also Handicap events -

Various at Bala SC

Lord Birkett Trophy, Ullswater 1/2 July

Updates will be put on the forum and Facebook.



2017 Hornet Championship

Colwyn Bay

12th to 15th August 2017

BE THERE

Colwyn bay is a family friendly resort, if you have partners and children there is something to do to keep everyone occupied. From Sand on the beach to windsurfing, paddle boarding to the inland activities which could include the Zoo made infamous by one of our early illustrious Chairman Mr Bob Fisher of "k.r.a.f.t" fame. Slightly further afield, but not far away is the Little and Great Orme and the Great Orme Country Park which can be easily reached along back roads or a little further West along the A55 is Llandudno Junction where there is a Multi-Plex cinema and other entertainment such as 10 pin bowling. Just along the A55 and through the tunnel beyond that runs under the Conwy Estuary is the town of



Conwy a walled castle town which has some rather nice restaurants which I can vouch for having lived there for some time. As you continue along the A55 towards Anglesey you travel along the coast with stunning views. On the left you have Snowdonia National Park and all the excitement that offers – from small steam train rides through to hill walks, scrambles and climbing if that floats your boat. There is even the fastest longest and deepest Zip-wire in the UK – they say you can reach horrendous speeds deep down into the caverns below. A true holiday destination with something for all. On the right you have the Menai Straights and Ynys Mon the Isle of Anglesey which is also well worth visiting. Colwyn Bay can even offer that Jamaican feel in the summer.

For those sailing there may be the odd obstacle – some will remember the dolphins at the Teignmouth Championships in Devon a few years ago now.

You have to be there to enjoy the fun and comradery

of the competitors – please help the association by entering early. This Championship follows the format



that is now the norm with a lot of venues where we have to guarantee a price for the event (how nice were Herne Bay who as a small club did the event to cover costs, but mainly for their enjoyment) so we need intentions and numbers as soon as possible.

On shore there is a bar as part of the sailing centre but run separately, there also is a great pub further



along for food, but the duo of Dawn Barsley-Dale (who organised the entertainment at Herne Bay along with Toby) are again stepping up to the mark, so we will be bringing some tents shelters etc. with a view

to running beach barbeques and games. This will all be ably helped by Jo Powell and Pippa Rogers (expect some lively entertainment).

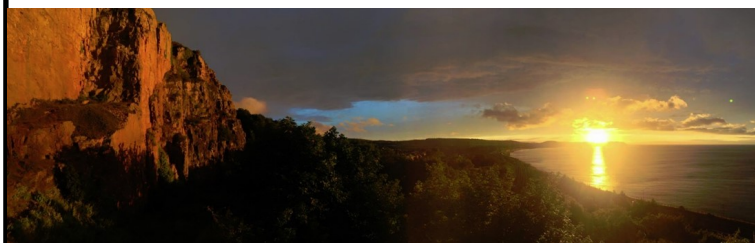
As you can see from the wind-surfing champs held there, there is plenty of room to park boats and to be on firm paving as well as on the beach as you prepare (I



believe there was around 200 windsurfers there at one point).

The Sailing centre is keen to expand itself as a championship venue and they have the necessary facilities, however, we will be importing our own race officer.

That's a little taster of what will happen – I understand that all last year's top boats intend to enter and that there will be one or two new to the class keen sailors keen to topple the pecking order. Whatever, we still will offer competitive sailing through the fleet with the same comradery that was seen at last



year's Championships, with a lot of people helping other competitors out with advice, bits and bobs and even emergency repair to one boat that split its hull dropping of a large wave...we understand that the crew has since lost weight on the helms instructions!

Please see the separate entry form for the championships and also the membership renewal form.

Picture of the glorious sunsets that the west coast of Wales can offer – I know from taking my step son to evening school sailing at Colwyn bay that the bay has its own micro climate and is drier than most parts around. The bay can get some serious winds and waves sweeping in from the North West across the Irish Sea, but that is an unusual direction in the summer and launching is easy with a wide area to launch from and to recover to. I would hope with have a mixture of winds, but the shine shines on us all•

HORNET CROSSWORD by Peter Willans

Clues Across

1. The man who had designs on our boat (4,4)
6. Alternatives facing you (2)
7. A fleet of Andrew Simmonds singlehandlers, flashes in the sky (6)
9. This mountain made more noise than a group of drunken sliding seat crews after night out at the Hornet National Championships (I think) (4)
10. You have to put your gudgeon and pintails somewhere? (4)
12. Racing information in abbreviated form (3)
13. You need a complete hull to support this (3)
14. Sailmaker or Fireman, cannot remember which (3)
15. There is no of the red stuff left. (4)
17. Misspelt drink made the crews excited, then sick. (3)
19. If you breakdown during the race call the rescue boat, these lot

Clues Down

1. A boat designed by Jack Holt of which about 40 were built. (9)
2. Surface of the road or a stretch of sand on the South Coast. (6)
3. The emotion of intense dislike (A bit like me and trapezes) (4)
4. See, behold, observe (2)
5. A three-sided course that we sometimes sail (10)
8. D. Bowie sang about this individual (For the musical Horneteers) (7)
11. A preposition indicating motion or arrival, (2)
14. We will have one at the exhibition (5)
16. An intensely radioactive metallic element that occurs in minute amounts in uranium ores. (This is for the scientific Horneteer – or those who use the internet.) (2)
18. Ever heard the childish joke about the eskimo's house that did not have a toilet. (For the retro-childish Horneteer) (2)
21. Chris "Dooley" Tue (Hornet 1106) and Richard "Ditcher" Alledyce (Hornet 1072) were the masters of this piece of gear in the era when nappies were

- not allowed. (5)
22. 14 foot Australian twin plank dinghies with a ten-foot sliding seat for the crew (6)
23. This guy was pretty hot using 21 down as well (Hornet 1031) (6)
24. Many modern day Hornet foresails but never as big as the FD's. (6)
27. Still the majority of Hornet crews but the balance is shifting. (3)
29. Helmed for his brother Keith Grey in High Voltage (Hornet 1053) in the late 1960's (A question for the old nostalgic Horneteers) (3)
30. Rigid connective tissue that makes up the skeleton of vertebrates (We think it is made very loose in some Horneteers after excessive drinking sessions.) (4)
33. A preposition, with applications to; when, occasion, time etc.(2)

If you are good and pay your subscriptions on time I will publish the answers in the next issue of Main-sheet. – Ed.

- will be useless. (2)
20. A combat support agency that provides geographic intelligence in support of national security (This is for the intellectual Horneteer – whoever that person is.) (3)
22. Seat that never stays still (7)
25. Pre 1993 Australian Hornets had this on their mainsails (2)
26. A linear unit (1/6 inch) used in printing (2)
28. In Greek mythology, the daughter of King Oedipus who disobeyed her father and was condemned to death. (I think she had a sail in a Fireball but this is for the cultured Horneteer that is if we have one.) (8)
31. The Maxx of Shopping in so many retail lines. (2)
32. The criminal burning of a Fireball, if it is a crime. (5)
33. Squash bugs (This is for the environmentally friendly Horneteer who knows how to research things on the internet.) (5)
34. Epoxy plays a part in 6-0 win. (3)
35. In middle of wire tripartite. (4)

