

General.

In spite of the rather indifferent weather since the last Newsletter, the Club in general, and the Sailing Section in particular, has continued to prosper, and is enjoying its most successful year yet. In spite of the weather, there has been only one Sunday when racing has not been possible (and some hardy souls sailed even then!) and the water level has held up well - much better than seemed possible at the start of the Season. Turn-outs on Sundays have remained in double figure consistently for the first time, with hopes of even better figures another year: several new members have joined us, several RM's of high calibre have been added to the fleet, racing has become markedly keener, and rule observation has improved, while a good and friendly spirit persists; all in all, a highly satisfactory situation.

The two remaining Trophy races for the RM's were held, as per Programme, each with a double-figure entry, with Dave Watson once again winning the Gascoigne Trophy with his new kevlar "Tracer" - 'High Tension' - and Martin Houlton carrying off the Kate and Charlotte Trophy with his new boat, "Whirlwind" - the latest Oliver Lee 'Tornado.'

The 36 Class continues to grow, with a fleet of some 30 boats in the current count. These turn out mainly at the mid-week sessions, when frequencies can be difficult to obtain; the experiment of a Sunday race once a month has been fairly well supported, although we have yet to see a turn-out reaching double figures. A trophy is being provided for this Series, and it is hoped it may be continued next year with bigger turn-outs. For those not taking part, it is worth mentioning that this Series is providing a lot of fun for the competitors, albeit with a good and ever improving standard. Two Trophy races have been held for this Class, both of them, appropriately in mid-week, with Jack Fry winning the Roy Evans Memorial Trophy with Littlun 2, and Bob Hoare the Electra Trophy with his "Buccanear," both boats being to Lester Palin's very successful 'Perisher' design.

We have two inter-club events in the very near future, the Triple club meeting at Gosport on 5th Oct., - for which Eric Shaw, in the holiday absence of Norman Woodwell, would like to hear from members interested in taking part, and the annual autumn meeting with Ryde the following Sunday, 12th Oct. So far as is known, Ryde have weed problems, and have asked, tentatively, if the event can be held at Setley; this has been agreed, so, if our water level still holds, this will be an all-day event at Setley, starting 10 a.m. The Gosport event means that the 36 race scheduled for that day will not take place, and the last race of the Series will now take place on 2nd Nov.

In the wider field, most members may know already that the World Championship for the RM Class was held at Fleetwood in July, with disastrous results for British model yachting, only two Britons reaching the 'Top Ten' - Graham Bantock being 3rd with his own 'No Secret', and Squire Kay 10th with a 'Sea Scorpion' - this being the only 'straight' glass boat in this Group, the 'hi-tech' boats otherwise sweeping the board. A very full analysis of each of the 84 boats competing was given in the last issue of 'Model Yachting News' (which is obtainable on subscription only), but space does not permit other than a brief summary of that analysis here: about half the hulls were of 'hi-tech' construction, with only two wooden hulls in the fleet; two-thirds of all the masts and spars were carbon-fibre; about half the sails were mylar, with some 40% of the competitors making their own sails (Graham Bantock was the most successful 'professional' sail-maker); weights varied from 9.4 lb to 16 lb., with the 'Top Ten' averaging 12 $\frac{3}{4}$ lb - the exact weight of the actual winner, which appears to be not unlike "Shogun" - quite wide and flat. None of the overseas competitors used Swing-rig. Overall - it looks as though its going to cost you more, quite a lot more, if you want to remain competitive in this Class. (Incidentally, 'M.Y.N.' can supply drawings for the French boat finishing 2nd - cost £8 - 50)

Also on the wider field, this is perhaps the place to congratulate Martin Houlton on his 3rd place in the R.10-R National Championship, even if under the Poole Club burgee rather than our own. Well done indeed, Martin, and may this just be the first of many more successes.

As a result of interest expressed in the Club, application is being made to hold the Met & Southern 36 District Championship at Setley next year...but, it must be said that our continuing lack of support for outside events is causing comment at both District and National levels, and this could well affect our chances of being allocated this event. It IS a sad comment that with the biggest 36 fleet in the District, if not the Country, we have yet to enter one single boat in an outside event.

Commodore's Comments.

This is the second Newsletter of the year, compiled by the various members of your Committee, all of whom have something interesting to report to the members, giving details of the continuing progress of the Club.

For those who do not read 'Model Boats', earlier in the year there was an article on odal boating on the South Coast in which our Club got special mention, with the comment... 'what a friendly crowd they are.' Long may that state of affairs continue.

An article by Chris Jackson in the current issue of 'Marine Modelling' is also worth repeating: .. "There tends to be a certain correspondence between model yachts and their skippers; 'M' skippers are generally competitive, noisy and litigious; rater skippers speed freaks, and rather un-common; 36 skippers are friendly, and dislike prima-donnas; while A-boat skippers just have a greater appreciation of the aesthetics of it all..."

The Treasurer reports that the Club's finances continue to remain satisfactory, with the reduction in Subscriptions, made at the last AGM, proving to have been justified.

The Membership Sec., regrets that it is necessary now to remove the following names from our Members' List, their Subs not having been renewed:- J. Browning, W.L. Bryceson, R. Howse, J. Kemish, Dave Williams, and N. Hunt... this last one particularly regrettable to the older members, Norman having been one of the Founder members of the Club. Also, to be removed from the Scale Section List are:- I.G. Dyer, S.W. and E.M. Legg, M. Lord and J. Willemstyn. On the brighter side, he reports nine recruits to the Sailing Section:- P. Walkling, B. Pinnell, M. Cornell (Junior), Capt. F. Woodward, R.G. Tye, Tim Baker, and our old friends Cyril Gould from Medway, and Derek Moore from Ryde, showing their appreciation of our Club by joining us.. also L. Thompson: their addresses will be circulated in due course.. meanwhile, a warm welcome to them all.

The Measurer reports that he has measured and registered one RM and three 36's in these last few weeks. He points out his personal feeling that registration is purely voluntary - unless the owner definitely intends racing away from Setley - but that change of ownership, or boat name, renders any MYA Registration invalid, which now applies to several boats in the Club, in both classes. He does recommend measurement, however, and would remind home finishers of glass hulls of the need to maintain a check on beam during completion, particularly in the 36 Class; 'the box' is solid and unforgiving! He also reports that the Committee has adopted the Jib No., system for internal racing, and he will allocate a number to anyone wanting one, endeavouring to comply with a number already issued by another Club: these numbers should be at least 3" high, and motor-car registration number transfers are suggested. One point.. when you stick these on the sail, please DO put them at different heights on the two sides of the sail... otherwise, they can be very confusing.

The Scale Section Captain reports that, in contrast to the Sailing Section, they are having a disappointing season, with such poor turn-outs on Sunday mornings that it has been impossible to organise any competitive events. There seems to have been some improvement in recent weeks, so he asks all members to rally round and make some competition possible. Members' suggestions for events will be very welcome. He reports also that he has been successful in obtaining the use of the new lake at Nea Meadows in Highcliffe for the Club. The Amenities Committee (Christchurch Council ?) is reported to have voted unanimously in the Club's favour, and a letter has been received confirming their decision. He is hoping the Council will now help a little more by improving launching facilities. He stresses that there is no intention to move away from Setley, which will remain the main venue for Scale activities, but points out the value of this alternative when the Sailing Section have a full-day event at Setley, as well as its convenience for a number of members living in the vicinity of the new lake.

Committee Member Alan Ford has volunteered to act as a liaison link in buying and selling - that is without ANY involvement in prices or haggling - so, if you are in the market, on either side, keep in touch with Alan. Obviously, there will be no charge made by the Club.

Final comment from your (temporary) Editor.. (arrangements are being made for the Annual Dinner, and a possible Winter evening get together somewhere, possibly for a (sailing) video show, sailing/racing discussion and general social evening: details later).. who will now make a 'harbour stow' and sign off.....