

## Enterprise Fleet News

Best wishes for 2009 to all Enterprise sailors – and to everyone else in BCYC, too. Perhaps if we shut our ears and eyes to those who are handsomely paid to tell us how bad it's going to be and also to those who, unconvincingly, tell us how they might be able to make it better, we can look forward to our sailing and, please, to a much better summer than we've had this past two years.

Here we are in the depths of winter when even climbing into your drysuit in the comparative warmth of the changing room seems like a penance, never mind the possibility of ending up in the water. These past couple of weeks I've wondered how on earth the waterfowl on the lake can bear it.

Before we look forward to something warmer, let's come up to date with what happened in 2008.

We held our own series over the 23 Wednesday evening races between April 2 and September 3. The idea was to encourage as many Ent sailors as possible to sail often by basing the competition across all the evenings rather than on the basis of discarding the bad ones. This way, the more often you turned up and raced, the better your chance of ending at or near the top of the ladder. Across the series, the average number finishing was 6, which is not bad. On occasions it was as many as 9; on one truly awful evening at the end of April only 3 sailed and not one stayed the course. Dave Wiggins made three very attractive trophies out of glass and wire. These are now the property of the club although the fleet sailors made a contribution towards Dave's costs. Steve Higgs won the premier trophy, having sailed all but 4 of the weekly races and winning 9 of them. Rachel Hamilton was second and Bryan Smith, third.

At Staunton Harold in May, Alice Allen and Andy (Sharky) Massey were 9<sup>th</sup> at the Masters' National. Johnny Allen and daughter Libby came 25<sup>th</sup>.

In our own local Severnside Area we have the Dragon Series, which in 2008 extended over 8 races. Ian Wakeling came 3<sup>rd</sup> overall and Rachel Hamilton 6<sup>th</sup>. She collected the silver cup for the highest placed newcomer to the series.

Enough of the past. This coming season:

- The Nationals Brixham, Aug 1 – 7
- The Masters Ogston (NE Area) Apr 25-26
- The Inlands Pennine (NE Area) Jun 27-28

Our Severnside Areas and the Dragon Series dates have yet to be finalised, although we know that the Series will include the Open event at Barnt Green near Bromsgrove, Worcs. On May 10<sup>th</sup>. This is a new venue, technically in the Midland Area, which we have had to include because the number of venues in the Severnside Area has reduced so significantly in recent years.

Our own Open will be held on Saturday April 18<sup>th</sup>. (3 races starting at 11am) and we are responsible for manning the Solo and Laser Open on Saturday April 25<sup>th</sup>.

For the Wednesday evening races this year we shall again compete for the three trophies as we did in 2008. I propose, though, that this year we should award them based on three-quarters of the races to count. If there are 23 races scheduled, then we count the result for 17 races and allow 6, presumably the worst 6, including DNC, to be discarded. The premier trophy goes to the overall winner but this year we would divide the competitors into Gold, Silver and Bronze divisions and award one trophy to each of the highest Silver and Bronze sailors. Last year we had 14 helms and various crews competing. We will probably have to separate them for this year into 3 groups based rather on their position in 2008 than on their actual sailing skill in general. I'd welcome any views on this from sailors.

It's difficult to encourage more Ent sailors to take part in these Wednesday evening races. Firstly, since the adult sail training moved away from using Enterprises, there are effectively no new sailors coming through. Secondly, there are many boats in the Enterprise shed that never see the light of day and that may be because there's a view that the races are always won by 'the usual suspects' and that therefore it's all a bit pointless.

So, if there's enough interest, I'd like to suggest that we have a Wednesday afternoon race training session in April – preferably early in the month – so that people with an Enterprise are encouraged to use it in the Wednesday evening races, if not on other sailing days as well.

Ian Wakeling is a qualified instructor and has told me that if there is enough interest, he's willing to take a Wednesday afternoon off work to teach the rest of us. If you can make it on a Wednesday in April between say, 2-2.30 and 5-6 with a race at 7, please let me know, with possible dates, and we'll try to organize it. (Alwhammy@talktalk.net)

Finally, 'flying jibsticks'. Nothing has been decided yet at National level, so these are still sanctioned for club racing but not for National events. I include Bryan Smith's notes on rigging one of these.

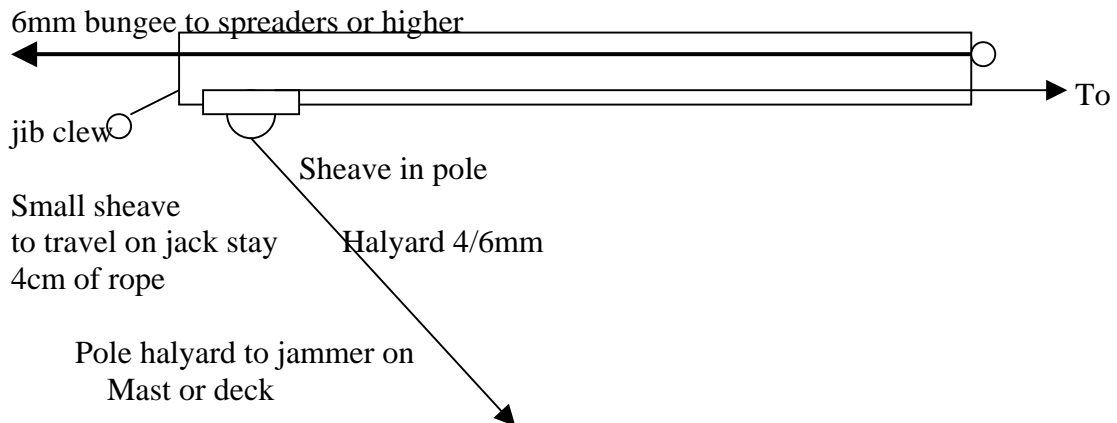
Alan Hamilton  
January 7<sup>th</sup>. 2009

## Enterprise Flyaway Jib Pole Basic Info.

Rig 5/6mm jack stay for the pole to travel up/down the mast. Fittings needed at heel & spreader, with a tensioning system.

Modify pole. Remove end fittings, replace with plain caps each with two 7mm holes thro'. Length of pole 1.5 to 1.8 m extend, or buy new pole.

Cut out rectangular slot in pole for sheave



In action, pulling on pole halyard pulls pole initially down to the jib clew against the bungee, and then pulls pole further down the jackstay, forcing the jib out from the mast.

A combination of adjusting the jib sheet and the pole halyard alters the angle of the jib, and the angle of the pole gives downhaul to the clew; see photos

