

ONE DESIGN FLEET AT WEST MERSEA

A meeting to discuss development of a One Design racing fleet at West Mersea. To be held at West Mersea Yacht Club on Tuesday 14th June at 8pm.

BRIEFING NOTES

Class Shortlist:

Sonata
Squib
707
Projection 762
J80

Agenda:

1. Presentation of data on each boat on the shortlist. Either by a member of the Sailing Committee, local owner, or class representative.
2. General discussion from the floor to establish the requirements and priorities of potential owners. This will include the chance to Q&A the "Class Advocates" on specific details of the boat they represent.
3. Vote to nominate preferred class. Note the vote will be simply to establish the preference of the owners present, and will not create any responsibility on the WMYC or any other body to support the fleet. However, it will give the WMYC Sailing Committee a mandate to pursue such support through the appropriate channels and hopefully give you, the potential owners, the confidence to go out, buy the boat, and establish the fleet.

SONATA



This from Mike Allpress:

In favour: - Already local core of boats,
Active association with regional and national class events
Bulletin board claims £1000 pa on costs not including mooring

No. of boats for sale and price range,
Boats & outboards.co.uk 5 boats £4995 - £6500
Sonata class web site, 9 boats £4400 - £7995
'Sun local' web site 7 boats £4000 - £6500
Google brings up more than 20 boats, some are the same as in above sites, some may be sold.

Sails costs:

Goatcher £2100 + VAT Main, Genoa & Spinnaker.
Hyde Main £764, Genoa £799, Spi £688 Total £2251 inc VAT

Insurance, £130. racing spares (£1000) £100 excess. (Nautical insurance of Southend)

Mooring cost deep mooring needed. wm marine £850 for summer season,
Peter Clark £ 550
Club £650

Plus handling costs & winter storage unless trailer available.

Numbers at last 2 nationals,
2008 (17) 2007 (14)

Number of crew, 3 / 4

Accommodation, 4

Mike Allpress
30/06/09



NATIONAL SQUIB



PLEASE SEE NICK GLANVILL'S APPENDED REPORT ON THE "SMALL BOAT OPTION" FOR FURTHER INFO ON THE SQUIB

The National Squib – the name indicating that it is an RYA national keelboat – has one of the largest National Championship fleets of any class and indeed can fairly claim to be one of the top two person racing boats, dinghy or keelboat, in the UK. There were 109 Squibs entered in the 40th Anniversary events in 2008 and 97 Squibs racing at the 2007 Nationals, the champions then being Mike and Penny Fenwick from Weymouth Sailing Club. Ladies play a major part in Squib life. At the 2007 Nationals, first two boats were crewed by ladies as were 5 of the first 8. The youngest competitor is 14 and the oldest ... well the combined age of one crew was more than 10 times that. Fleets are found in Scotland, Northern Ireland, Eire, North Wales, Lancashire, Yorkshire, Humberside, Suffolk, Kent, Sussex, IOW, Dorset and Devon. A brand new Squib, including sails and trailer, is around £16,000 and club boats can be picked up for under £3,000. *Author: David West*

HUNTER 707



Formerly voted 'yacht of the year' the Hunter 707 is raced with a maximum of five crew, and carries a conventional spinnaker. The 707 fleets healthy mix of male, female, young and old are famously sociable and welcoming. The class optimise every opportunity to socialise at all events in the racing calendar, and it doesn't stop there, as there are monthly regular gatherings in London, Hampshire and Yorkshire

The following information was sourced by Kay Hayden:

707 (David Thomas design) 1995 (Rating 928)

Class Association Page: www.sail707.com

Length 23' (7.1m) Beam 8'2"

Draft (1.5m) approx 5'

4 berths

Sails (Elvestrom Sobstad) for class racing

Approx price:

Mainsail £899 + VAT

(probably last 3-4 seasons)

Jib £399 + VAT

(couple of seasons)

Spinnaker (conventional) £845 + VAT

Usually race with 4/5 crew

Maintenance very easy

Sharing is a good option

Second hand I found 4 or 5 on the market at present ranging between £4500 - £8000 but on average around £5000.



At present around 17 based and racing regularly at Burnham –

The following information was provided by the Class Association rep, Philip Bennett:

Length overall (LOA) of 23'3" and beam of 8'2"

Crew 3/4/5.

Fractional single spreader Z spars rig, and conventional spinnaker allowing better tactical racing in tidal conditions and allows the boat to race more competitively in the handicap scene.

Upwind speeds are typically 5½ kts and regular downwind speeds exceeding 12 to 14 kts are sometimes surpassed by memorable sleigh rides clocking 16kts plus.

Designed in 1995 by David Thomas and built by Hunter Boats.

The healthy Class Association adds to the 'total scene' - excellent racing and loads of fun off the water. Notably sociable, it has created a superbly friendly atmosphere which is shared from fleet to fleet across the UK. With sheet and other loadings less high than larger heavier boats, the boat is well suited to mixed-sex crews.

Fleets large enough to support regular class racing are well established on The Forth, Crouch, Hamble and in Scarborough.

In favour:

Value for money.

Growing East Coast Fleets (some nearby).

Active Association with regional and national events.

For Sale:

Total on internet 4. Range from £4995 to £6995

Web site 3. Range from £4500 to £8500

www.sail707.com

At the end of season more S Coast boats will come on the market.

Sale Costs:

Elvstrom - £2000 for Main, Jib and Spinnaker (plus VAT)

Insurance: £200

Moorings: As Sonata

Numbers at Nationals: 2007 Burnham on Crouch **25**; 2008 Weymouth 13; 2009 Cowes - So far 13 (25th July)



PROJECTION 762

This from Seamus Clifford

Simon,

I have looked into the Projection 762 in contemplation of Tuesday's meeting.

To be honest, the more I have read, the more I have formed the view that it is not an appropriate boat for what we are seeking to achieve. Notwithstanding my thoughts, the general stats are as follows:

L.O.A.	25'	7.62m
L.W.L	22 '9"	6.93m
BEAM	8'6"	2.60m
DRAFT	5 '6"	1.67m
DISPLACEMENT	2860 lbs	1300 kgs
BALLAST	12 10 lbs	550 kgs
I	30'0"	9.145m
J	8' 6"	2.60m
P	30'8"	9.35 m
E	11'11"	3.64 m

I understand that there have been approximately thirty Projections built over the years. Most have been similarly fitted out, but I don't think the designer or the original owners ever really considered that they should adopt strict one design rules for the boat. It seems that one of the attractions of the class in the early days was that owners could experiment under CHS and latterly IRC, and play with their ratings. There are at least two keel forms, three lengths of Spinnaker pole, asymmetric and symmetric kites, a variety of sail cloths for the very variable "white" sail wardrobe and all of this is before you even look into the hull fit outs, forward bunks/buoyancy compartments, or open hull fwd of the mast and deck hardware "improvements" over the years.

The general feeling amongst the class from what I have read seems to be that to try now to steer the Projection fleet into a one design straight jacket is like closing the stable door after the horse has bolted.

I have located the following table in a yachts and yachting forum page which shows last year's IRC ratings for the Projections which seem to be racing (obviously, these figures may now have changed):

Boat Name	Sail No	Cert No	Valid	ITCC	TCC	NCrew	Hull Fac	DLR	LOA	Beam	Draft
THE BIG PURPLE	GBR7627614	26/03/	0.966	0.948	5	10.5	152.567	612.59	1.68		
ZULU	GBR7628166	12/03/	0.970	0.950	5	10.5	148.377	612.59	1.68		
CRUMPET	GBR7628407	22/01/	0.970	0.955	5	10.5	152.747	612.59	1.68		
SOLARIZED	GBR76215976	12/05/	0.976	0.955	5	10.5	148.377	612.59	1.68		
PROPER JOB	GBR7628460	27/03/	0.966	0.953	5	10.5	152.477	612.59	1.68		
GUN RUNNER	GBR7629271	01/07/	0.975	0.958	5	10.5	149.027	612.59	1.68		
LONGSHOT	GBR7629421	19/03/	0.969	0.955	5	10.5	152.567	612.59	1.68		
UPSTART	GBR7629532	14/03/	0.972	0.955	5	10.5	149.047	612.59	1.68		
PINK FIZZ	GBR76212221	24/07/	0.967	0.950	5	10.5	151.9	7.612.59	1.68		
RADIO STAR	GBR7629832	29/04/	0.972	0.958	5	10.5	149.217	612.59	1.68		
BANANAMAN	GBR7629798	06/06/	0.969	0.950	5	10.5	150.057	612.59	1.68		
THE WORKS	GBR76215566	29/04/	0.976	0.963	5	10.8	143.727	612.59	1.67		

In terms of price, the two most recent ones for sale that I could find were on the market for £9,950 and £12,000 respectively (each fully kitted out). There are very few second hand boats available. Unfortunately, I haven't been able to find any prices online for the sails (and I have run out of time to call the lofts). However, it seems that Quantum, Goacher and Hyde all build them.

The two main fleet concentrations have historically been in Kent (Medway) and Cornwall but there is no class association. The owners of Proper Job which is now being raced out of Burnham are doing their best to generate interest within the class by virtue of the Yachts and Yachting online forum which now has a dedicated Projection page.

I hope that this helps.

Seamus

J80

The following from Simon Jacklin:



Our decision to buy a J80 was based on the following factors (in no particular order)

1. It has been adopted by the RYA as their training boat for sports boat racing.
2. Build quality is good.
3. It is possible to pick up a competitive J80 for between £20 - £25k. I am not sure whether this is considered expensive or not but generally cheaper than a second hand Sigma.
4. They hold their second-hand value. Generally speaking there are only one or two on the market at any one time.
5. When we visited the boat show we heard Paul Gosling had just bought one. We would therefore not be the only J80 at Mersea.
6. They can be raced with 3-4 people. There is a crew weight limit of 380kg.
7. Class rules allow only one set of sails to be bought per season
6. They have a massive cockpit which is useful when cruising or racing with young families.
7. Everything is led back to the cockpit. The sheet loads are manageable by teenagers and females.
8. They can hit 19.6 knots on a windy day! See You Tube.
9. They are an international class. Around 70 boats at the Worlds in Spain this year. Around 30 at the Nationals and J Cup which is a regatta held every year sponsored by J boats
10. There is an active and friendly Class Association.
- 11 They have a category B rating and can therefore be raced offshore.



Having just got the boat and with a scratch crew we are still finding out how the boat ticks. What we have found is that the boat is very forgiving. We would have no qualms about sailing her in a breeze now with our young crew. We also know there is a lot to learn about making her go fast where the slightest adjustment can make all the difference to boat speed. This combined with a monster asymmetric spinnaker makes for a lot of fun.

In conclusion the boat has far exceeded our expectations and is definitely the right boat for a couple of middle aged fat blokes with youngish kids like us. It may not be everybody's cup of tea but at the end of the day a compromise will need to be reached over price, performance and utility.

I wish you luck in managing the various disparate views you will undoubtedly receive on this subject. I will try and come along on the 15th. Sounds like it will be an interesting debate!

Regards Simon Jacklin

A one-design class for West Mersea?

Considerations, issues and solutions

Nick Glanvill - July 2009

Objectives

- Big fleet up and running for 2010 season – i.e. 15-20 plus racing regularly and potentially more
- Needs to exist without killing off IRC racing
- Needs to be utilise short supply of available mooring facilities (piles?)
- Inexpensive enough to be in reach of anyone who wants to get involved
- Joint Club – DSC and WMYC – semi sponsorship for youth sailing (2 boats per club?)

Considerations

- Needs to be “wet sailed”
- Needs small crew to allow for maximum number of boats drawing on limited crew pool
- Needs to be inexpensive enough to buy and maintain as a “second boat” for some or an only boat for others
- Needs to be within financial reach of most people
- Needs to either stand alone (eg MFOBS) or be a *fleet within a fleet* (eg Sonata, Cork 1720)

Issues

- If sailed as a *fleet within a fleet* then it needs to be competitive under IRC.
- Free moorings will be a problem – therefore something that can sit on the piles (where a block booking deal could potentially be done) would make sense.
- If sailed as a separate fleet (eg MFOBs at WM or Elites at Burnham) then space will have to be found in the programme.

Proposed direction

- A separate class to IRC with its own programme of races on Saturday afternoons and/or an evening in the Summer
- A boat that can be sailed with 2 or 3 crew of variable quality and experience
- A boat that can be bought for under £2,000 and sailed on a budget (cheap sails, spares etc)
- A boat that can be moored and rafted on the piles
- A boat that can be self-launched and self-

Potential solution

Squib

- Previous good WM history
- Easy and safe to sail
- Two-three crew
- Easy to moor on piles in rafts
- Easy to tow, launch and store

If cheap entry level and low running costs are critical to getting to big numbers quickly then the Squib just might be the answer! Its not quick – but there's lots of them!!

Squib facts

- 80-100 boats at the Nationals
- Latest sail number is around 850
- Boat costs: range from £1,850 for a fixer-upper to £16,500 for a new one.
Competitive race-ready boats are £3,500-£7,500. Nine boats for sale on the Class website currently.
- Sail costs: main £550, jib £340, kite £360
- Potentially no launch or storage costs