

PRATT Racing 2008

YES its back! Even bigger and better than last year. Does the fitter, younger, smarter, richer, BETTER sailor always win ah I thought so, its just so annoying. Why cant I 'not' practice and be just average but still win the odd race? Well now's your chance with Pratt 2008.

With PRATT racing everyone has their moment of glory. PRATT racing is guaranteed to increase your enjoyment, swell the size of your ego and make you irresistible to the opposite sex, or I'll eat my hat. (or is that drop my hat?)

Basically it's a personal handicap system that runs alongside the Wednesday series, But its more than that, it's a shot in the arm for your sailing, its FUN.

PRATT or (Personal Rating Against Time Taken) Racing works like this-

We use Lasers as there are plenty about cheap! (or not so cheap)

Before the series starts each potential entrant is given a PRATT number.

This is done by the Prattmeister and Pratt committee who assign a personal handicap time allowance or penalty to everyone in the fleet depending on the following:

You can/cant sail a Laser

You usually win/lose your Laser races

Age/Fitness

Any other criteria we decide to implement. (e.g bad hair)

Before the first race the sailors have the right of appeal against their rating but it is agreed that if you appeal you are taking it too seriously and all requests will be denied.

e.g. Harry hot shot has a new boat is blooming good and always wins = plus 5
Bloggs has a rubbish old boat, smelly wet suit and is always last = minus 5
Somewhere in the middle is Joe Average who of course = 0

and so on.

After the first race Harry has 5 minutes added to his elapsed time,

Billy has 5 minutes taken off his elapsed time and Joe keeps his time etc etc.

If you have different rigs sailing e.g. Laser radial then the Pratt numbers are used on the corrected times it doesn't really matter.

You now have Pratt amended results and can adjust the finishing order.

Points will be awarded depending on your position in the amended results and the number of Lasers taking part in that race

e.g.

1st place in a fleet of 10 Lasers = 10 points

2nd place in a fleet of 10 Lasers = 9 points

3rd place in a fleet of 10 Lasers = 8 points etc etc etc

No points for retirement or non starters (harsh)

These points will accumulate on the Pratt scoreboard to give an eventual winner for the series.

Depending on your result in the amended results for each race you have your Pratt rating adjusted for the next race in the series.

1st, 2nd, or 3rd place means you incur an extra minute penalty next time.

Last, 2nd from last or 3rd from last gains you a minutes allowance next time.

So this is the strength of the idea, we encourage mediocrity and penalise success, how very British.

The results are worked out in front of everyone at the bar, to make an event of the results themselves this can be as much fun as the racing.

Cheering when the underdog wins then booing when his Pratt rating climbs for the next race.

There are a good number of discards in the series as not many people can make all the races and this makes the final result to be uncertain until as late as possible.

If it sounds complicated, don't worry just turn up and sail and the rest will happen like magic!

Now for the 'chaos' factor we make the series leader race wearing a bright pink lycra top. Unfortunately Rooster didn't have an extra large in bright pink (funny that) so we had to make do with a medium and force it on the first unlucky leader. Being on the larger side we were grateful to Mark who stretched it for us although it made breathing tricky.

In time this top will become a much valued trophy, and be a just reward for your efforts on the race course, much like the Tour de France yellow jersey it will be a clear signal to the throngs of spectators that you are a highly tuned athlete and are sailing on the very edge of perfection. Until then you will just look a Pratt.

The final piece of the jigsaw is the one that really stirs the sailors up! Everyone has a Joker they can play only once during the series which doubles their Pratt points for that race!!! To play your Joker you must mark a J alongside your name on the signing on sheet before you go afloat.

Do you wait for your ideal conditions or take a gamble on a race with a lot of entries???

Best Joker enhanced score last year was 24 points and worst was 4 points.

With 'jungle' rules in force rig changing is allowed and Radial rigs were often used on windy days in an effort to

work the system. Much "Micky" taking resulted and these became know as whoopsy rigs and a W was marked on the results to show all the shame.

One very bright multicoloured Radial was used by the Club Commodore and on those days he became known as 'Susan'.

Peter Gray became known as the handicap bandit as he went from hero to zero

depending on the strength of the wind with his Pratt number shooting up and down. Between races the club forum explodes with posts about the racing everyone keen to tell their story and predict the result of the next race.

Last year second hand Lasers became as rare as rocking horse poo as people joined in, the older and more smeggy the better and the more the respect when they ended up winning.

New replica sails appeared as the need for cheap speed became clear. The pink top was worn by 5 different sailors each claiming the honour of taking it home wet and explaining it to their other half....

The series will round off with a prize giving on the last night with prizes for the top 10 but remembering the Pratt idea of "we encourage mediocrity and penalise success" last year the best prize went to 10th place and so on down to the winner who despite being declared the 'Utter Pratt' won only a screwdriver.

The tension is building here as we prepare for this seasons Prating. More prizes are planned, a new magnetic scoreboard with photos of each sailor is being built and a few boat upgrades are underway.

Give it a go we are a friendly lot and novices are positive discriminated against combined with the Wednesday evening Supper and a few drinks it makes a great evening.

The first race is in May so get yourself a Laser pronto!

Gary Smith (Prattmeister)?

Special Offer
Powerboat level 2
April 19th and 26th
Only £30 Save £35

Only available to club members. Limited spaces.
For more information and to book contact John on 07776 304855

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Eastbourne Sovereign Sailing Club Newsletter Spring 2008

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Greetings from Japan

Dear, Eastbourne sailing club members

Last year was really remarkable year for us as members of ESSC and also experienced sailing in RS800 UK National Championship! Our dream came true. In fact, we dearly love Eastbourne and are planning to go there at the end of April.

Looking forward to seeing all of you again. In the meantime, we would like to introduce our sailing activity in Japan. Here is a note from owner of our sailing club.

From Hidetoshi and Kaz

We, Hayama Sailing College, offer a fun way to meet people and also to enjoy the sport of sailing. We have approximately 100 members in our club and this includes variety of people like serious sailors who challenge world sailing events or fun sailors who purely enjoy sailing itself etc. Some members own their boats, but we also have 25 club boats, including single hander, double hand boat and a cruising yacht, that can be shared within the members. This makes each member easier to choose the best boat that perfectly meets their needs at each occasion.

We also go out for day sailing, hold club championship throughout year and other sailing events.

Because we really would like to promote sailing

as splendid sport and leisure, we had exported various boats like RS boats and hobby cat which are not popular in Japan yet.

In Japan, majority of people start sailing in their middle age and we provide various classes for beginner, intermediary, and advanced as per RYA curriculums throughout the year.

Currently we have some foreign members and visitors from time to time. If any of you have a plan to visit Japan, please stop by our club.

Our club is located at Morito beach in Hayama where is known as beautiful sun setting place with a view of Mt. Fuji. There is an Emperor's mansion nearby. It is easily accessible from Tokyo Metropolitan area within 1 hour.

Try sailing in a beautiful and convenient location.



Eastbourne Sovereign Sailing Club 2008 Committees

Executive Committee

Commodore	Mick Whitmore
Vice Commodore	Gary Smith
Rear Commodore	Brett Emery
General Secretary	Peter Gray
Treasurer	Mark Fryer
Member	John Banfield
Member	Norman Elster

Sailing Committee

Vice Commodore	Gary Smith
Sailing Secretary	James Trott
Ass Sailing Secretary	Ricky Whitmore
Training Officer	Harry Longworth
Boatswain	Kevin Wallis/Nick Hart/Brian Stephenson
Boatswain (Sail Training)	Norman Elster
Rota Officer	Sarah Smith
Results	Nick Jerkins

Beach Master

Trophy	Dave Pike
Junior Rep	Vacant
Board Rep	Alex Emberley
Multi-hull Captain	Vacant
Laser Class Captain	Vacant

Co-Opted to Executive Committee

President	Roy Williamson
Vice President	Royce Hipgrave
Vice President	Mick Harker
Sailing Secretary	James Trott
Membership Secretary	Graham Tomlin & Peter Dives

Bar Sub Committee

Bar Secretary	Mark Smith
Member	Allyson Ody
Member	Helen Suttie

House Committee

Rear Commodore	Brett Emery
Bar Secretary	Mark Smith
House Secretary	Alex Koukourakis
Social Secretary	Liz Tomlin & Lynn Whitmore

House Sub Committee

House Secretary	Alex Koukourakis
Member	Dave Vercoe
Member	Vacant
Member	Vacant

Social Sub Committee

Social Secretary	Liz Tomlin & Lynn Whitmore
Member	Jacky Thomas
Member	Diane Hart

Eastbourne Sovereign Sailing Club

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March 16 kick off – be there!

Hello everyone, I hope I find you all well and ready for the start of the new sailing season that kicks off on the 16th March.

This year promises to be a great year, we have a couple of Open meetings, one for the RS Fleet and one for the Catamarans, we are also hosting the Federation Race, this will be a busy day with lots of people and boats hopefully, if you have never competed at an open meeting this will be your opportunity to start, this is an inter club team race, not too Competitive, all like minded club sailors like yourself. Its good fun and the more people we have sailing for our team the better are chances of getting the trophy back at Eastbourne.

I hope you enjoy reading this issue of Force 8. The next issue we will be sending electronically to all of you who have email capability, it is therefore important that if you do not have email that you let us know so that you can still receive a copy through the post. A limited number of copies will be available for prospective new members and some available in the clubhouse. Why are we changing? Simply the cost factor of producing the newsletter in its present form.

If you do not have email, please give me a ring on 01323 640936 and let me know, if you do have email, make sure we have your email address to send it to.

So what's been happening during the winter months, the safety boats have been ashore and the winter work carried out, Seahorse will by now have the new electronic wind speed/direction equipment installed and hopefully a new window to replace the one smashed by a teenager wandering after twilight (TWAT) Engines serviced and new antifouling.

The House committee have been busy odd jobbing around the place, the sailing committee have been planning for a great year on the water and the social committee have been meeting regularly in the pub to ensure we have a good social year, please try



and support all of the events planned. My sincere thanks to all who have been working on behalf of the club.

Some of you I know have been busy doing other things, like all of those odd jobs around the house you put off all summer, some have been skiing, including our own action man Dave Vercoe, I can imagine what Dave is like on the piste, I know most you can too!

Some of us have been winter sailing at Bough Beech near Edenbridge, a small lake really, the Eastbourne Sovereign crowd have represented the club well and are regularly in the top placings, the Musto skiffs of Andy and Alex are unstoppable.

My new RS800 has had a few good workouts; we finally feel we are getting to grips with it, and Peter has been going very well in the Contender as usual, he knows Bough Beech well having sailed there many years ago. Mick Harker has been Laser sailing and doing well, is this in preparation for the Pratt racing? Rumour has it that one of our well known Cat sailors has bought a Contender, at last, one of them has seen the light!

Things I have missed most during the winter. Well obviously the warm weather, sitting out on the patio with a cool beer after sailing, one of Liz and Lynn's full cooked breakfast, ranch pasties, sailing on the sea, clear steady wind and Vercoe's jokes!

I can't wait for it all to start again.

See you all soon.

Mick Whitmore. Commodore.

The Editor's Bit



It was a bright December day and most of you guys were out enjoying the sailing, looking forward to a hot

shower and the Christmas buffet, I didn't have any breakfast, in anticipation of the fine fayre, I also cycled down to the sailing club looking forward to a few pints! As the boats came in one by one I helped on the winch then ambled to my Dart making ready for Winter storage, then all of a sudden my back went and I couldn't get up!

Luckily my Daughter arrived and whisked me to A & E.

My Christmas buffet consisted of 2 bags of crisps and a mars bar, no alcohol!

Just goes to show 'best made plans' and all that, but hey, the D and G is awesome! I had to wait 4 hours but the professional care is fantastic – lets not lose it.

My back is ok now and looking forward to a season of abuse on my Dart, oh well its definitely worth it {at least I'm not hiking out}.

The downside is that a season of ranch pasties will take their toll, so I must keep gymming and swimming.

The moral of this story is –

Keep fit and trim – Do all you can to keep our D&G – Only one ranch pastie per person per day – sorry ladies!

Oh, by the way it's now Force 8 – 2008 and all that!

Brian

Are you emailed up?

In the last few days (as I write this) there have been gales and snow so it must be nearly time to start sailing again. January is always a busy month for the Membership Secretary with so many renewals falling due during the month. This year there has been a record response. Of the 60 renewals that were sent out 56 renewals were completed within the month. The discount for prompt renewal really seems to concentrate the minds!

New members are always welcome at the club. Every year between 15% and 20% of members decide not to renew their membership. Some move away, others decide to hang up their wet suit and stop sailing and others just find that the pressures of work and home squeeze out sailing and so the Academy Scheme was devised to attract new members. This is a package that includes both membership and sail training and access to the club's dinghies and has proved popular and brings new blood into the club. We now have a many members who started through the Academy Scheme and now play a full part in the life of the club. If you know anyone who might enjoy this just bring them along to the club and someone will take them out for a trial sail. Alternatively they can join as one of the classes of sailing membership if they can already sail or want to start by crewing for someone. The more members we have the fewer duties all of us have to do! There must be someone you can you introduce? Remember, we need to recruit between 15% and 20% new members each year just to maintain the current membership.

Many members say that they find it more convenient to pay their subs through the internet and so in future the clubs bank details will be included on all renewals. Currently the

details are only on individual and family memberships because these can be paid by standing order. If you do pay this way please let me know and confirm the amount so that Mark can identify the payment on our account and I don't end up sending you a reminder!

Currently only one third of members have given an e mail address that we can use to contact them, yet at the boat owners meeting, on a show of hands, there was only one person who did not have an email account. E mail is such an effective system for "keeping in touch" particularly with members that may not be able get down to the club regularly, enabling us to send out information on forthcoming social and sailing events without incurring the expense of stationary and postage. This year the aim is to capture the e mail address of all members are happy to receive information in this form. A note will be included with future renewals but this will take a while to work through and so if you have an e mail address on which you are happy to receive club information which you have not yet let me have, or you are not sure if you have, or have recently changed or just want to say hello please e mail me on peter_dives@sky.com and I will update your record. If you do not have an e mail address don't worry, you will still get the information either by snail mail or by someone ringing around.

This year we already have two new members: Paul Lacey and Paul Drezinski both of whom were bought sailing membership as Christmas presents. Chris Hone is rejoining as an individual member after a year away sailing yachts. A extend warm welcome to the new members and welcome back to Chris.

Peter Dives

Ramblings from the rear



Well here I am again this time as your Rear Commodore! I started as a galley slave, then climbed the heights of Commodore, then started slipping down the ladder (must be the ageing process) and was the

General Secretary (had the most power vibes ever! No wonder Peter Gray always has a smile!) and now your 'Rear'! Hmm! So what are my responsibilities this time. Basically I need to ensure the clubhouse and outhouses remain in good order. I also need to support both the Bar and House teams. Simple, let them get on with it is what I say.

I have taken a tour around the place looking all very officious with my clipboard and scribbling furiously and taking photographs. The upshot is that the fabric of all dwellings are basically in good order with just a few minor repairs needing to be undertaken. These repairs are already under way as I write this and thanks go to John Delauney and Rob Atkinson and Dave Vercoe for getting on with it. Unfortunately some of the shingle has been used against the patio doors

and the Bridge over the last couple of years and it is now time to replace the glass. The Bridge had also been earmarked for a complete glazing refit in 2006 and it has been decided to undertake both the Bridge and patio glazing replacement this year. Hopefully all work would have been completed before the season begins. Paul Bodker has won this contract and our thanks to him for offering the Club very favourable rates. The carpet is rapidly coming to its end. It has served us very well for the last 14 odd years. It is hoped to replace it with the same fabric namely Flotex. Unfortunately in places there has been ingress of water between some of the joints and cigarette burns which might mean extra costs to replace any boarding underneath. As you can imagine this project will not be cheap and the Executive are grappling with deciding whether it gets changed this year or next. I'll be handing out carpet slippers to be used on the new carpet when it arrives!! There is one other project that will require attention and that is the extraction of heat from the galley. Anyone who has been in there when Liz and Lynn are cooking there now famous Ranch Pasties will vouch for the oppressive heat. What is required is a commercial heat extraction unit

which unfortunately comes at a cost. I have started the investigation and we'll just have to see what might be a viable and cost effective way forward.

The Bar team hit the ground running having to undertake the first private party. Didn't they do well!

Thanks to Terri and Phil and for Mark (the previous Bar Secretary) for an excellent handover. I must not forget to also thank that suave and dashing couple we all know as Dave and Carole for also being part of the team.

The clubroom can be hired out for events whether it be for a party, a meeting or even a 'tiddlywinks' club get together. So, if either you or your friends wish to take advantage of this, never forgetting that the Bar prices are well below outside establishments, simply have a word with Terri Agnew the Bar Secretary.

I have rambled on long enough, yes I hear you say "typical", but before I close please don't forget to assist the team in keeping the place tidy so that potential new members can see what they might be joining, but also do return dirty crockery to the galley and glasses to the Bar.

Here is hoping for a season of good winds, plenty of sun and nice warm evenings for sitting out relaxing and enjoying the odd barbecue.

Graham

Sailing programme 2008

From the secretaries desk

What am I going to do with myself while there's no sailing? Should I commute to Bough Beech? That seems like a lot of effort to sail on a pond which will probably be frozen when I get there, so I don't think I'll bother. Not that I'm really short of things to do though. There's still plenty of secretary's stuff to do and my boats would appreciate some attention.

I go down to the clubhouse about twice a week to check the post and phone or other jobs, and yes, it is cold and damp down there with the heating off. Sometimes it provides a bit of entertainment though, as when I had to go and collect the cash from the purchaser of Dolphin's old outboard, and got a free master class in how to sell an outboard – strip it down so that when the buyer arrives he doesn't find a smoothly running engine to admire, but instead finds you surrounded by bits of it. Remarkably, instead of running a mile, probably only because he'd come from Newcastle, he stayed while it was reassembled. And when it, thankfully, purred into life on the first attempt he paid the full sum agreed, in the form of a very satisfactory wad of banknotes – unfortunately not quite enough for me to emigrate to the warmth of southern Spain! Of course, all of that required a further 4 hours standing around in the cold and damp – but then it's all good training for the sailing season, I suppose.

At other times I get emails from executive members trying to keep me on my toes by asking questions like "do our club boats need to comply with MGN 280 if we train non members?" If you tried reading MGN 280 (Maritime & Coastguard Agency: "Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards") you would, I hope, understand why I sweated a little over that one, but I wouldn't suggest you bother; it's designed to be unintelligible to mortals and for reading only by lawyers. In the end I gave up and rang the RYA, and after a few false starts managed to get a simple and satisfactory answer even I could understand – no!

Then there are my boats to look after. There's the slot gasket on my Contender to check out, and replace. The first stage of that involves lying under it, in the cold and damp, naturally, to check and measure the gasket and provides a good opportunity for my keys to fall out of my pocket and hide in the long grass where they stayed for a couple of weeks before I managed to find them again.

Of course the real benefit of having boats to look after is that it provides ample opportunity and excuse for a bit of post Christmas consumption! So far I've ordered a new, Ikea (or perhaps more accurately Meccano) style flat packed combi-trailer for the Contender, and having discovered that Gary Smith, the Pratt Meister himself, has upgraded his Laser over the winter I've found the perfect excuse to join in the arms race and have bought an upgrade for myself. Not that I'm taking Wednesday evenings seriously, of course! And to prove that I've decided against polishing the bottom of my Laser this year, that really would be going too far, wouldn't it? And any saving in work involved is, of course, purely coincidental.

So I'm managing to occupy myself, though it's still cold and damp! But I think I have the solution - I've booked a few days in Nice at the end of February - a bit of sun and warmth and no missed sailing. Sorted! And that leaves a bit of time to contemplate the most important question for the coming season, will there be fridge cake?

Peter Gray