

YACHTING

It's all One Metres this time,
plus a Diary from France by
MIKE KEMP

It took four or five days of waiting and negotiating at frontier post before Romanian skipper Ion Ungureanu was able to launch his One Metre. He had the chance of four races on the final day, that's dedication for you.

Friday the 1st July saw the opening of proceedings leading to the crowning of the first world champion in the One Metre class. At such high level events it is usual to completely check that competing yachts comply with the governing rules, this necessary ritual started for many during a hot and sticky day while others were making their way into the heart of the Vendee region of France. For my family and me Friday was rather hot and noisy while we drove, windows open, through Normandy and bits of Brittany for some 240 miles to arrive in a strange place which was to become home for a week. What follows is a sort of diary report of the first IYRU-MYRD World Championship for the One Metre class.



small YACHTS

Saturday evening

A grand inauguration of the new and impressive club house is combined with the opening ceremony of the World Championship. Various local dignitaries came and made their speeches, preceded by a group of local folk musicians and dancers.

Following this the teams are introduced on stage and team representative introduces their associates. Andrea Chisholm from New Zealand is chided afterwards for not being verbose enough while certain team 'leaders' have trouble remembering, (John Cleave), or even knowing, (Remi Bres), who all their team members are: shouldn't have so many entrants!

Following the team introductions it is announced that the draw will take place for the seeding rounds. At the same time aperitifs are served: somehow the draw takes a back seat when everyone descends on the 'Tivoli' to devour, sorry sample - (no, devour was correct), the tasty treats on offer. These

include some fascinating delicacies such as a green 'spread' on little biscuits which includes in its composition cabbage, onion, garlic and so on. I won't try this one but I find it's rabbit based partner rather tasty. Some find the goat's cheese to their liking, though not all.

The wines on offer are also quite pleasant, the fortified win 'Pioue de Poitiers' is quite popular: it's wine/Cognac combination producing a sherry like taste and a fairly potent alcohol content.

Sunday

9.00am, the scheduled start time for the first race. The degree of activity made the Italian European RM. championship look positively frantic. The lack of effective air flow undoubtedly has something to do with it. Mme Bernadette Delbart the Race Officer is faced with unenviable task of chasing the wind around the lake. Sensibly a series of marks had been laid but the start line seems

to be something she is having a problem with.

Eventually we are commanded to load our boats - and fire them! The start tape runs, not the precise, some would say clinical - 3 minute countdown we are used to. A more laid back approach '3 min to start'; then some rather loud music; 'two minutes'; some more music; 'one and a half minutes'; then a rather lazy countdown in tens to a 9, 8, 7, etc. that sort of creeps up on you.

I start well; found a piece of the line in clear air, boat is pointing in the right direction; there's only one problem - at the moment of the start the wind is all at the other end of the line! I and the majority of the fleet desperately try to regain contact with the leaders, unsuccessfully for all but the first four are 'timed out'. Our understanding of the 'system' is that places and points are awarded for position on the water. The scorers have a different perception and book us all for R.G.F = 15 points: my first discard!

Remaining three heats of the race proceed with Chris Dicks giving a masterly demonstration of light airs sailing in heat C to win by a mile and nearly put all the others out of time, only one other manages an 'in-time' finish.

The day wears on: sun rises and falls, wind slowly spins in the opposite direction much to John Cleave's consternation - John maintains that the wind should be going round with the sun. The continentals and South Americans sit around in the shade and shelter of the main boathouse and measuring shed: only the British and their antipodean cousins take up residence at the top of the dinghy launching ramp with the boats on the adjacent bank; undoubtedly reinforcing stereotype of the British abroad.

Around 2 o'clock; a break is called to allow construction of a shade to protect the observers and active skippers from the relentless attack of the sun. This presents an opportunity to go for a gambol in the lake until just after racing resumes when an announcement is made that all swimming

The rostrum is where model yachters display extreme concentration. Sitting in front of them were the observers who were joined for this, the last race, by members of the International Jury. Many will recognise the heavy MYA presence in the 'A' heat.



One of the rare occasions when there was wind to accompany the waves. Here John Cleave (9) escapes to the middle of the lake, while Chris Dicks (33) is pinned to the shoreline by Roland Gandon (57).



their authority which had taken a bit of a knock on Monday when we all had to have our vital bits re-stamped because the original stamp had gone missing. Rumour has it that the fancy stamp has been stolen, but a counter-rumour has it simply being lost. Either way the stories developed: if it has been lost no-one will want to admit losing it. If it has been stolen in order to work some

substitution of 'illegal' parts or sails it is suggested that the perpetrator will already have stamped the replacements and then present them for re-stamping, which was carried out without re-measuring. Perhaps the 'random' checks will catch them.

Tuesday evening sees us on an organised tour of part of the Futuroscope. The nearby high tech theme park is the pride of the

Poitou-Vienne department of France and boasts some very impressive pavilions featuring such as a 850 section video wall and some remarkable dynamic cinemas where large screens, stereo sound and hydraulically operated simulator seats are combined.

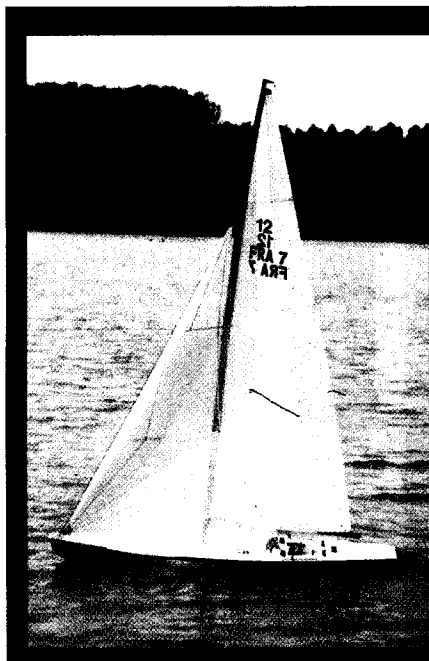
Wednesday - Lay Day

Many use the day off to explore nearby Poitiers, the local forests and medieval towns. Some however opt for the 'organised' coach tour of La Rochelle and Cognac. This started well with an autoroute drive to the famous maritime town where the coach was used for a guided tour of many of the historic parts of La Rochelle. As lunch time approached the party were dropped in the new marine area 'Port Des Minimes' and informed that they could find lunch for around 50fr. Most homed in on the local cafes and restaurants where they set about ordering and eating. What had been omitted from the instructions was the key piece of information that lunch had been laid on for them - at 50fr a head - in the Yacht Club by the lady in charge of publicity for Voile '94. This information only reached seven of the almost 50 strong party so they had a good lunch, and Radio Sailing's credibility took another knock!

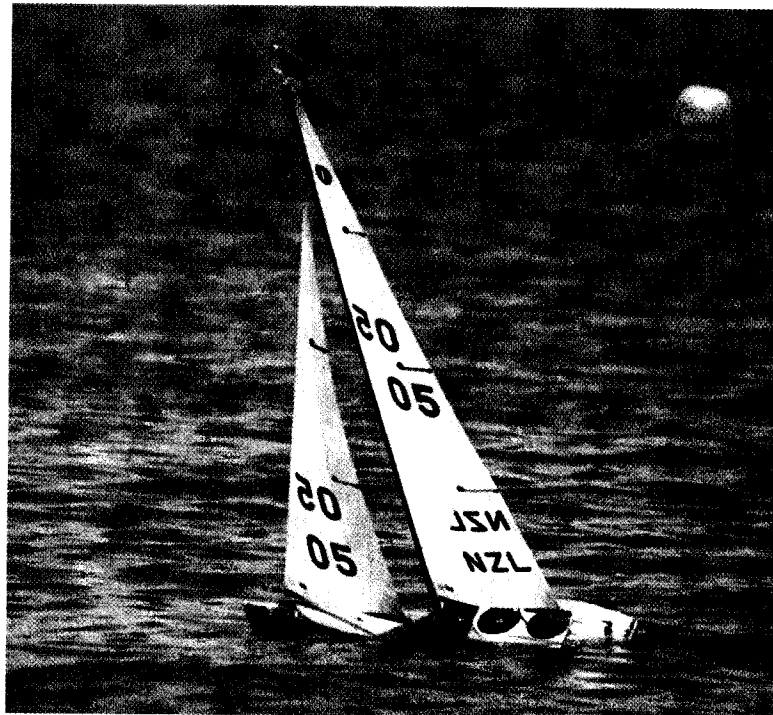
The afternoon trip to Cognac did not fulfil the promise that some expected although others found some of the historic and technical content very interesting. For instance, did you know that a black, alcohol loving, fungus takes up residence on the outside walls of a distillery? Keep an eye open for those remote farmhouses with black patches on their walls!

Thursday

Weather is a little less sunny today and the



M Mercet brought along his 1:10 scale 12 Metre to show us. Some had a chance to try it out. He is one of a small group who build and race these yachts which compare in size with large 'A' class yachts. Its windward performance with that overlapping Genoa was impressive and tacking easy with a huge, fast, winch controlling it. A similar yacht was for sale secondhand for 10,000 French Francs, about £1250.



Performing better than its 'Technicolour Yawn' predecessor, this design named Snafu was sailed into eighth place by its designer/builder Martin Firebrace from New Zealand.

reduces the New Zealand team to two and Andrea Chisholm, current New Zealand One Metre champion slides into C fleet from where she is not going to recover.

Today also saw the hatching of a design and build competition to create a 'yacht' - sailing vessel - out of three 1.5 litre water bottles, some canes, two sheets of A4 sized paper and sticky tape.

You can guess who is behind this can't you?

You cannot?

Who else but the younger members of the British Team, effectively challenging the 'world' at impromptu free-sailing boat building. There is much construction activity in the boat garage as various national teams work, in secret, on their entry. In the end they are no match for the combined talents contained in the UK team.

Thursday evening is given over to a demonstration sail-in and display with a dinghy, "Ville de Poitiers" as the backdrop. This craft is obviously sponsored by the authorities and appears to be allied to this event. The evening also sees an informal meeting of the IYRU - MYRD where the competitors are presented an opportunity to ask questions of the members of the committee that are present, John Cleave, Graham Bantock and Nick Weall, who seems to have 'flown in' especially for the meeting. The meeting is attended by quite a few but shunned by others who suspect that it might develop into a purely 'rules' oriented session and prefer to have a lighter evening.

Friday

The final day. For a change we start sailing



Watch out, this guy means business. Martin Roberts starts the week well protected against the scorching sun. Martin finished the week on equal points with Rob Vice but took ninth place as a result of a better set of race positions.

at the proper time - 9.00 am. Also for a change there is wind, probably because of the rather more 'English' weather - dull, overcast with a hint of drizzle in the air. During the first couple of hours the weather deteriorates to the point where waterproofs are being worn and the previously dusty dry soil that forms the 'British' boat park turns damp and very, very clingy. Meanwhile the wind builds to a point where many are scurrying for their number two rigs. Andrea and I, both now in C fleet, are torn over the decision to change or not. We have the decision taken out of our hands when the fleet is called to 'load your boats on the water'. We now find ourselves almost alone and what seems to be another wait in the offing while the rest of the fleet appear. We are urging Madame race officer to 'start the music' and not wait for the others to complete what we have not had time to do. This is not without a certain self interest, for we find that the wind has dropped considerably and number 1 is the one to have. Our protestations eventually bear fruit and the music starts, now a horde of skippers and boats come rushing to the water, many in number two. This suits me fine and I proceed to get a rare good start and lead virtually from start to finish, that was my one race trip to C. Andrea, however, is not able to capitalise on her sail area advantage and fulfil the promise of the early part of the week.

It is the A heat of the same race that finally seals the championship. At the start there is a bit of a kerfuffle during which Thomas Dreyer is quite clearly over early and immediately returns to re-cross the line. Other boats are also in close attendance and

Some nice diagonal planking and fascinating 'end grain like' deck planking characterised this French yacht; designed, built and sailed by Henri Laugier.



One of the duties of Team Leader is to administer assistance to team members. Here John Cleave helps dry off the newly crowned, and dunked, One Metre Champion, Graham Bantock.

John Cleave proudly displays the One Metre World Championship Team Prize which he collected on behalf of the MYA Top Trio. With 1st, 2nd and 3rd, no other team stood a chance in the end.

Leeds and Bradford member Nigel Sharp is justifiably happy at his top twenty place after the ups and downs of a week's racing.

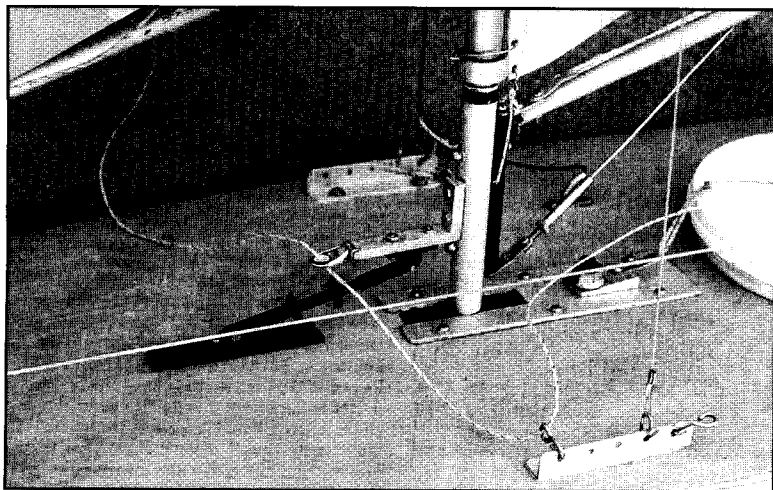
Top lady in the One Metre world, Andrea Chisholm came all the way from New Zealand where she had already become National Champion.

Far right, nearly, but not quite. Chris Dicks proudly show off the Runner-Up Trophy.



1994 IYRU-MYRD One Metre World Championship - Top Thirty

Place	Score	Sail No.	Skipper	C'try	Yacht name	Design	Designer	Mast step	Hull Matl.
1	23.6	145	Graham Bantock	GBR	Vin Rouge	Red Wine	G Bantock	Keel	Glass
2	42	33	Chris Dicks	GBR	Metrick Magick	Metrick Magick	C Dicks	Keel	Wood
3	52.1	66	Mark Dicks	GBR	Crossbow	Crossbow	M Dicks	Keel	Wood
4	69.4	15	Thomas Dreyer	GER	Murphy R.	Jazz	G Bantock	Keel	Glass
5	72.4	9	John Cleave	GBR	One Over The Eight	Red Wine	G Bantock	Keel	Glass
6	75.1	48	Remi Bres	FRA	Sarbacane	Stella	C.H. Detriche	Keel	Glass
7	93.7	121	Chris Harris	GBR	Bubbleit	Bubbles 2	A Austin	Keel	Glass
8	105.7	05	Martin Firebrace	NZL	Snafu	T.Y.	M Firebrace	Keel	Glass
9	123	47	Martin Roberts	GBR	Popeye	Popeye	C Dicks	Keel	Wood
10	123	99	Rob Vice	GBR	Hell on Wheels	Bubbles 2	A Austin	Keel	Glass
11	136	62	Roger Guionneau	FRA	Archi	Archimede	J Priam-Doisy	Keel	Glass
12	155.7	142	Graham Elliot	GBR	Bad	Bad	C Dicks	Keel	Wood
13	208.7	77	Nigel Gilson	GBR	J-Sann 3	Dan 2	N Gilson	Keel	Wood
14	210.7	24	Jens Amenda	GER	Test	Test	J Amenda	Deck	Glass
15	225	57	Roland Gandon	FRA	Meneol	FeFe II	C.H. Detriche	Keel	Wood
16	232.7	06	Keith Skipper	GBR	Ognat	Tango	G Bantock	Keel	Glass
17	244	102	Dominique Baron	FRA	White Spirit	FeFeII	C.H. Detriche	Keel	Glass
18	255.7	92	Laurent Chapelot	FRA	L5S1	Dephi 1000	P Sol	Deck	Glass
19	262	78	Nigel Sharp	GBR	Slash	Slapstick	C Dicks	Keel	Glass
20	268.7	52	Jean Claude Gibon	FRA	JYCA	Jazz	G Bantock	Keel	Glass
21	281	07	Mike Kemp	GBR	Ci	Gopher Gold	B Jury	Keel	Glass
22	284	45	Andrea Chisholm	NZL	Up Town Girl	Haka	G Draper	Keel	Glass
23	304	16	Brian Wiles	GBR	French Kiss 2	Stella	C.H. Detriche	Keel	Wood
24	305.7	107	Joao Figueiredo	POR	Ummagumma	Jazz	G Bantock	Keel	Glass
25	308	147	Paul Adam	FRA	Baby Bird	Stella	C.H. Detriche	Keel	Glass
26	318	27	Georges Bonello Dupuis	MAL	Fintastic	Jazz	G Bantock	Keel	Glass
27	321	451	Jean Paul Richard	FRA	Drakkar	Drakkar	J-Paul Richard	Keel	Glass
28	327	25	Ezio Fonda	ITA	-	Cinese	Cinese	Keel	Glass
29	348	51	David Taylor	GBR	Take Off	Imitation	David Taylor	Keel	Wood
30	363	101	Antonio Carlos V'guimares	BRA	Presto	Uly	A V'Guimares	Keel	Glass



are called as well. Unfortunately the person calling does not have the loud, bellowing, voice often associated with events in the UK and the microphone chooses this moment to mis-behave. Consequently the fleet are halfway up the first leg before the individual recall comes through loud and clear. 'Number 48' is clear over the speakers and Remi Bres peels off and returns to the start, reluctantly I guess. The other number sounds like 33, Chris Dicks, but there is no response. When the race ends three protests go in; one each for Thomas and Remi, for redress; and one from the race committee against Chris, for not sailing the proper course. Remi eventually gets his redress, presumably for a late call from the line judge. Chris collects a disqualification and 56 points despite considerable evidence that the call was inconclusive, late and generally not in accord with the rules and sailing instructions. The moral: if there is a chance of losing a protest, exonerate: if you are 'materially prejudiced' you can always protest for redress - you may get it and avoid the almost inevitable demotion. By having to discard the DSQ Chris now has to count one of his previous bad scores, this terminally hurts his chances because he also has to get rid of a B heat score as well.

It is during this time that our rising star from Birmingham is filling in his marks on a finish in most of the A heat positions. Chris Harris managed at least one in every position but 10, 11, 13, 14 and 1st. His closest comes in race 18 when he leads the field going into the final tack to the finish - then he forgets which line he is aiming for! By the time he remembers Remi Bres, Thomas Dreyer and Mark Dicks have got through ahead of him.

The last race of the official championship was completed close to the designated finishing time of 4.00 pm and comes as a bit of a shock. Out in front is Frenchman Roger Guinomeau whose previous best placing was a fourth in the first seeding race and two sixth places at the end of Thursday. In second place however is Graham Bantock whilst a somewhat disconsolate Chris Dicks can only manage tenth.

Several yachts swapped hands for the first of the expected 'unofficial' post-event races and a One Metre is now in the hands of Nick Weall. He has rather gingerly taken control of John Cleave's 'One over the eight', a new GB Red Wine. Mr Measurer, Alain Tribut also has his hands on a one metre; while Thomas Dreyer starts late and almost flies around the whole fleet with his Graupner 'Butterfly' Trimaran built to fit the 1.2 metre multi-hull class in it's number two rig. The mass race is a chance for many to ponder why they could do so well in this way yet perform the way they did during the week. Indeed the race was won by a German skipper who had not been sailing at all well during the main event. David Taylor is another who has just surprised himself during this get together.

The prize giving session is scheduled to start at 7:00 in the evening: by about 7:45 pm we are taking our places. Hors d'oeuvres are distributed and a collection of dignitaries gather on the stage - something is about to happen. In contrast to the Fleetwood performances and others we have experienced the prizes are to be presented before we have a chance to feed or get too merry. There are the inevitable speeches, though this time they are fairly brief and mostly translated for us unable to keep up with French at full speed. The Mayor of St Cyr is introduced to us as is a lady connected with the overall organisation of the Voile '94.

Suddenly we are launched into prize giving and the first to be presented is for the best overall team prize. Won by the U.K team it is collected by our leader John Cleave who is already on stage as part of the official party. Then, working from the bottom up we are all presented with a small paperweight version of the Voile '94 badge, our team photos and a pair of Remy Martin cognac glasses. Andrea Chisholm receives a special award as the first lady, having already collected the furthest travelled team award.

From tenth place to first there is a series of special trophies, starting with especially produced porcelain bowls and commemorating in a beautiful blue Sevres vase for the winner. One of a limited edition, numbered and inscribed by the president of France, this certainly is a handsome addition to the collection of pots adorning the Bantock household. In addition Graham receives the South Africa Cup; originally presented for the RM. worlds but out of favour during that country's spell in the sporting wilderness, it has been re-presented as the perpetual trophy for the One Metres. Once the competitors have received theirs it is time for the organisers to be recognised: Remy Barbarin - Chairman of the Organising Committee, Bernadette Delbart - Race Officer; Alain Tribut - Chief Measurer; Francis Chevalier - originator of the computer program used to manage the scores; the group of youngsters who acted as 'gophers' all week and individually the jury led by jolly Jacques Simon, representing the FFV; Mary Pera, had already left for home, but the others remained. The remainder of the evening is spent chatting, signing team photos, occasionally eating intermittent courses of the Dinner and eventually watching the local folk dance troupe who returned after their debut earlier in the week. As the cheese course slowly disappears to be followed at a distance by a Pear Bavaraais and its red fruit coulee, the dancers venture off the stage. This forces the retraction of the tables to the edge of the 'Tivoli' Marquee and the inauguration of the French equivalent of a Barn Dance. Ultimately there are as many as 50% of the assembled skippers and their partners joining in on a series of dances which, except for slight differences in the music, could just as

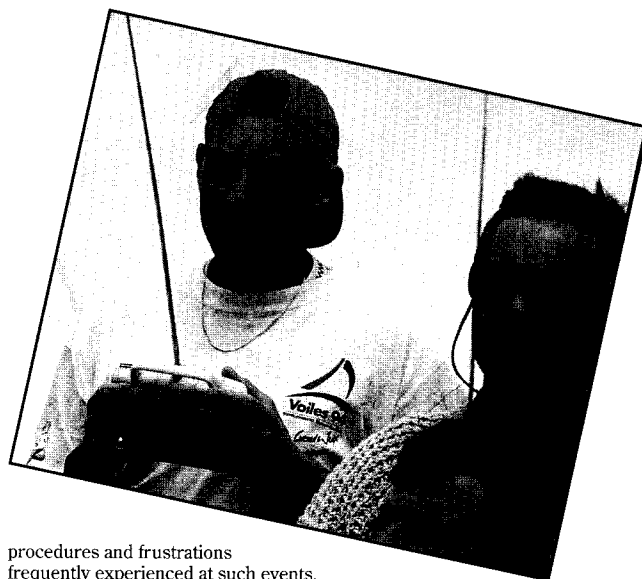
well be taking place in deepest rural England. After the comparisons many had been making all week this strikes me as a remarkable twist.

Some more remarkable twisting takes place in the almost pitch black outside the measurement shed as a multi-country group wreak their typical revenge for being beaten. A few surreptitious words around the tables lead to the newly crowned champion being taken from his meal; stripped and, with all the due ceremony lavished on such occasions, chucked in the lake! Eventually he is joined by one or two others although it is difficult to discern who they are in the dark. Back in the Tivoli a plot is being hatched to confer the same honour upon Madame Delbart, our Race Officer. Only authoritative action by her knight in a black suit, John Cleave, is to prevent her dunking - with or without her limited clothing!

So ends the First World Championship for One Metre Yachts. To many it was a reminder of what sailing at international events can mean. For others it was their first exposure to the noticeably different pace,

Interesting combination of aluminium angles used for fittings on this French entry. Jean Pierre Leroux's Fe-Fe 2 is called Drole de Zebre.

Our hero from Bournville; he 'sailed his socks off!' Chris Harris brought his 21st birthday present Bubbleit into seventh place overall; here he is concentrating on trying to stay in front of the pack.



procedures and frustrations frequently experienced at such events.

One skipper summed up his feelings with "Wouldn't it be nice if we could race in England and socialise in France?" mm..... I am not sure about that combination but there is a germ of an idea there".

The Boats

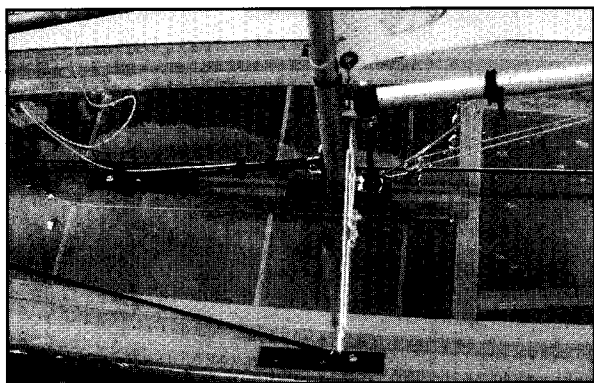
As might be expected with a Class where the rule sets out to produce a simple yacht with a One Design sail rig there were not too many immediately obvious differences in appearance. Hulls fell into two main forms of construction; wooden, planked in one way or another, either naturally finished and painted; moulded, presumably in glass, either painted or with a coloured gel coat. As far as foils were concerned there was everything from

Keith Poulton, representing Malta, sends his Jazz off for the last race of the event. Keith and his team mate Georges are the first to represent their country in an IYRU-MYRD event



He can smile now. Thomas Dreyer has assured himself of a top ten place with his Graham Bantock designed Jazz named Murphy R. Thomas has an enviable job helping Graupner develop their models and kits

There's a hint of determination on the face of Mark Dicks as he contemplates holding on to his third place some ten points behind his father. The impressive heavy air off-wind performance of his Crossbow was never really tested during this event.



Some very neat engineering and adjustment touches compliment the super wooden construction of the Canadian entry. Built and sailed by Jean d'Avignon, this modified Fe-Fe revelled in the unlikely name of Fred the Stone Killer!

At international events such as this there is often a considerable interlude between races: as a result many additional pastimes emerge. Here Martin Roberts (left) and John Cleave brush up on their backgammon skills.

wood, through plain metal to moulded carbon construction with a few combinations on the way.

It was in the detail that differences showed - for instance, a small but significant part of the fleet were using deck stepped masts, almost all making use of checkstays to add a little rigidity. Many of the majority with their masts going through the deck made use of a ram to help shape their spar. At least one of the German yachts showed a mast mounting arrangement that owes its origins to the Walicki style masts. Several yachts showed some pretty intricate internal wood work beneath their transparent film decks. Several of the wooden yachts showed some impressive planking. Probably the most striking was Henri Laugier of France with his diagonally planked hull and a deck which looked as if it had its planks cut from end grain material. The neatest, to my eyes, was the one half of the Canadian One Metre fleet that was entered by Paris dwelling Jean d'Avignon from Montreal. This yacht was beautifully detailed with carefully set up calibration marks on each of the adjustable parts of the rig. The hull/deck edges were nicely made, and it went well also. Our home

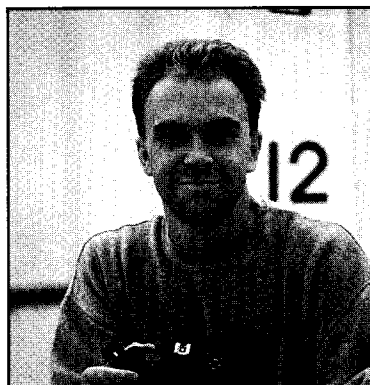
grown yachts showed up well with Ray Baker's planking of Chris Dicks' Metric Magick looking and performing well.

Most yachts appeared to be using push/pull rods to operate their rudders from a central gear position, though some had borrowed from contemporary RM layout and mounted their rudder servo in fairly close proximity to the rudder. At least two were making use of a two wire closed loop system terminated in pulleys at either end. The German yacht had its rudder pulley external with the wires emerging through a bulkhead. My own is totally beneath the deck and out of sight.

One or two, including Martin Firebrace's and Nigel Gilson's, had raised foredecks in an attempt to add some buoyancy during the One Metre "dive", when overpressed offwind. The "humpy" shape also helps the yacht recover its composure by more easily shedding the water; whereas a flat deck tends to dig further in. Martin's had a stern deck with a convex curvature, similar to his RM. a photo of which appeared in a recent issue.

Measurement

One or two things emerged during the measurement that raised questions over the original measuring procedures. It would appear that dimensions in New Zealand are marginally larger than in Europe. David Coode's yacht was a little too deep while Andrea's similar craft was a little too long. My yacht just scraped in at a few grammes over the minimum with its number 3 rig so I had to put the big rig on for the tank check, then we had to top up the water to check the draught. Following on my heels was Mark Dicks who must have had the yacht that was closest to the draught limit and required even more



precise hydraulic juggling to satisfy the measurer.

Graham Bantock's new yacht tested the rocker checking procedure while the Trevor Balmforth sails tested the sail checking gauges. Indeed a small sliver was decreed to need removing from the top of my number 1 rig. This was nothing compared to that which had to be removed from one particular suit belonging to one of the home team. This poor chap was left having to fit new eyelets at the bottom of his mainsail.

There also appear to be some differences in interpretations of the word 'section'. One Italian found himself at the centre of such a discussion when his yacht carried booms of an aluminium with many large lightning holes. Section was applied to this yacht as meaning a boom which would have a consistent cross section at all stations along the boom.

We were also reminded on the second day to remove any sticky tape bands holding Burgees or wind vanes that were below the top most band. This would appear to be a 'local' interpretation, but quite a reasonable idea to avoid confusion with the proper band. This affected quite a number of the assembled mass and caused some interesting sights as alternate arrangements were tried. John Cleave, for instance discovered that 'instant' glue isn't quite in his quest to overcome the problem.

The remeasurement caused few problems, though not understanding how yachts were chosen could have led to a substantial international dispute.

Protests and the Jury

I was fortunately not involved in any serious protests at this meeting: a deliberate non-belligerence policy seems to be the best at such events. (Perhaps that is why I didn't finish higher up the list) I had only one experience of lodging a protest which was for redress following a hook up with one of the two Maltese skippers after a particularly close dual to the finish of the race. My competitor went off and did a turn but the hook up lost me several places and dropped me into a relegation place so I had to try and recover something. The fifteen minute time limit from the end of a heat was strictly adhered to and then the Jury swung into action. Jolly Jacques Simon who chaired the jury, he reminded me of some cartoon character but I can't think who, seemed to have a sense of humour and an excellent command of the event operating language. The evidence was listened to; questions were asked, the protester and protestee retired from the room while the jury deliberated and the decision was announced after you were recalled before the jury.

In the case of some 'proper' protests the procedure was a bit more protracted. In one case I was a witness and was recalled several times: so how long the parties to the protest were involved I'm not sure, but it did seem to be quite a time.

Lessons

One of the keys to the success of the two leaders, Graham Bantock and Chris Dicks, is consistency: it is something that many of us have yet to master and lack of which robbed French Champion Remi Bres of a place in the top five. Occasionally brilliant but with other disappointing trips to B fleet Remi must have been feeling frustrated at times that he was not able to mount a serious challenge in the event on a water he had experienced before. New Zealander, Martin Firebrace was another for whom things looked promising but for the odd trip to B fleet. Martin's yacht looked to be every bit as competitive on all points as the British and top French yachts and is derived from his original and unfortunate Technicolour Yawn: this yacht is may stay in England if a new owner can be found.

A special note is due regarding Ion Ungureanu from Romania. On Friday morning a special petition was posted for all skippers to sign to agree that he should join the competition at such a late stage. All agreed and Ion joined us for the four last races, in D heat of course. The poor chap had been held up at a border for four days, I



imagine because he did not have a suitable visa to enter France. Although in the inevitable last place Ion was to receive a special cheer at the prize giving when he was the first to receive his momento. Moral, check for such requirements before you set off to such events.

My own experience of mid-race remeasurement is a salutary one for when my outer measurement bands were checked, they were found to be marginally outside the limits. A One metre number 1 rig that has its bands set on or close to the maximum spacing stands an excellent chance of expanding outside the limits when left in the scorching hot sun all day. Many would have suspected this, have you noticed your rig setting mysteriously changing during a hot meeting? Moral, when setting up a yacht for measurement set the bands at least 1mm inside the limits. I suspect that Mark Dicks would have had a draught problem had his yacht been checked after a race where he had shipped a little water.

As we all packed up and headed for home we can reflect on a pretty successful and enjoyable event; what it might have been and what it might be like in two year's time.

