



DARTMOUTH ROYAL REGATTA SAILING WEEK

MKS Dinghy Regatta @ DSC - Day 3 - Fun, Funn-er & Funn-est

26 August 2024

What a day – Dittisham at its best, with three races, wall-to-wall sun, a Force 3-4 & a bit south-westerly, and champagne sailing all round.

Not a long regatta rambling today – there are only a certain number of words a regatta can generate, and I think they've almost been expended. I'll just leave everyone with their memories of a fun day.

But before moving on to a few random jottings as told to me in complete confidence by disinterested sailors and committee boat people (thanks Sue), or perhaps even the evidence of mine own eyes – a quick synopsis of our last day tomorrow:

- 0900 – Registration desk open – *you only need to register if you HAVE NOT already registered*
- 0945/1000-ish – Competitors' briefing
- 1030– First start (PY fleet)
- 1345 Lunch
- 1430 latest – Prizegiving

An old yellow sponge and a half a banana (sounds like a old music hall song)

Yesterday's PY report ended with a doleful tale of the sad demise of the Enterprise's racing, an old faithful sponge and half a banana, lost to the Ditsum deeps.

Today began joyously with the reunion of Chris Rowsell with his rescued sponge, and then even more ecstatically with a half-eaten banana – a good start to the day for the RNLI lost-at -sea property buy-back scheme!

When is a gate not a gate? When it is a badly written semi-precious stone.

Before racing began, the enrapt throng were held ashore while the Race Officer explained in great depth the history, purpose and misunderstood concept of the leeward gate (or non-gate on a triangle). We then had a fleet-wide philosophical discussion on the meaning of fun – with the fleet coming down with a landslide majority view that sailing at Dittisham was quite FUN enough without the need for artificial conceptual constructs of race management to enhance the user experience.

An early £1 for the RNLI capsize fund

I thought it would be nice to join the fray today for a couple of races in my Laser, and after my smug removal of multiple pounds yesterday for the RNLI capsize fund, my Laser soon hoisted me by my own petard over the leeward side in classic Laser bite-you-in-the-bum-on-the-run fashion before racing even started – luckily no-one noticed it, apart from about half the fleet.

Luckily I wasn't alone in making extra contributions today, as many other charitable boats donated funds to the RNLI on behalf of their occupants.

Backup – the GP14 that keeps on giving

And talking of capsizes, Nigel Banford and Pete Richards in their GP14 have taken use of the RNLI lost-at-sea property buy-back scheme to unprecedented and unimagined extremes. Having bought their errant paddle back for a fiver yesterday, we lost track of today's bill as a hat, a bag, a coil of nattily coloured rope, a spinnaker pole and the spinnaker that should have been attached to it were returned to their wet and profligate owners.

No doubt they'll be back for more charitable giving tomorrow...

Some nice starts and some brilliant racing

It was great to get an on the water view of things today, and close up the racing looked brilliant. I actually stopped racing a couple of times to admire the amazingly close Solo on Solo action all the way up and down the fleet (it was worth it). I also saw some lovely starts, particularly by Will Dartnell & Phoebe Holiday in their RS200, and Chris Carmichael in her Radial (start of the day in the eyes of the PRO). Lovely stuff.

TLA frenzy on Nikita

After yesterday's dazed and confused non-starting and non-finishing led to a spate of rare DNSs and DNCs, today the acronym lovers on board Nikita were in TLA (Three Letter Abbreviation) heaven as they were able to utilise some OCSs for a few trigger happy Solos, and even something known as NCS (never before seen at Dittisham), so if Trevor Kirkin could write in and tell us what he did wrong in his Solo to achieve this highpoint of scoring obscurity, that would be great.

Up close and personal with the committee boat

There had been a few pre-start and post-finish near-misses today as people snagged anchor lines or scraped boom-ends along Nikita's sides. But Charlie Hussey in his electric orange Solo called Bashful, whilst within a gnat's crotchet of finishing right by Nikita decided inexplicably to ram her instead in full-on Bash mode. And then exacerbated the crime rubbing his sinuous gunwhales up and down Nikita's rugged bulwarks until Charlie could ~~ejaculate~~ extricate himself from his predicament. I'm not sure if there is an acronym envisaged by World Sailing to cope with molestation of a committee boat.

bs tomorrow?

After 6 races held, and one discard, it's all very close at the top of the PY fleet, with Stu & Ann in the Lark two points ahead of Howard in his Streaker. With a second discard coming in after 7 races tomorrow, this could all get very interesting.

In the **Lasers** Sam Mogridge has sown up the fleet with 6 wins, but Peter Symons and Ian Walkeing are tied on points behind, with Grahame Buckel a meagre two points behind them.

Similarly in the **Radials**, young Victory is virtually assured of [insert some winning word other than victory] on 6 points, but with both young Dan from Stoke Gabriel and still youthful Chris T from DSC both on 11 points, he could still be run close.

Even though the **Solos** have looked ultra-competitive, if my late-night maths works correctly, I don't think that Jack Norton from Ranelagh can be beaten by either of the Dittisham home challengers (Paul Lewis & Jon Clark), but with John Meadowcroft leaving us today to go to work tomorrow, I think it can only be Paul and Jon fighting it out for second and third.

So quite a lot to play for tomorrow, but with two races and a F4-5 SSW'ly forecast, it should be FUN

Today day ended with a lovely rustic plough-persons lunch and mini-Magnums ploughed up by Denise and fellow Ditsum farm-labourers Pam, Caroline and Helen – yummy and huge thanks to all of you.

That's all for now!

See you all bright and early in the morning again,
Cheers,
Steven & the organising team

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