

Chairman's message – Max Tosetti



Max, his crew Jenny and RS700-sailor Richard Wadsworth model the lovely Gill polo shirts. Still for sale – see 'For Sale' on website. Great Xmas presents!

2016 draws to a close, a year of consolidation for the 400 fleet has seen slightly below par turnouts at most of the circuit events, and to this day I am not entirely sure why. The enthusiasm is always there at the big events, maybe the concern about the country's economy and direction may have curtailed a number of crews. This is not however the fleet going down the proverbial plug hole... far from it, the rumours are rife, second hand boats are being snapped up and I predict a massive fleet participation in 2017.

Carefully picked venues will I trust ensure that 2017 sees a whopping turnout at the Nationals (Cornwall) and a largish European turnout (Como) along with the Northern and Southern tours at key clubs.

Both the Scottish and Irish contingent are growing and the ever increasing shortage of double stacking trailers goes to show that the Blue and Green armadas are going to be a monumental challenge to the English and Welsh crews next year...Bring it on, we will be having a 4 Nations style Cup.

And if some folk think the fleet personnel make up is ageing...take a look, there are a number of younger 20 and 30 somethings flying up the silver fleet and banging on the gold fleet door. In fact I will put my neck on

the line and state that the 400 fleet will have the biggest fleet turnout next year across all the RS events.

We have some red hot sailors within the fleet who frankly wouldn't look bad alongside the Olympic squad...we also have sailors like me...who would. The Bronze fleet at the tail end of most races is just as competitive as the crews fighting for the top twenty places. During an event after two laps the same boats are battling it out at the rear, desperate not to be in the last 5. If you are new to racing or not hugely confident the bronze fleeters will embrace you, encourage you and with so much enthusiasm injected, like myself, once in, I found it very difficult not to do more events. Infact the whole fleet to a crew member will take time out and answer questions from a novice. Believe me I have asked some pretty daft questions, but all have been answered informatively and honestly.

And then the social element...what a friendly bunch, happy to have a few drinks, sing, fall off tables, and then the following morning go out and race hard.

Using a boat that takes about 40-45 minutes from unhitching the tow bar to launching off a slip or beach, and in that time someone

would have very kindly let you use their rig tension gauge and would have probably set your boat up too. And the crews would have swapped ideas about whether they tack facing forwards or backwards. And a cup of coffee and two doughnuts.

Crew "Am I overdressed?"

Helm "Dunno, but put on your cool shades cos the video boat is out"

Crew " Right Mr Helm, no capsizes today!!"

Helm " Umm.....eerrr... NO absolutely not!!"

"Ready; water, chewy bars, watch , tactic, spare bit of rope" "Lets go!"

Then try and look incredibly cool and professional as we trolley the boat past a number of spectators to the launching site. Only to realise as we put the boat in the water the tiller extension is still in the car...That is when the handful of spectators realise that **you** are not going to be in the top twenty!

Crew in a loud voice "And you are the fleet Chairman!"

"SSSSHHHH"

What's that saying? 'fail to prepare...prepare to astound the entire fleet and win. By going left when they all went right.' Think positive, at least then, when it all goes pear shaped you will remember the first half hour was utterly brilliant.

And on the odd occasion it is, when on lap 2 you are hurtling down wind, hanging on by your toenails screaming, and as you look around there are only 5 boats ahead and the nearest boats are all Gold fleet high flyers...AAAAHHHH I have arrived...but then you have to gybe, which in my case, if we have been rocketing downwind may mean inadvertently prodding the seabed with the burgee...Well the outcome is either death or glory, i.e top twenty or bottom 5.

And it is that flip of the coin that keeps bringing me back, to a fleet in which has all levels of competence and is all inclusive from ex Olympians to part time club racers.

But above all it is fun.

Magic Marine RS400 Championship Tour 2016

I could go over each of the events but these have been covered by some excellent reports. The RS400 Magic Marine Tour certainly showed the depth of talent in the fleet across the country, each event being incredibly competitive but also great fun and a chance to meet new people.

We weren't too sure how many events we would get too, especially at the beginning as I had damaged my cruciate knee ligament, but wanted to try as many as possible. Although Llangorse is a very scenic place to sail, it does suffer a bit from weed and lack of 400s, so these events were most of the sailing we did in the year.

Queen Mary as I remember was cold, grey and erratic in both wind and results. We were feeling suitably rusty for a winter championship, and I will admit to having a major melt down as my overly deluded helm thought he could shoot the windward mark. The outcome was not pretty and resulted in silence at the front of the boat for the penalty turns and the run. However, we had some good speed at times and it was

nice to be out on the water, even if Howard wasn't having a party this time.

For any 400 teams who have not yet tried the Sprint Championship at Rutland, have a go, it is hard rewarding work. The first day is multiple starts on a one lap course that gets you thinking, it is great for sharpening up the team work in the boat and really blows the cobwebs away. The second day is gold/silver fleet racing keeping the rivalry and interest high. There are several other RS fleets involved, the sailing area is large enough, whilst off the water there is a sociable atmosphere. There were plenty of different race leaders, and the gybe determined much of the result.

The Southern experienced some classic Lymington conditions - sunny, windy and wavy on Sunday (Saturday was the opposite), the racing was tight, going to the last race to decide the event. The launching and recovery from the slip way was seamless thanks to the magnificent efforts of the shore crew, and then greeted with the offer of tea and doughnuts, a happy bunch of sailors. In the evening there was much dancing and beverage intake which resulted in several contenders (mainly from QMSC!) not making it to the end of the days sailing. The Solent around Lymington has a reputation for choppy water when wind is against tide, but it's a great experience to surf down the waves (it also means the beats are shorter); one of the best Yee-hah moments this year.

The Scottish Championships was one that we couldn't get to, being unable to escape work, which was sad as it looked a lovely place and a close fought event. [Read all about it in Scottish Tour report – ed.]



Next year is shaping up to be another highly competitive season, the sun of Como and the pasties and clotted cream of Mounts Bay being some of the highlights.

The Northerners at Notts County was memorable for several reasons: their water is genuinely blue (having put a dye in for weed control, apparently on a sunny day it looks quite tropical), their enthusiastic warm hospitality, being able to camp on the edge of the lake, Pauline's huge dinners and breakfast, limbo dancing and fancy dress. The Leigh and Lowton fleet brought in some highly competitive and skilled teams, not only on the water but in the bar (scarey....!)

One new team quietly asked us after a couple of beers, did we ever argue in the boat?? I had just taken a mouthful of cider, and came close to snorting it out across the room!





Photo: sportography.tv



Photo: sportography.tv

Another good mix of boats arrived for the Inlands at Grafham, and again it was incredibly close racing. We thought we were going to do better on Sunday having left the pub whilst some of the northern fleet tested the top shelf. Then we heard they'd been table racing too, but their resilience and skill shone through and all we saw were their transoms moving away from us.

The Last Shout back at Rutland was WINDY but still got an excellent turnout, the slightest error and you were wobbling your way to a swim while boats went past, but the RS 400 is a fabulous boat in those conditions, it took it all feeling rock solid, a bit like the frozen occupants. It was impressive how many boats were racing and not just surviving.

Alex Irwin (photographer for Sunday's pursuit race was parked at the end of a broadish reach, his photos show nervous, exhilarated and very wet / cold people powering their way round a physical course. A great way to end the season.

To sum it up we've had a great season racing against some very talented sailors, nothing could be taken for granted and every mistake was costly.

Next year is shaping up to be another highly competitive season, the sun of Como and the pasties and clotted cream of Mounts Bay being some of the highlights. The circuit events are up on the website, and we are certainly planning to attend as many as possible again.

One other highlight and my favourite event this year was the Lord Birkett this is a 2-day event at Ullswater in the Lake District. It is handicapped and entry is 230 boats, which they get. The start line is the width of the lake and you race up the lake around an island and back, it's approximately seven and half miles long and frequently a beat and a run. A 400 has won the event several times, and it's invariably up in the points

(there were 24 this year), you can camp, eat, drink, dance and ache.

A lot of the success of the circuit is due to the organisation, and Max Tossetti has enthusiastically carried out his role of fleet chairman, encouraging everyone to get out sailing and put forward new ideas.

Also a huge thank you to Heather Chipperfield and the patience she displays as she walks the length of the dinghy park, answering the same inane questions, then gets in a boat, keeps her helm under control (mostly), returns ashore to ensure the rest of us have a fabulous time.

Nicky Griffin

Final results			No. of events sailed	Overall score
1st	Jon Heissig	Nicky Griffin	5	11
2nd	Steve Restall	Chris Stubbs	5	15
3rd	Sean Cleary	Annalise Nixon	5	26
4th	Howard Eels	Various	4	37
5th	Ben Williamson	Various	4	47
6th	Caroline Downing	Jason McDonnell	4	49
7th	Grant Blake	Jessica Barker	4	56



Photo: sportography.tv

2016 Championships

In 2016, we had two fantastic Championships – the Europeans and UK Nationals.



The European Championships were with the RS100s, RS200s, RS500s and RS Aeros, part of the epic Travemünde Woche Regatta in July. It proved to be an exciting event set amongst the festival activities and entertainment that takes place throughout the week on the white sandy shores of the Baltic Coast in Lubeck, Germany. This historic regatta and festival has been running for 125



year, attracting about 1 million visitors to its many events around the town. The shore-side organisation and racing was run very professionally, with German precision and there are beer and sausages everywhere! Even Yachts & Yachting state it as one of the 10 events you must not miss. Think 'Cowes Week' for dinghies, with knobs on – we particularly enjoyed our time on the media

course with live tracking and video for our mates ashore to see.

The Noble Marine UK National Championships at Hayling Island SC was another great event with popular winners, Paul & Mark Oakey.

There are great reports on the website, so here are some lovely pics.

Photos: sportography.tv



A welcome note from the Irish RS Fleets for 2017

The Irish RS sailing scene continued to blossom in 2016 and looks set for more great things in 2017. Working together as one group, the three class Irish all Ireland family includes the 400, 200 and Feva. The goal is always to provide sailors with the chance to compete at a very high level, regularly over the summer months, and in an atmosphere that lends itself to a lot of fun. The classes have been developing here over a number of years and now the racing is extremely competitive.

This year's ISA champion of champions came from the RS400 class. The team of Alex Barry and Richard Leonard won their invitation through being second in the Nationals (1's in 2014 and 2015 and 3rd in France).

The Irish RS400 nationals was a resounding success in 2016 and the location delighted the sailors over 3 days, with variety of conditions and race courses coupled with some superb singing and dancing on the Sat night. In 2014 and 2015, we had visitors

from the UK to our nationals, and everyone participating in the Irish circuit is very keen for this tradition of attracting visitors to continue in 2017. In a bid to attract our UK friends, we have planned the 2017 RS400 Nationals very close to the Dublin Port Ferry, in neighbouring Co. Wicklow. Graystones Sailing Club will be the host and can boast a brand new clubhouse as well as exceptional open sea race courses and lots of experience of the RS classes. GSC were the first club to have RS400 and 200 fleets in the republic and its members remain an integral part of the makeup of the classes here. The RS200 will host their Eastern's at this event.

The RS200 will have its nationals as part of the Royal Cork Yacht Club's Dinghy fest. The 400's will hold their Southern's at the same event. This follows an event that was a huge success two years ago. The concept is to bring as many dinghy classes together as possible, providing great racing and a really nice social scene.

We are really hopeful that we will attract some of our UK friends to these shores in 2017 and I know some of our sailors are really looking forward to reciprocating and challenging for your pots. Dates below:

David Rose

Date	Event	Classes	Location
Apr 22–23	RS Easterns	400, 200, Feva	Howth YC
May 13–14	RS Northerns	400, 200, Feva	RNIYC
Jun 30–Jul 2	RS 200 Nationals	200	RCYC - Dinghyfest
Jul 1–2	RS Southern's	400, Feva	RCYC - Dinghyfest
Aug 12–13	RS Inlands	400, 200, Feva	Blessington SC
Sep 8–10	RS 400 Nationals	400	Greystones SC
Sep 9–10	RS 200 Southern's	200	Greystones SC

Some videos from our events last year can be found at <http://www.rsireland.com/>

2ndhanddinghies.com & Rooster Sailing Southern Tour, 2016

This was our first year competing in the Southern Tour or any Tour for that matter. Having only competed in two events in 2015 we approached the season with simple goals...to win every race! Maybe not but finishing every race and having fun were the main aims. Finishing every race was a tall order but having fun came easy. Here is our take on the RS400 southern tour 2016, sailing "that old red boat" aka "Boaty McBoatface".

Bartley – The opener of the season, and our first time racing on a lake with a light forecast the local boats dominated with their insider knowledge. Bartley later went onto win the Constructors Championship with a large turnout at most events.

Salcombe – WOW, what a place and what great racing, there is some witchcraft going on in the hills around the estuary; it wasn't unheard of for 180 degree wind shifts and big windless holes! Salcombe delivered great coastal racing tight to the rocks and the beach, great for the family to watch.

Lymington – Never fails to deliver, from the perfect military timing on the slip way to variable conditions on the water. Day 1 was light and we even managed to round the first mark in 3rd before rapidly retreating to the back of the fleet. Day 2 brought significantly more wind and an increasing amount of boats retired as the wind picked up. We gritted our teeth and hung on (literally) to complete all races for a mid fleet finish.

After Lymington poor Boaty McBoatface was not in a good place. Limping back in, perilously low in the water with her slot gasket flapping around resulting in it feeling more like a jacuzzi than a dinghy this was not the spa weekend I was promised! Oh and we



Photo: sportography.tv

bent the rig... luckily there was a few weeks gap between events for maintenance.

Warsash – We shared the event with blazes and ISO's, the race management was efficient and the entry even included a beer, so they know how to please! The wind steadily built throughout the day as did the chop making for some fast and challenging racing.

Emsworth – A last minute change of event to our neighbouring club meant no traveling for a change and a 9nm coastal race around Chichester harbour in breezy conditions. The start line was busy, partly due to the clubs summer regatta being held on the same day but also due to the plethora of yachts moored in the harbour. The last leg back from Hayling Island was one to remember... Launched!

Eastbourne – Forecast to be 25knts from the north, we all rigged up with some trepidation. Whilst some boats decided to stay on the beach, 5 brave boats headed out. Unfortunately I can't comment first hand on how good the racing was, how exciting the down wind legs were and how hairy the gybes were as 10 minutes after we had left

the beach, mid bear away I was plunged into the most dramatic Chinese gybe. Looking for my helm at which to direct the abuse I saw him floating around near the back of the boat, rudder and stock in hand! Safe to say the event was over for us however the racing looked very exciting as we watched some great wipeouts and racing from the club house, beer in hand.

Burghfield changed our view on pond sailing for the better. Another 1 day event this time alongside the RS200 fleet, and a good turn out from the 4's despite the event clashing with the inland nationals. 2 races in the morning, back to the club for lunch (so civilised!) and 2 races in the afternoon, brilliantly run and a great place to sail! Boaty McBoatface was getting faster.

Oxford - The final event of the tour and it was all to play for, the Oakey's had won the tour outright however there were 4 boats who could potentially get 2nd so the race was on! I am not totally sure what happened to Boaty McBoatface at Oxford but she was fast, even spending some time in 1st place in one race; a new view of the fleet for us and one we may not see for a while. Light winds dominated the event, leading to some close racing with the lead changing hands several times. Boaty McBoatface did her best and finished 2nd at the final event of the year, managing to secure a 3rd place finish in the southern tour overall.

We achieved most of what we set out to achieve in 2016 and far exceeded our own expectations. It shows that with a lot of perseverance and commitment, anyone has a chance to do well but most of all have fun! Roll on the southern tour 2017! (After a bit of winter TLC for the boat and for ourselves!)

Jo Humphrey



Photo: sportography.tv

JP Watersports & Scottish Brewing Scottish Tour



Scottish Champions Neil McLellan and Andy McKeown

2016 has been an excellent year for the Scottish 400s with numbers remaining strong, several new members entering the class and best of all no events lost to extreme weather. It all kicked off in "Arctic April" at scenic Loch Tummel where Mr MacKenzie and Mr Box removed the shrink wrap from their brand new weapon to convincingly take the first traveller, closely pursued by class newcomers Pete Taylor and Robster MacLeod. Next up in May was training at Port Edgar with Mr Robertson ("it's very simple really just get a good start, sail the right way up the beats and don't make any mistakes etc etc") followed by a 15-boat one day event which was duly won by Coach Robertson. We returned in June to class favourite East Lothian with a slightly smaller than normal entry of 12 boats – but delighted to welcome 2 visitors from South Shields (note to circuit rep / rabble rousers we need to return the favour in 2017!). Again it was the Robertsons who took line honours with a series of straight bullets, followed by Bob Yeamans and Nadia McMinn who sailed a very consistent series.

July is holiday time in Scotland and Royal Findhorn shone warm and sunny with 17 boats on the start line. Again the Robbadobs took victory by 2 points from



Circuit Winner and European Champs Stewart and Sarah Robertson

Mr Bedborough / Roger Carter, with an ever improving Mr Neil McLellan and hotshot new crew Andy McKeown showing great promise and would surely have been higher up the ranking had it not been for a broken boom. Several travelling 400s stayed on for Findhorn week and class newcomers Matt Toynbee and Kiki Pap took overall victory as they swiftly ascend the 400 learning curve.

Late July saw the RS Europeans at Traevemuende with Stewart and Sarah Robertson winning by one point to become European champions. They made it back just in time for the Scottish traveller #5 at Stonehaven which was a cracking event with 12 boats on the line. This time though it was Neil McLellan edging out the Robertsons to take a very well earned victory, and reminding others that his BUSA team racing win all these years ago was no fluke.

Traveller number 6 at Dalgety Bay SC was also the Scottish Championship and was especially tricky with biased lines and a strong tide running across the course. Neil McLellan and Andy McKeown sailed another excellent regatta to become the new Scottish champs, with Jim Sinclair and Ben Wilcox in second and the Robertsons in third. The 7th and final traveller was at Loch Earn in late September, and with a ballistic forecast class rep Sarah Robertson did a great job with a last minute date change to Sunday which meant we enjoyed near-perfect conditions. In a great end to their 2016 tour John Mackenzie and Andy Box took a very close-fought victory from the Robertsons, with Martin Booth close behind in 3rd and his first podium position in the class. As a new venue for 400s the class were very warmly welcomed and would like to return on account of the bacon butties alone.

So overall the Robertsons won the 2016 Scottish Tour in fine style, however are

certainly no longer getting it all their own way with several other teams now performing at the same high level. Rumour has it Stewart and Sarah have a new boat on order for next year so it is shaping up to be perhaps the most competitive year yet since the Tour got a reboot in 2010. The Scottish fleet have agreed that the 2017 Nationals at Mounth Bay will be the "traveller event of choice" so we hope to get a strong Tartan Army to make the road trip to the South west to what is generally regarded as the best wave sailing in the UK.

To round the season out a strong 6 boats made the road trip in early November to Rutland SC for a wet and windy end of seasons Championships. This included 2 Port Edgar instructors Brendan Lynch and Ross Malloy who borrowed the Scottish demo boat, thoroughly enjoyed themselves and hopefully will be back for more next year. The event entry of 37 boats was a very positive reflection on the wider UK class health and it was the Robertsons who finished off a great year to win the event in style beating both national champions the Oakleys and ex-Olympians Russ and Penny Clark in the process.

Great as they are it's not just about the traveller tours. In terms of RS400 club racing Daley Bay has been particularly successful in building its fleet with 13 boats in the dinghy park and 7 regularly competing on Wednesday nights. Findhorn remains the largest Scottish fleet with 18 boats - the challenge being to encourage them to travel, and travel bribery will be a key focus for the committee next year. At a recent meeting it was agreed that the class was thriving with the solid 15 boat traveller turnouts, but with 60 400s in Scotland there is always more we can do to increase participation and attract new sailors into the class. Having done an amazing job this year Sarah Robertson agreed to stay on as Scottish rep and we welcome onto the committee some fresh blood: John MacKenzie (rabble rouser), Neil McLellan (sponsorship) and Jim Sinclair (circuit rep). It was also agreed to purchase a new Scottish Champs trophy to replace the old one (which was unfortunately lost). This will sit alongside the Stewart Brewing Salver for the Scottish Tour and the very hotly contested Stewart Browning Cup for monumental cockup a.k.a the Tartan Duckhams.

As we went to press the class will be most encouraged to learn that key sponsor

Stewart Brewing have again renewed their (liquid) sponsorship deal– phew! Next and last up is the annual curry and awards which will be held in Dundee on 26th November followed by Wormit dad dancing at Dave and Frasers, then frostbite racing at the Royal Tay Yacht Club on Sunday. Bring your balaclava!

Keith Bedborough



John MacKenzie and Andy Box – scottish Tour runners up

RS400 Technical Report

As another season draws to a close, it's the time of year when people might be doing a bit of boat work before putting their boats away for the winter (or sailing on through for some hardy souls!) One of the best modifications for a 400 are continuous control lines, particularly the kicker. The top boats tend to have these on an elastic take away under the thwart to ensure the tail doesn't get stepped on or tripped over. Our national champion Paul Oakey has helpfully put together a very simple guide to the best way to organise this - it can be found on the website, under 'The Boat' at <http://www.rs400.org/documents/p1b0d5251c1dbb1f4khr19q91qff3.pdf>. Well worth a look if you are considering upgrading your control lines.

For those that attended the AGM at the nationals there was a good discussion around sails and whether the class should consider

opening up to different sail providers. We would be very interested in getting as many views from across the class on whether the current sails are felt to offer value for money and whether people would like to consider further moving to another provider, or opening sails up to many providers.

After the 2016 UK Nationals, we put together tuning tips from the 5 top crew. These details are available on the new website under 'The Boat'.

Lastly please let me know if there are any other technical issues or concerns with your boats and I will endeavour to look into this with RS Sailing.

David 'Ding' Brown davidwbrown90@me.com

Northern Tour 2016

Another year finished and tour complete. We had a lot of good sailing and racing in 2016, from the close racing at the Champs and the seat of the pants flying at the Birkett, to the growing fleets such as South Shields. I feel it's the stories that come out of the events that really show how the season went, I'm sure everyone has their own favourite tales of the year, here are some of mine.

Unfortunately as always there are some casualties, my poor boat is going to need some serious winter TLC after the Ullswater gales did their best to remove my mast, but some small part of me is still thinking it was absolutely worth it for a screaming downwind leg measured in miles. I admit with a certain degree of shame that I ducked behind a few islands to get the gybes away. I know I wasn't the only one coming off the water with a massive grin on my face and more than a few aching muscles as a result. Plus there was the bonus experience of watching a certain Mr Exley display both his agility in demonstrating how to climb round a table, and his natural charm in persuading the bar staff to let him do this

No, I don't know why either.

Personally my favourite part of the season was the enthusiasm showing in growing fleets around the north, running a training session at south shields where 11 local boats turned up was fantastic, seeing people brand new to the boat and learning fast is a pleasure. The next challenge is to get them involved in the tour and start making the travelling fleet grow along with the local ones.

They hosted a traveller this year as well, and I am now a big fan of South shields, partially for the warm welcome they gave us, and partially because I finally got to see the front end of Robertson seniors boat. Wasn't smug at all...

I am assured that the Northern Champs were, as ever, a great event, with Notts County living up to their impeccable reputation. There were wigs (Cough* Pete Snowden *Cough), jagermeister (as always, or so people tell me, my memory is a bit hazy), and the Notts County Olympic Games. If somebody can remember who won those then let me know, but I believe the L&L team win the fancy dress prize. I also hear there was some racing, not many stories of that for some reason. It was a close fight for the northern Champs round the tight racing inherent to Notts County, with the



Photo: David Eberlin, Notts County SC

Delph team of Chris Pickles and Matt Sherman coming in first followed by Dave Exley and Jenny Douglas in second, with Steve Restall and Chris Stubbs in third.

After everything there has got to be a winner, a team who has put the effort in to turn up at all the events and raced well, and this years Northern Champions have shown impressive consistency and dedication. Congratulations to Chris Pickles and Matt Sharman of Delph sailing club, out 2016 Northern Champions.

But most importantly thank you for everyone who joined in with the racing, organising, and socialising that make the tour worthy of the stories I spend the rest of my life telling to anyone who will listen.

Ben Robertson

RS400 Calendar 2017

The calendar for 2017 is attached and up on the RS400 website. Loads of lovely events lined up for you, but here's the preview of a couple of major championships in excellent venues.

Eurocup, Gravedona, Lake Como

Centro vela alto Lario (AVAL-CDV) is situated in Gravedona in the North Western corner of Lake Como in Northern Italy. This exceptionally friendly club has just had a bit of a facelift, with fantastic new changing/showering facilities, an enlarged and excellent slipway and 4 x 8 bed bunk rooms on site. Socials are still outside in the balmy evening weather.



RS100s enjoy Como in 2011

Like Lake Garda, the Northern end of Lake Como benefits from a thermal afternoon wind. When the sun is shining (most of the time in July), a wind of around 15-18 kts kicks in early afternoon, so racing is scheduled to start at 1300hrs daily. The 2 race courses (one for RS500 Worlds), one for RS100, 200, 400s) are within 1 mile of launching.



Photo: sportography.tv

Launching is easy, off a recently enlarged slipway into calm waters, giving you time to sort yourself out before hitting the wind.

Volvo Noble Marine UK Nationals, Mounts Bay SC



Photo: sportography.tv

Mounts Bay SC, Marazion, West Cornwall, is a legendary venue. Every sailor should do a Nationals here at least once in their lifetime! The club only runs one Nationals a year, and has hosted some very prestigious national and world championships. We are very excited that this year is our year! The sailing is fabulous. If there is a depression out in the Atlantic then you get spectacular conditions with large rolling waves. Those of us who were there in 2014 know all about that! If not then it's tactical big course racing.

But it's not just the sailing that makes Mounts Bay special. It's a volunteer-run, super friendly club and a lovely place to go on holiday, with or without the family. Don't miss it!



LPB Aerial Imagery

Membership Benefits

Please don't forget to tell all your mates about the excellent benefits of joining the RS Class Association.

Working for ALL RS sailors

- Sets the rules to give great one-design and handicap racing – enhancing resale values
- Organises websites, forums, race reports, news – keeping you informed
- Organises racing events with fantastic social scene – improving your Class's popularity and value
- Organises training events – helping you get the most from your boat
- Liaises with the builder, RS Sailing – ensuring the quality and specification are what owners want
- Negotiates excellent discounts from the RS Sailing Store, and many other companies
- Encourages new people to get involved – giving a better experience for everyone

Who is your Class Association?

- It is run by volunteer sailors with back-up by part time professional administrators
- The sailors make the plans and communication – without having to do all the leg work

Membership Benefits

RS Sailing Store Discounts (UK Members)

- Discounts up to 15% on many items from the RS Store
- Additional seasonal discounts including sails

RS Association Merchandise

- At least 20% discount on merchandise (coaching DVDs, clothing)

RS Coaching

- At least 20% discount on coaching

Noble Marine Insurance

- Discount on annual boat cover

Volvo

- Save up to 25% on a new Volvo, with their Affinity Deal

Ferry Fares

- Regular discounts on ferry crossings with Brittany Ferries

Please show your support by joining your Class Association

- The cost is tiny compared to your benefits. Just £3.25 per month for Full Membership or £1.50 per month for Youth Membership

To join, visit www.rssailing.org – choose your class and country then click 'Join Now' or email membership@rs-association.com