

# **Fireball** **E-news**

**Edition #9 February 2020**



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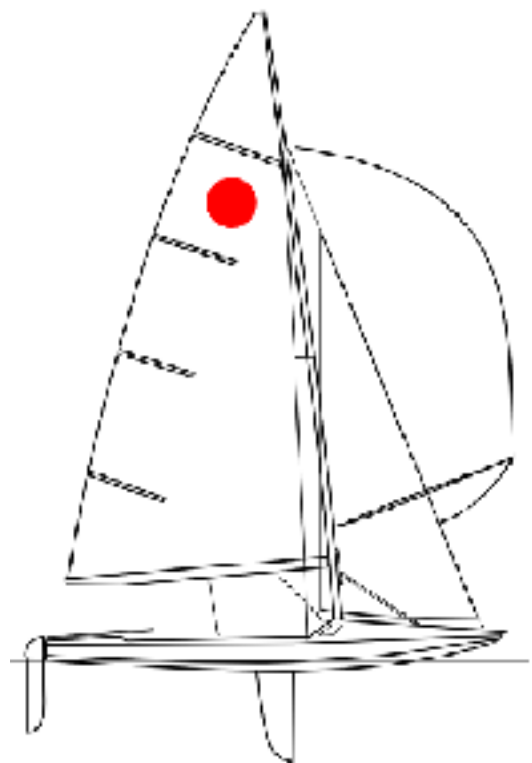
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# Chairman's Report

I hate to admit it but I've not sailed my Fireball since the Worlds. Of course, I've got a stack of excuses lined up, but I'll go with the one that's not my fault and blame it on my crew and husband who had a hip replacement in October! Rehab is going well and he's on track for sailing in the spring.

There have been a good number of Fireball sailors getting out over the last few months. It's great to see the fleets at Draycote and Hayling all encouraging each other to go out racing via their social media groups – it's amazing what a bit of gentle persuasion can do! There have also been a few Fireballs at the various Winter events including the Starcross Steamer, the Steve Nicholson Memorial race and the various events in the SailJuice series. I admire you all! There's a report on the SailJuice series elsewhere in this e-News.

2020 has started off with some fantastic news for our fleet as Gul has renewed their sponsorship for another 3 years! Many of you know Mike Pickering, who has worked for Gul and with the Fireball fleet for many years. Mike has now retired and Gul has a new Sales Manager, Jack Knowles. Jack is relatively new to the world of sailing but is enthusiastic to learn more about it and even wants to try sailing in a Fireball! Jack will be at this year's Dinghy Show so if you bump into him, be sure to say hi and chat to him about all the fun you have in your boat. He's hoping to come down to our Nationals too.

There's a change of format for this year's Dinghy show at Alexandra Palace with all the traditional classes together in the West Hall and the retail outlets, etc in Great Hall. Drop by and say hello to us on stand G31 (next to the Enterprises and opposite the Merlins). You will also be able to talk to the Daves who put so much effort into organising the show. Dave Winder (Winder Boats) will be on hand to talk to you about Winder boats and Dave Hall will be splitting his time between the Fireball stand and the Hyde sails stand where a Weathermark Fireball will be on show. It's a great opportunity to talk to the experts!

Preparation for the Nationals is going well with Simon Benson finalising arrangements with WPNSA. Entry will be open shortly after the Dinghy Show with the usual early bird reduced price.

We're lucky that so many businesses are supporting our sailors. You'll see adverts in this e-News but in addition to our title sponsor, **Gul**, we have:

## Discount schemes through:

- UK Global Insurance
- P&B
- Ropelocker

## Dinghy Show and all year fleet support:

- Weathermark
- Winder Boats

## Spot prizes at the Nationals:

- Hyde Sails
- North Sails
- Pokito

The first open meeting of the season is nearly upon us at Staunton Harold SC on 21/22 March. Blow off the cobwebs and give yourself the chance to win some Gul vouchers! All the events are on <https://www.fireballsailing.org.uk/>

Finally, I'd like to thank Steve Goacher who has stood down from the committee due to work commitments. Steve has done an amazing job of providing support to the Association and in-depth knowledge on just about anything Fireball related. We miss his support and work. We're looking for volunteers to join the committee – many hands make light work!

Derian Scott

Chairman



# Sailjuice

Fireballs at the Sailjuice Series. By Dave Hall, photos courtesy Tim Olin

We had a mixed representation at the now well known Winter Sailjuice series with some events attracting more of us than others. The event has grown over the years with more events added making it hard to attend all of them. The Great Lakes handicap system rather than the RYA PY number means the Fireball along with a number of other classes can be penalised for having a strong pool of talent, thus making it hard to be competitive unless it is very windy. In spite of this the class had a number of strong showings and by taking part and being very committed Dan Johnson & Ben Latham have ended up 17<sup>th</sup> out of over 600 entries and 6<sup>th</sup> in the two - person spinnaker boat.

## **Draycote Dash**

This was the first event and it was one for the slow boats. Racing on Saturday was in light to medium winds with the slow non trapeze boats taking the prizes. No wind on Sunday meant the pursuit race never happened. The local team of Martyn Lewis & Daniel Lewis came in 16<sup>th</sup> and Dan Johnson & Ben Latham 40<sup>th</sup>.

## **Datchet Flyer**

Another one for the slow boats. It was light to marginal trapezing on Saturday with big shifts and holes. With the slow fleet starting first it was always going to be a challenge to fight through to get clear air. Sunday dawned to a massive forecast which materialised- one extreme to another. The course was set close to the shore which meant very short beats and downwind legs. The race turned into a bit of a shambles as the rescue could not cope and the race marks drifted out of place in the wind. Eventually the race was abandoned. Dave and Paul ended up 32<sup>nd</sup> with Dan and Ben 67<sup>th</sup>.

## **Yorkshire Dales Brass Monkey**

This one was a real drifter with only the one race taking place. Big credit to Dan and Ben who went all the way up there and came in 35<sup>th</sup> after all the non-trapeze boats.

## **Grafham Grand Prix**

There was a promise of a good breeze but it never really appeared. There were moments of excitement, but with a very short course and a lot of mark rounding there was not really enough to sail to the Handicap.

We had good turnout of Fireballs. Kev Hope & Andy Stewart 14<sup>th</sup>, Isaac & Ollie 17<sup>th</sup>, Dave & Paul 19<sup>th</sup> Martyn & Daniel 25<sup>th</sup> with a black flag. Dan & Ben 37<sup>th</sup>, Mark & Simon Maskell 39<sup>th</sup>, James Cuxson & James Arnot bringing up the rear.

## **Bloody Mary**

At last a proper breeze. A good Fireball day -enough wind for a blast without too much drama. This massive one-day event attracted 288 boats. DJ Edwards & Vyv Townsend came in 3<sup>rd</sup> with Dan & Ben 35<sup>th</sup>.

## **King George Gallop**

Only the one Fireball entry from the ever keen Dan & Ben. This event is on a relatively small lake and once again the light winds and short course was not ideal for the Fireball. They did well to get 25<sup>th</sup>.

## **Tiger trophy**

Having complained all series about not having much wind Rutland provided it with revenge! It was bonkers, the wind was gusting over 35 knots and the RO put a course in the upper part of the lake rather than in the big pond area. Two races were held on Saturday in the extreme conditions. Hats off to Kev and Andy for being the only fireball to complete all the races and finishing 7<sup>th</sup> overall.

We had a good turnout but with the conditions even the most experience amongst us found it challenging with damaged boats and exhausted crews from multiple swims.

The pursuit race on Sunday was a more sensible day with a good breeze and the Fireball faring well. Ian and Waggars got a 6<sup>th</sup> and Dave & Paul a 10<sup>th</sup>.

John Hayes & Joel James finished 37<sup>th</sup> overall managing to complete 2 races. The rest of us including Isaac & Ollie, Simon Foskett & Simon Forbes, Tony Goodwin & Charlie Plows all had to count two last places so finished up well down the fleet of 150 boats.





# SELDÉN

**SAILJUICE.COM**  
Winter Series 19/20



**sailRacer**

Dan JOHNSON Ben LATHAM

© Tim Olin



# SELDÉN

**SAILJUICE.COM**  
Winter Series 19/20



**sailRacer**

2020 Tiger Trophy

© Tim Olin

# Round the Cans

A new regular series where we get under the skin of Fireball sailors in an interview fashion. In this edition it's the turn of long time Fireball sailor Nick Hurst. So if you'd like to get to know one of the nicest guys in the boat park, read on...



<b>Name:</b>	Nick Hurst
<b>Age:</b>	State secret ( <i>whisper it: 62</i> )
<b>Profession:</b>	IT Project Manager
<b>Home Town:</b>	Petersfield, Hants.
<b>Club:</b>	Hayling Island SC
<b>Boat number and name:</b>	14821 – Sijambo
<b>Fireball Buying history:</b>	14268 in 2005, 14821 in 2010
<b>Current Nationals Fleet:</b>	Gawd knows. Bronze / Silver borders (not done any events in a while)
<b>Gear:</b>	Norths, M7+; standard Winder hull and foils.
<b>Which pole system?:</b>	Standard double ended
<b>How long have you been sailing Fireballs:</b>	15 years
<b>At what level:</b>	Everything from club to worlds
<b>Year of 1st Nationals:</b>	Mounts Bay 2008.
<b>Last major championship:</b>	Penzance 2018?
<b>Most memorable result:</b>	Occasional flashes of (near) brilliance, ruined by inconsistency. Hayling nationals I think we had a 9th in one race. Perros Euros in 2006 we were 12th out of 99 in race 3, having reached the top mark 3rd. All down to Alex Shaw's skill in the front. That's a good memory.



**What other boats have you sailed:**

Cadet, GP14, Ent, Lark, some leadmines.

**Why do you sail a Fireball:**

It has no peer in bang-for-buck terms. It's not too cerebral for a dimwit seat-of-the-pants sailor like me but get the string-pulling department right, find the groove and it just goes.

**What do you like best about it:**

It's a bit of a hooligan and seems to have no terminal velocity. Three-sail reaching in breeze; on the edge of control when all that seems to be in the water is the leeward bilge panel.

**Who is your crew:**

Ah – therein lies the problem. We have boats and drivers; shortage of crews. Recently started sailing with Gavin Doyle (IRL) lives in London and who has sailed 'balls in the past. Early days. We shall see how it works out.

**What does he/she do well:**

Keen, careful moving around and with the boat and the sails. We still have to get the routines nailed

**What could he/she do better:**

Our tacking is not up to par. It's a place to start.

**How do you prepare for a campaign (boat/fitness):**

Preparation? Don't make me laugh!

**What event are you most excited about next year:**

It would be great to go to Howth for the worlds.

**What would you like to see in the class:**

I think we need to be seen as less stuck in the past. Make the boat easier to sail especially for lightweight crews. The Twaron kite pole is probably more expensive than a carbon one today.

**Sausage sandwich/bacon butty/avocado on toast:**

Deffo a Bacon butty. Butter, no sauce.

**What's your best one liner:**

Well, that didn't go quite to plan, did it!



# Latest News

## Gul Renew their sponsorship of the UK Fireball Fleet



We're delighted to let you know that [Gul](#) is renewing its sponsorship of the Fireball fleet for another 3 seasons. Gul is providing generous vouchers to competitors in the Gold, Silver and Bronze Fleets at our National Championships, the Golden Dolphin Open Meetings, the Under 26 Championships and the Inland National Championships. Gul is also sponsoring some amazing spot prizes that we'll be giving away at the Nationals, Inlands and Golden Dolphin events.

Photo by Urs Haerdi

We'll have a mannequin on the Fireball stand at the Dinghy Show, wearing their latest kit, to give you a taste of what you could get if you win some vouchers.



Jack Knowles, who has taken over from Mike Pickering as Sales Manager for Gul, spent time with UKFA committee members to find out more about what we do. Jack said, "Gul and the Fireball class are really well aligned. The kit we make is ideally suited to the needs of Fireball helms and crews and it's great to see so many photos of you wearing it. Gul is delighted to be supporting the Fireball fleet for another 3 years." Jack is planning to come along to the Nationals in Weymouth and is keen to go out in a Fireball – I'm sure we can arrange that!

Jack was telling us how Gul is currently working on reducing the environmental impact of their products and packaging. They have partnered with [Big Blue Ocean Cleanup](#) and are moving to sustainable packaging. It's great to be associated with a company that recognises its responsibility to keep our planet green.

Photo by Tania Hutchings



## Pre-Nationals sailing & possible training

WPNSA has got in touch to let us know that we can use the Academy's facilities and sail for free on Friday 24<sup>th</sup> July (the day before the Nationals starts). At a small cost, we can also sail on Thursday 23<sup>rd</sup> July (see below). There is potential to lay on a training day on the Friday. **Please let a committee member know ASAP if you'd like us to look into this.** You'll need to contribute towards the coach's costs and the WPNSA fees.

Fireball National Championship 2020				
Pre-Event Sailing for Competitors				
The following table outlines the fees associated with pre-event coaching on pre-event sailing. Please refer to WPNSA in respect to registration and pay for registration fees.				
Day/Date	Sailor	Harbour Dues	Coach/Facility Fee	CBB Learning & Boring
Friday 24 <sup>th</sup> July 2020	Individual sailor	Individual sailing	£250 per coach	£15 per RIB
Up to and including Thursday 23 <sup>rd</sup> July 2020	£250 per sailor	£250 per sailor	£250 per coach	£15 per RIB

Regret Fees	Harbour Dues
1-2	£250 per boat
3-6	£250 per boat
7-10	£250 per boat

The coach is required to complete a risk assessment prior to going on the water. For data is on having a private coach at WPNSA, please refer to the full Fireball National Championship Rules.

Fireball is a high speed, offshore racing dinghy. It is a high speed, offshore racing dinghy. It is a high speed, offshore racing dinghy.





# CRAFT COVER

A UKGLOBAL PRODUCT



## Exclusive craft insurance for members of the UK Fireball Association 2020 - 2021



**The UK Fireball Association insurance scheme is designed to protect your Fireball craft and your liability to third parties.**

It has been developed with one of the UK's leading pleasure craft insurers and provides members with a bespoke policy wording, which includes significant features not available to the general market.

An example of this is the valuable new-for-old cover on sails, covers, masts, spars and rigging, which many other policies do not include.

Unlike many other policies there is also no Hitchlock and Clamping Condition.

- Specially negotiated rates
- New-for-old cover on sails, covers, masts, spars and rigging
- £20 off for members\*
- 10% discount for new customers\*\*

\* A £20 Administration Fee is removed for Members of the UKFA.

\*\* 10% new policyholder discount subject to having sailed a Fireball in the last 12 months without making an insurance claim.

### Key Benefits

- New for Old – Sails, Covers, Masts, Spars and Rigging
- Full racing risks
- Transit and trailer cover
- European cover (if based in the UK)
- Third-party liability of £5,000,000
- Personal Equipment up to £350 per incident
- Recoverable Racing Fees
- No Hitchlock and Clamping Condition
- No Mooring Exclusion
- No excess on third-party claims

### Key Exclusions

- Liabilities whilst in transit by road
- Scratching, denting, bruising or chafing whilst in transit by road, rail, air or ferry
- Wear, tear, depreciation and gradual deterioration
- Your dinghy being more than 6 nautical miles offshore or crossing the English Channel, Irish or North Seas
- Terrorism, war, invasion, civil war, conflict or commotion

### Fast, efficient Claims service

If you need to claim we aim to keep it simple.

We work diligently to ensure that the insurer, MS Amlin, processes the claim quickly and efficiently on your behalf.

# UKGLOBAL

### Policy Excess

The policy is subject to a 25% excess, with a minimum of £250 and a maximum of £750 payable per claim.

To illustrate this; a typical claim for £900 would be subject to a 25% excess equivalent to £225, however the minimum excess of £250 would apply, therefore the policyholder would receive £650 from their settlement request.

Conversely, for a claim of £10,000, the excess would ordinarily be £2,500, but the cap at a maximum of £750 results in the policyholder receiving a £9,250 settlement.

For those policyholders that are reasonably confident that they will never claim, you have the option to increase the minimum excess payable by £100 to £350 for a £15 premium discount.

### Discounts to reduce your premium

A range of discounts can be applied to reduce your premium:

#### No-Claims Discounts:

After year 1	5%
2 consecutive years	10%
3 consecutive years	15%
4 consecutive years	20%
5 consecutive years	25%

After 5 years No-Claims you can choose to fully protect your discount.

#### Further discount options available:

- 15% Laid Up Discount
- 10% Non-racing Discount

**10% discount for additional craft**

Craft Cover is the specialist sailing craft insurance solution from UKGlobal, which has provided insurance to sailing associations and their members for over 20 years.

The insurer for the UK Fireball Association insurance scheme is MS Amlin, one of the foremost insurers in the UK market specialising in craft insurance.

The UK Fireball Association is an introducer appointed representative of UKGlobal Risk Solutions Limited, which is authorised and regulated by the Financial Conduct Authority (reference number 463003). UKGlobal is a trading name of UKGlobal Risk Solutions Limited.

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# Worlds 2020 Preview

**There is a world champs on our doorstep next year. Have you entered yet? All the info you might need to know is right here..**

Howth Yacht Club, the Irish Fireball Association and Fireball International warmly invite you to the 2020 Fireball World Championships in Howth, Dublin, Ireland this August. The club, established in 1895, is one of the largest yacht clubs in both Ireland and the UK offering exceptional facilities for dinghy and keelboat sailors. The race area is exceptional with a large expanse of open water, free from tidal anomalies and with flat water from the prevailing westerly winds crossing a low flat plain to the west. The main event takes place from 9th -14th August 2020 with a short warm-up event in advance (IRL Nationals 6th & 7th August).

The venue is located in the fishing village of Howth on a peninsula some 18km from Dublin city centre. Howth is a high amenity area of exceptional natural beauty and is the second most popular tourist location in the Dublin area. The clubhouse is only 20mins drive from Dublin's international airport, adjacent to the coastal DART suburban train line to Dublin City and is less than 30 mins drive from the ferry terminals at Dublin Port. The club has ample space and excellent changing, bar and restaurant facilities. The picturesque village has a terrific range of restaurants, bars and coffee shops. For family members who are non-sailors there are several nearby beaches and very many activities in the locale and in Dublin city centre which is a short rail hop away. A wide range of accommodation is available for those who book early - from luxury apartments to low budget camping and camper van accommodation one train stop from the club. Discounted ferry fares will be available for continental and UK travellers via Irish Ferries.

Howth Yacht Club has the depth of experience required to provide consistently high standards of race management at club, national and international level. The club has a resident national and international race management team along with dedicated committee boats and a professionally maintained racing infrastructure. The race area is easily accessible from the club, just beyond the beautiful bird sanctuary island of Ireland's Eye. For the Fireball Worlds a highly experienced regatta team has been assembled led by Principal Race Officer David Lovegrove, one of



Ireland's most experienced International Race Officers and a former Fireball National Champion himself. The event management team is being chaired by former HYC commodore Berchmans Gannon and includes skilled HYC, Irish Fireball Association and Fireball International personnel.

Howth Yacht Club (HYC) is based at The Middle Pier, Howth Harbour, Howth, Co. Dublin.

Email : [events@hyc.ie](mailto:events@hyc.ie) , [office@hyc.ie](mailto:office@hyc.ie) and [marina@hyc.ie](mailto:marina@hyc.ie) Web: [www.hyc.ie](http://www.hyc.ie)  
Phone: +353 (1) 8322141

Event contacts : for HYC - Christina Knowles - [c.knowles@hyc.ie](mailto:c.knowles@hyc.ie) ; for the Irish Fireball Association class hon sec Frank Miller - [frankmillerphoto@gmail.com](mailto:frankmillerphoto@gmail.com) + 353 87 2584016

Useful links -

Main webpage - <https://hyc.ie/fireball-world-championships-2020>

Howth Yacht Club - <https://hyc.ie/>

The event Facebook page - <https://www.facebook.com/howth2020/>

Irish Fireball Association - <https://www.facebook.com/FireballIreland/>

Irish Fireball Association website - <http://www.fireball-ireland.com/>

Fireball International - <http://www.fireball-international.com/>

What The Irish Times said - <https://www.irishtimes.com/sport/other-sports/fireball-world-championships-to-blaze-ahead-in-howth-in-2020-1.3530957>

Ireland's top online sailing mag - <https://afloat.ie/>

**Fireball Worlds 2020**  
The Irish Fireball Association warmly invites you to join us in Howth, Dublin for the 2020 Fireball Worlds and our warm-up Irish Nationals from August 6th-15th inclusive. Howth is easily accessible from many parts of the UK and from Holyhead it's a very short ferry to Dublin port, and then just a 20 minute drive to Howth. Discount ferry fares will be available for competitors. Howth is a beautiful fishing village located just 20 minutes drive from the coast, with great restaurants and bars and Howth Yacht Club is one of the largest and most organised clubs in Ireland with a wealth of experience in running International events. Camping and camper van space is available near the venue at a nominal cost and the club is accessible by light rail from many parts of Dublin.

**NOTICE OF RACE**  
The Notice of Race is now published and online entry has gone live - follow this link - <http://fireball-international.com/race/2020-2020-worlds-notice-of-race>

**ENTER TO WIN**  
The 1st 10 entries to the competition will enter a draw for a beautiful bottle of Single Malt Whiskey.

**Fireball World Championships Howth, Ireland**

Visit the host Yacht Club : [Howth, www.hyc.ie](http://www.hyc.ie) and see for yourself what an amazing venue we have teamed up with for your World Championships. Email - [events@hyc.ie](mailto:events@hyc.ie) for queries.

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# Technical

## Mainsheet Traveller

We all know and love the fact that the Fireball allows for some personalisation, especially when it comes to sheeting systems and purchase.

Here we're going to take a look at some of those systems, specifically the experiments people have been making with a windward puller system for the main sheet.

This is by no means an exhaustive article, there are myriad systems people are using and experimenting with. People have tried a traveller installed under the main jammer on the thwart but it's quite big and cumbersome and obviously carries a weight penalty.

The most popular system seems to be an aft mounted puller system routed back to the helm.

Andy and Derian Scott have tried this system and Andy's thoughts on it are captured here:

Andy believes that even if it is slower or the same VMG, there seems to be value having a higher pointing option off the start line and, if pinching, to make a windward mark in a big fleet. He adds that no one is using it when fully powered for VMG.

Andy says... "We took our ideas from the transom puller system that Penny & Russ Clark used at the Penzance Nationals; they went very well with it and had devastating height coming off starts. I believe the VMG value was mixed, even in consistently light conditions. They were using a flat P&B main on a stiff Alto mast. We use a standard cut North T10 or Hyde on a M7+. We have an extra centre console 'granny' purchase on our main sheet. This reduces the main sheet load, but prevents the main being centred which is a big problem for holding a lane off the start. The biggest value of the windward puller system for us is to compensate for our extra mainsheet purchase and allow us to centre the main. In light and marginal conditions we may use the puller to sheet slightly to windward although the effect of this is inconclusive on VMG. We do pull to windward for starts in light winds to help us hold height, but this is often at the expense of VMG.

I wanted a system that added little weight/complexity and would guarantee the boat set up as before if not pulled on.

The system is comprised as follows;

Our mainsheet transom tails terminate about 12" early in an eye.

We have a line on each side terminated in the a new hole in the hull 1" back from original tail's hole.





Eye on very short stop through original tails hole.  
This gives 2:1 at transom with a stopper on the puller line ensuring that the uncleaned system provides same geometry as normal tails.



We then have a continuous removable (grey) line that runs forward, across the boat and back to other side.

The grey line is run through 2 short strops with pulleys close to the spinnaker blocks - these have been adjusted to a length that ensures if the helm pulls the grey line vertically, it will cleat in the spinnaker sheet tidy-up blocks.



If windy, the grey line can be removed.

The grey line just lies loosely across the centreboard casing. The system is always pulled on from the windward side (if installed correctly the helm pulls vertically and the line will find the cleat). If we tack and have not let off the system, the helm can easily pull the line to the leeward side and it releases the leeward cleat. Note the pink elastic under the spinny sheet block - we tidy the spinny sheets into that when racing, so the cleat is always free for the puller system.

Dave Hall has also experimented with a slightly different transom mounted puller system as shown in the picture below. Thanks to George Whitchurch for sharing the photo.



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# Inlands 2019



**Draycote Water hosted the Fireball 2019 [Gul](#) Inland Championships over the weekend of 2nd and 3rd November.**

By the time the first race started the wind had dropped dramatically from storm conditions to around 12 knots.

Dave Hall was to have a pretty successful day leading both races of the day from start to finish to be overnight leader, with Isaac Marsh and Oliver Davenport lying second and Chips Howarth, making a cameo appearance after a four year sabbatical from sailing, lying third with his erstwhile crew, Vyv Townend.

Photos © Malcolm Lewin



Sunday dawned with very different conditions. With a shifty and patchy 5-8 knot South Westerly breeze, it was to be a day of snakes and ladders, with the trick being to avoid the biggest snakes rather than necessarily finding the longest ladders.

In the first race of the day, it was Hall who was to land on the biggest snake to find himself buried in the pack and unable to find a suitable ladder to get him out of trouble. The second beat, however, brought a major re-shuffle of the fleet as boats took their respective snakes and ladders. David Sayce and Nick Rees and Paul Cullen and Simon Forbes had great beats to round the windward mark in first and second respectively. In their excitement, however, they missed out the spacer mark at the top of the run and by the time they realised their mistake they had to beat some way back to the mark. Their loss was Howarth's gain and he took the race win with Dave Wade and Richard Pepperdine second and Dan Johnson and Ben Latham third.

Hall's bad luck was to continue in the second race of the day when he was pulled on the black flag start meaning he was going to have to count his 13th from the previous race. Marsh was the boat to find the biggest ladders and took the race win from Howarth and Sayce, remembering to sail the full course, taking third.



In the third race, Cullen led for much of the race but was to remind everyone why his nickname is Spanner by inexplicably gybing off on the last run into a lovely hole, thus snatching defeat from the jaws of victory and gifting the win to Wade. John Haynes and Joel James, who were slotting in some solid results after missing the first day took second, with Cullen/Spanner managing to hold onto third.

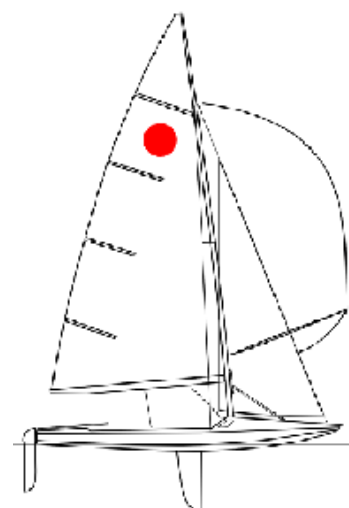
Going into the last race only Howarth and Wade could win the meeting, but both had appalling first beats and found themselves buried. Hall meanwhile had rediscovered his mojo from Saturday and rounded the first mark in the lead. On the second lap, Howarth once again found a lovely shift and breeze to pull himself up to fifth at the second windward mark, and then had a storming run to get himself up to third by the leeward mark. Wade, meanwhile, was finding a ladder of his own to be elusive. At the finish it was Hall who took the winner's gun, the Willcocks twins second and Howarth third and with it the meeting.

A big thank you to DWSC and especially the race officer and his race team for setting some excellent courses in some testing conditions and providing a terrific weekend's racing.

A further thank you goes to Gul and [P&B](#) for generously donating some excellent prizes.

# 2020 events

21 Mar	22 Mar	<u>Staunton Harold SC Open (Gul Golden Dolphin)</u> Staunton Harold SC
2 May	3 May	<u>Hayling Island SC Open (Gul Golden Dolphin)</u> Hayling Island SC
23 May	24 May	<u>Great British Sailing Challenge handicap event</u> Gratham Water SC
6 Jun	7 Jun	<u>Brighthelmsea SC Open (Gul Golden Dolphin)</u> Brighthelmsea SC
20 Jun	21 Jun	<u>Blackwater SC Open Meeting (Gul Golden Dolphin)</u> Blackwater SC
11 Jul	12 Jul	<u>Weymouth Dinghy Regatta</u> Castle Cove SC
25 Jul	28 Jul	<u>Gul UK National Championship</u> Weymouth & Portland NSA
6 Aug	7 Aug	<u>Pre Worlds/Irish Nationals</u> Howth YC
9 Aug	14 Aug	<u>Fireball World Championships</u> Howth YC
17 Aug	21 Aug	<u>Chichester Harbour Race Week</u> Hayling Island SC
5 Sep	6 Sep	<u>Gul Under 26 Championship</u> Blackwater SC
19 Sep	20 Sep	<u>Paignton SC Open</u> Paignton SC
10 Oct	11 Oct	<u>Gul Inland Championship at Chew Valley Lake SC</u> Chew Valley Lake SC
31 Oct	1 Nov	<u>Draycote Water SC Open</u> Draycote Water SC



If you have any suggestions or can help in any way then please feel free to contact  
[Publicity@FireballSailing.org.uk](mailto:Publicity@FireballSailing.org.uk)

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<http://www.fireballsailing.org.uk> - There's loads of useful information on the site, from clubs  
 where Fireballs are sailed, to technical, rigging and tuning guides, information about future open  
 meetings, National, European and World Championships, reports and results from past events  
 large and small. The discussion forum where (almost) anything goes, the classifieds for buying  
 and selling all things Fireball. We're in the process of building an archive of older material so if  
 you have anything which might be of use or ideas and suggestions, please get in touch.

Don't forget the gallery where you can find photos of Fireballs old and new, fast  
 & faster, at home and away.

If your club has an event this winter which is even remotely connected to Fireballs we want to  
 know so we can tell the wider community.

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