



**E-news**  
**Edition #6 August 2018**



# Contents



- **Chairmans Report**
- 
- **UK Nationals 2018 - Penzance without waves**
- 
- **Round the Cans - Russell isn't Thorny**
- 
- **Youth - In the Hood**
- 
- **Hayling Island - Golden Dolphin report**
- 
- **Club Focus - Brightlingsea**
- 
- **Technical - Lightweights**



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# Chairmans Report

## Chairman's Report - August 2018

Welcome to the August edition of Fireball e-News - the sixth edition of the electronically-delivered bulletin. I hope you enjoy reading it!

The 2018 season is now in full swing, four of the five Gul Golden Dolphin Series open meetings have been sailed (the Hayling event will live long in memory!), the 2018 Gul Nationals at Penzance has just been completed - a report and photos appear in this edition of e-News - and the Carnac Worlds will be upon us quickly.

Organising the Nationals this year was trickier than usual. When, in the summer of 2017, we learnt the 2018 Worlds were to be held at Carnac in August 2018 we knew there would be an adverse effect on numbers attending our own championship. That proved to be the case - in fact the attendance was a fraction below our worst-case scenario - and our decision to switch the event from Looe SC to Penzance was completely vindicated. Had we not moved, the association would now be facing a very large deficit for the event and one that would have erased a good proportion of the association's reserves. Instead, as I write, we hope to emerge with just a modest loss which, in the context of the situation, is bearable.

However, whilst the clash with Carnac may be regarded as an unusual situation, what has become clear to me is that the long-term decline in Nationals' attendances continues and that we do need to review the format. We are not alone in the sailing fraternity in facing change - witness the recently-announced changes in the Olympic classes and cancellation of the London Boat Show - and the committee will be seeking views of the membership going forward. The 2019 event at Torbay is scheduled to be an eight-race, four-day meeting and perhaps the shortened format is the way to go leaving traditional seven-day championships for those years when the UK is hosting the Worlds or the Europeans. Look out for the membership survey; your views are very

important to the future of the class in this country.

Talking of the Worlds, I regret to inform you that the UK's bid to host the 2023 event has been rejected by Fireball International who felt that it would come too soon after hosting the 2017 Europeans and 2015 Worlds. In addition, FI are looking to return the event to central Europe and to broaden the range of host countries to those which offer warmer climates and more family-friendly venues such as Greece. The UK will have to wait until later in the 2020s.

On matters concerning Fireball International, it is clear your association's proposal to change class rules to permit the use of twin poles has met strong resistance including, it should be recognised, from some UKFA members. The subject has gone very quiet but I understand our proposal will be discussed at Fireball International's meeting at Carnac. We wait to see!

UKFA membership is at its highest level for years no doubt underpinned by members' use of the new, very popular, direct debit scheme. Thank you all for your support! We do need to encourage non-members to join us though; it never ceases to amaze me how many people enjoy sailing their Fireballs, turn out for club and open events but do not feel they want to support the association. Indeed, some non-members may well be reading this members-only bulletin! There is nothing new in this situation but we do need to convince UK Fireballers that a well-supported class association makes the class stronger in many ways.

Enjoy the rest of the summer and good luck to all those sailing at Carnac!

Chris Turner

FB 15149



# GUL Nationals 2018

## Penzance SC

After a tough decision was made to move venue for this years Nats, Penzance SC stepped in to offer to host the event and the class got the chance to sail in one of it's favourite bays at one of the friendliest and warmest clubs in the country. This is what happened...

Lets face it, the GUL UKFA National Championships 2018 was never going to be that well attended. A week long event just a few short weeks before a 10 day world Championships in Northern France that for some sailors would be quicker to get to than Cornwall, but for those that made it it was worth it. After all Penzance SC know how to host a championship and they have all the key ingredients worked out; have one of the best sailing areas in the country on your doorstep, a clubhouse right on the quay, bar prices that haven't increased since 1994, ample boat parking, affordable accommodation options, a harbour that is launchable at any tide state and a team of slipway kids that make life easier for all.

26 boats pitched up on the Friday and Saturday for some well organised scrutineering and a commodores reception and race briefing. Despite the depressed numbers there were entries from Australia and the Czech Republic, giving the fleet an international feel and as usual Penzance SC made everyone welcome.

The forecast for the week wasn't promising with a high pressure stuck firmly over the whole of the South the prediction was "sunny" and it stayed that way in the main.

Lighter airs bring their own unique challenge and the chance to mix it up at the front of the fleet, so after a short practice race (more a practice start) and a delay as the wind finally filled in, the racing got underway in earnest on the Sunday as planned.

After day 1 it was the fancied pair of multiple World Champions Ian Dobson & Richard Wagstaff who looked imperious with 2 bullets and by some margin, leaving the rest of the fleet to fight over the lower placings.

Day 2 started well with blue skies, short sleeve temps and 8 knot southerly which meant that the teams got out promptly only for the wind to start shifting around, delaying the start and making the PRO's job a challenge. It was day one winners Dobson & Wagstaff who again dominated but their lead wasn't as imperious and they were actually visible on the finish line. Penny & Russ Clark were consistent and posted a 3rd and 4th to add to their day one 3rd and 2nd. The Czech pairing of Jiri Paruzek & Jakub Kosvica posted a useful 2nd place in race 3, a marker for later in the week.

Day 3 was a wipeout with the fleet waiting ashore in sunny but becalmed clubhouse.

That evening the now famous Mr Fireball gameshow was an international affair with Czech representation. The 6 contestants were put through a series of challenges and after some careful consideration it was Jono Loe who was crowned Mr Fireball 2018. The late night meant a great layday was enjoyed by everyone with loads of trips, excursions and even some sailing in what proved to be one of the best days of the week with a nice fresh breeze and sunny conditions.

Thursday saw the fleet launch early for 3 races in 5-6 knots that were dominated by the Australian pairing of Heather Macfarlane & Chris Payne, visiting from Black Rock SC. Their 2 bullets and a 2nd shook up the leaderboard and meant that all was to play for on the Friday and the possibility of another discard and just 5 points separating the top 3 teams. Anthony & James Wilcox became the most popular Race winners of the week in race 7, taking an excellent bullet that was the icing on the cake after an excellent week for the lightweight pairing.



The final day dawned with the hope of some actual breeze on the forecast! It didn't materialise and the fleet were held ashore while it filled to a heady 5 knots.

After one false start the first race got away in the gentle breeze that did have a hint in the sky that it may increase. Ian Dobson & Richard Wagstaff were straight out of the blocks and into the lead making sure that the title did not slip out of their hands. They held and extended their lead to the line. As the wind faded into the finish they were followed in by Heather & Chris Payne and Isaac Marsh & Keiran Graham.

The waiting game then ensued while the Race committee followed the wind and moved buoys around to set up for what was to become the last race of the championship. With barely five knots on the start line the fleet took off to find a massive left shift.

Elaine & Graham Slater and Chris & Russell Thorne took full advantage of it and sailed into the distance for a while. However, Jiri Paruzek & Jacub Kosvica had gone further into the shift and went around the first mark in the

lead. The race then took a turn as the forecasted wind arrived big time – albeit late and with a bigger shift.

The race team moved the windward mark catching some teams out and the fleet were treated to a final blast down the reaches to the finish. Jiri & Jacub held their lead to the finish followed in by Chris & Russell Thorne and Dave Hall & Paul Constable.

Time had run out for any further races which left Ian and Richard the clear winners of the championship counting five first places.

A big thank you to Penzance Sailing Club and all the volunteers and of course to [Gul](#) - the event sponsor with fantastic prizes and to [Hyde Sails](#) for their prizes. Plus, some great pictures from Lee Whitehead.

Words by Andy Robinson & Dave Hall

On Water Photos © Lee Whitehead

Prize Giving Pics © Andy Wilcox















# Round the Cans

## All about you

A new regular series where we get under the skin of Fireball sailors in an interview fashion. In this edition it's the UK's former FI Representative and long time FB sailor Russell Thorne. So if you don't know Russell, read on...

**Name:** Russell Thorne

**Age:** Irrelevant, it's a state of mind!!!

**Profession:** Musculoskeletal Rehab Exercise Instructor

**Home Town:** Taunton

**Club:** Lyme Regis Sailing Club

**Boat number and name:** Crew for GBR 15133, and own GBR 14950

**Fireball buying history:** First Fireball purchased was wooden, K 3845 I think. The boat was fitted with a transom mainsheet track. It was part owned with a friend and we sailed at Staunton Harold SC when I was a postgrad at Loughborough University. The first winter we put the boat in my friend's spare room, carefully sliding it in through the swing window. We completely sanded it down, removing all paint, varnish and excess fittings, and then repainted the hull, varnished the decks and refitted her. We spent loads of money on fittings, learnt a lot, but I'm not sure she went any quicker. The moral of the story is buy the best boat you can. It saves a lot of time!

**Current nationals Fleet:** Gold

**Gear - which sails do you use:** North although have been using Hyde on my own boat, since Chris my son cannot handle the power!!!

**Which pole system?:** Standard centre slung. Very tempted by the Sayce - Rees pole, but never appear to have spare cash!

**How long sailed FBs?:** Since 1984.

**At what level:** club, national and international

**Year of 1st nationals:** Plymouth 1985, one of the windiest regattas I have sailed, where in the long distance race, two triangles and two sausages only 28 boats finished in a 128 boat fleet. The race time was three hours, and as Andy Barker would say 'When men were men there were no ratchets' and I suspect cleats had only just been invented!

**Last major championship:** Nationals 2018 @ Penzance



**Best ever major championship:** There are many. I love going down under, and have been fortunate to go three times: Melbourne, Adelaide and Mandura.

I particularly enjoyed being involved with UKFA organising Pwhelli in 2015. In South Africa 1994, I was International Fireball Commodore and finished 10<sup>th</sup> with Jeremy Hartley. It was also a month before Nelson Mandela was elected so politically was a very interesting time as well. My first Worlds was Japan 1990. Chris, my eldest son was six months old and developed tonsillitis whilst we were there and we ended up in a Japanese hospital. We had to leave our shoes at the front door of the hospital and put slippers on, as is the custom. Fortunately the doctor spoke English. Overall - probably Adelaide

**Why:** I sailed with Malcolm Davies from Paignton, we finished fourth, Mary & the boys came. We had a six-week family holiday - absolute bliss. I was subsequently Malc's best man at his wedding. Fiona arrived 90 minutes late, how I managed to keep Malcolm on the start line in the church for that length of time amazes me to this day.

**Most memorable result (major champs or club):** 3rd Melbourne Fireball Worlds 1998

**Most memorable race:** Winning my first Worlds race with David Sayce in Belgium in 1993. The previous day we had won the race in force 5-6 winds in a big sea but deemed by the race officer to be over the line. David spent an hour presenting our case at the protest hearing. Whilst they complemented him on his defence they still disqualified us. That night we felt very flat. So the next day we showed them it wasn't a fluke and won that race!

**What other boats have you sailed:**

505 Abersoch Nationals in 1992 with Colin Smith in a legendary boat called Grace. I quickly realised that at 13.5 stone I just wasn't big enough. I dabbled with an RS 600 and Contender - too much swimming.





**Why do you sail a FB:**

Easy to sail but challenging to make go fast. Challenging to sail in a chop, technical knowledge is required and it keeps me fit. You do not need to sail the Fireball all the time, unlike a skiff, and can quickly pick up where you left off. I learnt to sail in a Fireball and compete at all levels, its my second home!

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

The hull shape is unique, and the crew is the power of the boat. The sailing camaraderie. It's given me the opportunity to travel the world and I made amazing friends with people in the UK and across the World.

**Current Helm Name:** Kevin Hope

**Length of time together:** Since 2005 - wow! 13 years

**What do they do well:** Drink beer!

**What could they do better:** Drink less Beer? It's not going to happen!

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

In the gym 3-4 times per week, practise sailing on the water and 'bimbling' and 'spuddling' with the boat!

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

I was looking forward equally to the Nationals at Penzance and the Worlds in Carnac. The Nationals I have just done with Chris - the father/son dynamics can be quite interesting.

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

To see it progressively develop, maintaining the interest of its members, the boat builders, sail-makers, chandlers, and sponsors. Recently the class has had fantastic support from Gul, Allen, Hyde and North.

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

My favourite pre race meal is beans on toast with bacon.

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

If you cannot say anything positive don't say it. It upsets the positive vibes necessary to sail fast.

**Photos attached**

**Kevin and Russell Pentewan 2011**

**Nationals 2011 Pentewan with Kevin Hope**

**Fireball Worlds Mandurah 2012 with Steve Goacher**





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# Youth

## The future of Fireball

So it's finally summer which means it's time to sail. With nationals all done and no school (yet!) what better time to get down to the sailing club and enjoy the water. After a lot of hard work designing with other youths and editing I have been able to get the youth fireball hoodie finalised and it's now available to order. They are currently being sold at £25 each with personalised details. Message me on Facebook or email me ([sophiabenson2000@gmail.com](mailto:sophiabenson2000@gmail.com)) with your size, sail number, name and address for postage. A pay scheme will be set up soon but will collect orders first. It will be cool to finally have an official youth fireball hoodie which we can all wear at events and nationals to promote the class but also feel part of the youth fleet in a way which creates more of a community vibe. To enhance the community feel a potential meeting up of youths within the fleet is an idea that has arisen, I'm open to any ideas on what and where to go to improve youth interaction and make friends. Hope you have an amazing time sailing...

By: Sophia Benson



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# Open Report

## Hayling Island SC

**Fireball Open at Hayling Island Sailing Club 16-17 June 2018**

**(Gul sponsored Golden Dolphin series round 4) - Report by Russ Clark (crew in GBR15096)**

If ever there was a weekend to own and sail a Fireball, then last weekend was it. As our first Fireball open meeting Penny and I joined 22 other Fireballs at Hayling Island SC for an epic weekend of racing in company with the Merlin Rockets and Scorpions. Saturday morning was grey and blustery and as boats were rigged and halyards rattled against masts the dinghy park chat revolved around one subject, will we race in the shelter of the harbour, or head out to sea to face a strengthening forecast and wind over tide conditions. With Sunday's forecast looking good for a windy but manageable day in the bay the race officer made the uncontested decision to stay in the harbour, using the favorable time of high water and run three triangle, sausage, triangle races.

### Saturday (races 1-3)

The wind on Saturday peaked at 27kts in the harbour although most of the time we had a solid force 5. With flat water the conditions were set for a real blast. Ian Dobson and Richard Wagstaff set the pace, winning race 1 from Tom Gillard and Geoff Edwards. The front five boats stayed as a well-formed pack and positions swapped regularly, an indication of how close the racing was to be. Clearly this was the first strong wind event for a while as several boats found new ways of clearing weed from foils and unexpectedly rinsing their sails, the gusts were particularly unforgiving and a miss-timed gybe or a dipped boom meant an early swim on the downwind legs. It appears we were not alone in conducting running repairs to kite sheets between races. There is clearly significant load on the guy and the knot that looked perfectly fine when the kite sheets were made in the lounge at home, merrily popped through the bobble causing a few missed heartbeats when flat out on the bottom reach. The breeze eased a bit for race 2 and the fleet hardly separated arriving at the first leeward mark six abreast. Our late start (caused by the above mention re-rig) gave us the determination drive the boat hard, working our way through the fleet, using the shifts to make gains and pushing harder than ever downwind. Race 2 honours went to DJ and Vyv with Tom and Geoff close behind. A wind increase and a left shift prior to the start of race 3 spread the fleet down the start line. After the first general recall of the weekend the black flag came straight out. Despite this, the fleet pushed the line hard at the restart and 3 boats were BFD, shoed off the race course by the RIBs waving a white board, I suppose this is sailings equivalent of a red card. We had a clean start and flew upwind to lead at mark 1. Looking back at a fleet of Fireballs tearing downwind is a spectacular sight. This was made even better once DJ and Vyv, who were right on our transom, were shown the OCS red card from the RIB leaving us free to play the shifts and extend to take race 3 from the extremely consistent Tom and Geoff with their third 2<sup>nd</sup> place of the day.

The fleet retired ashore for a well earned drink and sharing tales of adventure. Nick Hurst proved that if an outhaul snaps once, the same rope will snap again if it is just shortened. Dave Hall generously gave up first placed to check for weed (the slow way) and Nick Copsey and Dan Vincent broke their pole end fitting in a spectacular death roll at the gybe mark (their first of two repeat pole failures in the weekend).





## Sunday (races 4-6)

At last, the day of days arrived with big breeze in the bay. For some another hour or two in bed would have been welcome after a superb HISC social, however the 1100 start time beckoned and the fleet headed offshore into a 3-4 foot swell and 20kts of breeze. With a strong current running, the race team set a great course allowing the fleet to stretch its legs downwind with tight reaches with boats leaping of the wave tops and kites straining. Despite the conditions the racing was as tight as ever, positions were traded throughout the fleet and for many the adventures began. David Sayce was reportedly seen capsized and swimming for the first time since 1987 (David, for a debrief on your breaststroke style see Chris Turner next time you're at the club) and remarkably, Chris Thorne and Andy Stewart managed to lose a complete spinnaker bag over the side, how is that possible?

At the front of the fleet, Ian Dobson and Richard Wagstaff were superb, winning races 4 and 5. Everyone thought they'd gone ashore for the last race after winning the event with a race to spare.... however, rumor has it they hadn't practiced changing spreader settings in those conditions and the combination of a crew up the mast, a big wave and gravity took charge. The result was significantly more pre-bend than anticipated care of the Hayling sand resulting in an early sail home.

For the rest of us we had a ball. Upwind, jumping off waves into the air so far that daylight was visible behind the centerboard and screaming downwind (we recorded 18 kts). The racing was intense; at the end of the day with second to fourth place separated by just one point the final race was hotly contested. Small shifts allowed for tactical gains and losses upwind and a battle for the podium positions continued to the final reach of the final race. We led DJ and Vyv at the first mark until we proved that a Fireball makes a poor submarine and a water over the thwart on the run made us a bit slow allowing them past, not to be caught. We managed to fend off a determined Tom Gillard in 3<sup>rd</sup> place. The fast reach back home in champagne conditions and surfing on the swell didn't take long at all.

In summary, the Fireball fleet had a fantastic weekend of racing. Everyone at HISC made us all feel very welcome; the race team did a great job as did the rescue boat crews, thank you all. Many congratulations to Ian and Richard for an excellent win, we finished 2nd on count back from Tom and Geoff who took 3<sup>rd</sup>. Special congratulations go to Barry Smith and Richard Spring for winning the merit award as the highest placed finisher of all 6 races with thanks to the title sponsors Gul for the prizes.

As a final note, we bought our Fireball because we'd heard the racing was high class. The reality definitely matches the reputation. Not only that, the class is a friendly, competitive and social group of people. If you ever had a thought that maybe I should get a Fireball then just do it, you won't be disappointed.

P.S. The fleet is so welcoming they invite you to write the report after your first event!!



# Club Focus

## Brightlingsea

**Brightlingsea** Sailing Club has had Fireballs for over 30 years - yes 30 years! During that time other boats have become fleets but have only lasted around 8 to 10 years. While over that period, the Fireball fleet has varied from 8 to 17 boats and currently stands at 11. This shows what a fantastic sailing/racing boat the Fireball is - it can be sailed by young and old and any level of experience. The Fireball fleet at Brightlingsea has a wide variety of people sailing the boat, from young to not so young, both genders and with a number of husband and wife teams; this proves that the boat can really be sailed and enjoyed by everyone.

One of the advantages of sailing a Fireball at Brightlingsea is that no matter what state of the tide there is you can always sail. The racing area is excellent with wide open water and small waves when there's wind against tide. It makes for really good beats and fantastic three sail reaches across the waves. The racing conditions really give the Fireball an opportunity to show off its pace and why it's such a great boat to sail. (Although it can be a little scary at times in a real blow, a drink at the bar afterwards helps - that's if you're over 18).

Over the years, a large number of the fleet have supported the open circuit in the UK and Nationals as well as travelling to the Europeans and Worlds. The fleet has a great deal of experience to offer new members to the Fireball fleet and you could not meet a friendlier group of people willing to give help and advice. The fleet has a number of boats with chutes and self-launching poles that make it easier for youngsters and smaller crews. In fact one of the boats was modified to have twin poles and was given dispensation to race in the UK Nationals last year.

The Club, for those of you who have never been to Brightlingsea, is a medium size club with just over 650 members. The honours the boards displayed the inside the club show a long list of championship winners in all types of boats over 40 years. The waters are safe for cruising and children, which is a reason why we have a large number of family members from Brightlingsea but also from Colchester and the surrounding areas as far away as London. There are excellent facilities both on and off the water and the Club holds a number of open meetings and championships each year, plus a full racing calendar for club members. For more information about the club







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# Technical Lightweights

In the latest of our Technical articles, returning Fireballer and highly experienced sailor Steve Goacher shares his tips and techniques for sailing with a lightweight crew.. If you wanna know how he does it read on....



Racing a Fireball with my super-lightweight 17-year-old son crewing was never going to be easy but this short article hopes to put paid to some myths about crew weights, and provide some brief technical detail about what to do if you, like me, are faced with the problem that your crew is just much too light.

Imagine you are on the final downwind leg of a European championship race. The kite is up, and you just sailed right past the current world champ like he was stuck in the mud. You are much faster than he is. It's a great feeling. This was us at Lyme Regis last year - being very lightweight does have it's advantages in some conditions and whilst that is a rare moment, it sticks in my mind because we were sailing well and we able to take advantage of that specific situation with a well prepared boat and bit of practice.

The reality is though, that the following day we followed the same boat off the start line in larger waves and much more wind. He was twice as quick as we were upwind and we never saw him again that day. It's the way it is... you will not be very competitive with a lightweight crew when it's medium winds, but that doesn't mean you cannot have fun, and we enjoyed every minute.

The ideal compromise weight for Fireball crew is probably around 80 kilos, and ideal height is over 6 foot. Tom is 5'10" and was 53 kilos when we first raced in June 2017 but he is now 59 kilos, so for us, the weight problem is slowly becoming less of a problem as time goes on.

To make the most of what we have, we paid specific attention to the following:

### **SAILS**

We chose the P&B flat cut main and jib which I've seen other lightweights use to good advantage. I purchased one new suit from P&B and a second-hand suit for practice, but I was careful to ensure they were both the same cut, so we would not need to change settings between the practice and best sails.

### **MAST**

As I was buying the mast from new I was able to ask for a lightweight SuperSpar M7. This supposedly has more flexibility throughout the tube and especially at the top, and if that's true then that has to be a good thing for a lightweight crew, but to be honest I'm uncertain if it really is a lightweight one, and only incredibly careful measurements would prove that either way.





## CONTROLS

With a recent change in the class rules allowing a “flattener” in the mainsail, I was particularly keen to try this out.

Most people doing a retro-fit have opted to have the main control line and the cleat for the flattener on the boom, so the crew would have to stand and pull the control line on or let it off, but I’ve taken the controls right back to the helm which gives a couple of specific advantages, although it’s a bit complex to arrange, especially around the gooseneck area where you already have the outhaul and the kicker. You need to find another turning block at the gooseneck to get the flattener control from the outer end of the boom to turn down towards the bottom of the mast and then along the centreboard case to the helm.

The advantage of this arrangement is obvious - you can choose to pull on the flattener whilst sailing flat out - no need for the crew to come off the wire as the helm simply reaches in and pulls it on. The kicker has to be off for this to be done easily. The outer end of the boom goes up several inches and the sail instantly goes much flatter.

Either way, you must pay attention to the length of the kicker, allowing for the extra kicker length required when the flattener is on, but you still need the full range of kicker when the flattener is off too. I’ve achieved this by having a “coarse” adjustment for the kicker, which only has 2:1 and then the standard kicker lead adjustment led through the harken mainsheet cleat.

The thing about the flattener is that you really do want to be able to get it pulled on tight as the breeze increases and I wanted to be able to pull it on

anytime round the course. Having used that last weekend at the brilliant Blackwater Sailing Club Open Meeting, I can confirm that being able to pull the flattener on half way down the first reach is a real bonus. With the flattener on, the mainsail is flatter, the boom is out of the water and there is that bit more space under the boom when you tack - this all works out nicely as you will have more rake on, so the boom is lower, at the same time as you want the flattener on, which takes the boom back up out of the way. (see pics below)

## SPINNAKER POLE

We use the Sayce/Reece designed spinnaker pole set up, which has most of the advantages of a single ended pole but also the convenience of a double ended pole. Especially for lightweight crews it’s MUCH easier to get the pole on the mast, so if you are lightweight I really recommend you take a look at this set up if you have not already done so.

## MAST SETUP

For all the usual advice about spreaders, pre-bend and mast rake - use your sailmaker’s tuning guide as a starting point for those items and then ask other people in the fleet who are similar weight as you to get ideas about what they do with the rig. If you are unsure about taking those rig measurements do ask your sailmaker - they will always be happy to help.

## SUMMARY

Sailing the Fireball with a lightweight crew is exhilarating and you can have just as much fun however much you weigh. With a little bit of attention to some details, you can make life easier, and in the right conditions you will be faster than most.

If you have any suggestions or can help in any way then please feel free to contact  
Publicity@FireballSailing.org.uk

Don’t forget, you can follow us on Twitter @ukfireball on Facebook <https://www.facebook.com/UKFireballClass/> and visit our website <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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Edited by Andy Robinson

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