

SCUTTLEBUTT

SUSSEX POLICE OFFSHORE SAILING CLUB
& DINGHY SAILING CLUB



NEWSLETTER

Foreword

By the Commodore

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The Americas Cup

Formerly the 100 Guineas Cup, lost by the Royal Yacht Squadron to the United States of America in 1851. Can Sir Ben Ainsley bring it back to where it belongs in 2021?

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Dinghy Sailing

Learning to sail dinghies, and the America's Cup. Some information from Dusty Miller

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2021 AMERICAS CUP EDITION

Follow the 36th America's Cup series supported by Prada, the exhilarating race series for the world's oldest and most prestigious sporting trophy.

Welcome to this Americas Cup Special Edition of Scuttlebutt.

With lockdown continuing and the weather taking a turn for the worst we are all looking for bright moments to cheer us up, the 36th Americas Cup in New Zealand is just the ticket.

With Ben Ainslie in charge, Ineos Team UK have gone from being the worst performing team to being the best so far. Ineos jumped to the finals of the Prada Cup and will start racing against Italy's Luna Rossa Prada Pirelli on 13th February to see which team will compete against Emirates Team New Zealand for the Americas Cup in March. Could 2021 be the year that the Auld Mug finally returns home? See americascup.com

Even if we don't win, the racing is a fantastic spectacle with the boats achieving in excess of 50kts!!!.

Hopefully this edition will inform those of you who know little about the Americas Cup, the formula 1 of sailing, and will lead all of you to at least having a look at the exciting racing and an insight to the future of sailing.

Stay safe whether it be from COVID, slipping in the snow or just getting bored senseless during lockdown.

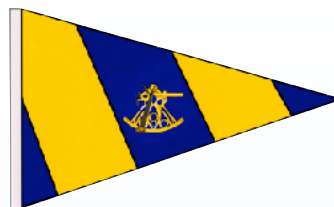
Remember we are all mates and are all at the end of a phone or email if any one needs to just have a chat.

Owen Poplett

Commodore
SPOSC



*Ineos Britannia Team UK
helmed by Sir Ben Ainslie*



Editorial Note

Please remember that this is your magazine and should reflect your views and experiences for the benefit of other members. If you have any comment, articles or photographs you feel are appropriate for inclusion then please forward them to me, terryclothier@hotmail.com for publication.

The opinions expressed in articles within Scuttlebutt are those of the individual only and not necessarily those of the Sussex Police Offshore or Dinghy Sailing Clubs. No responsibility can be accepted for any inaccuracies or omissions.



SCUTTLEBUTT & THE AMERICAS CUP

Americas Cup 1851 ~ 2021



In 1851, some young, rich Americans sailed a schooner named 'America' across the Atlantic from the New York Yacht Club to the UK for the Great Exhibition. During their visit they competed in the Royal Yacht Squadron's race, around the Isle of Wight, for the 100 Guinea Cup. Near the finish line was the royal yacht with Queen Victoria watching the proceedings. As 'America' emerged out of the mist and crossed the finish line, respectfully dipping it's ensign three times to the Queen, Her Majesty enquired who had come second, an aide leant down and quietly said *"Your Majesty, there is no second"*. That phrase still best describes the America's Cup and how it represents the singular pursuit of excellence. So was born the oldest sporting challenge trophy in the world, re-named after the yacht America.



During the next 132 years the United States would enjoy the longest winning streak in the history of Sport, successfully defending the contest 24 times from 1870 to 1980. In 1983 Australia II was to become the first successful challenger. Great Britain has so far been unable to retake the trophy but this year Sir Ben Ainslie skippering the Ineos Team UK 'Britannia' is in the running. The yachts are foiling monohull in design. Weighing around six tons they can achieve speeds up to 50 knots and three times the wind speed with only a foil around the size of an ironing board supporting the hull above the water. A far cry from the displacement hull schooner of 1851. For those of you who haven't seen The America's Cup, this is the formula 1 of the sailing world and the spills are just as dramatic!



The concept of the race is quite simple. The nation holding the cup is the defender. They choose the location of the next competition, which is four yearly, and they get to specify the design parameters of the boats to be used. One nation challenges the defenders and becomes the official challenger, other nations then enter. There are a series of races for all entrants except the defender to take part in, the winner of these going through to race the defender in the America's Cup. The last Americas Cup in 2017 was held in Bermuda using foiling catamarans. New Zealand succeeded in snatching the trophy from the Americans and are the current holders. New Zealand have set the dates for the Americas Cup races to run from 6th March to 21st March 2021 in Waitematā Harbour, Auckland, New Zealand. The Italian team Luna Rosa Prada Pirelli are the official challenger of the record. Other entries are from Great Britain with Ineos Team UK 'Britannia' and the New York Yacht Club with American Magic's 'Patriot II'.

To race for the Americas Cup the challengers have to compete against each other in the Prada Cup, consisting of a series of round robins. The winner of these goes through to the final of the Prada Cup, the two remaining boats racing in a semi-final to establish the boat to race against the defender, currently New Zealand. The Prada Cup started on 15th January and concludes on 22nd February 2021. The course is an up wind down wind course with the two competing boats entering the start box from opposite ends and with a time gap to avoid collisions, the starts to the actual race however use the same tactics as a skipper would use in any yacht or dinghy race. To see a 6 ton monohull rise up on a foil not much bigger than an ironing board is incredible. The boats have to go through gates at each end of the course and can then go round either of the two gate buoys. The course has limits that they have to keep within, if they go beyond the limit they get a penalty. If a team gets a penalty, for whatever reason, they have to drop back 50 metres from their competitor or until the Umpire says they can continue.

All the races are shown live on Sky Sports Mix however as they take place about 3am UK time they are re-shown in full starting normally at 9am UK time. Americas Cup also show the races on [youtube.com](https://www.youtube.com) just go to youtube and search Americas Cup or click the link. [America's cup - YouTube](https://www.youtube.com/watch?v=America'sCup) (You may need to hold ctrl and click)

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SCUTTLEBUTT & THE AMERICAS CUP

The story so far; The UK team, skipper Sir Ben Ainslie, recently won the last five races to qualify for the semi-final. On the 29th January Italy's Luna Rossa convincingly defeated the American entry and will therefore race against the British boat, starting on the 13th February, 2021. The winner will then race the New Zealanders for the prestigious cup.



Patriot II
goes airborne

The racing is spectacular, the last race between Italy and the UK was really neck and neck stuff, which with 6 ton machines literally flying at around 40 knots leaves no room at all for error. Sir Ben just managing on Port Tack to clear across the path of the Starboard Tack 'Luna Rossa'. An Italian protest was quickly dismissed by the umpires, giving 'Britannia' a clear run for the finish. Right at the end there was still only ten seconds between the two boats. Naturally at this level things that do go wrong do so in spectacular fashion. A dramatic capsize by the US team left

a huge hole in the side of 'Patriot II', with the other teams rushing to help

The Americas Cup change the boat specifications each time, needless to say each team tries to build the lightest and fastest boat within the class specifications.

As was seen with American Magic the hull was extremely thin, not really surprising that they got a hole when you consider the bow of the boat was probably over 30 feet



in the air and crashing back down would have been like a crane dropping a yacht onto solid concrete.

recovered. There were questions asked as to whether the race should have gone ahead due to the weather, 22kts of wind and the six-foot waves. If you were on a 75' yacht you should have felt pretty safe in those conditions! Fortunately, there were no casualties, even the two crew down below repacking the spinnaker got out safely.

New Zealand has not been a good venue for the New York Yacht Club! In 1999 their entry Young America was racing Team Japans Nippon in the 2nd of the Louis Vuitton Round Robins in 22kts of wind and had the lead. Young America tacked and hit a 2-metre wave which snapped the boat similar to the One Australia incident. No one was injured, because the skin of the hull stayed virtually intact the boat didn't sink immediately and with the help of the other team's, buoyancy bags were attached and the boat was recovered.



American Magic is not the first Americas Cup boat to hit

disaster, in 1995 One Australia was racing Team New Zealand's Black Magic in the Louis Vuitton Semi-Final when One Australia snapped in half and completely sank in a fraction over two minutes. They were two miles off San Diego at the time in 500 feet of water and she was never



AP Photo/Phil Walter

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Learn to Sail – Dinghy Sailing – Sussex Police Dinghy Sailing Club - by Dusty Miller

Between Saturday 6th and Sunday 21st March 2021, the America's Cup takes place in New Zealand. It will be on television. To highlight just three of the helms of these special yachts that fly across the top of the surface of the water are Sir Ben Ainsley GB. He always names his boats 'Rita' after his mother. And Dean Barker a New Zealander but who is helming the American yacht 'American Magic'. Peter Burling is New Zealand's skipper. They are all dinghy sailors. They started their sailing careers in dinghies and progressed to winning Olympic Gold medals for Dinghy sailing. They are now America Cup Yacht helmsmen.

Does that tell you that the best yacht sailors are Dinghy sailors? It certainly helps that is for sure. Dinghy sailors become 'wind aware', an understanding of the best use of the sails, use of kicker (vang) and have knowledge of basic racing rules as well as a host of other skills that are an asset to sailing a yacht. If you would like to learn to sail please check out our website - Sussex Police Dinghy Sailing Club – spdsc.weebly.com where we have connections with three Clubs – Lancing, Pevensey, and Bexhill Sailing Clubs. Each undertake RYA basic sail training. To give you an idea of what Sail Training is like have a look at these two short videos <https://vimeo.com/161553012> and https://youtu.be/mpWq4_KM6zA

They both refer to the RYA Sail Training course at Bexhill Sailing Club, but all the Clubs have a similar course. The advantage about Bexhill Sailing Club is that after completing the course you have free use of all the 20 Sail Training dinghies including Laser 2000's, Harley's, Laser, Topaz single handers, a Catamaran, which were all purchased via Lottery Grants.

If you undertake RYA courses at Pevensey and Lancing Sailing Clubs, there are Police owned dinghies including Laser 2000's at these clubs for you to use.



Sir Ben Ainslie



Peter Burling



Dean Barker

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Dinghy Sailing by Dusty Miller

Bob Trevis based at Lancing Sailing Club, Nicola Palmer and Dusty Miller both from Bexhill Sailing Club each race Asymmetric RS 400 dinghies.

When racing against each other the Asymmetric fleet opt for an up wind and then a downwind course. Sailing upwind as in any race is crucial and no matter in which fleet the upwind aspect of the course often determines the race winner. The downwind leg is the more spectacular with the very large asymmetric sail out in the front of the dinghy - the dinghy is travelling at its fastest - the helm must get the angles right to the wind as the only way an asymmetric dinghy can turn when travelling downwind is to Jibe. This often becomes a balcony spectator delight as at the point of Jibe with the large Asymmetric Kite flying is the moment that a capsize may occur.

With the Kite flying it is the angle to the wind that brings the best out of the dinghy.



Warning to other dinghy sailors – When sailing against a mixed fleet with the Kite flying downwind and travelling at speed does result in two problems – the first is that neither crew or helm can see any other dinghy on their front quarter - the side that the Kite is flying - and then travelling at speed often means taking evasive action at the very last minute provided we can see any obstacle!!! We know there are racing rules that cover such eventualities for dinghies on port or starboard but Asymmetric dinghies with their Kite flying often have little time to manoeuvre. Hence please call out to us if you feel in danger which I am sure we will acknowledge in the appropriate manner.

The other obstacle to be seen in the photograph are the poles out the front which can extend to some five or more feet in front of the dinghy which in the wrong circumstances can skewer your boat or yourself if in the wrong place at the wrong time.

The year before last the Asymmetric sailors at Bexhill were seeking to offer members a taster in an Asymmetric Dinghy using all the Club Laser 2000 dinghies during August. Unfortunately, the weather barred us from holding the event then and for 2020 the Covid pandemic stepped in to block it again. As for 2021 we will have to

consider all the prevailing circumstances but at this time it is unlikely to take place. The Asymmetric fleet is extremely competitive which is all part of sailing and in general is made up of experienced sailors. Please do not hesitate to ask them about their boats and how they sail if you are considering purchasing an Asymmetric dinghy.

There are additional performance dinghies Laser 2000'S based at Pevensey Bay Sailing Club and Lancing Sailing Clubs each with an Asymmetric sail. In general, these dinghies are family and sail training boats. These are two handed boats although can easily take three people. They are easy to sail and can be used by any member of the Sussex Police Dinghy Sailing Club.

If you fancy sailing on your own we do own a Laser. This too can be used by any of our members. It means that you cannot blame anyone else when things go wrong. If you want to learn how to sail, please check on our website - see below.

