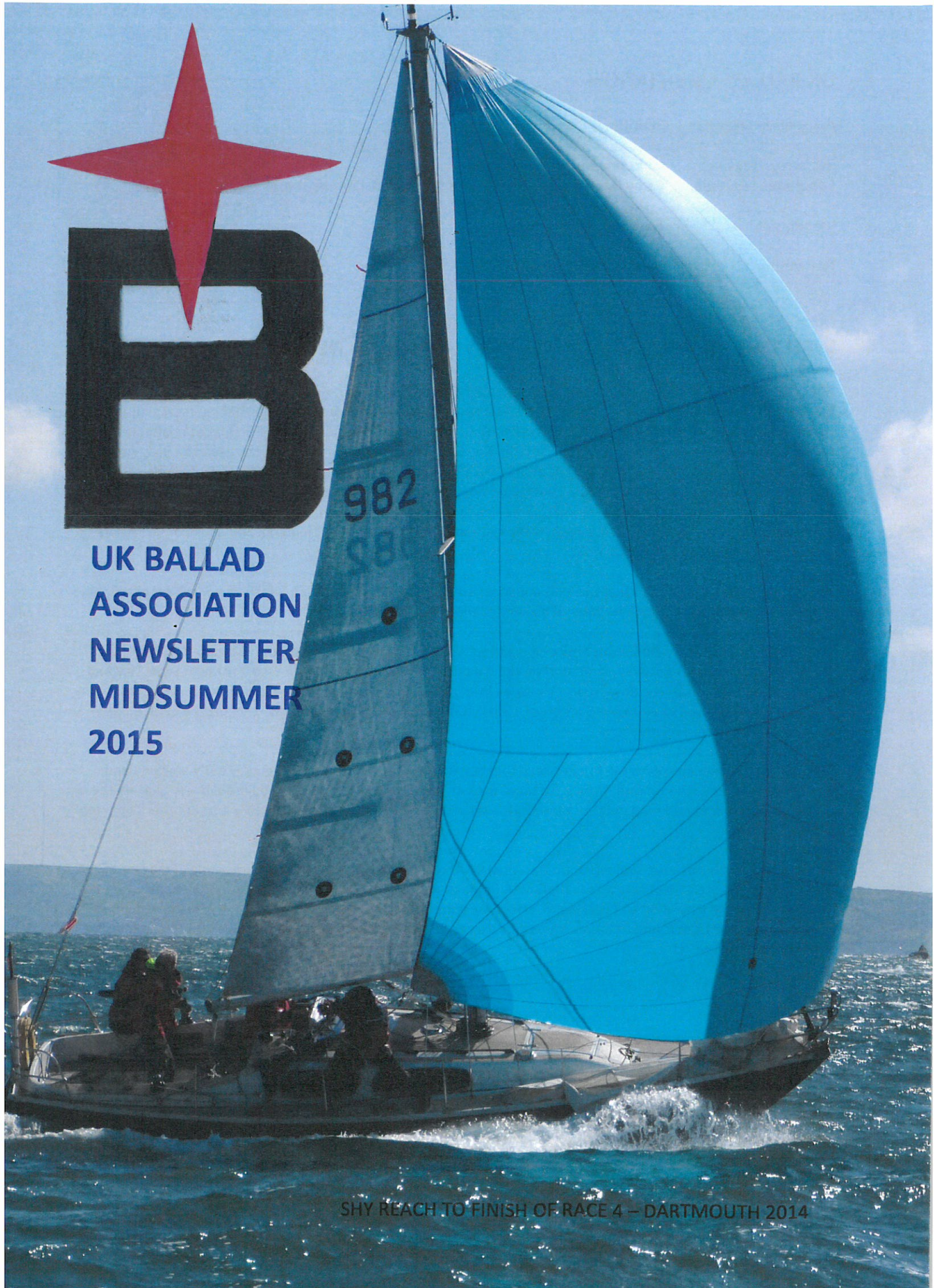


**UK BALLAD
ASSOCIATION
NEWSLETTER
MIDSUMMER
2015**



SHY REACH TO FINISH OF RACE 4 – DARTMOUTH 2014

UK BALLAD ASSOCIATION

Association Chairman	Cmdr.Tim Burne (Poppin)
Secretary/Treasurer	Janie Smallridge (Duchess)
Committee Members	Cathy Noakes (Shara of York) Chris Tyrrell (Summertime)
Webmaster	Mick Pindar (Khadine)
Newsletter	Ken Morgan (Shebeen)



WELCOME TO THE MIDSUMMER 2015 UK BALLAD NEWSLETTER

Mid June with already 23 races completed + 3 called off for too much or no wind; one shredded sail (our much loved Purple Beast, thoughtlessly dropped at speed onto a jagged metal Poole Harbour channel marker!); a lovely new black kevlar no 2 earning its keep in this season's unusually breezy conditions; the first cross-channel race to Alderney and Cherbourg starting on Friday and the Round the Island coming up in 2 weeks. But the highlight of 2015 (so far) has been the Ballad Nationals at Falmouth hosted by Mylor YC. Tim Burne's report follows penned from the comfortable perspective of the committee boat. From Shebeen's perspective (usually in the back end of the fleet) it was hectic and challenging with some deadly serious competition. Our best bit was a fierce boat on boat tussle with Bandit through the length of the last race. Really good fun with no quarter asked or given and great to finish the racing on a high note.

Bandit by the way has been virtually rebuilt and looks straight out of her 1973 gift wrapped box. She is absolutely immaculate and was the worthy winner of the Concours d'Elegance.

The added spice of the Nationals for Shebeen is always the trip to and from Poole, this year about 150nm each way. Going down we were two up and hard on the wind all the way with a dolphin escort through Lyme Bay and entertainment laid on by the Royal Navy 'Thursday War' past the Eddystone. Nick's highlight was waving to the RN chopper who waggled and waved in return - 'How cool was that!!?' he exclaimed. I suggested he had been up too long and took over the helm.

I'm afraid we ducked out from the Pursuit Race (our start would have been embarrassingly early anyway) and instead went over to the Helford River SC to meet up with my old mate Trev and a thoughtful beery chat on the merits of buying and restoring another old wooden wreck for tending his pots. He did buy it so another trip west soon methinks.

Three up for the return trip, slipping our mooring at 0500 on a most glorious pink misty morning and a sparkling kite run towards Start Point and more dolphins. 4 hours of no wind into Lyme Bay, then a zephyr encouraging a shy reach, gradually building and veering to 17kts plus dolphins as we dropped the kite for the night. The wind continued to veer right round to the north east as we carried the tide past Portland tacking in for Poole at breakfast time. I love it!

.....And so does Chris Jackson and Sixpence. He's at it again determined to crack the Jester Challenge as reported below.

Many of you will remember Paul Dixon's long time involvement with the Ballad Association, successfully racing Kotuku and serving on the committee for many years. Sadly we heard from Judy that Paul died on 26 May in Mt Edgcombe Hospice. He had been ill for some time but was doing OK until Christmas since when his health progressively declined. His funeral is arranged for 2.30pm on 23 June (Tuesday) at Glynn Valley Crematorium, Bodmin, PL30 4AP. Family flowers only, donations, if you wish, either to Mt Edgcombe Hospice (Cornwall Hospice Care) or Leukemia and Lymphoma Research. Paul loved colour so not too much black please.

And for those of you who would like to join us Balladeers there are a couple of Ballads for sale – Outlaw + Matui. I think Janie should be able to put you in touch. Contact her on janiesmallridge@tiscali.co.uk

Editor

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SIXPENCE IS OFF AGAIN

Most 43 year old boats are sitting on moorings near the top ends of estuaries only occasionally dropping their green lines for a fine weather picnic or fishing trip. Not so for Albin Ballad no 6, 'Sixpence', who is having the time of her life with her slightly bonkers skipper Chris Jackson. They are part of that intrepid band of Jester sailors who race long long distances single handed with 'Non-Rules' under their unique, gentlemanly small boat ethos. The Jester Challenge has a most informative website complete with a fascinating piece on sculling (<http://www.jesterinfo.org>).

Sixpence is setting off again on Sunday June 14th from Plymouth bound for Baltimore (Republic of Ireland) leaving Draystone Ledge Bouy, Wolf Rock and the Fastnet Rock to starboard, a distance of about 250nm. Chris tested the route last year and is right up for it, determined to shake off the disappointment of turning back from the 2010 Atlantic race due to gear failure.

The Baltimore Challengers are urged to take pirate dress, flags and other paraphernalia for festivities upon arrival. They are further advised that Baltimore's harbour is relatively shallow so 'deep draft, racy style yachts' may be at a disadvantage for berthing or anchoring. Clearly this why Baltimore has been selected. Despite this apparent insouciance, I suspect all of the Challengers are setting out with deadly intent and determination.

Those who can turn out on Sunday to see them off and especially cheer Chris on his way will be much appreciated.

Hopefully the competitors can be tracked on <http://oceantrack.com/>.

Good Luck Chris!



2015 BALLAD NATIONALS ... MYLOR YC

The Mylor Yacht Club is in a seriously lovely spot with a smart new club house and a very welcoming Committee and membership but, despite its excellent club, Mylor is, perhaps, not the ideal place to run our championships due to the lack of amenities, accommodation and infrastructure. Mylor is a bit out in the sticks!

It is possibly why we were reduced to an entry of just eight yachts which gathered at MYC on the evening of Friday 22 May for the skippers briefing accompanied by oggies or baked spuds.

There was a strong Race Committee consisting of a Race Officer, an Assistant Race Officer, a Timekeeper / VHF operator, a Flag Hoister / Photographer and even a Spotter. This team was backed-up by your Association Chairman whose Ballad was hors-de-combat, awaiting a new mast. There were two mark-laying ribs; in one was Neil Andrews (himself an extremely experienced – Olympic – official) who has been our RO for previous Championships.

For the first race on Saturday a course of “sausage – triangle – sausage” was laid out in Falmouth Roads in northerly light airs. After a short delay caused by significant wind-shifts eight Ballads got away to a beat. The fleet split and it turned out that those who chose the inshore route were favoured and Chris in *SIXPENCE* led round the weather mark and down the first run. *SHARA*, who went offshore, was back in 6th place.

Having seen yachts find more pressure inshore during the beat those who chose this option on the run found a hole and parked-up. It wasn't long before everyone was just about becalmed but before the RO could abandon the race it became clear that a sea breeze was filling in from the south – a 180 degree shift. We had a new windward mark! During the struggle to round it *SHARA* snuck past *SIXPENCE*, *DUCHESS* and *SUMMERTIME* to take the lead for what had now become another spinnaker run. The course was shortened for a finish at the new leeward mark. Result: 1: *SHARA*, 2: *DUCHESS*, 3: *SUMMERTIME*, 4: *SIXPENCE*, 5: *BANDIT*, 6: *BALLADIER*, 7: *SHEBEEN*, 8: *HAPPY HOUR*. Well done Peter for a great recovery and bad luck Chris – you woz seen off!

As soon as the warning signal for the second race was hoisted it was followed by AP. We waited an hour for the wind after which the RO hoisted November over Alpha and we all went back to Mylor where, inevitably, there was a nice, steady shore breeze!

Saturday evening's entertainment was supper at the Pandora Inn which did us proud. A lovely warm evening, a smashing pub, a good buffet meal upstairs in our own room and pleasant company - who could ask for more?

Sunday dawned overcast, cooler, greyer and a bit damp but there was a steady breeze of 8 - 12 kts from just west of north. The first “sausage – triangle – sausage” of the day got away on time. George in *HAPPY HOUR* had a rush of blood and was half way up the course at the gun – maybe he wanted to be able to say that he led the fleet for a while. It doesn't work like that George! *SHARA* led at the first mark followed by *DUCHESS* and *BALLADIER*. Downwind *SUMMERTIME* overtook *DUCHESS* giving an indication of her new found boat speed with which she was blessed over the weekend. During the next beat only Janie and Chris took the inshore route and so *DUCHESS* and *SIXPENCE* benefited from a backing wind shift. *SHARA* had them covered, however, and stretched her lead down the reach. Far from becoming a procession, there was some place swapping and, on the next beat, tacks were exchanged between *SUMMERTIME*, *DUCHESS*, *BALLADIER* and *BANDIT*. At the end of the race it was a convincing bullet for *SHARA* followed home by *SUMMERTIME*, *DUCHESS*, *BANDIT*, *BALLADIER*, *SIXPENCE*, *SHEBEEN* and *HAPPY HOUR*.

In order to fit in the planned four races of the Championship, RO decided on a snappy “sausage – sausage” before

the break for lunch. Makes your mouth water!

It was an "exciting" start for *BALLADIER* who was just early at the line and did a bit of ducking and weaving to get back. *HAPPY HOUR* decided that Sunday lunch was a better option to racing at the back of the field and hoisted his ensign. *SHARA*, with *SUMMERTIME* snapping at her heels, opened out a comfortable lead leaving *BANDIT*, *SHEBEEN*, *DUCHESS*, *BALLADIER* and *SIXPENCE* to mix it. The result was: 1: *SHARA*, 2: *SUMMERTIME*, 3: *BANDIT*, 4: *DUCHESS*, 5: *SHEBEEN*, 6: *BALLADIER*, 7: *SIXPENCE*.

The breeze held for the fourth and final race. It was an impressive start spoilt only by *SIXPENCE* who just ran out of line and had to go around, *SHARA*, with the Championships in the bag was helmed by Annaliese who was able to get her own back and shout at her dad on the foredeck. At the first mark it was *BALLADIER*, *SHARA*, *DUCHESS*, *BANDIT*, *SHEBEEN*, *SUMMERTIME* AND *SIXPENCE*. It was unclear from the Committee boat what happened at the windward mark but we could hear the shouting from over half a mile away and *SIXPENCE* and *SUMMERTIME* dropped back a bit! By the next time to the windward mark *SHARA* had taken the lead followed by, *BALLADIER*, *DUCHESS*, *SHEBEEN*, *BANDIT*, *SUMMERTIME* and *SIXPENCE*. At the last mark with just a couple of hundred yards to the finish *DUCHESS* so nearly made it past *BALLADIER* but she had the door slammed on her to make the result of the 4th race: *SHARA*, *BALLADIER* *DUCHESS*, *SHEBEEN*, *SUMMERTIME* and *SIXPENCE*.

The prize giving Gala Dinner was held at the MYC where Jenny Taylor and her team in the galley laid on an excellent meal and the bar staff of Cat and Gordon (who was about to retire) found themselves a tad overworked. The MYC was represented by Brian Adams (Vice Commodore) and his wife Trish who was kind enough to present the prizes.

Series results after discards were:

1. *SHARA OF YORK* - Peter Noakes - Jean Ellis Memorial Trophy. 1st overall
2. *SUMMERTIME* - Chris Tyrell - The Upper Deck Trophy. 2nd overall
3. *DUCHESS* - Janie Smallridge - The Toms Trophy. 3rd overall
4. *BANDIT* - Tim Adams - Julian Foy Trophy. Concours d'elegance
- City of Plymouth Trophy.
5. *BALLADIER* - Richard Mason - Variety Trophy. Best endeavour (Youth team!)
6. *SHEBEEN* - Ken Morgan - Voyager Trophy. Furthest travelled
7. *SIXPENCE* - Chris Jackson - Old Ferry Inn Trophy. Pursuit race
8. *HAPPY HOUR* - George Whetman - Rockey's Spoon. Wooden spoon!

A thousand thanks to Janie and George Whetman who did so much to set this all up. Well done everyone, see you at Plymouth next year!











