

707 Class Association August Newsletter



707 Nationals 2022



Special points of interest:

- 707 Nationals Information
- Chairman's Comments
- Northern's Championship Report
- Event Calendar for the rest of 2022
- Future event ideas
- Sponsors
- Technical comments
- New Boats/boats for sale
- 707 deserving boat scheme

There is under a week to go before a very enthusiastic 707 Fleet meets for the 2022 Nationals. Four days of racing, four days of epic socials supported by Stewart Brewing.

The RN&CYC is steeped in yachting history and just looking around their premises at the old photographs, half models of famous yachts and documents on challenges for the Americas cup and others, will confirm to you its place in yachting history.

Against this backdrop will be a professional Race team and mark layers all set to offer us superb sailing and excellent courses.

Camping and campervans are permitted free of charge in the club grounds. Local hotels are available which will enable the Fleet to have a very sociable time.

Hot meals available every night. You will be glad to hear there is a new chef - generous portions. Curry, pasta, pizza etc.

Breakfast Rolls and packed lunches will be available from Café Rhu in the marina.

Daily prizes are being provided very generously by Stewart Brewing, and Elvstrom, Marlow and Harken are also being very supportive, and these will be used for 'spot' prizes, not just for winning



More information on the 707 website and Facebook for Sis and NoR.

Chairman's Comments

With half the season behind us and the Nationals to look forward to, there has been some terrific racing this year. It is really encouraging to see new boats entering the fleet and old boats returning time and again. It is almost like they enjoy it! We have been fortunate with the weather so far and let's hope it continue through till the Scottish Champs in October – Scotland is renowned for its dry and mild autumn or so I believe.

As always, a huge number of volunteers put time in to deliver our events and we are very grateful to them for their time and effort. The committee work to ensure the Class remains healthy and active. We are always looking for new ideas and support and we have a few vacancies coming up this year. If you would be willing to give up a little of your time by joining the committee, then please get in touch! Thanks, Mark



Event Calendar for the rest of 2022

Event	Proposed dates	Venue
Nationals	August 18-21st	RN&CYC
Royal Forth One design regatta	September 17/18th	RFYC
PEW Sprints	September 24/25th	PEW
Scottish Championships	October 15/16th	PEYC

Nationals and Events in 2023 and beyond—where would you like to sail?

The Committee has been debating where to stage events in the future and if we should try different locations other than the Forth and Clyde.

How about Oban, Abersoch, Findhorn, Largs, Craobh Haven, Rothesay, Loch Earn, Windermere?

If there isn't a crane then perhaps we can rent one like we do at Tarbert.

What do you think?

Are there sailing clubs or locations which can offer what the Fleet likes? If you have ideas then please communicate with us.



Technical Comments

Hyde sail material and new material

We've been informed by Hyde that the material previously used in the sails is no longer manufactured. They will be replacing it with another type but we are assured that it will not affect performance.

Future mainsails will also be made with leech-loading battens

Please could you go and measure your forestay?

The results so far on forestay lengths are variances between 8705, 8800, 8805, 8700 and 8700 so up to 105mm difference, this is not really one-design and needs tightening up – if you excuse the pun.

Unfortunately the current supplier is ZSpars who have not confirmed to us what length they may it to, but somewhere along the line a variation has crept in. This could either be an error by ZSpars or owners buying from non-approved riggers.

We need to address this to retain our one-design credibility and ensure fair sailing. There will be action by the Technical Committee.

If you have also just measured yours, please send the results to Dan Challis who will be coordinating the information.

Keelbolt replacements

The Technical Committee will produce a guide on this soon.

707 Northern Championships — Tees & Hartlepool Yacht Club

Day 1 — 23rd July

It was a sunny start on the Saturday of Northern championships! We once again we're greeted to glorious sunshine and light winds that we often see in Hartlepool. We all applied the factor 50 and potted around to the lock to head out for the first start.

Saturday got off to a flying start. Straight into an individual recall due to a tight pin end start by Partial Pleasure. The Scottish boats sure had their work cut out battling it out on the water with the local Northern boats. It was great to see some different faces in the fleet this weekend, including a newly rehomed More T Vicar! Nice to see the shiny boat back in the fleet again and it definitely proved to be one to watch in the future! In the first beat Sharky were proving they knew their home waters well and careering up to the top of the fleet. Mojito weren't letting them away so easily though and battled through to take the 2nd with a sneaky winning spot from Monarch for the first race. The 2nd race involved a 90 degree wind shift which the race committee rapidly and brilliantly switched the course for. Partial Pleasure

and More T Vicar had a flying start for race 2 with great pace and clear air off the line. Another individual recall was up though and sadly for Mojito (less sadly for Partial Pleasure who was just behind them) their 2nd place ended up an OCS. Once again it was nippy Monarch who just seemed to be crushing those tactics for every beat (some say they were watching the wind turbine and guessing the shifts from them!). In between the races there was yet another 90 degree wind shift, causing the committee to once again haul up the marks and re lay the course, poor folks arms must have been shattered by the end! But it gave us a nice break to eat some sandwiches and try ward off the headaches. At this point a lovely rolling swelling had come in, very annoyingly the opposite direction of the wind. This made for some frustrating kite flying rather than some lovely wave surfing and some rather dodgy stomachs (which I was informed was definitely the swell and definitely not the baby Guinness's from the night before). Race 3 took off and new lads

on More T Vicar shot off the line this time into a solid and strong bullet. A late wind shift meant a very tight last run to which More T tried to lift a kite...only to ditch to ditch it very quickly as it was too tight. Mojito came round the mark and kept pushing Monarch high, possibly trying to get a good angle to hoist a kite on. Kites were pulled around to the fore-deck for a possible (slightly dodgy) tight windward hoist? But alas they left the bowmen lying on them and managed to take the 2nd with Monarch in 3rd and once again Partial Pleasure just scraping into 4th behind them. All in all it was a successful day with plenty of sunshine and a lovely breeze. A hard day for the mark layers but all in all very well managed by them and great races. We all headed back in after race 3 to catch the tide before the Lock shut us out at sea for the rest of the night.

In the evening we were greeted at the wonderful Hartlepool yacht club which provided us all to a brilliant buffet dinner and plenty of drinks (as always!). Some brilliant live music warmed up the night which was definitely needed as the rain and wind came in with a vengeance that evening!

Day 2 — 24th July

Day 2 started a little bit different. The wind could be heard howling around outside the marina and everyone seemed a bit more nervous as we headed down to the docks. Rumours were running around that we might not head out but we all nervously headed round to the lock and were let loose to brace the weather outside! What awaited us did not disappoint! A beautiful windy consistent day and 3 brilliant races lay ahead. The windy weather seemed to favour the Scottish boats a bit more, perhaps we more used to howling gales and 'survival' tactics? Monarch once again proved quick, with an experienced mix of Monarch sailors and some crew stolen from 'Crhu' the team was proving a deadly combination as bullet after bullet was taken. In race 1 the Leeds uni team on class boat Bruce T had a great race, managing to sneak up a few places in the fleet, keep it up lads! The second race...happened, to be honest I'm not sure what went on here, we made all the wrong choices so I'm not the one to relay this race. Hum-dinger looks like they had a cracker of a race though managing to grab a 4th

place! Race 3 the wind picked back up again and the fleet had a strong start. With Monarch finally pinned over on the left side that left Mojito and Partial Pleasure some lovely clean air on the right side of the beat leading Mojito into a first and Partial Pleasure to a 2nd place.

Overall it was another fantastic event from Hartlepool. A massive thank you has to go to the race officers and mark layers, the wind certainly put you through your paces (as did the multiple individual recalls). We couldn't do it without you all. A big thank you to the caterers and bar staff at the club, fantastic job keeping us all fed and topped up! Big thank you to Hartlepool marina and yacht club and all the folks involved in organising! You did a great job (although a few of us are still recovering from trying to climb that damn fence, we never learn eh?!) And finally a big thank you to all the sponsors. Some fantastic prizes including Sungod sunglasses, bottles of gin and tshirts/beer as always! Big well done to Monarch who took their first regatta win! Congratulations! Big thank you to all that travelled to the event and also to the club



boats and local boats who came out to play, was great to see some new and old faces there and looking forward to more competitive racing soon!



Boats for Sale

Sadly due to pressure of work, Steve Gush and his team are reluctantly selling Jalapeno. A good boat and hardly sailed recently.

For further information contact Steve by email: steve.gush@sykes.com

More Boats joining us for 2022

Errata – no not a new boat , but an error in telling you about Whippersnapper in the last newsletter. Whippersnapper has been in a barn for 8 years since last sailed at Port Edgar by her previous owner. Tim Seed of Forth Cruising Club has bought her to race at Port Edgar.

She has been re-named “Thin Ice” and the team are George Scrivener, Rob Coup and Nicky Medley with Graham Cannell joining on Wednesday nights.

Welcome to the Fleet.

The 707 Deserving Boat Scheme

If you are interested in sailing one of these boats please contact David Smith 07779 251 989 or dsmith@c-technics.com

The Plan currently is to encourage students to join what is probably the best class for fun. However, we will consider applications from any Team who is keen.

Perhaps the 707 Fleet is the most competitive racing in the UK – and we really enjoy the socials afterwards – this is mandatory.

Would any more universities or groups like to sail a 707 and join us in 2022?

Do you know anyone who is keen to try racing in the 707 Fleet – and prospectively a new owner? Get them to race on one of our events in a Class-owned boat.

Surfiet goes crab fishing

Thurso crab fisherman, Geoff Hendstridge, has added a novel approach to his work up training. It would appear that he is now laying pots in the old fashioned way from a sail-powered vessel. Here is that first give-away photo adding to the eco-credentials of the 707 Class.



Sponsors!!

Our sponsors need recognition and support from the Class. They put in money and products often for no obvious gain, so we've decided to raise their profile so you know who the good guys are.

Our Supplier Members for 2022 as of the end of August are:

Stewart Brewing

Owner of a 707 and also Stewart Brewing, Steve Stewart, has kindly sponsored the Class-owned boats and most of the official events for the 2022 season. This generous support goes a very long way to keeping the Class-owned boats in good condition and the money also subsidises their use by students for events.

You will see the Stewart Brewing marquee and mobile bar at a number of events this year.

Please support it by drinking their great beers and lagers!



Bramall Marine

Fibreglass repairs and hull preparation/blasting

Crhu

Rigging services, 707 parts and chandlery

Coast to coast Rigging

Rigging services and 707 parts

Elvstom

Sails

Hyde

Sails

James Watt Dock

Free storage for the west coast Class-owned boat, plus berthing and launching

Port Edgar marina

Berthing, storage and launching

Riggerous

Rigging services

SailDoctor

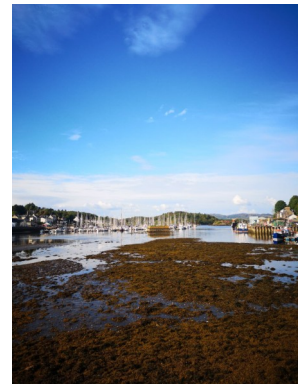
Agents for Hyde sails and with a fast-turnaround repair service



The Tarbert Regatta 2022 (Scottish Series)

A few weeks before a surprise email came round the fleet. Was it true?? Scottish series was cancelled for another year? The wrath of covid still lingered on and took another event from us? "NEVER" the 707 fleet cried. Whether you like it or not we were going. Refusing to let anything come in our way a emails flew around. Mark our chairman frantically ran round asking everyone from the Cornerhouse staff to the Queen, just in case she fancied coming sailing in Scotland on her Jubilee to celebrate. The message arrived, we had done it! A massive thank you to Mark and everyone who volunteered, or found volunteers to make the weekend happen. It truly showed the spirit and community of Scottish Sailing. With 'Scottish Series' cancelled it got rebranded with a shiny new name, The Tarbert Regatta. Safe to say we were delighted to be back with everyone lining up nice and early on the Thursday to get craned in. A buzz was going around the fleet as we all rafted up in our usual spot on the pontoons with everyone hoisting their masts and adjusting their riggings. A lot of shiny new sails had appeared, with the fleet showing a true split between the Hyde sails and the new Elvstrom sails.

The Friday began light. With tricky, fluky winds and the tide strong we all crept towards the shore. Crhu took off like a rocket and seemed to power off up to the windward mark in their own patch of wind. Alas all was not lost for the rest of the boats when the wind picked up at the back of the fleet and nicely compressed at the leeward mark, making Crhu work for their top spot with Seaward right on their heels and Fandango chasing behind! Race 2 was frustratingly shifty. With the wind threatening to die through the whole race you had to pick and hunt your pockets of wind. At one point 3 boats sat at the leeward mark Racehorse came round with momentum and sailed through the lot of us! Rammie pulled an absolute belter and managed to find their own pocket of wind (or did they have a really quiet engine on?) and sailed through the whole fleet to take the 1st! A top moment for Dad's army which left Crhu and Mad dog puzzling over what just happened. Sadly that was the end of day 1 but all of us were so excited to see each other and have a pint on the shore again I don't think anyone was that upset.



Day 2 started with a particularly long race. 3 long beats in light shifty winds. The top end of the fleet stuck with the wind up over on the right hand side of the beat and drifted away whilst the rest of us were left behind to slowly trying to get across the finish line before we were timed out (and before the hangovers hit too hard). Luckily the wind picked up from here and treated us to some beautiful champagne sailing! A lovely force 2-3 came in and with the sun shining above it was all up from there! The fleet headed tight into the shoreline, trying to catch the lift that was curling round the headland. It was truly a battle of nerve of who would sail closest to the shoreline, with bowman leaning over the side to shout if they saw the bottom (or.. you know one of those depth gauge things would've been useful). Partial Pleasure finally seemed to remember how to sail again and crawled their way back up the fleet finally getting some decent results. The start line was switched over to a U flag and for once not because of the 707's! This time the big boats were jumping the gun and having general recalls! Although this really did not end well for Racehorse and Old School who were OCS in the 4th race and therefore disqualified. But this did mean they got the best spot on the pontoons so all was not lost. By the end of the 4th race of the day we had some amazingly inconsistent results in the fleet with no one proving a clear winner. When the suncream ran out we all headed back to sit on the pontoon and share a big bucket of Pimm's. In the evening we were headed to the big marquee with live music and a lot of dancing! Here you could find Shug and Bev truly stealing the show with the dancing and Partial Pleasure rocking their new jackets (made out of Valhalla's old shredded kite)!



With some sore heads and some sore legs from dancing we headed out for Day 3. It started in classic 707 style with a solid general recall which lead straight into a U flag for the remainder of the event. The actual start of the first race saw a belter from Crhu who tacked very quickly and crossed the whole fleet on port. Here again it seemed the right side of the beat was paying over and over again, although Fandango kept banging left, convinced there was wind over there. If you keep doing it enough surely one time it will pay? It was a day of playing the shifts, catching the lifts and crawling your way through the fleet! Tata had a belter of a race to take the first win with Crhu taking the second. On the 3rd race Monarch pulled off a cracker of a port end flyer and looked like they were going for the win until Fandango, finally giving up on the left hand side of the beat and going right absolutely flew round the course to take the 1! Now with Fandango, Crhu, Seaward, Rammie, Swordfish and Tata all taking first's but all carrying big numbers none of us had any idea who was in the top positions. With only 1 discard through the whole event it was all to play for going into the final day!

The Tarbert Regatta Page Continued..

Day 4 was a slow start. With the helm of Partial Pleasure in the foetal position inside the 707 it wasn't looking bright. The Cornerhouse seemed to have claimed its victim. The wind looked like it was never going to fill in with the committee boat sending photos of their anemometer reading 0 knots. Alas all was not loss! After a couple of hours bathing in the sunshine we headed out for one final race. A sudden rush of speed came out of Partial Pleasure and they shot off the line with Old School, Crhu and Seaword desperately trying to catch up. On the 2nd lap their heart rates on Partial Pleasure were high. Having definitely not expecting to be in the front they had not listened to their radio and realised they had no idea how many laps there were... a big flash back to their mistake at nationals and they went for a 3rd lap praying that the rest of the fleet followed! A sigh of relief was let out when Old School dropped their kite and rounded the mark to follow. All they had to do was stay in front, and all Seaword had to do was beat Crhu. Seaword went right, Crhu and Old school went left with Partial Pleasure stuck in the middle unsure of which side to cover. The wind had a lovely wee shift and cries of despair were let out as Crhu and Old school shot into the front spots with Partial Pleasure in 3rd and Seaword unluckily stuck in a hole on the right. Unfortunately due to the delay at the start it was just the one race today and we all headed back in to the shore, with everyone trying to do the math in their heads to figure out who had won.

So after 4 days of blue skies and lovely winds the first Tarbert Regatta came to an end. Big congratulations to Crhu, who after 10 races topped the table by one point! One discard definitely made the win hard fought! Congratulations to Seaword for 2nd place and Mad Dog for 3rd. With the 707 fleet making up a 3rd of the regatta this year it's looking like the 707's are going from strength to strength. Once again massive thank you to everyone who helped make this event happen! It was an incredible feat and we were all so thankful to be back in Tarbert once again. Hopefully next year Scottish Series will be back in full fling but for now congratulations to Crhu for winning the first ever Tarbert Regatta!



Place	Vessel Name	Sail No	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total	Total - 1
1	Crhu	7031	1	2	1	5	5	8	6	1	14	1	44	30
2	SeaWORD	7060N	2	4	9	1	1	5	5	3	4	6	40	31
3	Mad Dog	GBR 7097	6	3	3	4	2	3	2	2	10	9	44	34
4	TATA	GBR7113	7	5	11	2	6	2	1	6	2	8	50	39
5	Swordfish	GBR7076N	4	13	6	10	3	1	3	7	8	10	65	52
6	Partial Pleasure	7064	10	11	14	3	8	4	4	5	6	3	68	54
7	Old School	GBR7037N	12	9	2	6	7	20	9	4	9	2	80	60
8	Fandango	7063	3	8	7	8	4	9	12	16	1	12	80	64
9	Braveheart	7110	8	10	4	12	10	6	11	10.5	5	20	96.5	76.5
10	Jetstream	7102	14	6	5	11	13	11	7	10.5	12	4	93.5	79.5
11	Monarch	7035N	5	7	12	7	18	16	15	9	3	14	106	88
12	Rammie	GBR7081N	9	1	17	13	11	7	16	12	13	7	106	89
13	Beluga	GBR7033	18	16	8	9	12	10	13.5	8	11	5	110.5	92.5
14	Tallulah	7023	13	14	10	16	9	12	10	14	17	15	130	113
15	Valhalla	GBR 7003N	15	15	16	17	16	13	8	13	7	16	136	119
16	Racehorse	7032	11	12	13	14	14	20	13.5	17	16	11	141.5	121.5
17	Eastlander	7041N	17	18	15	15	17	14	17	15	15	13	156	138
18	Autism on the Water	GBR7096N	16	17	18	18	15	15	20	20	18	20	177	157

Your Committee

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Publicity Officer:	Emily Smith (Partial Pleasure)	e.smith24@hotmail.com
Committee Member:	Richard Gibson (Isbean)	rfgcowie@aol.com

FINAL NOTE:

So that's you all updated with the happenings of the 707 fleet so far for 2022. We're only half way through the season with plenty of good winds and stories ahead!

Nationals is looking like an exciting one this year, will Seaword get their 10th Nationals in a row? Or will Crhu or an underdog manage to knock them off the top spot?

Certainly a lot to play for this year! See you all soon,

Emily , your very disorganised Press Officer!

