

## BUSA Match Racing Qualifier 2

held on 21 and 22 January, 2012  
and run by Royal Thames YC at Queen Mary SC

### Results:

Position	Skipper	Crew	Team
1	James Goss (Bristol)	Nick Wilkinson, Olly Sloper, Steve Beckett, Emma Lombard	C
2	Rob Gullan (Solent)	Matt Reid, Tom Greenaway, Christian Clay	A
3	Ed Males (Southampton)	Duncan Jenkins, Ed Morris, Nick Robinson	G
4	Dan Henderson (Portsmouth)	Rodders Lacey, Neil Payne, Ed Impey	F
5	James Anderson (Exeter 2)	Ollie Kemp, Ian Mayhew, Toby Collinson	E
6	Will Smyth (Warwick)	Ben Treloar, Williams Ormerod, Patrick Bornikoel, Charis Tyndall	J
7	Dan Wray (Plymouth)	Jack Kilburn, Rob Thomas, Emma Derby, Dom Silman	K
8	Andy Pinkham (UWE)	Miles Blaver-mann, Ben Longstaff, Jillie Darling, Tots Boadle	H
9	Jason Saints (Exeter 1)	Hannah Diamond, Suzy Russell, Freya Adams, Tom Brophy	D

### Scores:

Skipper		RG	JG	JS	JA	DH	LM	AP	WS	DW	Total	Posn
	A	C	D	E	F	G	H	J	K			
Rob Gullan (Solent)	A		0	1	0	1	1	1	1	1	6	2
James Goss (Bristol)	C	1		1	1	1	0	1	1	1	7	1
Jason Saints (Exeter 2)	D	0	0		1	1	0	0	0	0	2	9
James Anderson (Exeter 1)	E	1	0	0		0	1	1	1	0	4	5
Dan Henderson (Portsmouth)	F	0	0	0	1		1	1	1	0	4	4
Ed Males (Southampton)	G	0	1	1	0	0		1	1	1	5	3
Andy Pinkham (UWE)	H	0	0	1	0	0	0		0	1	2	8
Will Smyth (Warwick)	J	0	0	1	0	0	0	1		1	3	6
Dan Wray (Plymouth)	K	0	0	1	1	1	0	0	0		3	7

### From the Event Director's report:

**Malcolm McKeag**, R Thames YC Chief Sailing Officer, writes: "This was a successful event that was run in marginal strong wind conditions and which achieved its purpose of finding five teams to qualify for the BUSA Finals in April (29<sup>th</sup>-30<sup>th</sup>).

"The strong winds (20+ knots gusting to 25+ on Saturday, 16 to 22 knots for most of Sunday, easing in the afternoon) presented trying conditions for both organisation and competitors while interruptions for damage, some serious, and breakdown meant that time ran out before semi-finals and finals could be run. The event was, therefore, decided on the results of the round robin. This decision was taken not least because the priority was to find five clear and unambiguous qualifiers, rather than an individual final winner.

“In Flight 2 one team (D – Exeter 1 – Jason Saints, sailing boat 2) put a riding turn on the jib sheet winch during pre-start manoeuvring close to the reservoir wall, could not free it and as a result lost control to such an extent that they were blown onto the lee-shore and the boat grounded heavily. They had to be pulled off by RIB and the boat was immediately taken ashore and lifted out of the water. There is some damage to the keel and more serious damage to the lower end of the rudder blade (see below). The boat could not be put back in the water until this could be repaired and the repair allowed to cure overnight. Thus only five boats could be used on Saturday. Eight flights were completed, dropping all matches involving Boat 2.

“A completely new schedule was devised for Sunday, the pairings allocated expressly to bring as far as possible all teams along together in respect of matches sailed. This was a precaution against being unable to complete even one full round robin and avoid the unsatisfactory outcome in the RYA NMRC Finals, where, with the event being decided on an incomplete round-robin, one team had sailed 5 matches but another only 2 when the title was decided. Boat 2 was put back in the water and could be used on Sunday.

“In the event, a full round robin was completed, finishing at just after 1400 on Sunday.

“Conditions on Saturday were too heavy to permit anything other than racing with one reef and no spinnaker. This inevitably gave less than good match racing and many matches were determined by which crew could best survive the heavy gusts. In particular, a crew trailing at the start had almost no opportunity to catch up on the beat and little on the run. The option to permit spinnakers was regularly reviewed and as regularly declined.

“On Sunday, when the breeze began to ease as (new) Flight 9 was underway, the decision to permit spinnakers was taken. This gave some crews occasional handling problems, but undoubtedly improved the contest for the more able. The runs on a number of occasions saw close racing and place changing.

“Inevitably, the strong winds produced more white flags and consequent delays for minor repair, usually to jib furlers, than one wishes to see.

“Due to the wind direction (west, across the lake), the sea state on the west lake on Saturday and the presence of Club racing on the west lake on Sunday, the east lake had to be used. After the Flight 2 crash against the wall, the course was moved to the open stretch beyond the bund. This gave less shelter but more sea-room for the pre-starts but also greatly increased the distance from shore to race course both for spectating and, more importantly, crew changing.

“Inevitably, the standard of sailing and competence at this event is not as high as in the NMRC itself. The standard of behaviour afloat and courtesy ashore of the competitors, however, is a pleasure to see and is most welcome”.