



THAMES SAILING CLUB

PATRON: H.R.H. THE PRINCE PHILIP DUKE OF EDINBURGH

Welcome to the 2008 Thames Sailing Club Open and Vintage Regatta!

Racing is divided into 2 series. The Raters race against each other and all the smaller boats race together on a handicap basis. The handicaps are applied to the finishing times of each boat to allow different types and ages of boat to race against each other on an equal basis. This does mean that the order in which the boats finish is not necessarily the result order.

The start sequence is marked by a hooter. At 5 mins before the class flag (blue/white for the Raters and red/white for the handicap fleet) will be raised. At 4 mins to go the Blue Peter (white rectangle on blue background) will be raised. At one minute to go the Blue Peter comes down and then at the GO the class flag comes down. If you hear 2 hoots before the start sequence, this indicates a delayed start to the published timings. If you hear 2 hoots at the GO this means someone was over the line at the start and must go back! 2 hoots during the race means the course is being shortened from the number of laps displayed.

SUNDAY TIMINGS

These are approximate and may be subject to change

RATER FLEET

Race 1	10.30
Race 2 & 3	follow back to back with Race 1 (approximate finish 13.30)

HANDICAP FLEET

Race 1	10.00
Race 2	follows back to back with Race 1
Race 3	2 pm approximately

WE REGRET THAT DUE TO LICENSING REGULATIONS WE ARE UNABLE TO ALLOW ACCESS FOR NON-MEMBERS TO THE TSC CLUBHOUSE OVER THE REGATTA WEEKEND. PLEASE NOTICE THAT WE HAVE AN OPEN DAY FOR THE PUBLIC THE FOLLOWING SUNDAY (details overleaf). The Thames has strong currents and is deep water. Please keep away from the river edge and ensure that children and animals are monitored at all times. Members of the public spectate at this event at their own risk

THE THAMES A RATER FLEET



Thames A Raters are a unique and exciting class of 3-handed dinghy designed specifically to perform at maximum speed in a river environment.

The class offers an unusual combination of traditional classic craftsmanship blended with cutting edge technology, ensuring a highly competitive and evolving racing culture, and a full racing programme.

The class spans over a century; the oldest currently active boat was built in 1898, and the newest was built in 2001. Hull materials range from lovingly restored wood, to fibreglass and even carbon fibre, and the rigs, which are an astronomical 44 feet high and would not look out of place on a 30 foot keelboat, are competitively maintained from carbon or alloy.

The Wooden Raters

No.1 Kingfisher Designed and built in Kingston in 1909 by Alfred Burgoine. A very successful boat, and a multiple winner of the prestigious Queen's Cup, she has been consistently fast throughout her career.

No.3 Surf Originally called Sea Miaou, Surf was designed in 1908 by the great Linton Hope, the revolutionary yacht designer whose radical lightweight designs were immensely influential throughout Britain. She was built by Hart, Harden and Co. for FD Lambert and CT Ricardo, two leading figures of Upper Thames SC. She arrived at Thames SC in 1930.

No.5 Carina Another Burgoine designed and built boat, and one of his very best. Launched in 1902, she was virtually unbeatable in her early years. Her first owner WH Wheeler, later commodore of Thames S.C. was called by the great Linton Hope 'the king of boat sailors'. He said of Carina, 'No matter what the weather may be, drifting match or half a gale, Carina is sure to be either first or in the first three.

No.6 Vanessa Originally called Latona, Vanessa was designed and built by Burgoine in 1902. First sailed at Thames S.C. she later

moved to Upper Thames SC. She was deliberately built relatively small so that, according to her sail area, she could race either as an 'A' rater or a smaller slower 'B' rater.

No.8 Ulva The oldest rater in existence. Designed and built in 1898 by Burgoine. When first sailed she was simply unbeatable and marked a plateau in rater design. Until then design innovations meant raters only lasted a few years before being outdated but, in Ulva, various trends reached their natural conclusion. Linton Hope said Ulva was 'one of the best boats ever seen on these waters'. Other later boats could match her, but she was never to be outdated, and remained a formidable performer. Indeed it was from her hull that the mould was taken for the highly successful GRP 'plastic' raters that have given the class a new lease of life.

No.11 Dainty Too The last wooden rater constructed, Dainty Too was built in 1922 by Turk of Kingston, to the design of JM Soper. Her bluff bows make her look unlike any other rater, and she has had a mixed record, combining lack lustre seasons with some highly successful ones, notably winning the Queen's Cup three times running.

No.12 Scamp Designed by Linton Hope in 1906 and built by Hart, Harden and Co. Scamp is, along with Caprice, probably the most successful rater, winning the Queen's Cup more than any other boat. Comparing her with the designs of his rival Burgoine, Linton Hope said Scamp, which is similar to Vagabond, was less beamy, with a longer waterline, making her inferior in light conditions but faster in stronger winds and better to windward.

No.13 Vagabond Designed by Linton Hope in 1907, and built by Townsend of Bourne End. Distinctive looking with an unusually narrow beam, she is also the most historically significant rater. Vagabond had no success until bought in 1934 by Beecher Moore, one of the leading figures in dinghy history. He introduced on Vagabond the so-called 'bell rope', the forerunner of the trapeze - a truly revolutionary development. Taking a leaf from the sailing canoe world he also put sliding seats onto Vagabond, and quite literally took rater masts to new heights, as well as using a spinnaker.

The 'Plastic' Raters

No.14 Spindrift The first of the 'plastic' raters that started a new chapter in rater history. Highly successful in its early years, like some of the others she was beginning to show her age, and became the first of the 'plastics' to have a comprehensive refurbishment. She was also the first rater to use a lighter carbon fibre mast.

No.15 Atlantis

No.16 Osprey

No.17 Lady Iona

No.19 Wings

THE SMALLER DINGHY FLEET



ALBACORE

Length 15 ft
2 crew
Designed by: Uffa Fox
One design class
www.albacore.org.uk



CHERUB

Length 12 feet
2 crew
Designed originally by John Spencer 1951
Development class
www.uk-cherub.org



MERLIN

Length 14 feet
2 crew
Class merged in 1951 from the Merlin design originally designed by Jack Holt and the Rocket design originated by Wyche and Coppock.
Restricted Development class
www.merlinrocket.co.uk



FIREFLY

Length: 12 feet
2 crew
Designed by Uffa Fox 1946
One design class
www.fireflysailing.co.uk



NATIONAL 12

Length 12 feet
Two hander
Originally designed by Uffa Fox 1936
Development class
www.national12.org



INTERNATIONAL 14

Length 14 feet
Two Hander
Originally designed by Uffa Fox in 1949
Development Class
www.international14.org



LEADER

Length: 14 feet
Two hander
Designed by Gordon Pollard 1962
One design class
www.leaderdinghy.org.uk



FLEETWIND

Length 12 feet
Two hander
Designed by Alan Eckford in 1952
One design class



WAYFARER

Length 16 feet
Two Hander
Designed by Ian Proctor in 1957
One design class
www.wayfarer.org.uk



ENTERPRISE

Length 14feet
Two Hander
Designed by Jack Holt in 1956
One design class
www.sailenterprise.org.uk



SOLO

Length 12 feet 5 inches
Single hander
Designed by Jack Holt in 1956
One design class
www.solosailing.org.uk