

DRAYCOTE WATER SAILING CLUB



FEBRUARY 1986

CALENDAR

February
15-23 Birmingham Boat show
27 Race Officers Seminar
28 Dinner Dance - Allesley Hotel

March
1 Fireball A.G.M.
8/9 420 Open
15/16 Europe/Finn Open
22 Draycote Water Invitation Pursuit
31 Water Board Trophy Pursuit

April
Wet Suit Rule Finishes
5 First Summer Saturday
6 First Summer Sunday
5/6 505 Open
12/13 Flying 15 Open
13th BULLETIN COPY DATE
19/20 Laser Open
23 First Summer Wednesday
24 First Summer Thursday
25 First Summer Friday

May
5 John Siggers Pursuit
17 Optimist Open
26 R.N.L.I. Pursuit

June
14 Sir Charles Barratt Pursuit

FROM THE COMMODORE

The Winter season heralds much more than the dusting off and repair of wetsuits and thermals; many Fleets have parties and prizegivings (disguised as AGM's) to help prepare for the New Year's programme of sailing and the Club also hosts a round of year end festivities and pursuit races. This year has been no exception with the pursuit race on New Year's Day benefiting the R.N.L.I. with a creditable £64.

We are pleased to announce that the "Draycote Water Invitation Pursuit" has a new sponsor and, hopefully, a final change of name. Pete Bond, of Severn Sailboats, has offered an attractive annual sponsorship but the final decision is yet to be made on the title. This sponsorship will be appreciated by Club Members; Pete Bond is a popular member, a regular competitor in pursuit races and I know will be going all out to 'get his own back'. The Club has decided that it could no longer allow the laborious process of manual preparation of subscriptions, membership renewals and boat registers to continue and is now the proud owner of an IBM computer and word processor which, with its associated software, will enable these records and our accounts to be mechanised and give us better management information — at a later date it is intended to include race information and results. Membership information will now be recorded and stored on this computer and the safeguards of the Data Protection Act will be complied with, further details are in this bulletin. The NEC Dinghy Exhibition is being held from 15th - 23rd February, 1986. This year we have been allocated a joint stand with the Flying Fifteen Class Association and we will be presenting a professional level of stand layout and display. Please come and visit the exhibition and help man the stand. We will be making a major effort to attract new members and we believe that the facilities we will be displaying and the timing of this exhibition is right and will get results. It is with great pleasure that we heard the news of the award of the MBE to Mike Pearce in the New Year's Honours List. Mike has carried out most functions in the Club — including the post of Commodore — and is currently Editor of this bulletin and a co-opted member of our Committee. Congratulations!

Good Sailing in '86
David Armstrong

SAILING COMMITTEE REPORT

I hope you are all enjoying the good sailing we have already had in 1986. The new OOD Manual is almost ready for publication having been vetted by some of our most notable sailors. Please support the OOD/Race officer course, experienced race officers are also required to make any discussion that much more complete. The race officer course is 27 February. I must also thank you all for your positive approach to the re-organising of the Boat Park, I feel that project is going well but can't be fully completed without your further co-operation. The sailing committee have been requested to look at the start sequence to avoid over crowding on some starts, you will see in the summer sailing programme that we have addressed this problem moving the GP.14 fleet and the Enterprise fleet starts. The sequences will be closely monitored. The format of the Ladies, Youth and Junior Championships has also been changed for '86 in an attempt to give it wider interest and support. Please support it while you can.

As a general plea, please please support your fleet in doing your club duty. Remember - THE CLUB IS RUN BY ITS MEMBERS — so if you don't turn up for your duty it means other members loose out, if nobody turned out we would have no sailing club or a sailing club that most of us couldn't afford to sail at. So be warned the club is all of us please do your bit and I will guarantee that the sailing committee will do its'.

Chris Baylis
Rear Commodore Sailing

REPORT OF THE HOUSE COMMITTEE

The Childrens Party was a huge success and this can only be attributed to the organising committee of Janice Bayley, Anne Creak and Sarah Manning and to all the bodies who assisted before and on the day — I certainly enjoyed myself. Thanks are also due to the older members of the Club who co-operated in the programme and escaped to the Wet bar.

The New Years Eve Party was also a success and thanks are due to the duty fleet (Flying Fifteens) and other members who helped on the night.

Various minor alterations are due to takeplace, or may have already done so. Tables and benches are to be placed on hard standings on the grass in front of the Clubhouse, a framework to take various rolls of honour, a filter coffee machine for the Lounge, a new cashtill for the Wet bar and various items of heat insulation. The Darts League ended up with the Fireball and Lark Fleets on equal points so they therefore share first place. The Pool League is now underway and due to run through to the middle of April.

Finally wishing you all a happy and prosperous New Year. Full of fair winds.

Bob Lewis
R.C. (Admin.)

A WORD OF THANKS

On my annual visit to Draycote Water Sailing Club to see all the children, I was pleased to see the improvements made for this year. Not to have to clamber up the steps but to walk up a concrete slipway was very convenient.

A big thank you to all the Mums and Dads for staying in the wetbar and the good behaviour of all the children. Wasn't it nice to have the room all to yourselves. Also to the organisers for making the party such a huge success.

Thanks to the bosuns for arranging our transport — see you all next year.

CONTACTS

If you have a specific problem:
Commodore: D.C. Armstrong -
L/Spa 25100/29897
Vice-Commodore: E.H. Willis -
Rugby 815173
Rear-Commodore (Sail): C.S. Baylis -
Berkswell 33669
Rear-Commodore (Admin): R.E.J. Lewis -
Rugby 70354
Hon. Treasurer: P.J. Clays -
Long Buckby 842471
Secretary: J.W.G. Wells - Rugby 811153

OPEN MEETING RACE OFFICER SEMINAR:

Speaker: Tony Lane (M/Rocket)
Date: Thursday February 27th
Venue: Club Lounge at 7.30pm
Content: Pre-race organisation.
Course and line setting.
Race management and discipline.
Results and prizegiving.

Your fleet may need you in 1986!
If you have Open Meeting Race-officer experience come and tell us how to do it — if you don't, come and learn.

LIFE JACKETS/BUOYANCY AIDS WANTED BY TRAINING COMMITTEE

Fair prices paid for good quality jackets — teenage and adult sizes needed.
Offers to Joyce Deane, through the Secretary at the Club or by phone — Rugby 3553.

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TRAINING:

REMINDER: Now! is the time to book your training course for 1986; seven courses left to choose from (courses 2 and 5 are fully booked already).

See Yellow Training Programme or Club Notice Board for details.

WARNING: All spare places will be offered to new members booking at the NEC Dinghy Exhibition — 15th to 23rd February.

1. ARE YOU CONFIDENT ENOUGH TO TAKE YOUR DINGHY ON THE SEA?
 2. CAN YOU HANDLE YOUR BOAT WITH ENJOYMENT IN WIND STRENGTHS 3-4?
 3. CAN YOU COPE WHEN YOU HAVE GEAR FAILURES ON THE WATER?
- If not, book now for RYA SEAMANSHIP ONE — Course Number 5.

DRAYCOTE WATER INVITATION PURSUIT (NATHAN)

Our annual prestige event, which was called The Nathan Pursuit Race, will in future be known as The Draycote Water Invitation Pursuit. This years race will take place on Saturday 22nd March 1986, and the club will be looking to the members for their continued support in making the event the success it has been in previous years.

Invitations have gone out to 58 classes and responses to date indicate that we will have the privilege of watching many U.K. and International Champions; together with our own top sailors, competing for the coveted Nathan Silver Salvors and the many other prizes.

The change of name has been brought about now that Nathans the jewellers, are no longer able to provide the sponsorship we have enjoyed for so long. Members will be glad to hear however, that our main sponsor is now Severn Sailboats; we are grateful to Pete Bond for coming forward to provide this support, so that we may continue to keep this famous event going. Further support will be forthcoming from Centre Marine and Robin Webb Spars and Sails, while several other firms are still negotiating with the Commodore at the time our bulletin goes to press.

The success of the event depends on the hard work of us all, and your Fleet Captains will be looking for your support in the boat park, wet bar and the Bar. Put Saturday 22nd of March in your diary as a day to be spent at the Club. With lots of help, nobody will be asked to work for very long and for the rest of the day you can enjoy one of the highlights of the dinghy sailing year.

COMPUTERISATION AT THE CLUB

The Club has just purchased its own computer, it is an IBC PC XT which has one floppy disk drive and a fixed disk.

The office is busy at the moment setting up the subscription records onto the computer so that we can run in tandem and maybe transfer to full computerisation for renewals from 1st April 1986.

There are currently over 850 members records manually kept by the office producing renewal notices, receipts for payment of subscriptions and members lists to Fleet Captains, all these records will be computerised.

There will be no further applications loaded onto the computer until the subscriptions records are working. In future there are plans to transfer all typing onto the word processing part of the package and within two years all accounting records.

All the necessary action to comply with the Data Protection Act is being complied with.

WHAT GOES ON?

Members may be interested to know the type of decisions taken by the Club Committees, so here is a schedule of some of the actions taken since the September, 1985 AGM:-

Complete revision and reprinting of Sailing Instructions and OOD Manual.

New concrete walkway to Club pontoon,

Complete regrading of shingle along Clubhouse frontage.

Regrading and rolling of picnic area slope to take optimists.

Reorganisation of Dinghy Park now underway.

New Signal Flags purchased to make 3 complete sets.

An expanded Training Programme organised for 1986.

Sailboard racing to be introduced on Saturdays in January and February. We will have a professional level of stand layout and display at the NEC Boatshow. Full overhaul schedule of rescue boats now in hand.

Increased charges introduced for Affiliated Groups.

Energy survey commissioned and recommendations being actioned.

Three Club Social events plus Annual Dinner/Dance arranged.

Darts and Pool leagues started.

We have purchased an IBM computer and word processor for Club records, etc.

Some further work done on concrete stands and slipways.

A new sponsor — Severn Sailboats — obtained for Draycote Water Invitation Pursuit.

Individual letters of welcome now being sent to every new Club member.

Closer liaison with Fleets so that Club Successes can be given recognition and promotion.

The payment of subscriptions by standing order is now being offered.

Saturday afternoon sailing introduced until Christmas.

The Club has co-operated in the introduction of Public Access.

The Club has negotiated access to additional length of foreshore.

An additional Wayfarer dinghy purchased for the Training Fleet.

The possibility of Match Racing being introduced at Draycote is being examined.

No increase in premiums for boats insured via DWSC Scheme for 86/87.

An OOD training course has been arranged. All Fleets encouraged to take part.

Regrading and hardcore to overspill car park.

A rescue boat and sportsboat training course has been arranged.

Improvements to kitchen and catering.

The upgrading and repainting of Clubhouse is being prepared.

Drainage of the Wet bar floor is being prepared.

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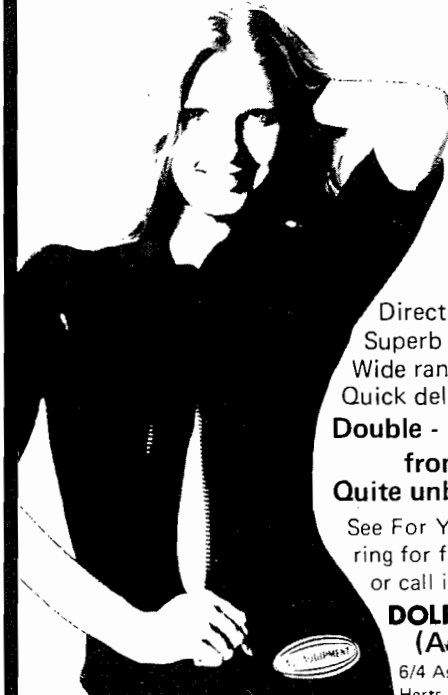
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SCORING OF RACE SERIES:

Reproduced here is Appendix E of the RYA — International Yacht Racing Rules 1985-88. It is hoped that all who have anything to do with scoring for Open Meetings will read, learn and apply as appropriate. Race Officers noting their duty, under 6.2, at an early stage in the event.

APPENDIX E Scoring Systems

1. Summary

The RYA scoring systems comprise sections that deal with the types of series and the number of races to be sailed, the methods of scoring yachts that finish, the scoring of other entrants and the breaking of ties. A recommended system is included.

2. Recommended System

Unless otherwise specified in the Notice of Race or in the Sailing Instructions, the following will apply when the RYA scoring system is to be used.

- 2.1 When less than ten races are scheduled, the event will be a Short Series event, described in 4.3. When ten or more races are scheduled, the event will be a Long Series event, described in 4.4.
- 2.2 The Place points system described in 5.3 will be used.
- 2.3 The scoring of yachts that do not score finishing points is described in 6.
- 2.4 Ties in a Short Series event will be broken by the Best Discard procedure described in 7.3. Ties in a Long Series event will not be broken.
- 2.5 Sample wording: "The scoring system will be as recommended in RYA Appendix E, Section 2."

3. Alternative Systems

The Notice of Race or Sailing Instructions may, however, specify one of the alternatives from each of the following sections:

- 4. Type of Series and Number of Races to Count.
- 5. Method of scoring Finishing Points.
- 7. Method of Breaking Ties.

4. Type of Series and Number of Races to Count

- 4.1 In all series the yacht with the lowest points score wins.
- 4.2 All-In Series — For an All-In series, all the races sailed in a series or event shall count.
- 4.3 Short Series — For a Short Series, (usually an event with less than ten races scheduled), the number of races to count shall be one less than the number of races completed, except when only three or fewer races are completed, in which case they shall all count.
- 4.4 Long Series — For a Long Series, such as a season's points series, the number of races to count will be half of those completed, fractions being raised to the next whole number. Any alternative number of races to count shall be stated in the Notice of Race or the Sailing Instructions for the series. This should not be less than half the number of races completed in the series.
- 4.5 Minimum Number of Races to be Completed — When a minimum number of races have to be completed for the event to be valid, a statement to this effect shall be included in the sailing instructions.

5. Finishing Points

- 5.1 General
Either of the systems set out below is suitable for a Long Series or a Short Series. The Preference points system gives more emphasis to winners and is useful when it is necessary to reflect accurately the performance of the leading yachts. It is also less likely to produce a tie than Place points but is, however, the more difficult system to apply. The Place points system is more likely to maintain the closeness of the competition throughout the series. The Preference points system should be used for an All-In series.

5.2 Preference Points System

Each yacht that finishes in a race shall score points as follows:

First place	.....	0
Second place	.....	3
Third place	.....	5.7
Fourth place	.....	8
Fifth place	.....	10
Sixth place	.....	11.7 etc.
Seventh place and thereafter	.....	place + 6

5.3 Place Points System

First place	.....	1
Second place	.....	2
Third place	.....	3
Fourth place and thereafter	.....	place

6. Points for Yachts that do not Score Finishing Points

- 6.1 General
Points for yachts that do not score finishing points shall be based on the "Declared Entry".

6.2 Declared Entry

The Race Committee shall determine and declare the figure for the maximum number of entries. This should be decided at an early stage in the event, should make allowance for probable late entries if these are permitted, and should not thereafter be altered. This figure is called the "Declared Entry".

6.3 Non-finishing Yachts

A yacht that ranks as a starter in accordance with Rule 50 (Ranking as a Starter) and

- i does not start or
- ii does not finish or
- iii is a premature starter or
- iv infringes the rules but retires within reasonable time

shall score points for the place one more than the Declared Entry.

6.4 Disqualified Yachts

A yacht that ranks as a starter in accordance with Rule 50 (Ranking as a Starter) and

- i is disqualified or
- ii acknowledges having infringed the rules but does not retire within reasonable time

shall score points for the place two more than the Declared Entry.

6.5 Non-starting Yachts

A yacht that does not rank as a starter in accordance with Rule 50 (Ranking as a Starter) shall score points for the place three more than the Declared Entry.

7. Breaking of Ties

7.1 Limitations of Tie-breaking

Unless otherwise specified in the Sailing Instructions the tie-breaking procedure that is selected from the following alternatives shall only be applied to prize winning positions.

7.2 Most Firsts Procedure

When there is a tie on total points between two or more yachts the tie shall be resolved in favour of the yacht with the most first places, and when the tie remains, the most second places, and so on if necessary for such races as count for total points. If a tie still remains, the last race system described in 7.4 shall be used.

7.3 Best Discard Procedure

When there is a tie on total points between two or more yachts the tie shall be resolved in favour of the yacht with the best discard points score. When a tie still results and when more than one discard exists (e.g. when using a Long Series system), the next best discard points score shall be used to resolve the tie. Any limitation on the number of discards which may be used shall be stated in the Sailing Instructions. If there is still a tie, the Last Race system shall be used (see 7.4).

7.4 Last Race Procedure

When a tie exists between two or more yachts, the tie shall be resolved in favour of the yacht with the lowest points score in the last race of the series, and when a tie still remains, then the scores in the penultimate race shall be used.

7.5 No Tie-break Procedure

When there is a tie on total points between two or more yachts the tie shall stand irrespective of the results of any discarded races.

8. Sample Wording for Alternative Systems

When a scoring system is to be used other than that described in 2, it is recommended that the Sailing Instructions include a statement of the conditions which apply. For example:—

"Scoring will be in accordance with R.Y.A. Appendix E. The event will be a Short Series event; three races must be completed for the series to be valid."

SUMMER SAILING PROGRAMME 1986

SAILING INSTRUCTIONS OBTAINABLE FROM SECRETARY'S OFFICE —

WEDNESDAYS — 6th April to 26th October

1.00 a.m.	505/Fireball	Flag 8
1.05 a.m.	Flying 15/Handicap Fleet	Flag J
1.10 a.m.	Finn/Lark/Laser/GP14	Flag Z
1.15 a.m.	Miracle/Enterprise	Flag L
1.20 a.m.	Solo/Europe	Flag E
1.25 a.m.	Topper/Mirror 10/Optimist	Flag A
1.30 a.m.	Sailboards	Flag Q
00 p.m.)	
05 p.m.)	
10 p.m.)	
15 p.m.	) As above	
20 p.m.)	
25 p.m.)	
30 p.m.)	
30 p.m.	Mass start	Flag 3rd Sub
35 p.m.	Sailboard	Flag Q

The course sailed by Optimists may be shortened for racing at class only, by displaying the signal "S" over "O". Sailboards racing should display the allocated club number and sign on and off the declaration sheet.

THURSDAYS — 5th April to 25th October

00 p.m.	Mass start	Flag 3rd Sub
05 p.m.	Sailboard start	Flag Q
00 p.m.	Mass start	Flag 3rd Sub
05 p.m.	Sailboard start	Flag Q

W.S.C. Handicap Trophy

The first race on the first Saturday of each month, commencing 5th April and finishing 4th October, will be a handicap event. There will be seven entries with five to count and qualify. The scoring will be: 1st boat scores number of starters plus one, 2nd boat scores number of starters, 3rd boat scores number of starters minus one, 4th boat scores number of starters minus 2 etc., retirements, disqualifications, DNS — no points. The start will normally be a mass start as above but if there are a large number of transits the starts will be:

00 p.m.	PYS 123-176	Numeral 4
05 p.m.	PYS 116-122	Numeral 3
10 p.m.	PYS 97-115	Numeral 2

Sailboards racing to display appropriate pennant, sail numbers and sign on and off the declaration sheet.

EDNESDAYS — 23rd April to 10th September

15 p.m.	505/Fireball	Flag 8
18 p.m.	Flying 15/Handicap Fleet	Flag J
21 p.m.	Finn/Lark/Laser/GP14	Flag Z
24 p.m.	Miracle/Enterprise	Flag L
27 p.m.	Solo/Europe	Flag E
30 p.m.	Topper/Mirror 10/Optimist	Flag A
33 p.m.	Sailboard	Flag Q

B. Starts are at 3 MINUTE INTERVALS

The Club is open from 6.30 p.m. for general/sailboard sailing.

WEDNESDAYS — 24th April to 11th September

Water open for Cruising and Training.

THURSDAYS — 25th April to 12th September

Water open for cruising

WEDNESDAY EVENINGS: The water will be open at the earliest 6.00 p.m. and no later than 6.30 p.m., and closed at the OOD's discretion (i.e. safety and general weather).

WEDNESDAY — 19th July — Ladies Youth and Junior Championships

The event will be sailed as Handicap races; 2 races, both to count, the second result to be the tie-breaker.

Qualify:

Ladies	— Ladies
Youth	— 15 - 17 yrs incl. on 1st April
Junior(Oppy)	— Up to 10 yrs incl. on 1st April
	— 11 yrs to 14 yrs incl. on 1st April

WEDNESDAY SAILING YEAR 1986

1st January	New Year's Day Pursuit
2nd March	DWSC Invitation Pursuit
1st March	Water Board Pursuit
1st April	First Summer Saturday
1st April	First Summer Sunday
1st April	First Evening Weekday Sailing
1st May	John Siggers Pursuit
1st May	RNLI Pursuit
1st June	Sir Charles Barratt Pursuit
1st July	Ladies & Junior Championship
1st August	Coventry Evening Telegraph Pursuit
1st August	Bank Holiday Cruising — 12.00 — 18.00
1st September	Last Evening Weekday Sailing
1st October	Last Saturday Summer Sailing

OPEN MEETINGS 1986

Date	Fleet/s	Duty Fleet/S
March		
8/9	Contender	Laser
15/16	Europe	Solo/Merlin
22	DWSC Invitation Pursuit	Club Team
April		
5/6	505/Contender	Cherub/Laser 2
12/13	Flying Fifteen	Sailboard
19/20	Laser	Contender/Wayfarer
May		
17	Optimist	Parents
September		
6/7	Cherub/Laser 2	505
13/14	Topper/Mirror 10	Lark
20/21	Sailboard	Flying Fifteen
27/28	No Open Meetings	
October		
4	Solo	Europe/Finn
5	Enterprise	Europe/Finn
11/12	Lark/Wayfarer	Topper/Mirror 10
18/19	GP14/Miracle	Fireball
25/26	Merlin	Enterprise
November		
1/2	Fireball	GP14/Miracle

SAILBOARD

Wednesdays	—	General Sailing and Club Sailing.
Thursdays	—	General Sailing and Training.
Fridays	—	General Sailing and Self Organised Racing.
Saturdays	—	General Sailing and Club Racing
Sundays	—	General Sailing and Club Racing

REMINDER OF CLUB REGULATIONS 24 and 26

Adverse weather. A Black Ball or Shape may be hoisted indicating that the conditions are adverse. All helmsmen must report to the OD Box before going afloat. The OD may restrict the sailing area. All helmsmen should consider whether they are capable of sailing in the prevailing conditions. Three Rescue boats must be manned.

The duty officer of the day appointed on the authority of the Committee shall be in charge of all sailing activities and safety precautions on that day. All instructions of the duty officer or his assistant on his behalf, and in particular any person in charge of a rescue craft shall be complied with forthwith.

ADDITIONAL SATURDAY SAILING

At the OOD's discretion, sailing is permissible on those Saturdays when the Club is open for an Open Meeting when sailing would not otherwise be allowed.

Winter Saturdays to be publicised nearer the time.

PURSUIT RACES — START PROCEDURE

Minus	31 mins	— 1st Warning Signal	Flag O	1 Sound	PYN
Minus	26 mins	— 1st Preparatory Signal	Flag P	1 Sound	
Minus	21 mins	— FIRST START	Lower Flags		176
		(Optimists)			
Minus	10 mins	— 2nd Warning Signal	Flag 6	1 Sound	
Minus	5 mins	— 2nd Preparatory Signal	Flag P	1 Sound	
DATUM	0 mins	— SECOND START	Lower Flags	1 Sound	146
		(Mirror 10)			
Plus	2 mins	— Mirror 10, Singlehanded		1 Sound	144
Plus	7 mins	— Start Topper		1 Sound	136
Plus	8 mins	— Fleetwind		1 Sound	134
Plus	15 mins	— Miracle		1 Sound	124
Plus	16½ mins	— Solo		1 Sound	122
Plus	18 mins	— Europe		1 Sound	120
Plus	18½ mins	— GP14		1 Sound	119
Plus	19 mins	— Enterprise/OK		1 Sound	118
Plus	20 mins	— Sailboards		1 Sound	117
Plus	20½ mins	— Wayfarer		1 Sound	116
Plus	21 mins	— Cherub/420		1 Sound	115
Plus	22 mins	— Laser		1 Sound	114
Plus	22½ mins	— Lark		1 Sound	113
Plus	23½ mins	— Finn		1 Sound	112
Plus	25 mins	— Flying Fifteen		1 Sound	110
Plus	25½ mins	— Kestrel/Merlin/Laser II		1 Sound	109
Plus	28 mins	— Fireball/Contender		1 Sound	105
Plus	29½ mins	— 470		1 Sound	103
Plus	33½ mins	— 505		1 Sound	97

ONE SOUND SIGNAL to be made for each START, a second sound signal may follow indicating early starters.

100 MINUTE PERIOD RUNS FROM SECOND (MIRROR 10) START

Finishing Procedure

The end of the race will be at the first mark reached by the leading boat after 100 minutes has elapsed.

N.B. If the leading boat is likely to reach a mark just before 100 minutes elapsed and the race would be finished at that time, the OOD may allow the race to continue until the 100 minute period has elapsed.

OFFICERS OF THE DAY APRIL - OCTOBER 1986

DATE	DUTY FLEET				
April		Sat 7th	Topper/505	Wed 6th	Wayfarer/420/470
Sat 5th	Solo/Merlin Rocket	Sun 8th	Sailboard	Thur 7th	Sailboard
Sun 6th	Miracle	Wed 11th	Lark/Finn	Fri 8th	Sailboard
Sat 12th	Mirror/Laser II	Thur 12th	Sailboard	Sat 9th	Mirror/Laser II
Sun 13th	Enterprise	Fri 13th	Sailboard	Sun 10th	Sailboard
Sat 19th	Lark/Finn	Sat 14th	Wayfarer/420/470	Wed 13th	Miracle
Sun 20th	GP14	Sun 15th	GP14	Thur 14th	Sailboard
Wed 23rd	Flying Fifteen	Wed 18th	Fireball	Fri 15th	Sailboard
Thur 24th	Sailboard	Thur 19th	Sailboard	Sat 16th	GP14
Fri 25th	Sailboard	Fri 20th	Sailboard	Sun 17th	Topper/505
Sat 26th	GP14	Sat 21st	Mirror/Laser II	Wed 20th	Fireball
Sun 27th	Fireball	Sun 22nd	Flying Fifteen	Thur 21st	Sailboard
Wed 30th	Enterprise	Wed 25th	Europe/Kestrel/Cherub/OK	Fri 22nd	Sailboard
		Thur 26th	Sailboard	Sat 23rd	Miracle
May		Fri 27th	Sailboard	Sun 24th	Mirror/Laser II
Thur 1st	Sailboard	Sat 28th	GP14	Mon 25th*	Wayfarer/420/470
Fri 2nd	Sailboard	Sun 29th	Sailboard	Wed 27th	Enterprise
Sat 3rd	Miracle			Thur 28th	Sailboard
Sun 4th	Laser/Contender	July		Fri 29th	Sailboard*
Mon 5th*	Topper/505	Wed 2nd	Laser/Contender	Sat 30th	Flying Fifteen
Wed 7th	Europe/Kestrel/Cherub/OK	Thur 3rd	Sailboard	Sun 31st	Laser/Contender
Thur 8th	Sailboard	Fri 4th	Sailboard		
Fri 9th	Sailboard	Sat 5th	Miracle	September	
Sat 10th	Fireball	Sun 6th	Enterprise	Wed 3rd	Solo/Merlin Rocket
Sun 11th	Lark/Fin	Wed 9th	Solo/Merlin Rocket	Thur 4th	Sailboard
Wed 14th	Sailboard	Thur 10th	Sailboard	Fri 5th	Sailboard
Thur 15th	Sailboard	Fri 11th	Sailboard	Sat 6th	Fireball
Fri 16th	Sailboard	Sat 12th	Fireball	Sun 7th	Miracle
Sat 17th	Enterprise	Sun 13th	Lark/Finn	Wed 10th	Mirror/Laser II
Sun 18th	Mirror/Laser II	Wed 16th	Sailboard	Thur 11th	Sailboard
Wed 21st	Miracle	Thur 17th	Sailboard	Fri 12th	Sailboard
Thur 22nd	Sailboard	Fri 18th	Sailboard	Sat 13th	Sailboard
Fri 23rd	Sailboard	Sat 19th	Enterprise	Sun 14th	Solo/Merlin Rocket
Sat 24th	Sailboard	Sun 20th	Mirror/Laser II	Sat 20th	Mirror/Laser II
Sun 25th	Fireball	Wed 23rd	Topper/505	Sun 21st	GP14
Mon 26th*	Solo/Merlin Rocket	Thur 24th	Sailboard	Sat 27th	Lark/Fin
Wed 28th	GP14	Fri 25th	Sailboard	Sun 28th	Sailboard
Thur 29th	Sailboard	Sat 26th	Sailboard		
Fri 30th	Sailboard	Sun 27th	Fireball	October	
Sat 31st	Laser/Contender	Wed 30th	GP14	Sat 4th	Laser/Contender
		Thur 31st	Sailboard	Sun 5th	Mirror/Laser II
June				Sat 11th	Solo/Merlin Rocket
Sun 1st	Wayfarer/420/470	August		Sun 12th	Europe/Cherub/Kestrel/OK
Wed 4th	Mirror/Laser II	Fri 1st	Sailboard	Sat 18th	Mirror/Laser II
Thur 5th	Sailboard	Sat 2nd	Europe/Kestrel/Cherub/OK	Sun 19th	Flying Fifteen
Fri 6th	Sailboard	Sun 3rd	Enterprise	Sat 25th	Enterprise
				Sun 26th	Enterprise

SUMMER HOLIDAY WEEKDAY SAILING

On some* Tuesday and Thursday afternoons in July and August this year the reservoir will be open to club sailors. Those wishing to take advantage of such days need to be aware that safety cover will be much more limited than during regular club sessions.

The water will usually be supervised by only one person, manning one safety boat, and permission to sail will be entirely at his discretion. For your own safety, and the supervisor's peace of mind, you are advised to sail within sight and easy reach of the clubhouse, within the area bounded by buoys K,Y,X,H and the club shore.

Pre-teen age children must be under the control of a responsible adult, who should make sure that they are aware of these limits.

A signing on sheet will be placed under the balcony and all sailors must sign it before launching boats or sailboards.

Volunteer spectators who would watch the water from the balcony or OD box would be welcomed. Please make your offer directly to the supervisor.

Remember the OD is a volunteer. Please help him to help you.

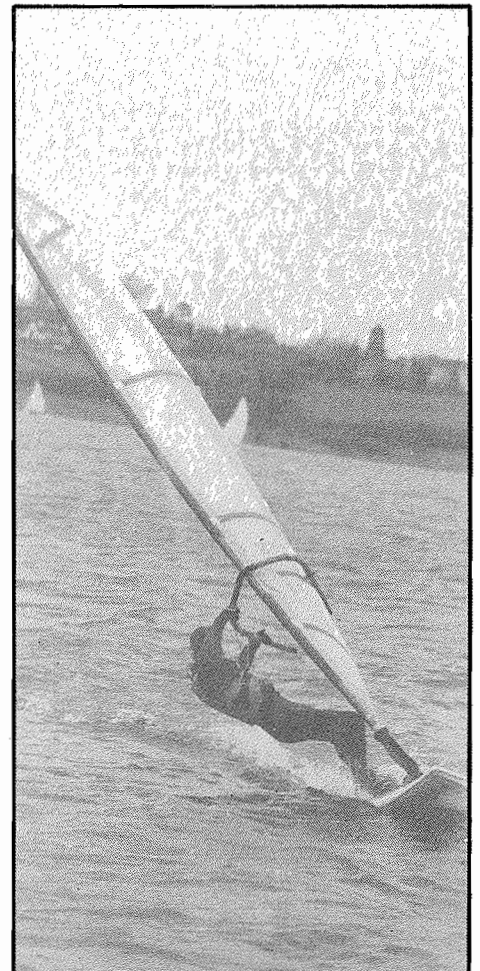
*The dates when the water will be open will be posted on the blackboard under the balcony on the weekend before the sailing days.

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FLEET NEWS

SOLO NEWS

First, the rather belated results of the Summer Series, which had not finished when copy for the last bulletin was presented. The Sunday I Series was held on days when there were no local Opens, or major national events, so enabling the complete fleet to enter without prejudicing their national positions. Winner was Chris Avery, followed by Martin Shave and Mick Clay. Sunday II was held on all the other Sundays, and was won by Martin Shave, with Derek Shave and John Coleman in second and third slots. Saturday was not well supported, but results were: Martin Shave, Ken Mack, Graham Griffiths. It is very unfortunate that Saturdays are not popular, and this seems likely to be repeated this year. It would be good if the fleet members who do not normally get involved in the Sunday racing could put some effort into Saturday — it probably only needs someone to be committed to it and to drum up support. Any offers?

The Midland Area Travellers Trophy was won by Jon Clarke, with Chris Avery 4th, Mick Clay 6th and Ken Mack 9th. Draycote regained the Top Club Trophy from Northampton, who had snatched it from us for one event. Ken Mack also came 2nd in Western Area, and 7th in Southern Area. Our Fleet Championship, held over two weekends in the middle of November, in excellent sailing conditions, was won by Chris Avery, followed by Mick Clay and Ken Mack. The handicap based on the Sunday races, which was run experimentally last winter, was very successful, and now has a permanent trophy presented by the 'Cosa Solo'. John Coleman won the first set of eight races, but seems to have gone into hibernation. Due to the bad weather and race duty, the second set still has one race to go, and is very closely fought.

Chris Avery represented the National Solo fleet, with Martin Lambert of Northampton S.C., at the Burnham Icicle. The event, being a handicap race, was dominated by the International Fourteens and Moths (surprise, surprise!). Martin came 41st and Chris 46th, along with the traditional single handed boats. This was a satisfactory position, as I understand that Jon Clarke's performance last year, in 39th position, was the best position ever for a Solo.

Our open meeting duty this year is on the 15/16 March, on behalf of the Europes and Finns, and the following Saturday is the Draycote Invitation Pursuit, alias the Nathan. EVERYONE PLEASE KEEP THESE DATES FREE, IF POSSIBLE.

Derek Shave
Solo 3314
Tel: Rugby 810269

INTERNATIONAL 420

The 420 Fleet enters the new season much stronger than last year and with every member 100% keen.

Stephen and Greg now have their new boat and will be turning up ready for the new Open season.

Stephen sailed the Burnham Icicle at Christmas and finished a very good 4th overall, actually beating an International 14. He then tried the new 420 at Bloody Mary and won his section on the water but with very light winds was not competitive overall on handicap. Incidentally there were over 430 boats competing — some event.

By the time you read this the whole Draycote Fleet will be on the RYA Youth Squad training at Draycote. At Easter most will be competing in the RYA Youth Championship at Largs in Scotland where I am sure the Draycote boats will do well. Good racing and good luck for the 1986

LARK NEWS

At the recent lark fleet AGM it was decided that I would carry on as Fleet Captain, — so you know who to give the news, views or even general abuse to. The other members on the committee are:-

Miles Thoms — Vice Captain
Bob Lewis — Secretary/Treasurer
Tony Brown — Fleet Recorder
Phillipa, who has been treasurer for the past eight years decided that because of other commitments she was unable to continue as treasurer for another year. I am sure that everyone would like to thank Phillipa for all that she has done for the fleet.

Welcome to Winter members, Bob Suggit, Paul Towers and Mike Mascardi. They are certainly showing many people in the fleet how fast Larks are going nowadays! Arrangements are now well underway for an ELF's social evening — more details soon.

The Nathan Invitation Pursuit race in March will be sailed for the club by Nick Bolland and Dave Eales. We wish them luck!

Last year we had six new members with boats joining the fleet. So if you would like to try a boat that is rewarding to sail, is a strict one design (but not so strict as in some classes!) and which has a strong class association then GO FOR A LARK. Good sailing, see you on the water!

Nigel
Rugby 4591

P.S. Try a Lark — Saturday 17th May; from 2.00 pm onwards:

Whether young or old; beginner or expert come along and try a Lark — ring Rugby 4591 for details.

FLYING FIFTEEN

The large number of boats coming into the fleet is a healthy sign for 1986. The wide range of boats and sailing experience in the fleet offers excellent racing potential at all levels. There is room for everyone in the fleet from the most experienced helm to the novice — enjoy your sailing throughout 1986.

We are mid-way in the Winter Series. Last years Winter Series winning helm, Brian Tavender is crewing with Bill Beck so a new name will be on the trophy next time around.

Don't forget the Winter Series is an opportunity to tune your boat for our fleet Open Meeting which this year will take place on 12th/13th April 1986.

Sam McClenaghan
FF1613
Fleet Captain
Tel: 021 704 9230

INT. EUROPE NEWS

Now's the time to clear out those spiders and mice from your boats, change any dodgy fittings and get in some training for our Open Meeting on March 15th/16th and Datchet on April 5th/6th. Both meetings are World Qualifiers.

Our fleet is on reception duty at the D.W.S.C. Invitation Pursuit on March 22nd and any hep will be appreciated. Please contact Pat or Gerry. Also any offers to help on the Club Stand at the Birmingham Boat Show will be welcomed.

The training weekend run by Alun Griffiths in November was very worthwhile and thanks must go to Alun and all his helpers on and off the water. We also have an excellent video for anyone to study produced by Andrew Homer of the 505 Fleet. Well done Ian Walters for finishing 5th in the Endeavour. He was kindly loaned a Lark for the event by Liz Fillmore and Phillipa Cooke.

Here's wishing you all a warm wet and windy 1986 with plenty of successes in all your ventures.

ENTERPRISE

The New Year brings a re-vamped committee and jobs to be allocated. As yet "Bulletin Editor" has not been press gang-ed. As I am sitting in the chair this year I was not sure if I could continue to scribe, however Diane Newton very efficiently stepped forward and contributed a couple of sides of literature, so this issue is a joint effort. Look out for a surprise editor next edition (maybe).

The Enterprise AGM was held back in December '85 and was fairly well attended for a cold wet Wednesday night. A new committee was given the seal of approval by the Enterprise constitution. Our thanks go to retiring officers Phil Hughes and Bill, and to retiring committee members Brenda Beeston and Brian Cooper. Brenda who has for many years prepared and organised our suppers, will be sadly missed and difficult to replace. Thanks also to Brian for his years on results and to Phil for keeping the chair so nicely. Bill although retiring from office is staying with the committee, so he gets no mention based on the fact that you have to retire or die to be missed. The new committee is as follows. That nice Mr Jones Chairman, Simon Childs Class Captain, Robin is Treasurer, Tim Proctor Secretary, and keeping them on their toes; Val Childs, Bill Andrews, John Bellamy, Dave Cooke, John Allatson and Diane Newton. Amongst their many responsibilities is that of providing an efficient team to run the races and galley on OOD days. They must have our support on these days.

Thanks to everybody who mucked in on that foggy Sunday morning in December to re-organise our boat park, the Fleet members are now within hailing distance of each other. This will facilitate the exchange of helpful advice, insults and general camaraderie so greatly missed. We have made our bed now we can eat it.

The Boxing Day pursuit race was cancelled due to really horrible weather and a slight lack of willing participants (I think they had had their cake and were sleeping in it).

Twenty five hardy idiots took to the water for a mass start and survival course, such were the conditions that the powers decided to award prizes to all finishers. There were six in all two of them homegrown Enterprises, Dave Toone and Mark Harrison looked as if they had sailed together before and Bill and Chris flew round the old pond with real spirit (90% proof). The rest of the Fleet sat under a cold shower and beat each other with rolled up newspapers, a slightly more pleasant experience than sailing Boxing Day but without the prize at the end of it.

The New Years Eve Party was attended by the regular hard core of Enterprise middle aged teenagers where they scooped the prizes. Bill and Mary disguised as Bumble Bees won First Prize and Caroline Froggy and Carol Langers took Second Prize for a carrot and a leek. The question asked by my co-editor its — will Bill bumble his way through '86 and finish up with a hive full of honey in August? (is that rude).

Watch the notice board for a new Boat Park master plan and check that your name is entered correctly, any queries to John Allatson. John Bellamy has taken over the results co-ordinator. Val will be trying to arrange our suppers if she can get enough assistance from the rest of the Fleet, so be ready to volunteer. Dave Cooke is still the OD co-ordinator.

Next Bun Fight is April 26 (Fitting out supper) so make sure you are available for helping during the daytime preparations. GOSSIP. We had two new Enterprises at the back end of last year — Geoff Candy and Roger Bird, and we are expecting four new boats on the water in the Spring i.e. Bill and Mary, Val and Simon, Tony and Julia and Andy (who is Andy?) British Telecoms profits are assured of a boost with the announcement that Slacky is a grandad. Yes the birth of his first granddaughter in New Zealand on January 2nd, congratulations Dennis and Glenis and best wishes to them down under. Early warning — Anyone for Southport '86. Thats it I've run out of ink, so lets hope for true

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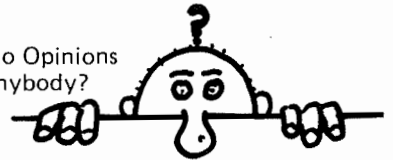
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RACE RESULTS:

Brass Monkey: Sailed as a short handicap
race, on 26th December 1985, due to
strong winds.

1. David Griffiths & Gareth Taylor — Fireball
2. Ian Walters — Europe
3. David Toone & Mark Harrison — Enterprise (6 finishers only)

R.N.L.I. Pursuit. Sailed 1st January 1986.

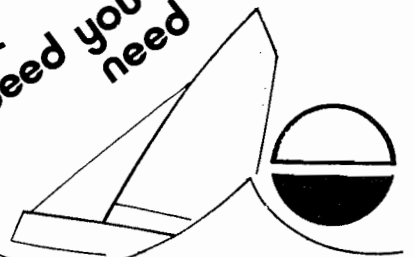
1. Alan McGill & Martin Penty — Fireball
2. Carl Eales & Carolyn Lynch — Lark
3. Mark Upton Brown & Mike Porter — 505

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BOARDTALK

Sunday 11th January 1986, 4.30 pm — OD Box — the end of a fantastic sailing weekend. The 1st day of our winter series of racing on courses independent of the dinghies saw 25 starters on the beach by the board racks in a good force 3 in sunshine! Somebody even said it was cold but it wasn't noticed in the excitement. At the end of the race we ended up with 14 people in equal 1st place — seven more races to go, the best six to count — is this the makings of a good series? By the time you read this we will all know.

The Saturday of the weekend after a week of snow saw a turnout of 20 boards and young Master Clay in his optimist complete with tutor. With turnouts like this at this time of the year must be an omen for 1986 being a good year.

As you are aware the fleet is full so the sooner you renew your membership the sooner actual membership can be assessed. All memberships must be renewed by the end of April, but if earlier, the better.

A special thank you to David Harban for all his hardwork in publishing the 'Windbag' and for organising the winter race series. Thanks also to all the fleet members who did their OODs through the winter. Looking forward to more black shape weather.

Roy Butler
The Friendly Fleet
K567
Hinckley 212471

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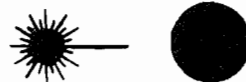
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GP14 FLEET NEWS

Hello. I am Robin Warren your new Fleet Captain. Many thanks to Bob Hudson for doing the job over the last year.

The Fleet Function on December 7th was a great success and enjoyed by all those who attended. Previously, I had no idea how much work went into organising these functions and producing lovely hot meals for about 130 people. Thank you and well done to the GP social committee and their helpers.

There has been yet another re-organisation of the boat park and the GP's have lost the area that runs parallel to the road and was furthest from the Club. We now have a new patch the otherside of the 2 GP slips, that's just been vacated by the Ents. If you can't find your boat it could be in the new area! I tried to phone everyone concerned in the move but I don't have all your phone numbers.

Just because you have always parked your boat in a particular spot, or inherited a parking space when you bought your boat, does not entitle you to that space forever. Those who sail most often will be allocated the best spots. So if you want a spot near the water, "come on down".

Colin and Judy Haberfield won just about everything going last year (well done). However, this does not mean they are unbeatable, but that they sail sufficiently often so their off days don't count in the series results. So lets see more on the water to give them some competition. There is also a 'B' fleet trophy which could be won if anyone not in the 'A' fleet raced a sufficient number of times. Single handed sailing will count in the race series as position-1 i.e. if you were 1st you get 2 points, 2nd 3 points etc. This is an experiment to encourage those with crewing difficulties to turn up, and will also give helms a change to see just how useful their crew really is.

Robin Warren
GP12279

MIRACLE HELOS

The Miracle AGM was held in early December and the main committee was elected as follows: Fleet captain — Still me, (a two year term I fear), Vice Fleet Captain — Bob Jones, Treasurer — Richard Guthrie and Secretary — Neville Burton. I would like to welcome new members Alistair Morrison and Geoff Aggus. Many thanks to Peter Stewart who has retired after many year's hard work, but who is still carrying the banner on the Miracle Association's Committee (Have you joined yet?).

The Draycote New Year fancy dress party was a particular success for the Miracle Fleet who all entered into the spirit of things and wore their halos in public. Our group of "Saints" won first group prize . . . but St. Ivel? St. Bruno? St. Michael?. The bottle of champagne and the chocs were not consumed on the night but raffled at the disco.

The end of season disco was well supported this year and a good time was had by all. The prizes were presented to the worthy winners of the summer series. I would like to thank all ladies who provided food for the excellent buffet. If it wasn't for their combined effort we would not have been able to make the reasonable profit that we did.

Lastly two reminders: Firstly please check that the string securing your boat hasn't gone rotten and that woodworm hasn't attacked your stakes. Miracles are notorious for trying to mate with other boats during the winter winds, so string is advisable for the front as well as the sides. Secondly: The Draycote Pursuit (Nathan) in March. All Fleet members are on duty. Jobs will be allocated later. Volunteers please contact me.

Ann Fell
Fleet Captain.

FIREBALL HOTSPOT

The arrival of the snow, slush and ice tends to slow down the old grey cells and its difficult to recall all the recent events which seem to flash by at an ever increasing rate, however — here goes!

Our Open Meeting on November 2nd/3rd was well attended — 74 boats being the final number to turn up, the weather wasn't so kind though and it was a pity that the final race in the Golden Dolphin series and the World Qualifiers had to be decided in Force 2 and under winds. The big disappointment for us though was that little Al and Big G failed to win the G.D. and/or qualify for the Canada Worlds although on previous form they should have whistled through. Graham Cook from Datchet Water incidentally was the open winner.

In mid-November a party of eight had a weekend's jot around the Solent in a Sigma 36 in close company (well the spirits were close) with Mick Robinson's Dolphin which apart from him also carried another five intrepid Fireballers. Suffice to say the landlords in Yarmouth, Cowes, Lympington and Bembridge pubs now consider us as locals, but I do have to add the cautionary tale that one of the boats went aground twice whilst attempting to enter Bembridge harbour — and it wasn't us! We did though, have to make an unscheduled stop to take on more liquid refreshments which certainly did the trick as Andy now really can tell Clubs from Diamonds — he is currently

working on Hearts and Spades.

It was during November that we discovered that instead of thirty Fireballs in the fleet we had 29 plus one half-tonner. I am delighted to say that it was a real pleasure to present "Whisky in the Jar" Pete Bond with some real whisky in the jar — just slow down a little Pete over the next fifty years so that the rest of us, me mainly, can at least catch you up.

The Christmas Party on Saturday 21st December as usual started slowly (the punch too weak? impossible!) and then finished with the clubhouse heaving and ready for about another two hours worth, unfortunately the licencing/local regulations prevent us from prolonging one of the best openers to the festive season but my thanks to all who organised and attended. There I was, just deciding whether it would be a Sun Legend or Sun King 40' that I would trade in my ball for, when the golden skinned young blonde said "Would you like the price list now?" The palm trees and hula girls faded and I was transported back to the sounds and sights of the Boat Show at Earls Court. "Just the charter rates please" enabled me to slink back into the crowds with a vestige of dignity. Ah well! there's nothing to beat a good three sail reach from A to H.

Next Social:

A.G.M. — Saturday 1st March — Dinner & Prize Giving Presentation.

Spring Bank Holiday Cruise — 23rd May onwards (1 week)

RESULTS

ICE BUCKET	1st D.Finch/R.Meikle
	2nd P.Bond/J.Rohde
	3rd S.Turner/S.Buckley
AUTUMN MORNING	1st M.Lewis/S.Finch
	2nd
	I.Western/B.Ashmore
	3rd R.Hadley/G.Welding
FIREBOWL, 'A'	1st S.Turner/S.Buckley
	2nd R.Robinson/G.Cox
'B' Fleet	1st S.Leeks/B. Bowser
	2nd M.Lewis/S.Finch
R.N.L.I. PURSUIT	1st A.McGill
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CONTENDER NEWS

What has happened to the moderate weather forecast? Since the last bulletin we've had howling gales and still calms with little between those extremes. Simon has joined us for the winter frostbite series — a familiar face from last year, and we are also benefitting from Neil's return from the fusty towers of higher education (looking at his sailing performance I guess he has spent more time on the water than in the library). The summer series was won by Amar, again demonstrating the importance of consistent performance. The subsequent placings went to Brian 2nd, Neil 3rd and Jimmy 4th. We have now begun the winter series in which everyone excluding myself seems to be racing well (I have to remain content with a reasonable performance at Rutland which was the last open meeting of the year). There was a good turnout at Rutland with 36 boats, many travelling up from the South coast. I managed 10th position which put D.W.S.C. well ahead of our rivals from Blithfield Sailing Club.

This year has seen a strengthening of the Contender Association with a revival of interest in the class. There is now a dirth of second-hand boats for sale and there has been a good turn out for open meetings. We have had some club members considering Contendering so if any of you are thinking of a new boat for the '86 season we may be able to keep your old boat in the club.

An early and active start is planned for the New Year. Our open meeting will be held on March 8th and 9th with two races each day. First race on Saturday will not be before 11.30. See you there.

Brian Allen
Fleet Captain
Steeple Morden 852067

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To users of Dry Suits — A new danger identified.

National Instructor Cathy Shennan explains how an overly tight neck seal can put divers at risk from the carotid sinus syndrome.

While diving in the Sound of Mull recently, a diver became unconscious at 20 metres on the ascent from a 31-metre dive. In examining the circumstances surrounding his subsequent death, it became apparent that he had complained of a very tight neck seal on a new drysuit before his dive.

This fact was thought to be particularly significant, and the conclusion was reached that he had died because of what is known as the carotid sinus syndrome.

Other incidents involving the carotid sinus syndrome have occurred. Earlier in the season, for instance, a young woman diver fainted after getting out of the water, and this was again attributed to a tight neck seal stimulating the carotid sinus.

While the carotid sinus syndrome is recognised in medical circles, there is little literature published about it which is available to divers. But with the growing number of incidents involving the syndrome, the BSAC's National Diving Committee is keen that all divers should be aware of its significance.

So what effect does a tight neck seal have, and what exactly is the carotid sinus syndrome?

A brief review of the relevant anatomy will give you a better understanding of the syndrome.

The carotid sinus is a slight dilation of the common carotid artery

(diagram). In the walls of the carotid sinus lie specialised nerve cells called baroreceptors which are capable of responding to changes in blood pressure. Their function is to maintain the normal blood pressure in the brain. Any increase in blood pressure stretches the walls of the sinus, and this stretching stimulates the baroreceptors.

Special messages are sent to the brain with the net result that the blood pressure is lowered and restored to normal.

The carotid artery baroreceptors may, however, be artificially stimulated by external pressure in the neck. Pressure in this region will increase the activity of the baroreceptors with a consequent fall in blood pressure. Certain individuals are particularly susceptible, and the blood pressure fall may be sufficient to lead to unconsciousness. They may faint when bending their head to one side, particularly when wearing too tight a collar. This may be the reason why the carotid arteries were so named (the Greek word *karotikos* means stupefying). In specialised branches of the armed forces, use is made of this knowledge in unarmed combat.

This disorder is frequently observed — although often not recognised as such — by divers whose wetsuit or close-fitting drysuit applies pressure over the carotid bifurcation. The neck constriction is especially noted with wetsuits of the pull-over-the-head type without zippers. Bradycardia (slow pulse), and hypotension (low blood pressure), are reflexly produced, resulting in a sensation of fainting, dizziness, or even convulsions. In other cases, the sensation of confusion and disorientation may have a demonstrable nystagmus (an oscillatory movement of the eyeballs) associated with it.

In a drysuit, problems are most likely to occur on the ascent, as happened in the

the suit increases, finding its way to the top-most part of the suit, the neck region. Increased pressure from this extra air in addition to a tight neck seal stimulates the baroreceptors in the carotid sinus.

In all these cases, it is necessary to reduce the pressure around the neck by removing or cutting the suit.

To prevent the disorder, it is essential that the neck seal is not too tight. A thin seal is probably the best. When fitting a suit, it should feel comfortable and no restriction to breathing or swallowing should be felt. If it is, a new, larger-size neck seal should be fitted.

To sum up, the carotid sinus syndrome is common among divers and its effects on blood pressure are dramatic. The disorder also increases in frequency and severity with advancing age, so if you are on the wrong side of 40 take care!

