



The Fareham Lugger
The first 21 Years

FSMBC Lugger Class

1987 the idea of a small racing/tender sail boat was discussed, not surprisingly at the FSMBC bar. Unusually for this type of conversation it actually became a reality.

A meeting was held a few weeks later and the size and type of boat was agreed. The founder personnel included Alan and Ray Blackmore, Paul Limburn, Dave Hardy, Pete Raggett, Dave Brady, Adrian Bagshaw, John Bolton, Dave Fountain and Gary Flashman. The hull selected was a 9ft sailing boat already in limited production near Emsworth. A new rig was designed by Ray Blackmore and the sail manufactured to strict one design by Ray Blackmore Sails. The overall rules were designed with the assistance of Dave Hardy and allowed enough freedom for individual preferences, in fact continuous development increased performance enough to enable luggers to compete in longer races such as around Peewit Island and to be used for the Roughay Bowl Series.

A pontoon was built by the lugger owners and a bridge supplied by Tom Symes to enable storage and easy launching.

Alan Blackmore constructed an automatic starting light system for easy race control and this was superseded by Peter Jones' fully electronic set-up which has been reliable for nearly 20 years!

In 1998 work was commenced in collaboration with the new sail maker, Covercraft, to produce an improved battened sail and after an overlarge sail trial a new smaller-spec sail was approved. In this year alloy spars and a kicking strap were made optional. When the boat builder closed for business the lugger mould was given to the Club and a second mould was produced and loaned to the Meridian Trust to manufacture boats commercially and in return two hulls were donated to FSMBC in a deal brokered by Dave Brady. These were fitted out and completed by Pete Raggett and were available to race and provided members with an incentive to buy or build their own. Most of the 34 hulls have been completed by their owners, The first two on the water being built by Paul Limburn and Adrian Bagshaw quickly followed by 14 others.

An old traditional dinghy gets a completely new lease of life.

Words: Garry Flashman. Photo: Larry Staines

The Fareham Lugger

As with many of the best solutions, we started with a problem. What on earth could we do to justify the time between pints on Sunday lunchtimes at the clubhouse. Or perhaps the story should begin a bit earlier.

Fareham can claim to be one of the earliest sailing clubs in the Solent. We were established in 1850. But this is a small tidal club at the top of Portsmouth harbour. The clubhouse itself overlooks a super stretch of sheltered water, and in the past we sported a strong dinghy fleet.

As so often happens, our dinghy skippers went on to become cruiser skippers and found themselves with families for crew. Club activities became more scattered; bar profits came under threat. Clearly, something had to be done.

The solution was a fleet of small, single-handed craft which could be raced over short courses at weekends (when the tide was right) — to provide both a challenge for participating skippers, and a spectator interest for the crowds on the balcony. But what kind of boat? How about a mini singlehander? Two prototypes were built. One sank, the other capsized. Ah, well; back to the drawing board.

Maybe something more conventional? A local company had Ken GRP moulds from a number of traditional dinghies, and a few members happened to have examples as tenders. A little investigation revealed that a centreboard version was available, so negotiations were opened. Ray Blackmore, a club member with a successful sailmaking business, was despatched to design the rig, which ended up as a standing lug. The inevitable meeting was held, and the Fareham Lugger was born.

We understand that the original

was a Portsmouth harbour dinghy, with its ubiquitous lines even down to the slight hog in the keel. This might not have been designed into the original, but it shows that she had a hard life before the moulds were taken. The deal was

early days about the race rules, with a few members revealing their anarchic tendencies and resisting a full rule book. In the end we chose to race to RYA rules, with a significant pragmatism in the enforcement. Despite numerous bumps

and some very seamanlike language, we have few formal protests.

Racing is close. A course might last 30 minutes or so, with two or even three being completed on a Sunday midday tide. Readers with calculators will appreciate that this still allows time for a couple of pints between races, and levelling factor is that the the early finishers have time for more beer than the slower boats. For the more scientific observer, we detect no noticeable impact from this phenomenon on the results of subsequent races.

The helmsmen are as varied as their boats. Many are very experienced, and not surprisingly have the most consistently good results. One of these boats has bits of complicated string everywhere; another has a very simple rig, which never seems to be adjusted from one series to the next. Both are at the front of the fleet. One of our skippers was told a couple of years ago by his wife that he was too old for windsurfing, so he bought a lugger and is now a regular member of the fleet. He's a clergyman in his nineties and

it's truly uncanny how often wind shifts work to his benefit.

The boats are very stable, and we don't have many capsizes. They are ideal for youngsters to cut their teeth on, and we hope a junior racing fleet will emerge. They tow well behind the cruisers, so they are also being seen in other parts of the Solent, and further afield. Easy to row, they also perform well with a small outboard.

There's an important date in our



made with the moulder was clearly tough, because he later allowed us a set of moulds to produce our own hulls.

The class is a loose one-design. The hull is prescribed, and Ray Blackmore is the only chap allowed to make the sails (is this why he does well in his own boat?). There are limits to the height of the rig, and a few more detailed points. Apart from that, owners do as they like. Most of the boats are home completed.

There was some discussion in the

The Luggers Come of Age

As, arguably, one of the UK's longest established sailing clubs Fareham enjoys a quaint clubhouse fronting on Fareham Creek at the top of Portsmouth Harbour. Given the penchant for members, our guests and our visitors to enjoy a drink or two on the balcony of a lunchtime there was clearly a need for lively entertainment. Racing.

And so the Fareham Lugger was born. Based on, and probably moulded from, the ubiquitous 9' clinker rowing dinghy, with the addition of a dagger board and a single standing lug rig she was ready to sail.

With her delicate turn of sheer, her fine entry and clean run aft she seemed set to perform wonders as a high performance racing machine. Even the rig, traditional as it was, could be tuned by an astute helmsman to perfectly match the prevailing conditions. And so an enthusiastic and very competitive fleet developed.

There were a few interesting moments, as you might expect. If the Cowes week boys can draw blood approaching the windward mark, why the luggers certainly can. The golfers on the opposite bank were bemused by strange cries of "Stbd" and "Water" accompanied by the appropriate expletives, and the fishermen vociferously annoyed by small boats tipping over their lines.

The club's most important weekend is the Roughay Bowl. Originally offered to tempt sailors frozen off the water at Stokes Bay and Leigh on Solent it was the culmination of the winter series, to be raced in March. It was duly hijacked by the Luggers.

This particular Roughay weekend turned out to be just a tad breezy. Nonetheless a bit of wind was not going to dampen the ardour of our gallant Lugger skippers with their finely tuned racing machines. A good fleet turned out, and battle joined.

Because there was plenty of wind a good long course was set. The baying crowds on the balcony, beers in hand, were treated to a fine start. By the time the first mark had been rounded and the fleet returned for the second leg there were cries of "Take him Pete" or "Go for it Alan" echoing across the water. The third leg was a run, followed by a good hard beat. The fleet was opening up a bit but not enough to stop some very hard fought tactical sailing. The windward mark was approaching fast.

Helm up, sheet out. One good flick and we're clear. That at least was the plan.

My lugger, Fluke, had different ideas. She wanted to go home. She probably wanted to get back for a beer. No, she would not bear away. She dug her heels in. Or actually her stern. She just drove herself under and there was absolutely nothing I could do about it. Very soon I was just part of a tail of half a dozen luggers behind the rescue

boat. We later learned that a yacht on her moorings close to the course had recorded a full gale.

Alan Blackmore had been instrumental in setting up the fleet and a successful helmsman. Indeed he had won the series and was duly presented with his trophy. Since there is only one fleet of Fareham Luggers and Alan was retiring from racing he was duly awarded the accolade of Lugger World Champion.

We were honoured to welcome a fleet of cruisers from Vannes in Brittany. We laid on a bit of a bash for them and the crack was excellent. We thought we would spice up the afternoon with a bit of racing and duly kitted four of them out with a lugger apiece matched against four of our lads. Despite much encouragement our guests were struggling, and all of our lads were across the line before any of the French fleet. Indeed only one of them managed to cross the start line before the race was timed out, all our boats home.

This presented a diplomatic conundrum. Do we accept the prize which we had conclusively won to the ignominy of our guests and by now very good friends? The race committee disappeared into a huddle.

The solution was as ingenious as it was elegant. The whole of the Fareham team was disqualified on a technicality. The Vannes team were declared winners and the trophy duly presented, to raucous applause. Nobody was quite sure what the technicality was, naturally.

So, the toast is to Fareham Luggers. May they continue to prosper, to challenge their skippers and to entertain their balcony supporters. *Written by Gary Flashman*



The Vannes team had not got their boats across the line, but their Captain Jacques was in charge. He stood up in his lugger and raised his brandy filled hip flask to toast and encourage his team mates to victory. What a hero to even consider *standing up in a lugger!!!*

That takes years of practice.

In the evening Cuff Billets jazz band entertained us all. The club was alive with people jiving and dancing.

club calendar, the Roughay Bowl weekend. Last time, the wind blew strong and wet, and after some half hearted debate we returned happily to the bar. Sunday was more deceptive, with a clear, sparkling sky and bright sunshine. We had also laid on a photographer. The discussion was more enthusiastic.

The race was a pursuit, with the slower boats starting last. I found myself with a most unusual problem, having to remember the course because there were no other boats to follow. The early legs had few real problems, although one of the marks was missing and a very large dredger manoeuvred through the fleet at a critical point. We had to concede that his draft gave him priority - after all he had less than a metre of water. But by then we were running and the wind had a clear run at us.

The sunshine had been deceptive. The wind strength was much as it had been the previous day; in fact a cruiser moored alongside the course recorded over 40 knots, consistently through the afternoon. We were falling over like flies, and the rescue boats (we had three) were gathering a string of casualties. Our photographer was having a field day.

I was still quite well placed, and had the bit between my teeth. The run had gone well, I'd even kept the gybe under control. Perhaps I was just a little too confident? The beat proved exhilarating, in the masochistic sense, so I was really enjoying myself as I came up to the windward mark. Unfortunately no-one had consulted the boat. As we cleared the mark, *Fluke* refused to bear away. I was just as determined. The irresistible force was facing the immovable object. Being female the boat won, by guile. She didn't actually capsize, but drove herself under. The lee bow sank, which left me trying to swim in an upright, waterlogged dinghy.

Fareham Luggers are very attractive and have built an enthusiastic following not just among those who race them. We have some thirty five boats either built or under construction, and can organise fleets of up to eighteen on a good day. Perhaps we should register as an Olympic class.

We also provide excellent entertainment for members on the clubhouse balcony...

FAREHAM LUGGER

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Beam	4ft 8in
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We're not really sure whether reader Wayne Lucas of Newport in Gwent bought a secondhand British Anzani outboard as a result of the classic ads we ran on the back covers of previous supplements or not. Either way, having spotted a Mik 5 Pilot for sale in a shop in Risca, he decided to make an offer. After all, the engine had been on the market for three months. In the end it was sold for £25, just half of the original asking price and some £10 less than it cost when new some forty years ago. Was it a bargain? Mr Lucas is unequivocal. He took the beast home and filled up the tank. It started first pull. He now uses it regularly on his dinghy, finds it utterly reliable and says it's the best outboard he's ever had. How many other vintage egg-whisks are still going strong, we wonder?



A Luggers Muddle

I am a professional yachtsman. My day job is refitting and sailing massive yachts, designed to win global races. Oh look, a Fareham lugger. I must have a play.

And so the day started. A quick breakfast then down to the club, rig the boat and off. A doddle. Or at least that was the theory.

The first problem was rigging the boat. It should have been easy, there is just one small sail. But nothing seemed to fit. There were bits of string everywhere, but the sail just wouldn't set properly. Just to make life more interesting the tide was still not in, so we decided to launch from the slip rather than the pontoon.

After several attempts the mast was up and the gaff aloft. Problem. The vang which pulls the heel toward the mast, thus stretching the leach and flattening the sail, was not engaging properly. The solution was a handy billy which I spotted rigged to the base of the mast. Run the vang through a block on the mast, hitch it to the handy billy and Bob's your uncle, job done.

However.

The fall of the billy was fouled under the foot of the mast. Try as we might, we could not free it. The rig would have to come down. In the mean time we had shed our shoes and life jackets on the slip, and the tide was rising fast.

The first thing Garry spotted were my shoes, happily floating towards him where he sat in the boat. Almost immediately the water reached my auto inflating lifejacket, which did exactly what it was designed to do. A pair of soggy shoes and a now useless lifejacket.

Finally she was rigged and Garry sailed her around to the club pontoon where I could take over. A bit of a briefing, mainly how to stay upright, and I was off.

I managed to work my way out to the middle of the channel, where we stopped. The breeze was right on my nose and try as I might I couldn't bear away enough to get sailing. I just drifted, sideways, across the creek. Having fouled the centreboard on some moorings I finally managed to get her around and was drifting gently back across the creek again. From where he was watching at the club, half amused and half concerned, Garry could hear me quite clearly

"How the F*** do you sail these bl***** things?"

Finally I got her about, and after a bit of very enjoyable pottering came comfortably alongside. We swopped places again, and now it was my turn to crease up laughing. Garry was trying to bring her up alongside the lugger pontoon and making a complete hash of it.

Finally we had her ashore, the rig off and onto the trailer. I was up front pulling and steering, Garry behind pushing. Everything was going swimmingly until I looked down and saw that I had pulled the trailer clean out from under the boat, which was now sitting happily on the ramp. Sue, who had been watching from the workshop pontoon, was now the one creased up with laughter.

People are right. There is more to sailing these than meets the eye. Here am I, quite happy to skipper a sixty-eight footer in a force ten, and I can't persuade the thing to go where I want her to. But I will not give up. I will learn how to handle a Lugger.

Vicki Wain



These ones are lucky with a berth on the pontoon!

I was the Apprentice!

It was early 2000, when under the guidance of my mentor, Chris Hare, I bought my first Fareham Lugger. Prior to that my experience of these little "yachts" was very limited, having only sailed in the club Luggers a few times.

Coming from a background of dinghy racing in a variety of classes from Mirrors to Hornets, and with over twenty five years experience – (and a good few pots in the attic!) I was now ready to show everyone who was going to be the new boy on the block; or was I?

My first race could only be described as disastrous, as despite a classic on the line start, my boat just wouldn't do what I wanted it to. As I watched the fleet disappear around the bend towards the turning mark, I realised the impending embarrassment of them soon to be coming back towards me – the tail ender, with no-where to hide!

Despite my obvious "bad luck" I tried a second attempt to prove my skills and as the fleet sailed away from me I remember thinking, would I be able to sell this damn thing for what I had paid plus what the hell was Chris thinking of, encouraging me to buy it in the first place!

Soon after, during a fairly drunken evening at the club, I convinced Ian Knox the benefits of exchanging said Lugger for an elderly Avon dinghy. Fantastic I thought, I had got rid of the Lugger and gained an asset, which, if equipped with an engine, could finally show those Luggers a turn of speed. He too seemed delighted, as wishing to start an apprenticeship in Luggers, an Avon was clearly inappropriate

However, I missed the Luggers.....

Oh dear, I realised I had caught the bug!

A wonderful thing then happened to me, as Dave Butcher (a then long standing member of the club) decided to hang up his wetsuit and call it a day on racing his lugger. "You're welcome to take it out Mark", he said, "whenever you like; by the way, it has won a few races in its time".

I took up his offer and took Fareham Lugger 21, "FlippinEck" into battle. This time, I had a proven boat, but a bigger challenge; Dave and Gwen who would be watching from the balcony, with the expectation that I would at least come second if not win, given the spin I had fed on Dave, over a several HSB's in the club bar, since his generous offer.

Once again, I watched the fleet disappear, but this time I did have the pleasure of the company of another Lugger. Someone had arrived late and missed the start. He too soon pulled away from me at which point, I did begin to have very serious concerns about my pursuance of a Lugger career, and as I gave a pathetic wave to Dave & Gwen as I dawdled past the club 200 yds behind the next to last Lugger, I was sorely tempted to call it a day.

Another gentlemen who has always been helpful is Richard Kipps. He manages the safety boats and ensures they are fully equipped and functional for their purpose. A couple of years ago the Kipps cup was introduced to the calendar with yours truly providing a bottle of Mountgay rum for the runner-up.

The last one of the team that works quietly in the background is Alan Stewart our work scheme coordinator. He ensures the safety boat has a crew for all the Lugger races throughout the year. He has done this at least since 1995 and probably longer. As he would say "I am just getting the hang of it".

The Future and my Lugger.

Last year I tried to introduce Lugger team racing, unfortunately it coincided with the last day of my summer holiday. The idea was to discuss the racing rules and give us an opportunity to put these into practice. I have scheduled this for September this year so hopefully we shall have a few more people around.

On the 8th and 9th of August 2009 is a weekend of **Celebrations for twenty one years for the Lugger** and those who sail in them. I hope to include a single leg backwards race, wind permitting and a novices short course race for those that have never tried a lugger a chance to have a go. There will be a band in the evening, food and beer. So please make this a date for your diary.

As for me I want to get my boat into the workshop to repair the numerous dents and holes in the hull and then with endless sheets of fine wet and dry make her as smooth as possible. I want to repair the mast step. Make a better control for the tweaker, a new dagger-

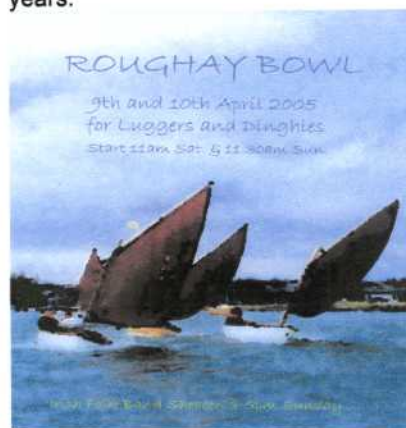
board.....Oh, and those few other ideas that I wouldn't reveal to anyone. Competitive me....no it's all in the spirit of one design racing.

Finally while writing this introduction I should like us all to take a few moments to remember those Lugger sailors that are no longer with us. I have extremely personal fond memories of racing against Dave Brady and Dave Butcher. Both were amazing sailors, true sportsmen and a lot of fun.

We are a small group within the club that find close camaraderie both on and off the water. We would welcome any other club member who would like to have a go. Don't feel daunted by setting the boat up one of us will give you a hand.

Two years ago Jessica Capel purchased the lugger no44 pictured earlier. She is one of the younger members of the club. I welcome her enthusiasm for saving up and purchasing the recognised club dinghy. I hope by her example it will encourage other junior sailors out on the water.

I look forward to seeing you out there sailing and for the Luggers another 21 years.



Sadly this continued for another two years!!!

It was only the enthusiasm, encouragement of other Lugger folks – plus the beers after the races, which kept me “off the straight and narrow”. I was by now getting seriously stressed out with these rowing boats with a sail!

Then suddenly, one day, I heard those magic words. “Of course it takes up to three years to properly get the hang of sailing Luggers, they’re hard to set up correctly and there’s a lot to learn. You’ll get there soon”

To cut a long story short, having served a three year apprenticeship, I finally began to leave the tail end of the fleet more often than not. I gradually crept up the fleet and eventually began to smell the cigarette slip stream of Paul Limburn. I had finally arrived!

A year later..... guess what, I won a race!!

And I won another, and another, and another. I won a series, then another, in time the Roughay Bowl and eventually even the Pewitt Island race.

I’ve been sailing Luggers for ten years now and I can sum it up as “great fun”. I win races, I still come last in races. Does it matter? No! Do I enjoy it? You bet!

If you have the tiniest interest in getting involved, my advice is do have a go, but will you do well at first? Probably not!

I was told a long time ago, that anything worth doing well was worth doing badly at first. I think I’ve proved that theory. Go for it, take on a Fareham Lugger apprenticeship – there’s nothing quite like it, and you won’t ever get fired!

See you out there.

Happy Luggering

Mark Jones
Flippin Eck FL21



My Lugger

by John Neale

Together with Peter Holman, we bought 2 of the original lugger hulls way back in 1987. His was number 5 and mine was number 17. After fitting them out together we joined in the early races.

As both of us were very competitive and successful racing cruisers, we thought this would be a laugh and a good way to spend a couple of hours on a wintry Sunday. How wrong we were – the competition was (and is) much worse than a round-the-cans regatta in the Solent. For a start the wind is very fluky, tidal currents seem to be always against us, a lugger is a bugger to sail efficiently and you can't blame the crew.

Others had spent many hours tweaking their boats, and weeks studying the wind patterns and tidal flows in the creek. Within the pecking order we were usually shown as the 'also rans'. But I did win the Frequency Cup !!

My lugger was stolen off my mooring in 1991, and when his knees gave out, Peter sold his to be used it as a tender.

I borrowed one of the club luggers from time to time, and went forth pitting my skill against the incredible luck of my opponents.

I have just bought Peter's old boat, and have fixed it up after 15 years of being a neglected hack dingy. I had to buy a new (second-hand) sail for £72 after the old one had been chewed on by mice.

Watch out – FL 5, Flip Flop is back !!!!!

Word of Wisdom

Never get into the front of a lugger.



Lugger racing is now very competitive with an active fleet of at least 12 craft and the fact that throughout these years no established yacht racing rules have been correctly observed, has caused frequent chaos, much argument, fun and satisfaction.

By Peter Raggett



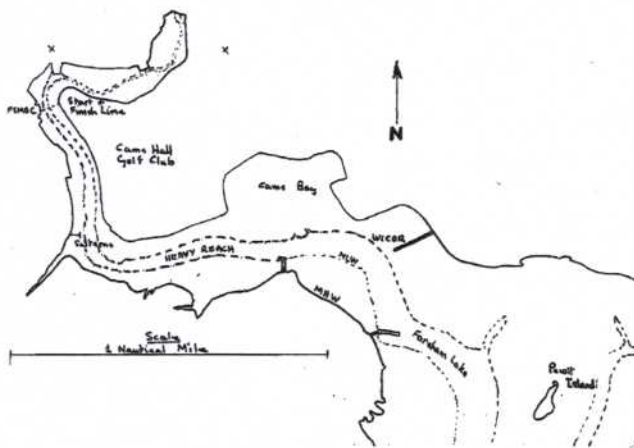
Boats being launched from the lugger pontoon. *The owner of boat number 8 was a real character.*

ROUND the ISLAND in a FAREHAM LUGGER

Do you mean, '**The** Island'; in a Fareham lugger, I hear you ask? Well err..., no but, yeah but, The Island in question is not the Isle of Wight but Pewit Island, which is located in the middle of Portsmouth Harbour. But it did involve sailing a lugger well outside the confines of Fareham Creek and into the relative open waters of Portsmouth Harbour.

Alan Blackmore had captained the luggers for many years but eventually the time came for him to hand over the reins (or is it the tiller). During discussions with Alan at the bar, it became apparent that the one ambition he did not realise with luggers, was to organise a Round Pewit Island race. The new lugger captain, John Herbert, took up the challenge and 2003 saw a new event in the FSMBC calendar, the Pewit Island Race.

New events are always a challenge and pose difficult questions. Would anyone enter the race? The fleet would become very spread out in such a long race and satisfying the safety aspects of a risk assessment would be need careful attention to detail. John was keen to make it a cornerstone event for the club and started to canvass for support. The response was enthusiastic. The majority of the lugger owners wanted to race. Many volunteers offered to man several patrol (safety) boats, both big and small, to be spread out along the course. Carol Walden offered to organise some food for the returning heroes. The theme for the day was to be, 'Caribbean'. Carol devised an appropriate menu and someone suggested that cocktails would be a good idea. A cocktail tasting evening was arranged so some of the lugger owners could choose appropriate drinks for the big day. The less said about that evening, the better! So all the organisation was put in place, the one big question was, what will the weather be on the day?



29th June 2003 dawned with a perfect weather forecast. Force 3 winds and sunny spells. A grand fleet of luggers assembled for the start off the club pontoon together with the handicapped class sailing dinghies and several patrol boats. The klaxon sounded at 11.30 am and off went the fleet. No one knew how long the

race would take. There was talk of crews taking drinks and sandwiches to keep them going for the long ordeal. The distance on paper was about 5 miles but some of that

would be beating to windward, and in a lugger, that is not easy, especially if the tide is against you. Would the luggers handle the chop of Heavy Reach and beyond. They do have a tendency to ship water over the bow.

The race was long and hard, especially the windward section. The tail of the fleet strung out as the leaders shot way. Well, the old hands seemed to disappear to me, I was propping up the rear of the fleet as usual. Everyone arrived back at the club, some in better shape than others. Les Ballard, our ex. Hon. Sec. took an early bath. After the initial shock of getting wet and then his lifejacket inflating, he realised the water was only waist deep and he could stand up. He came home safe and sound, albeit a little damp, thanks to one of the ever vigilant patrol boats and their crews.

The food and cocktails served up by Carol went down well after all that expended energy and the event was judged a resounding success and to be repeated.

The following year, 2004, the theme was Venetian. Italian food and cocktails were the order of the day. All the crews had to dress in straw boaters, red scarves and appropriate 'T' shirt. The weather was not so kind if I remember rightly but it was still a good do. A subsequent year saw a Spanish theme with tapas and cava. Britain had its turn in 2007 with fish and chips together with a jazz band in the clubhouse. Force 5 winds last year took its toll in 2008. Two boats, Alan Labrum and John Herbert braved the weather but were forced to retire. The race was postponed to a later date. The re-run saw a tight race with the tide having a significant impact. Martin Dufus lead most of way but John Herbert took the long way round the Wicor bend, stayed out of the tide and took the lead. John managed to stay in front for a well deserved win, closely followed by Andy Cleal with Martin third.

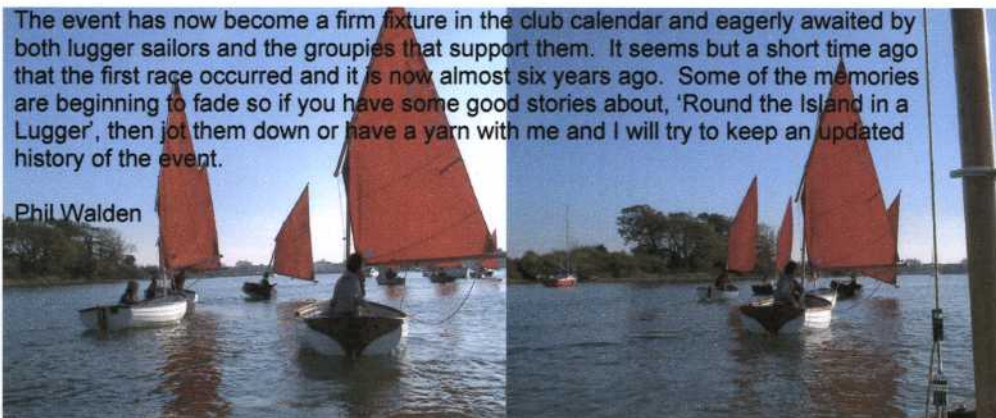
The role of honour for winners to date is:

2003 Richard Filer
2005 Tony Cleal
2007 Mark Jones

2004 Tony Cleal
2006 Martin Duffus
2008 John Herbert

The event has now become a firm fixture in the club calendar and eagerly awaited by both lugger sailors and the groupies that support them. It seems but a short time ago that the first race occurred and it is now almost six years ago. Some of the memories are beginning to fade so if you have some good stories about, 'Round the Island in a Lugger', then jot them down or have a yarn with me and I will try to keep an updated history of the event.

Phil Walden





HAVING A GOOD TIME: Club members: left to right: Barry Fordham, Keith Brewer and Tom Symes enjoy the club's anniversary celebrations.



YACHTS GOING ON? Nick Howell helps celebrate the club's 150th anniversary.

Boat full of cheer



SHOWING THE FLAG: Left to right: helpers Amy Jones, Gemma Cursons and Jenny Warren.

SAILORS celebrating 150 years of messing about on the water weighed anchor at Fareham's Lower Quay for a weekend of special anniversary events.

And any champagne on hand at the Fareham Sailing and Motor Boat Club, which has sailed through three different centuries, was clearly not going to be wasted on the launch of vessels.

Members of the popular club moored up at its town clubhouse to mark its humble beginnings as the Fareham Rowing Club, founded in 1850.

Today the organisation boasts 400 members taking part in dinghy and cruiser racing throughout the year.

The birthday bash on Saturday and Sunday saw the club open its doors to seafarers from around the region for a barbecue and hog roast, which took place to the accompaniment of a live jazz band.

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Departs: October 2nd

CORNISH RIVER
Departs: June 18th, September

21 Years of Lugger Racing

AGENDA FOR LUGGER MEETING - THURSDAY 17 MARCH 1988

1. TYPE OF COMPETITION OWNERS PREFER.
2. COURSE DEVELOPMENT
3. SPRING PROGRAMME.
4. LUGGER MEASUREMENT RULES.
5. WAST RACK IN WORKSHOP.

I say Lugger racing because I am not one hundred percent certain of the date they were initially built. Above is the agenda for a Lugger meeting held on the 17th March 1988. Some of the items on that first agenda were the type of racing the owners preferred, the program for the spring and Lugger measurement rules.

The Original owner

The list of 1992 comprised of:

1-Alan Blackmore:2- P. Watterson: 3-S. Gilbert:
4-Mike Young: 5-Peter Holman:6- Gerald
Brooks: 7-Ray Blackmore:8-Dave Brady: 9-
T.Corbett: 10-Dave Fountain: 11-Paul
Limbourne: 12-John Bolton: 13-G.Baxter: 14-
Peter Raggett: 15-Garry Flashman: 16-S.Reed:
17-John Neale: 18- L.Pook: 19-B Startup: 20-
Dave Hardy: 21-Dave Butcher: 22-B.Faulkner:
23-B.Startup: 24-club lugger: 26-Richard Filer:
27-Nick Judd: 28-Dave Taylor: 29-Eric
Absolem: 30-Peter Jones: 32- Adrian Bagshaw:
33-Bob Carter: 34-Tom Symes.

At this time boats were being bought and sold so I apologise for any inaccuracies. I am sure there are many names that we all recognise a vary competitive fleet of seasoned sailors and keen after only four years. There were 34 boats.

The Fleet

There have been several production runs on luggers and in the year 2000 the moulds were lent to Meridian Trust in Portsmouth. Dave Brady was the driving force behind getting the youngsters at the meridian trust to build the new boats. These were disadvantaged teenagers training to be boat builders. The cost of the hull then was £220 including VAT with the spars for £190 and fittings and fastenings a further £95. Add £110 then for the sail and you were off and sailing for £615. With the addition of seven new Luggers in 2001 the owners list changed.

The list of 2001 comprised of:

1-Alan Blackmore:2- Alan Williams: 3-S. Gilbert: 4-Chris Hare: 5-Bob Patterson:6- Gerald Brooks: 7-portchester club:8- Dave Brady: 9-Nick Sims: 10-Dave Fountain: 11-Paul Limbourne: 12-John Bolton: 13-sold: 14-Peter Raggett: 15- Garry Flashman: 16-sold: 17-stolen: 18- Martin Dufus: 19-sold: 20-Dave Hardy: 21-Dave Butcher: 22-sold: 23-sold: 24- Robin Wren: 25-Ian Knox:26-Richard Filer: 27-Nick Judd: 28-Les Ballard: 29- left club: 30-Peter Jones: 32- Anne Frost: 33-Bob Carter: 40-club Lugger: 41-club Lugger: 42-Phil Walden: 43-Rod Blake: 44-John Herbert: 45-Nick Howe: 46-Andrew Thorburn: Robin Yates was later to purchase Lugger number 50.



ODE TO THE FAREHAM LUGGER

Oh Lugger, Oh Lugger, this ode to the Lugger,
It's rhyming is surely in doubt,
Oh Lugger! Oh Lugger, our struggles with Luggers,
Is what this poem's about.

Now Lugger, Oh Lugger, we pull and we tugg'er
This time she surely will go,
Oh Lugger, You Lugger, oh what a tubber!
It's backwards again with the flow.

Oh Lugger, Oh Lugger, I am a back struggler,
Stuck at the back of the field,
Oh Lugger, our Luggers, us drunken old buggers,
Fighting for the Frequency Shield.

Oh Lugger Oh Lugger I'm dying for a glugger,
Of bitter or cider or malt,
But here in my lugger, all I can slugger,
Is creek water and plenty of salt.

Oh Lugger Oh Lugger, I'd rather play rugger,
Or tennis or cricket or sailing,
But Lugger, Oh Lugger, oh what a klugger,
And now it is back to the bailing.

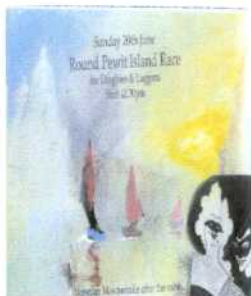
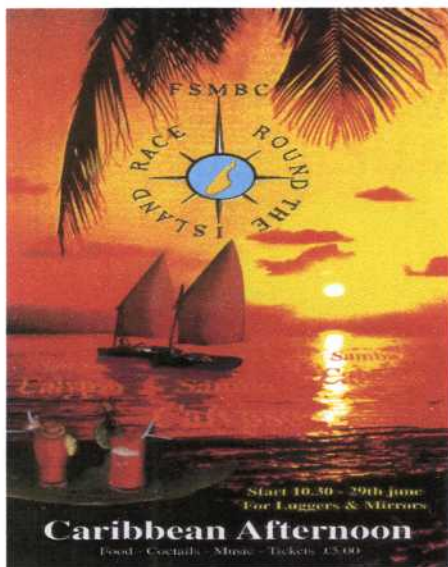
Oh Lugger, Oh lugger I dig and I dugger,
In spite of all I have said,
I love my dear lugger, I'll squeeze and I'll hugg 'er
And I'll sail her until I am dead!

Poem by Nick Howe





In 2003 was the first Round Pewitt Island Race.



Alan Blackmore had the idea. So on the 29th of June a small fleet set off to race around Pewitt Island somewhere in the middle of Portsmouth Harbour. After an hour of racing the difference between first and second was but a few boats lengths. Richard Filer won.

Carol Walden provided the Caribbean food and cocktails and Amina Cleal had one design tee shirts printed for the event. Over the next 3 years with Carol's culinary expertise different themes were given for the after race celebrations.



Carol and Jane with après race cocktails



The launch of Lugger number 44. A few hours before the 2001 Roughay bowl.

in the fleet there is always someone you are trying to beat.

Throughout the year we run a series of 10-12 races from New Year to Winter and usually a different person will win each of the series. There is also the Roughay Bowl, which was taken over from the dinghy winter races. The local clubs that would usually race on the sea came inland for the winter. No outboard motors on safety boats then. Clubs such as Hillhead, Stokes Bay would compete in Heavy Reach and the Last race of the year would be the Roughay Bowl. Last year with the Luggers there was only 1.5 points between first and third place.



I hasten to add that I was along way off the pace. I wonder if the Champagne had anything to do with it!! Probably not. If you have read the list of 2001, there were actively at least 15 boats competing on a regular basis all of whom were extremely experienced and competitive sailors. (I have still got that jacket!)

The moulds are now with Lee Fairweather of Fairweather Marine. Anyone interested in purchasing a new boat would need to contact Lee.

The Racing

This has always been hard fought and it does not matter where you find yourself



Alan Blackmore collecting the Roughbowl cup from Bill Baird in 2001

"Improving Your Performance" by Tony Cleal

Over the years, various discussions have taken place regarding what makes a lugger sail faster than other luggers. Also, hours have been spent in the garden shed producing the next "go faster" mod. It's a wonder lugger racers have any time for normal every day family commitments.

To help save some time and effort, here is a condensed selection of some adjustments (yes there are lots more) and considerations that can be used to enhance performance.

When sailing make sure dagger board and rudder has not picked up any weed.

The gaff tweaker is probably the most important adjustment rope on the lugger. It can totally change the shape of the sail. Pretty much the tweaker will require adjustment all the time. Most obviously when tacking it will need adjusting to remove any creases unless you have arranged the gaff in such a way that no adjustment is necessary. Also when changing from upwind sailing to downwind, the tweaker will generally need to be eased until the crease across the sail disappears obviously also ease the outhaul. As the sail wears the cloth becomes more flexible and subtle changes to the rake of gaff can alter the maximum camber of the sail. A purchase system will be needed on this rope as the loads can be quite high, especially when lying in the bottom of the boat.

Some luggers have a boom down haul fitted, this can be useful to allow the luff of the sail to have tension increased or decreased, this has a similar effect as a cunningham down haul and is more effective when up wind sailing in drawing the sails max camber forward. Not all luggers have boom down hauls, these boats fix the luff tension and use the gaff for the sail shape control.

As the frustration of not sailing as fast as the others upwind mounts remember not to over sheet the main sail. If the outboard end of the boom is pulled in board more than the width of the transom then the sail will pretty much stall. It can be useful to place a knot in the main sheet so that it cannot be over tightened.

For some reason, the floor of the lugger is concave, that is to say that the hull will create additional drag when it is level, so when sailing down wind it can be useful to make sure the transom is well clear of the water. This can be achieved by moving the driver weight forward. Ensure the rudder is long enough to still be in touch with the water! This is why

luggers can sometimes be seen sailing downwind at peculiar angles with the driver a long way forward. Sailing upwind the "vacuum" is broken as the hull is usually leaning over.

Main Halyard, some are external and lead forward to the bow before leading aft to the cleat. The theory behind this is that the unstayed mast is pulled forward to help balance the rig. However some boats don't do this and also perform well.

Another area that has attracted a lot of attention is the gaff and how the sail is attached to it. Some use electrical cable ties and set them to allow the ends of the spar to fall away from the sail to help with sail shape while others use a single line laced through the sail eyes and is only attached at each end of the gaff and the sail finds its own set. The tension in the sail at this point can effect the sail shape.

Some luggers use sections of yacht cruising head foil furling section for the gaff. It has the advantage of having a sail groove extruded into it so sliders can be used to attach the sail. This has to be of the thick wall (Selden) variety as usually this is the only one that is anywhere stiff enough. A thinner wall section can be used but internal/external stiffeners may be needed. In stronger winds the gaff can loose too much power if it is too flexible. Wooden gaffs are still used with great effect.

Aluminium spars can help. The basic mast tube used is 50mm dia X 3mm wall 69082 alloy. Some people consider that this base tube needs additional stiffening at the bottom end. This can also add some weight low down which may help performance. The boom can also be made from aluminium alloy, in light airs it pays to have a light boom to allow the sail to open out and get rid of any hooking on the leach. The smallest diameter seen for a boom is 25mm. This can bend alarmingly but the alloy used will cope with this under normal circumstances. Again wooden spars are still common and achieving great results.

The socket moulded into the hull for the mast to plug into has to be as tight a fit as possible, any slack or movement may allow the rig to move and de-power just as that all important gust comes along to allow you to surge past your opponents!

Rudder and dagger board design is open to interpretation (as are most other areas of the rules). The profile of the dagger board is limited by the slot in the hull and the draught. Rudder shape also is open to interpretation but bear in mind its long enough to stay in the water when sailing downwind. These items are very important particularly for sailing up wind closer than your opponents. These items must be constructed from plywood.

Care must be taken when tacking, it is too easy to end up in irons. Try to sail around the corner rather than throwing it around. In lighter conditions roll tacking can help.

Another part of the enjoyment of racing the Fareham Lugger is the voyage of discovery that you travel when trying out your latest theory, obviously concocted whilst leaning against the bar. What a marvellous design institution the FSMBC bar is. It should be noted that if you do come across a effective modification (within the rules of course) you keep it to yourself until after you have won the Roughy Bowl!



The Rules

The Lugger has specific rules as to the design of the boat and sail. The original sails were made by Ray Blackmore Alan's son. The sails are now made by Covercare Ltd in Emsworth and as I mentioned earlier new Boats are available from Lee. Below is a copy of the measurement rules.

FAREHAM SAILING & MOTOR BOAT CLUB

FAREHAM LUGGER RULES

1. FAREHAM Luggers must be built and sailed in the spirit of one design racing.
2. All freedom of hulls will be allowed within the bounds of the measurement and FSBMC rules.
3. All hulls must be made from the certified moulds held by FSBMC, or their authorised agent. These moulds include hull, mast step box, daggerboard case, forward buoyancy tank and all buoyancy tank.
4. All sails must be made by FSBMC authorised agent and to the specification approved by FSBMC. Sail numbers will be allocated by FSBMC.
5. The daggerboard must be made of plywood and not protrude by more than 22" below the hull.
6. Rudders must be of wooden construction with a plywood rudder blade of not more than 8.5" thick. Fixed or lifting blades are permitted.
7. The rig must be a standing lug and the gaff should always be wholly set on the port side of the mast.
8. The mast must be made from wood or aluminium of not more than 2.25" x 2.25" in section and not roach.
9. The maximum length of the mast is set by the distance from the lowest inside position of the hull, adjacent to the side of the mast support tube to the top of the main halyard pulley bearing surface at the top part of the mast and must not exceed 9' 6". The mast can extend beyond the main halyard pulley by a maximum of 12".
10. The gaff must be made of wood or aluminium and not exceed 9' 10" in length and generally not of more than 2" by 2" in section. The gaff may be additionally stiffened by the use of a single wire span or wooden stiffeners providing that the total side area of the gaff presented to the wind does not exceed 1.75 sq. ft. The main halyard must be attached to the gaff at a point between 20" - 28" from the forward lower end of the gaff.
11. The boom must be made of wood or aluminium and not exceed 7' 7" in length from the back of the mast, and not more than 1.75" x 1.75" in section. A single line kicking strap may be attached to the boom at a point not exceeding 18" from the rear face of the mast. The boom may be suitably reinforced at the kicking strap attachment point.
12. The tack must not be more than 5" from the aft face of the mast.
13. The boom may be set to the port side of the mast.
14. The position of the aft edge of the thwart measured from inside the fibre glass transom immediately above the stern buoyancy tank must not exceed 58" max. and the thwart be 4" minimum width.
15. The rear face of the mast box shall be 5' 11" +/- 0.5" from the inside of the transom on the top of the buoyancy tank.
16. The rear face of the daggerboard box shall be 4' 3.5" +/- 0.5" from the inside of the transom on the top of the buoyancy tank.
17. The running rigging may be used as a forestay; no standing rigging is permitted.
18. Additional seating and flexible buoyancy may be added providing it does not stiffen the hull.
19. No part of the torso shall protrude outside of the boat.
20. FAREHAM Luggers must carry a paddle, life jacket buoyancy aid, a bailer and a permanently attached painter of 5' minimum length.
21. FAREHAM Luggers hunched on the lugger pontoon must be equipped with either a waterproof cover or a drain plug.
22. Alterations to these rules must be supported by 75% of LUGGER owners who are members of FSBMC attending an official FSBMC meeting.

NOTE: Lugger names should preferably include the letter 'F' and 'L'.

Rules last meeting 08 February 2004

What could be easier a one design boat with a specific set of rules, but if you take a stroll along the pontoon when the helmsmen are having their mid-race pints you will notice that not one of them are the same. So do not expect to purchase a boat and come along and win your first race. The rest of them have spent 21 years trying to make that small rowing boat go faster.

The rules on the water.

Hmmm.... USUALLY port and starboard are recognised and water at the mark. Now if on your first race out you find that everyone ignores your calls. Please do not be discouraged. It happens to all of us. Protests....Not usually....no I have never had a protest meeting...It is customary if you are in the wrong or feel you are in the wrong to buy the other chap a pint. If you carved the whole fleet up at the mark this could be expensive and maybe why we do loose a few inexperienced sailors from time to time.

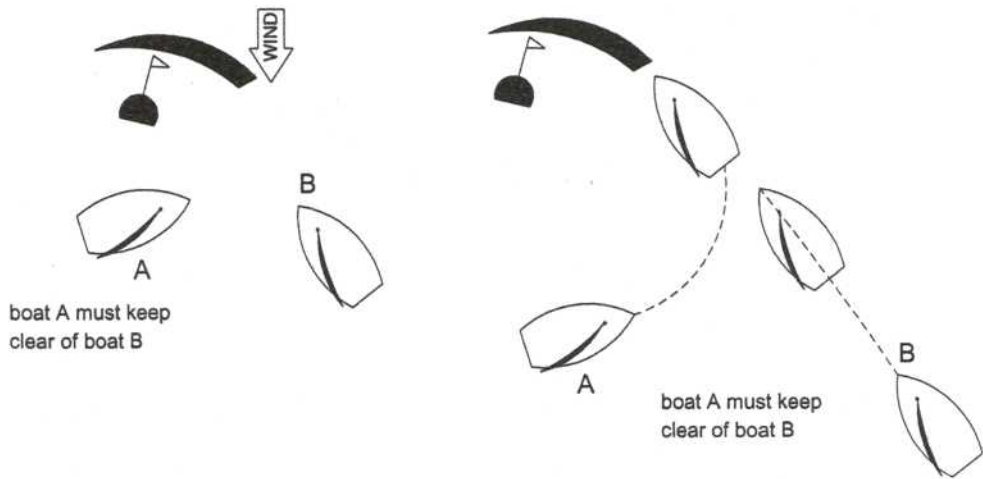
Boat Development

I am hoping that if you read the individual owners reports you will understand a little more on the development of the Lugger. In 2000 when the new boats were made there was an opportunity to change the sail. A trial sail was produced that increased the size by 4 sq.m. and gave a reasonable roach of 150mm. After extensive creek trials it was found that the boat performed a lot better to windward and in light airs. The only problem then was that because it was a larger area the whole fleet would have to change sails. The compromise was that the new sail would be the same size as the existing. Since then Aluminium spars have been installed and the boats do appear to go faster.

Captains and Safety

I am John Herbert and I was extremely honoured to take over the captaincy from Alan Blackmore in 2002. Alan had been captain from the start and led the fleet from strength to strength. He has always been there to offer kind advice and has always been helpful.

When boats are on opposite tacks the port tack boat must keep clear
 When a boat completes a tack within the 3 length zone she should not
 forced the other boat to sail above her course to avoid collision and
 if the boat astern gained an overlap then the tacking boat must give room



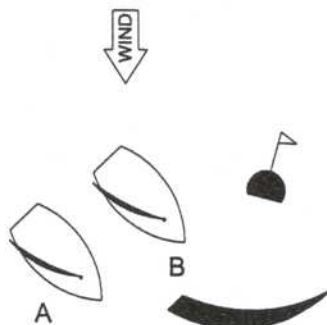
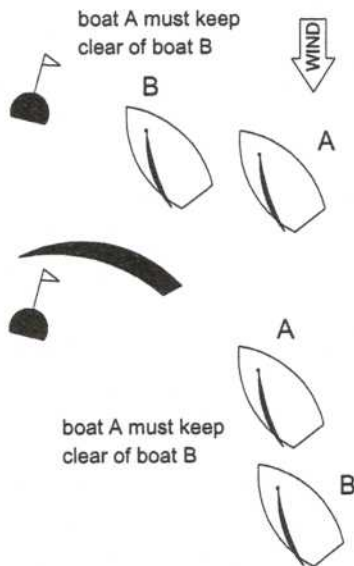
Penalty Turns

Any infringement of the rules: touching a mark or impeding another boat then a penalty 360 degree turn must be completed before crossing the finish line and this must be completed without impeding another boat.

Any boat over the line at the start must recross the line without impeding fellow competitors who have started correctly.

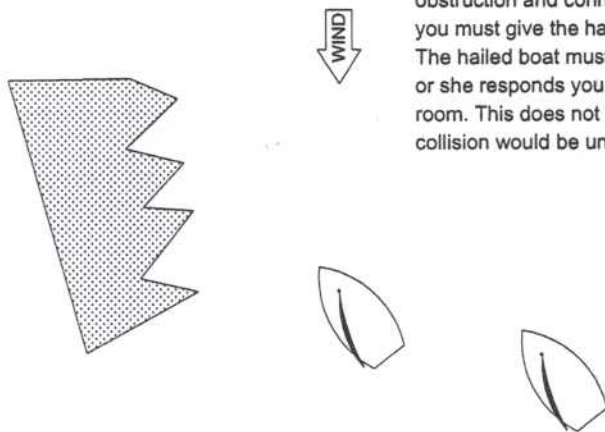
Rounding the mark

When a boat is overlapped the outside boat must give the inside boat room to round the mark
If there is an overlap established 3 boats length before the mark then the outside boat must give room



If the boat clear ahead reaches the 3 length zone then the boat behind must keep clear and not try and squeeze in

Room to tack at an Obstruction

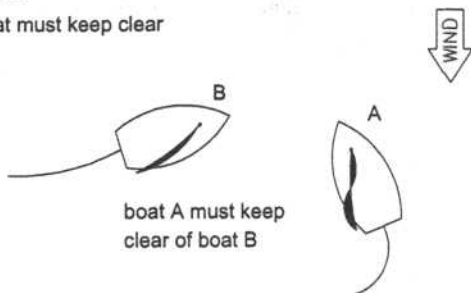


When close hauled and want to tack to avoid an obstruction and cannot you must hail water. Before tacking you must give the hailed boat time to respond. The hailed boat must either tack as soon as possible or she responds you tack and then gives way and allows room. This does not apply to moored boats unless a collision would be unavoidable.



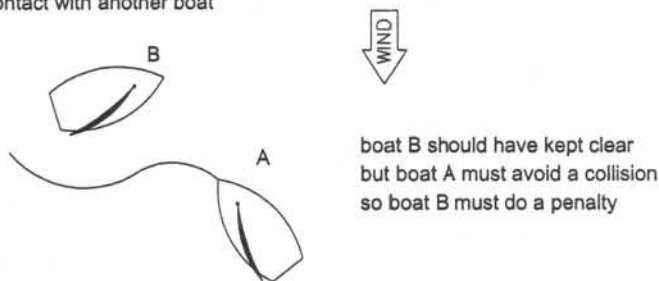
Changing Course

The tacking boat must keep clear



Avoiding Contact

A boat must avoid contact with another boat



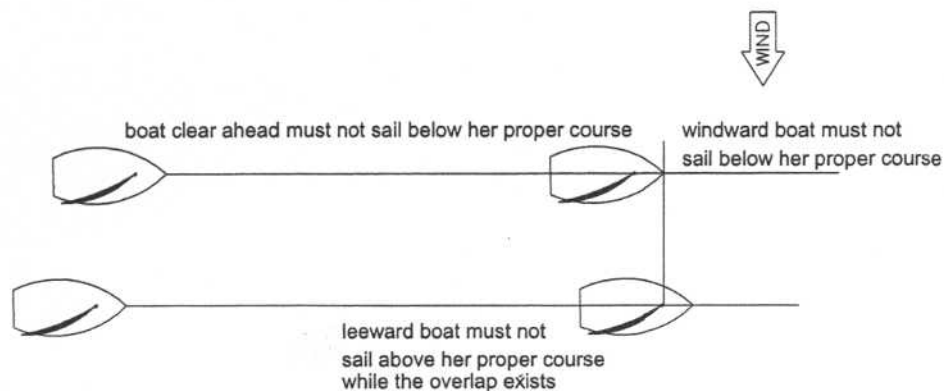
Proper Course

A boat's proper course is the course she would sail to finish as soon as possible in the absence of any other boats. A boat has no proper course before the starting signal.

When boats are within 2 boat lengths of each other:

1/ a leeward boat that establishes an overlap from clear astern must not sail above her proper course while the overlap exists

2/ except on a beat to windward, a windward or boat clear ahead must not sail below her proper course if the other boat is steering a course to leeward.





Photographs by Alan Collins

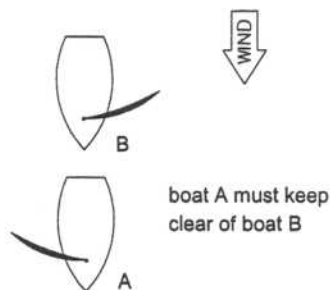
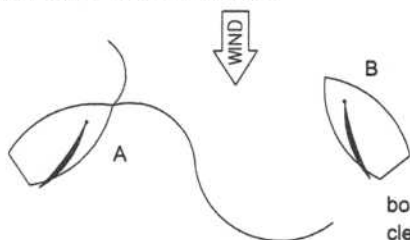


Racing Rules for those that might need them hmm.....

A boat is on the tack corresponding to her windward side

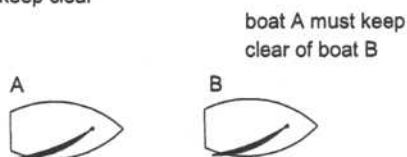
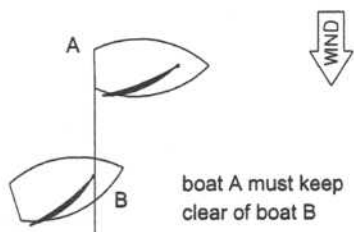
On Opposite tacks

Port tack boat must keep clear



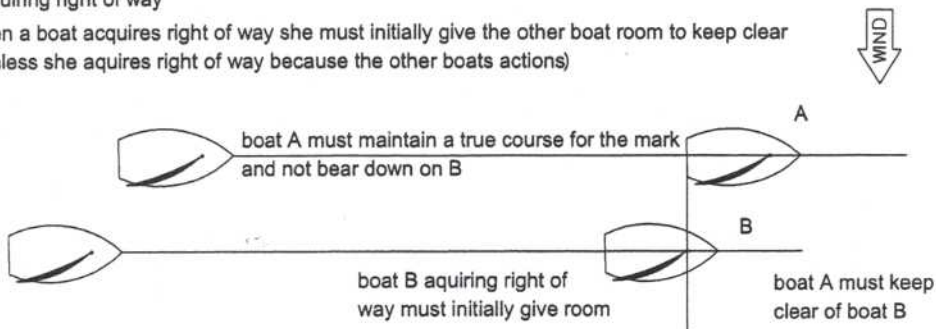
On Same tacks

The boat to windward (if overlapped) or clear astern must keep clear



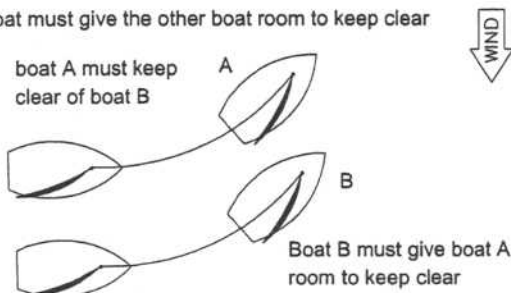
Acquiring right of way

When a boat acquires right of way she must initially give the other boat room to keep clear (unless she acquires right of way because of the other boat's actions)



Changing Course

The right of way boat must give the other boat room to keep clear





Photographs by John Chambers



The Roughay Bowl 2008
Winner Paul Limburne

My personal thank you to all who have contributed
Happy Sailing John Herbert





