

Visit to Dinghy show

General impression of show. The show held at Alexandra Palace was extensively laid out in historic and pleasant surroundings. Much better than the Excel Centre (Boat Show). This year there was a theme centred round the Mirror dinghy. I understand each year a dinghy is featured and this year the Mirror got it. It was interesting to compare a modern plastic mirror and an original wooden one in the entrance area. Similar and yet so different. This theme went through the whole show with old classes showing modern boats manufactured using the latest technology in original designs. There were in addition some brand new designs making fuller use of the engineering qualities of newer materials and construction methods like the X1 (carbon rigs and very light and strong string. No wood anywhere).

Getting to Ally Paly is not difficult with train to Wood Green and bus (regular, or free excursion shuttle) up the hill. Views are wonderful and if you have not already done so a visit is recommended. The architecture of the building and its decoration are worth an extended look

The actual show covered all classes of dinghy together with many coastal craft

Of the club classes

N12 There was exhibited a state of the art N12 using modern materials to the utmost but in addition an enthusiast was showing a replica of an Uffa King, the original Uffa Fox design for the first twelve built when God was a boy. The replica builder, Tom Gatti, had spent an inordinate amount of time and effort on this boat using the same materials as the original. Hand built using planks fixed by copper nails, rivets and lots of mahogany and oak. The contrast with the new moulded design was most marked

Enterprise The high point of the enterprise stand was a new boat similar to but so different from the rotting uncomfortable wooden horrors that so many love to hate Go to Rondaruk/ enterprise boat images. and specification. My enquiry to Rondar ascertained an enthusiast could buy the hull and deck complete for around half the price of a completed boat and then assemble his/her own boat specified as desired. The greatly enhanced drainage (double

bottom) and buoyancy aspects would be very useful on the TYC reach. The effect of these changes might be said to change the Ent'. to a new and different boat.

the X1/X0

This was an entirely different matter. Designed for the river, the boat consisted of a 16ft hull moulding something like a big and better laser with an option of two similar carbon fibre rigs, big and bigger, lots of string and sophistication. Apparently very fast on the river (for which it was designed) if you are good enough. Nothing to rot but where do you leave/store a 16ft hull? Owen has arranged for the sellers of the unusual boat to visit the club in the near future to demonstrate the boats

As we departed the show we were left with the thought "is it better to develop sailing at TYC by introducing a new state of the art exciting craft or develop the existing classes with greatly improved modern boats within the current TYC classes.

Roger and I saw no significant developments of Solos but Nick did his own research

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