

TELLTALES

Scammonden Water Sailing Club's Newsletter

Some Results from this year's series 1st 2nd and 3rd placings

	1st	2nd	3rd
Snowball	Mike Goodwin - Laser	Oliver and Luke - Ent	Phil Davies – Supa Nova
Warm Up	Oliver and Luke - Ent	Mike and Lucy - Ent	Pail Cornish - Laser
1 st Wed	Mike and Jack - Ent	Sally Ratcliffe - Laser	Oliver and Luke - Ent
2 nd Wed	Mike Jack Lucy Cody	Sally Ratcliffe - Laser	Ben Ratcliffe - RS Aero
3 rd Wed	Oliver and Luke - Ent	Chris & Owen Smith- Ent	Mike and Jack - Ent
Spring Series (Sun)	Oliver and Luke - Ent	Christopher Smith-Laser	Derrick Jackson - Laser
Summer Series (Sun)	Sally Ratcliffe - Laser	Ben Ratcliffe - RS Aero	Nev Sebior- Laser

Scammonden Water Sailing Club at the 2026 Enterprise National Championships

The 2026 Enterprise National Championships took us to the North East and the welcoming waters of South Shields Sailing Club for four memorable days of racing. With the class celebrating its 70th anniversary and more than forty boats entered, it felt like one of the most significant Enterprise events in recent years.

After the long tow across the Pennines, the Scammonden contingent arrived at a superbly organised venue and a highly competitive fleet. The boat park was buzzing from the outset, with seasoned championship campaigners, returning sailors and several young crews attending their first Nationals.

Scammonden was well represented throughout the fleet.

Helm & Crew, Sail Number, Overall Position

Mike Goodwin & Lucy Goodwin – 22451 - 24th

Oliver Boocock & Luke Hartshorn – 22118 - 25th

Jamie Holdaway & Owen Holdaway – 23159 - 28th

The weather kept everyone guessing. Saturday's racing was lost to unsuitable conditions, a day of bobbing around leaving competitors eager to get afloat on Sunday. When racing finally began, the North Sea delivered exactly what South Shields is known for: shifting breezes, tidal influences and plenty of opportunities to gain or lose places in minutes.

Sunday's races tested crews immediately. Light south-easterly winds and strong tidal effects meant course positioning often mattered more than outright boat speed. For those more accustomed to inland

sailing at Scammonden, it was a fascinating challenge. Every leg offered another lesson in sea sailing, and keeping your head out of the boat was just as important as sail trim.

Monday brought warmer temperatures and the expected sea breeze. The fleet enjoyed excellent racing, with tactical decisions becoming increasingly important. Finding pressure and staying in phase with shifts often paid greater dividends than playing it safe. Ashore afterwards, sailors swapped stories of gains made, chances missed and the occasional lucky escape at crowded mark rounding's.

Off the water, South Shields Sailing Club's hospitality was exceptional. The social programme matched the quality of the racing, and the evenings provided a great chance to catch up with friends from around the country. As always, the Enterprise fleet's camaraderie was one of the event's highlights.

The final day kept the championship alive until the last race. Light northerly winds and strong tides ensured nothing was settled until the finish gun. Positions changed constantly, rewarding sailors who stayed patient and alert to the smallest patches of breeze.

For the Scammonden sailors, the Nationals delivered everything championship sailing should: challenging racing, valuable lessons, plenty of laughs and a reminder of why the Enterprise class continues to thrive after seventy years. We returned home with tired bodies, salty kit and plenty of ideas to try on Scammonden in the months ahead.

A huge thank you goes to South Shields Sailing Club, the race management team, volunteers and the Enterprise Association for delivering such a successful championship. The event showcased the very best of competitive dinghy sailing and provided a fitting celebration of the class's 70th anniversary.

We look forward to seeing many of the same faces on the open meeting circuit and, of course, at next year's Nationals

Report by Oliver Boocock - Photo Luke Hartshorn



Scammonden Trophy Day Results

	1st	2nd	3rd
Scammonden Cup	Steve Yates – S Nova	Derrick Jackson -Laser	Jamie Holdaway - Laser
Easter 1 Day	Ben Ratcliffe – RS Aero	Derrick Jackson -Laser	Jamie & Owen - Ent
Caretakers Cuo	Owen Smith - Laser	Christopher Smith -Laser	Alan & Maggie- Wayfarer
Ladies Day	Mike and Jack - Ent	Sally Ratcliffe - Laser	Oliver and Luke - Ent
Presidents Cup	Sally Ratcliffe - Laser	Jamie Holdaway - Laser	Alan & Maggie- Wayfarer
Fathers Day	Mike and Jack - Ent	Oliver Boocock – Laser	Ian Lees – RS Aero 9
Challenge P Trophy	Oliver and Luke - Ent	Chris and Owen - Ent	Sally Ratcliffe - Laser

WLYC 24 Hour Race 2026

We were practiced and well prepared for this, what could possibly go wrong, well quite a lot really as incidents on previous years have proved, but maybe not this year.

Our helms had racked up more than 100 24-hour races between them and our crews had all sailed there before except 1, but he had been a part of our team for several years. The 2 crewing Owens alone had racked up 13 races between them. Just days before all our team had had a final training session at Scammonden in the dusk.

Friday - 24 hours to start Our 2026 Team Captain Mike Goodwin left the club early on the Friday with the boat and arrived in the WLYC boat park mid-morning to secure a prime spot on the front row, just a few places down from Tudor SC and the Poole Yacht clubs HQs and sandwiched between our close friends at St Marys and Midland SC. Over the course of the next few hours the majority of our team made the trip over to the West Lancs coast. The boat had the remainder of its graphics applied, which this year was following a day night, Enterprises at the 24 hour race theme running across its port and starboard sides. By the end of the afternoon many boats had arrived and some really impressive team HQs were being set up on the lake shore, some including full catering facilities that would give some professional event catering outlets a run for their money. Once we were all in attendance (except Jack, Lucy and Oliver who were all due to arrive on Sat) we all headed off to the Guelder Rose (a pub built close by) to sample some of Southport's finest fayre.

One of the many things that WLYC is renowned for in addition to everything else it organises in connection with this event is its legendary Friday night pre-race entertainment and this year was no exception , a great locally based live band "The Lalalas" followed by a set from the ever so talented "DJ Enterprise", alias Steve Blackburn. A surprising amount of our team made it to the end of the set



at 2am, then off to bed which this year varied from camper vans on the seafront, the Travelodge, cars on marine drive and tents in the boat park.

Saturday - 3 Hours to Start Saturday morning seemed to come around very quickly and the wind seemed quite breezy. The early showers soon died away as the team members gradually appeared in dribs and drabs (many with varying degrees of sore heads) realising that if the wind stayed as it was it was going to be an eventful race, at least for the first few hours. Jamie headed off to the Southport Parkrun to get a last minute fitness session in. Oliver Boocock appeared fresh as a daisy after an early drive over and after some angle grinding and last minute drilling of important bits on the boat was duly despatched with his crew Luke H to the briefing at 10.30am. Gear failure in this race costs valuable time that can never be recovered so everything in the boat was checked, double checked and finely tuned one final time. The boat was launched at 11.40am approx and everyone settled in to watch the start. This year there were 74 teams entered (after the 75th team dropped out at a late stage) and preparing to start so the retail park end of the lake became very congested for 15 minutes or so.

00.00 - Noon. The race got underway at noon and the fleet set sail on a run with 10 going at a time in 1 minute intervals to thin the fleet out. It has become a requirement of the participating teams since this event restarted in 2024 (after a 4 year gap following Covid) that each team supplies some volunteer support to assist in various areas of running the race, from lap time recording, rescue, first aid and scrutineering. Christopher volunteered as 1st scrutineer to assist the WLYC team and was

patrolling the changeover area from 11am – 3pm. it's the best shift to do if you have a hangover as apart from a few early visits by crews that had launched and realised their boats needed more work is fairly quiet on the changeovers until 1.30pm. In 90minutes the changeover area would become quite hectic as the teams start the changeovers.

On the lake Ol and Luke had had an excellent start and cutting through many of the boats that had set off in earlier flights. They were sailing that fast that the new WLYC score system amazingly had us down as leading the entire race for a while, then updated as leading the race with wording “under review” next to it. After what can only be described as an incredible 1 hour and 40 mins of hard racing we were 1st placed Enterprise and as high up in the overall standings as an Enterprise ever gets. On these 1st few laps the wind was strong and this caused many capsizes incidents and protests and boats sailing inside the D mark to acknowledge their errors as penalty turns don't happen at this race. All of these record number of protest flags and then later protests being recorded by our man in the changeover area now with an improving hangover.



A late change in the running order saw Jamie and Owen H up next for an hour and 35m of faultless racing in a decent amount of wind. Ian and Sal set sail to do battle for 70 minutes against 73 other teams (from clubs all over Britain) in the sun at 3.15pm. Commodore Neville arrived around this time just at the right time to see our team in all its glory, doing so well in the race before heading off to the “Reception for Club Commodores” that the host club lay on every year at 3pm. Chris and Owen were in the boat at 4.20pm and after a nervy gybe just by the baying crowds set sail off to the gybe mark at the top of the lake dodging the capsized boats on the way, which were less in number than a few hours earlier. The entire team had all been given strict instructions to stay out of trouble this year and not push anything on the water and these directions were followed on this stint. An informal un arranged agreement was reached with the West Oxfordshire team in their firefly where we would be reasonably helpful to each other and not so vicious with the port and starboards on the narrow beat on the town side, which seemed to work for the duration of the shift for both boats over the 5 laps each team sailed in that stint.



6.00 Hours - 6pm. The plan was with the wind now decreasing to stretch the shifts out longer so they got the “1 more lap” shout 5.50pm and in at 6.09pm, passing the boat onto the eager Mike and Lucy Goodwin pairing. These 2 sailed some fast laps and got us back to 13th place and came off at 7.50pm just as it was getting dark passing the baton on to Enterprise veteran Keith Johnson (who actually used to sail at the Southport race as far back 1980s making his 24-Hour debut in Commodore Malcolm \$ Fran Blackburn’s 21087 boat in 1986) with Mark Crawshaw crewing. We were advised to make sure our navigation lights were on so the 2 Owens sprinted off down the shore to tell them as it was now fully dark. By this time a third of the way in, the boat was holding up and we were doing well and some of the team felt confident enough to leave the site for some sleep, relaxation and tea for others.



10.00 Hours - 10pm. Keith and Mark were going well and when asked if they were coming in said they were ok and went for another lap in the gentle conditions (this was in stark contrast to this exact shift a year ago when we were contending with lightning, squalls and a serious collision that happened) they came into change at 10.20pm saying their last lap was possibly their fastest. It was this part of the race that Jack Goodwin managed some really impressive commentary of the sailing through the team microphone that would have given Rob Walker a run for his money.

With our team consisting of 6 helms we were now repeating our rotation slightly earlier than planned but with light winds there was little energy being used on the sailing so the stints were planned to be at least 2 hours each till dawn for the night shift sailors. On the positions we were stable at 15th which was just fantastic and a fair bit higher than we were used to.

Jamie and Owen set sail at midnight and did their 2 hours in the very mild conditions that saw many more people than normal staying up to cheer on their teams. The Poole YC teams a few HQs down from us marked the passing of each of their 2 boats with the ringing of cow bells which kind of sums up how this race differs from most sailing events and has a lot of fun, camaraderie and an enormous amount of pride attached to it. Luke H stayed in sailing gear and crewed for Ian Turrell on the 2 am to 4am shift. Around this time the wind had dropped right off and it lead for some slow progress. Jamie had stayed up after his shift and gave some really memorable very loud commentary on teams pushing the rocking and rolling rule beyond the limits, much to hilarity of the teams on shore and some of those doing the rocking.



16.00 Hours - 4AM At Southport the overnight is always easier to plan and run if the wind eases as there is less chance of boat failure, fatigue is less and risk of injury reduced and the overnight was progressing without incident. Chris and Owen set sail at 4.10am and did a lap by 4.45am, it was around this time with our boat having just passed the Southport Sailing clubhouse the wind suddenly swung at least 140 degrees in an instant and the run became a beat but still in light winds, then after A mark what had been a beat became a run back down to Marine Parade Bridge. Partly due to the wind changing just in the right part of the lake for us our team sailed that lap a full 10 minutes faster than Oban SC which had been leading the Enterprise fleet for many hours and 2 mins faster than the Navy team which we had been having an epic battle with for hours. At 5.30 am Mike was up and issued the “1 more that lap” the middle lap had taken 35 mins to complete and the final one took just under an hour. This sounds a lot but the Enterprises were still moving on the lake while many of the GPs were struggling, Tudor Sailing club took 90 mins to do their lap at this point of the race. We were sailing faster than Oban who the pair couldn’t see on the water and Royal Navy who they could see some distance off their stern.



We were lying 13th at 5.56am just as the first light of dawn was breaking 1 place behind the Navy but ahead on the water due to the Navy starting 4 minutes later than us at the start the previous day . Rarely at Southport do things get so close in that race after so many hours and laps sailed.

18.00 Hours - 6am. The next part of the race belonged to the Goodwin's and Jack was making his long awaited debut at this race crewing for Mike. Mikes wife Laura set off on a dawn jog to circumnavigate the lake and cheer them on, Mike and Jack set sail at 6.25 am. It had got light by now but only just. It was one of those grey gloomy dawns but still very mild and dry. 3 long laps were completed in another 2.5 hour stint and on their middle lap this pair managed to be a staggering 9 mins quicker than Oban (the leading Enterprise) and 5 mins quicker than the Navy. We were just going as quick as ever on those dawn laps. It's hard to judge on the lake when everyone is sailing at slow speeds just how incredibly well we were doing, but easier to see on the big scoreboards for those on shore. When the wind dies at Southport (and it often does on the overnights in settled weather) these are the times when small adjustments make big differences. We have a lot of experience of light winds at our club in the summer on our sheltered water and it certainly helped on that morning. The boat came in at 9am. Incredibly Mike and Jack had got us up to 12th and over 4 mins ahead of the RN on the water. Sally Ratcliffe and Lucy Goodwin then set sail for 2 long laps which took us to 10.15am, passing some of the GPs that had managed to actually stop moving forwards altogether, possibly with weed on their foils.

24.00 Hours - Noon. Ol and Luke were called upon to take us to the finish. We passed go at 11.57am so it was another lap and another 28 mins of racing before we finally crossed the finish line at 12.25pm. Then we were done and we gave our team a big cheer and our race was over. The boat had been sailing for 24 hours 45 mins, we had completed 57 laps without any incident, breakage or a rule being broken which hasn't happened for many 24-hour races going back to 2016.

We all de rigged the boat and revelled for a while in what we had achieved as a team, then went to the legendary raffle to try to win some of the many prizes on offer (which we managed) then at the prize giving to our teams delight were we were presented with The

Pilkington Trophy. We were placed 13th boat from 74 and 3rd placed Enterprise from 16 and that was the best result that any of our current team had sailed in including races stretching back to 1985, old archives show we had had an all time highest placing of 12th sometime around the late 70s – early 80s in what must have been the first years our club was competing there.

This was our clubs 45th appearance at this event and it was such an incredible feeling of elation for all our team in our matching team tea shirts to win and be presented with a prestigious speed related prize



at this iconic race, which has to be the ultimate inter club event, where teamwork usually wins the day, something we had in abundance in our talented 2026 team.

Photos

Sally Ratcliffe - Christopher Smith - Laura Goodwin



Scammonden Trophy Day Results

	1st	2nd	3rd
Seamanship	Ben Ratcliffe –RS Aero	Ian Turrell - Laser	Ian Lees – RS Aero 7
Late Summer Cup PH	Mark Crawshaw- Laser	Barbara Higgins- Laser	Ian Lees - RS Aero6
Mid-Summer Pursuit	Oliver and Luke - Ent	Jamie and Owen- Ent	Sally Ratcliffe - Laser
Challenge Pursuit	Oliver and Luke - Ent	Chris And Owen S- Ent	Sally Ratcliffe - Laser
RNLI	Mike Goodwin - Laser	Ian Lees – RS Aero 6	Oliver Boocock - Laser
Wed PH final	Sally Ratcliffe - Laser R	Mark Crawshaw-Laser	Oliver and Luke - Ent

Ripon Enterprise Open Event 3rd Oct

5 Scammonden sailors and 2 enthusiastic supporters headed over to the picturesque setting of Ripon Sailing club on a warm sunny Saturday for what was the final race in the Cock of the North series of races. 13 boats in total had made the journey to North Yorkshire from sailing clubs as far away as Chester and St Marys Loch. We had 2 boats in the mix, Jamie - Owen Holdaway and Ian Turrell - Cody Alder. With his regular helm Oliver Boocock unavailable Luke signed up to sail with former National Champion and runner up in 2026 Enterprise Nationals, Tim Sadler.



After an informative and at times humorous briefing the fleet launched and headed down to

the Southern end of this unusual shaped lake for a water start ahead of a fleet of National 12s and a mixed double hander fleet that would be following on. Jamie and Owen went to the right from the line and were able to keep pace with the leading pack. The race was 3 laps of fierce competition in a light breeze following a simple course. Our shore team did some limited cheering when the Scam' boats passed close to the OD box- clubhouse. After an hour The Scammonden boys came in for lunch with tales of weed on the centreboard and things that could have gone better.

After a tasty lunch of roasted pork the fleet headed back out for another 3 lap race in shifty fluky light breezes. Luke and his helm Tim managed to pull off a win in race 2 which was an impressive achievement with that level of competition. Ian and Cody put in a strong performance in race 2.

Race 3 was back to back but a big shift in the wind made it difficult to run a water start in the Southern section so the start line was moved to the upper lake. Luke s chances of an overall win were scuppered when their boat made contact with another and were forced to do penalty turns.

How our Scammonden sailors finished - Tim Sadler and Luke Hartshorn 3rd

Jamie and Owen Holdaway 10th - Ian Turrell and Cody Alder 11th

