

Kestrel

Winter
2025/26



**2025 National Champions, Malcolm and Dannielle Worsley, lead the fleet.
Stone SC 2025 National Championships**

Kestrel Owners Association



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Visit the KOA website for a membership form: www.kestrel.org.uk/membership.pdf

Chairmans Chat Winter 2025/26

I hope that as you read this newsletter your thoughts are turning to next season and what it might offer. Julie and I have recently returned home from a fantastic few weeks travelling in South Island New Zealand, a life-long ambition. I went to four different sailing clubs and found dinghy sailing pretty thin on the ground. The closest I came to a Kestrel was this rather beautiful timber sculpture at Waitati.



The KOA believe that the prototype Kestrel first sailed by Ian Proctor in November 1955 at Llangorse SC in Wales. As most of you will know the first two hull were wooden and the boat was developed to become the first dinghy to be mass produced in fibreglass. The KOA Committee agreed that we should designate 2025/26 as 70th anniversary of the class. A special logo has been approved and will be available on branded kit.

Chairmans Chat Winter 2025/26

Llangorse SC have kindly offered to host a special 70th Anniversary regatta for us over the weekend 16/17th May 2026. For most of us, it is a long way to travel but this proposal was supported at our last AGM and I hope that those who expressed interest will follow through. For those able and willing to travel, the following weekend is the Conniston SC May bank holiday regatta. Both clubs have camping sites close by. The 2026 national championship to be hosted by Filey SC in August will be a departure from the format of recent years. Three days of racing means that the event will be briefer. The event is being run partly in conjunction with a club regatta which will make it sociable. It will be less expensive to enter and there is no risk financially to the KOA.

I have sailed at Filey previously in Osprey, Contender and Kestrel nationals. It is a great place to sail and can provide an exciting wave pattern! The craziest finish of any kestrel nationals race I can remember was at Filey. The wind had died completely. The last leg turned from a beat into a run and the fleet, under spinnaker, closed up from astern. The leading boats were reeled in and some 20 kestrels crossed the finishing line overlapped. The OOD had no chance of sorting out finishing order and competitors were asked to state who they thought had finished in-front and behind them on the line..... it was a late night and I have my doubts about the accuracy of the results, but I don't recall anyone complaining. I think that says a lot about our class and it is one of the reasons I have always enjoyed the camaraderie of the kestrel fleet.



Stewart and Ken leading Howie and Danni down a hairy broad reach! Stone 2025

At club level, I am confident that the Kestrel will continue to feature at the top of handicap fleet results. It is a hugely underestimated boat which is superbly adaptable to different crew weights, sailing conditions and wind strengths. I love hearing about those who use the boat for family sailing, day sailing and passage making. In my own club on the Tay, the balance of racing to social sailing has been reversed in recent years. The Kestrel has shown itself well suited to both and it would be good to hear more from those who do more than go round the bouys. Sending season's greetings I hope that in whatever way you use your Kestrel you have fun.

Yours, Stewart K1648

Editor's Waffle

Hello All,

Merry Xmas to you all!

Some of you will be out there doing Winter Series, and the hardy few may even be doing a frostbite series Jan to March. We have not done our Winter Series this year, but will probably do the Blackwater Icicle on Sunday Jan 4th. It's an Open event, start at 11.15am if you would like to join us.

After a bit of back and forth with several venues, Stewart has managed to secure Filey SC, North Yorkshire, for the 2026 Nationals. Details are later in the newsletter - the Championships will run from the Friday to the Sunday of the Bank Holiday weekend.

We also have a one-off Open at Llangorse SC in Wales (where the Kestrel was first sailed), plus the Scottish Championships, Medway Regatta and Maylandsea Open.

I've been playing around with the jib sheeting on Pure Genius, an article is later in this letter, plus reports on the 2026 nationals and Maylandsea Open.

See you on the water,

Chris

K1472



Paul Gray leading a group into the leeward mark - Stone 2026

Kestrel Nationals 2025 - Stone SC

Day One Race 1

A windy day saw the fleet launch with varying degrees of trepidation.

Racing was right on the edge, with Sandy & Ailsa (1632) deciding early on to retire when their jib halyard snapped, followed by Karin Grice with her last minute stand in crew. It's always lovely to see Chicken (408) on the water - the oldest boat currently racing - though her bright pink feathers were a little ruffled in the stiff breeze.

The start was hard fought, and the newest boat in the fleet, 1652, sailed by Mark Pollard & Andy Gladstone made good progress around the course, with Steve Worf & Dave Hearsom (1636), Stewart Murdoch & Ken Scott-Brown (1648) and Malcolm & Dans Worsley (1638) fighting hard.

The Le Mares in 1650 were fast but had some trouble with manoeuvres, putting them comfortably mid fleet with Paul Gray and Jules Batchelor(1600), Dean Saxton and Mark Harman (1593), Chris Grice & Kenny Hobbs (1472) and Paul Wilkinson & Jane O'Brien in 1605.

The leeward mark was the first big challenge, with the majority of the fleet choosing to wear round rather than gybe. Notable exceptions were Malcolm & Dans who not only risked the gybe, but were also the only boat to fly their spinnaker, gaining several places.

The second time around the course was increasingly eventful, with gusts of up to 30 knots. Steve & Dave were in the lead and sailing beautifully when they swam dramatically whilst wearing round, and then were separated from their boat by the wind. This left Howie Enkel & Danni Tebbut in B Cup (1574) sailing their usual superb race, hotly pursued by Stewart & Ken in Pure Dead Sea Thing. After them came Mark & Andy in 1652 and Malcolm & Danny in the Grey Shark, followed by the Le Mares in Trilemma. As the 30knot gust hit the front of the fleet Pure Dead Sea Thing lived up to her name by spending some time upside down with the mast stuck in the mud, and B Cup also rinsed the burgee thoroughly.

In fact, staying upright proved highly effective, with the top three finishers being those who didn't succumb - Andy & Mark in 1652, (Starcross SC) followed by Malcolm & Dans, (Royal Tay) and then the Le Mares in Trilemma (Portchester SC) in 3rd. 11 of the 16 boats finished the race and all should be congratulated on surviving such tricky conditions. It does demonstrate the delight of sailing such a capable **and** enjoyable boat in big winds, but the fleet decided discretion was the better part of valour, and there was much relief when the OOD cancelled all further racing for the day.



Race 1 winners Mark Polard and Andy Gladstone - Starcross YC

Kestrel Nationals 2025 - Stone SC

Day 2 Race 2

After day 1's race, which saw more Kestrels upside down than the right way up, we woke up some very light and questionable winds. Regardless of the windless situation the fleet went out and started race 2 perfectly on time.

Howie and Dani got a great start and flew up the first beat and rounded the windward mark first, followed by Chris and Kenny (who managed to round the mark instead of capsizing on it this time) then Malcolm and Dannielle, with our oldest boat in fleet 408 'Chicken' sailed by Karin Grice and Phil Aspinhall rounding the windward mark in an impressive sixth position. Unfortunately the rules got in the way and they had to give water to a few others who ended up getting through them on the next leg.

Once on the run the spinnakers all went up and there were a lot of changes of places, apart from Howie and Dani who were just cruising further ahead of the fleet.



Waiting for the wind Day 2 Kestrel Nationals...

Onto the second beat and again there with many place changes, which saw Sandy and Alisa in 1632 stay inshore and went from fifth to third rounding the second windward mark.

Then the confusion happened....

It turns out Kestrel sailors don't know the difference between a letter E and a number 4. So we all headed out to the wrong mark.

So after a lot of going about and getting confused as to which mark we were meant to be going round all the kites went up again and we all managed to go round the correct course mark.

Sandy & Ailsa and Malcolm & Dannielle came out best after the mass confusion, claiming back second and third spots down the run. Howie and Danni had built up an impressive lead but they seemed to find a big hole down the run, all they could do was sit and watch the fleet come down on them.

They did however manage to hold on and claim a very impressive win for race 2. Sandy pipped Malcolm on the line to get the second, with Chris & Kenny fourth and Stewart & Ken fifth.

Unfortunately the remaining scheduled races were cancelled due to a total lack of wind.

Kestrel Nationals 2025 - Stone SC

Day 3 Race 3

Got under way in 11 to 16 knots of winds on Thursday morning.

Stewart & Ken made a blinding start and easily led at the first mark. (So blinding, that they were, in fact, OCS) The first leg with the wind coming over the land became a fetch full of (annoying) holes - a condition which recurred throughout the day. Howie and Dannie fought through these to be second at the first mark and using their terrific downwind speed had taken the lead by the leeward mark from whence they proceeded to do a proper horizon job on the fleet.

Malcolm & Dannielle, after a so so first leg, fought through to challenge Stewart and Ken, eventually coming home 2nd. Stewart's start turned out to be OCS so the (unwitting) race for 3rd was conducted between Chris and Kenny in 1472 and Ian and Alastair in 1644, Chris and Kenny prevailing. At this stage the Championship was becoming a fight between Howie and Malcom, who were both clear of the field.



Oops! Liz and Rich drop it in rounding up at the leeward mark.. Stone 2025

Race 4

In gusty conditions race 4 got under way with Stewart and Ken in 1648 first out of the starting blocks up the beat with strong gusts keeping the fleet on their toes. Rounding the windward mark first was 1648 (Stewart & Ken) followed by Malcolm and Dannielle in 1638 then Ian and Alasdair in 1644. An exciting long run followed, most boats screaming along on the edge of disaster, boom ends nearly in the water... before starting round 2.

Kestrel Nationals 2025 - Stone SC

The second round gave the fleet fickle winds and some gusty moments. Howie and Danni in 1574 came through the front of the fleet to push 1636 hard to the line coming 2nd after Malcolm and Dannielle in 1638. Stewart and Ken came in third but was over the line (again) at the start allowing Ian and Alasdair in 1644 to get third.

A much needed lunch was required after the morning's sailing.

Race 5

The eagerness continued into the final race of the day. Everyone was trying for an OCS award, but the race officer decided a general recall was necessary instead. Much confusion followed, was it 10 minutes? Was it 5 minutes to the start? Half the fleet went for 5 whilst others took a more relaxed view. Still, there were contenders for an OCS award. Malcolm and Stewart battled for the lead over most of the course, with positions changing 3 to 4 times, and Malcolm edging it at the finish.

Rich & Liz moved into 4th followed by Steve & Dave until both layed down at the gybe mark allowing Dean & Mark through. Andrew and Mark in the newest boat showed great heavy weather control until Andrew performed a double backwards somersault with tuck: and fell out of the back of the boat. Howie & Dani would have finished 3rd, but took an OCS allowing Dean & Mark to take the hard fought position.

Day 4 Race 6

The light and fickle winds were back on the final day of the Championships, and as Howie and Danni had pretty much confirmed Malcolm and Dans as 2026 National Champions by being OCS in Race 5, competition was for the lower step on the podium. In a 3 way Royal Tay fight for the win, Malcom and Dans took it from Stewart and Ken with Sandy and Ailsa third, the long runs against the tide being particularly trying for many competitors. Howie and Danni had been over the line at the start, went back and fought their way back up to fifth.

Race 7

The light winds were still there as the fleet started what would be the last race of the Championships. There were plenty of shifts, holes in the wind, and decisions to be made on how close to the shore to sail to escape the tide. Howie and Danni lead all the way round, until the last beat, when, not covering, they found themselves in a wind hole as it filled in from the shoreside, giving Malcolm and Danns their fourth win of the series, with Stewart in second and Ian third, Howie scraping across the line in fourth.

With an amazingly consistent four firsts and a second to count (discarding two seconds!) , Malcolm and Danns were again worthy National Champions for 2025.

Kestrel Nationals 2025 - Stone SC



Malcolm and Danni Worsley 2025 Kestrel National Champions

Kestrel Nationals 2025

Rank	Entrant	Sail No.	Race 1 4 Aug	Race 2 5 Aug	Race 3 6 Aug	Race 4 7 Aug	Race 5 7 Aug	Race 6 8 Aug	Race 7 8 Aug	Total
1st 6.0	Malcolm Worsley Dannielle Worsley	1638	2nd 2.0	2nd 2.0	2nd 2.0	1st 1.0	1st 1.0	1st 1.0	1st 1.0	6
2nd 12.0	Howie Enkel Danni Tebbutt	1574	4th 4.0	1st 1.0	1st 1.0	2nd 2.0	OCS 16.0	5th 5.0	4th 4.0	12
3rd 18.0	Stewart Murdoch Kenneth Scott-Brown	1648	7th 7.0	5th 5.0	OCS 17.0	OCS 17.0	2nd 2.0	2nd 2.0	2nd 2.0	18
4th 20.0	Chris Grice Kenny Hobbs	1472	8th 8.0	4th 4.0	3rd 3.0	8th 8.0	4th 4.0	4th 4.0	5th 5.0	20
5th 22.0	Ian Hunter Alasdair Hood	1644	DNF 17.0	7th 7.0	4th 4.0	3rd 3.0	6th 6.0	6th 6.0	3rd 3.0	22
6th 24.0	Sandy Bremner Ailsa Anderson	1632	DNF 17.0	3rd 3.0	5th 5.0	7th 7.0	7th 7.0	3rd 3.0	6th 6.0	24
7th 33.0	Dean Saxton Mark Harman	1593	6th 6.0	14th 14.0	7th 7.0	9th 9.0	3rd 3.0	9th 9.0	8th 8.0	33
8th 33.0	Steven Worf David Hearsum	1636	DNF 17.0	6th 6.0	6th 6.0	4th 4.0	DNF 16.0	8th 8.0	9th 9.0	33
9th 33.0	Paul Gray Jules Batchelor	1600	5th 5.0	8th 8.0	OCS 17.0	5th 5.0	8th 8.0	7th 7.0	13th 13.0	33
10th 39.0	Andrew Gladstone Mark Pollard	TBA	1st 1.0	11th 11.0	OCS 17.0	6th 6.0	9th 9.0	13th 13.0	12th 12.0	39
11th 42.0	Richard LeMare Liz LeMare	1650	3rd 3.0	9th 9.0	12th 12.0	12th 12.0	DNF 16.0	11th 11.0	7th 7.0	42
12th 47.0	Paul Wilkinson Jane O'Brien	1605	9th 9.0	13th 13.0	10th 10.0	11th 11.0	5th 5.0	12th 12.0	15th 15.0	47
13th 50.0	David Gibson Peter Gibson	1612	10th 10.0	12th 12.0	8th 8.0	10th 10.0	10th 10.0	15th 15.0	DNF 17.0	50
14th 56.0	Karin Grice Phil Spillane	408	DNF 17.0	10th 10.0	OCS 17.0	14th 14.0	11th 11.0	10th 10.0	11th 11.0	56
15th 63.0	Mark Langston Jonathan Blankley	1624	DNF 17.0	15th 15.0	11th 11.0	13th 13.0	DNC 17.0	14th 14.0	10th 10.0	63
16th 66.0	Ian Rintoul Richard Anthony	1553	11th 11.0	16th 16.0	9th 9.0	OCS 17.0	DNF 16.0	16th 16.0	14th 14.0	66

Maylandsea Bay Open 20/21st September 2025

Eight boats turned out for the Kestrel Open at Maylandsea over the weekend of 20/21st September 2025. The forecast was for light winds in the morning of Saturday increasing to strong as the day wore on, and that's indeed how it panned out. The first race was delayed whilst we waited for wind, but finally there was enough to get under way. Visitors Steve Worf and Dave Hearsom took the early lead, but Howie Enkel and Danni Tebbutt, were soon coming through the field and took the win as the wind built to force 3-4. Steve and Dave took second with Chris Grice and Kenny Hobbs third.

Race 2 started out in the main river, and the wind was now up in force 4 -5 territory. Chris and Kenny got no more than 25 yards from the start before their boom snapped at the kicker attachment, putting them out. Again, Steve and Dave were battling Howie and Danni at the front, with Howie taking the win. Third were Paul Gray and Julia Batchelor.



Howie and Danni in 1574 battling Steve and Dave in 1636 down the run

Sunday dawned with moderate winds, and Howie and Danni odds on for the overall. This they confirmed by winning Race 3 with Chris (having borrowed a boom from the rack), coming in second and newly crowned cadet National Champion Alex Enkel (crewed by Dad Glen) third.

Although the overall was decided, 2nd overall was still up for grabs between Steve and Chris. Howie and Danni again took the win, with Chris and Kenny holding off Steve and Dave for second. This caused a tie for second overall on points, but Chris and Kenny getting the tie breaker on the final result.

Maylandsea Bay Open 20/21st September 2025



Danni and Howie taking the MBSC Kestrel Open prizes from Commodore Paul Gray

Maylandsea Bay Open 20/21st September 2025

⊕ Sailed: 4, Discards: 1, To count: 3, Entries: 8, Scoring system: Appendix A

Rank	SailNo	Helm	Crew	Rating	R1	R2	R3	R4	Total	Nett
1st	1574	Howard Enkel	Danni Tebbutt		(1.0)	1.0	1.0	1.0	4.0	3.0
2nd	1472	Chris Grice	Kenny Hobbs		3.0	(9.0 RET)	2.0	2.0	16.0	7.0
3rd	1636	Steve Worf	Dave Hearsum		2.0	2.0	(5.0)	3.0	12.0	7.0
4th	1587	Alex Enkel	Glenn Enkel		4.0	(5.0)	3.0	4.0	16.0	11.0
5th	1600	Paul Gray	Julia Batchelor		5.0	3.0	(6.0)	5.0	19.0	13.0
6th	1541	Dave Gibson	Pete Gibson		7.0	4.0	4.0	(8.0)	23.0	15.0
7th	408	Karin Grice	Sally Gray		6.0	6.0	(7.0)	6.0	25.0	18.0
8th	1601	Paul Wilkinson	Celie Broomfield		(9.0 DNC)	9.0 DNC	8.0	7.0	33.0	24.0

Coming Events - Kestrel UK National Championships 2026

Kestrel UK Championships 2026

Filey Sailing Club.

Friday 28th - Sunday 30th August 2026 . Filey sailing club is a fairly small, volunteer run club. There is one Kestrel at the club. This will be a three day event with the weekend sailed in conjunction with the clubs August bank holiday regatta. Visitors will have to be aware that this is a bank holiday weekend and the beach and the town could be busy!

Target 12 to 18 boats.

Boats can be brought along the beach from the prom to the club before or after half tide. Road bases will then be towed up to the top of the cliff by club tractor. Tides are quite high so the dinghy park will have to be used - it will be congested!

Entry fee : £120 per boat. To include two tickets for the Saturday BBQ. Extra tickets at registration.

Sailing Programme :

Competitors arrive on Thursday 27th. The parking will have to be paid for before 5.00pm. The club will assist with their tractor to take boats down the lane late afternoon / early evening.

Three races on the afternoon of Friday 28th for Kestrels only - back to back.

Three races for Kestrels (and other classes) on Saturday 29th. Kestrels will have their own start as part of the regatta weekend. Two (or three) races on Sunday 30th. Kestrels will have their own start. Depart either Sunday after the sailing- the tide will be low, allowing beach access or on Monday 31st August (Bank Holiday).

Proposed Social :

Thursday evening - nothing planned. Fish and chips in Filey, and beers in the club.

Friday evening - the club are recommending a group booking at a local restaurant (three courses £30). Pre-booking essential. Details to follow.

Saturday evening BBQ at the club - as part of the entry fee (non-sailors at extra cost).

Sunday evening - prize giving after the sailing. No food arranged by the club.

There will be a club bar throughout the event.

Camping and motor homes :

The club has a licence to use an area at the top of the cliffs. The licence is for the weekend only (no parking-up before 5.00pm on Thursday). The charge will be £30 / camper/tent. There are no facilities or hook-ups.

There is a fully serviced local authority camp site close buy for those who want to pay the difference.

There is a daily parking charge for the local authority parking area, currently £10, for those driving in each day.

Back to Front

Some months ago I had a sail at the club in the Kestrel with one of our up and coming younger sailors. It was a training day, not a race day, and there wasn't much wind (not enough to both sit on the side deck upwind). We swapped helming duties between us up until the wind died completely.

Anyway, an occasional spell at the front of the boat should be compulsory for helms – it was quite instructive. For a start, the front of the boat seems to have shrunk since the last time I was up there (1976)! Either I have got bigger, or less pliable, or both, as light airs roll tacking was a struggle to get under the boom and genoa cleats behind the crew are a trial when you're tacking in light airs – you end up either sitting on them or standing on a sheet mid tack, or they drop back into the cleat, plus they are in the same location as the spinnaker sheets – another opportunity to get in a tangle. When I thought about it some more, I recalled that I had been taught to roll-tack crewing in an Enterprise, not a Kestrel. An Enterprise has the cleats forward of the crew, so you turn around facing forwards, rather than backwards, and the cleats are vertically mounted, rather than in the horizontal plane. This makes it much less likely that the sheet will drop back into the cleat mid tack and also means that as you move aft on a planning reach, the crew doesn't have to fight to get the sheet out of the cleat.

So this got me thinking if a Kestrel could be fitted with genoa cleats forward of the crew, and if continuous sheets could be used. I also felt that the way the newer Hartley boats are fitted – with the turning block on the inside of the deck rather than midway out, was likely to improve pointing ability. I contemplated all sorts of different, complex ways of doing this before the obvious one came to me – all it needed was a short bit of angle aluminium bolted to the front of the side tank bulkhead with a turning block and cleat on it and the big turning block, or sheave, mounted on the inside of the tank just above the thwart. Here it is:-



Tech Corner

In this pic the jib sheet (Blue/white), runs through its vertically mounted cleat on the alloy angle, then around a block which is tied to the angle (can't see it in this pic). It then runs inside the upvc pipe (screwfix cable duct!) to the turning block on the side tank just above the thwart, through the barber hauler and then to the clew of the genoa. I've added a ring on shockcord before the genoa (top right hand of the picture), to keep the lazy jib sheet from falling in to the cockpit when it's not being used and confusing the crew when it's tack time.

Performance? I'm pretty sure that we are pointing better with the tighter angle. Once Kenny got used to it I think he's finding the tacking easier, and it's nicer not having the jib sheets in the same place as the spinnaker sheets. Down side really is only that if Kenny is concentrating on the spinnaker, it's further for me to reach to adjust the genoa, but on the other hand on a two sail screaming reach, Kenny can play the genoa much more easily because the cleat gets out of the way as you sheet from further aft in the boat. The only other downside is that, using a continuous sheet, I haven't worked out a way to attach it to the genoa clew without having a big knot.....

Chris K1472 Pure Genius