



Waldringfield Sailing Club Newsletter

December 2013

No79

Rear View – A Winter of Change

This winter will see what is probably the most significant transition that the club has faced for several years. As well as the Commodore stepping down, we have seen three particularly long-serving individuals decide that it is time to step aside. Of course Margaret Lake, Gwen Glenn and Geoffrey Bell-Jones will be deeply missed, and life at the Sailing Club will not quite be the same without their considerable devotion, but we are fortunate to have a really strong team to take over their respective batons as we move into the 2014 season.

Welcome on board to;

- Hon Secretary, Jane Spark
- Membership Secretary, Cathy Fish
- Treasurer, Roger Challis

What is more, it's not just the people that are changing, but also the IT system! We say farewell to our trustworthy membership database, and step into the new world of "Medusa". There is more on this later.

As I settle down into my new role, I am happy to find that the generosity of our key support teams is as strong as ever. In terms of the fabric of the club, as always, there are one or two larger projects that need to be considered – including repairs to the foot path retaining wall outside of the club house, and a myriad of other small jobs carried out with great efficiency by the house team and "BOBS" group.

The working party in November was really well attended, and the club is now successfully shut down for the winter months.

Of course, all of this shore-based activity is just there to support our sailing, and all made worthwhile when we have such a great year as 2013, with Waldringfield members winning a National Championship in three different classes (Cadet, Lark and OK). Is this a club record? Well done to Lucie, Maddie, Stephen and Robert. Later in this newsletter we can read about the Wayfarer Easterns, and summaries of the year from the Yachts, Squibs and Lasers. After all the sailing is what we are really here for.

Wishing you a happy and healthy 2014

Ian Videlo

New Membership System and Email Addresses

As you will see when you receive the paper copy of this newsletter, your membership renewal documentation will look different to previous years. This is because we have now installed a new club membership database system called Medusa, from the same people that provide the DutyMan system.

Over time we will make more use of Medusa's capabilities, but for this year the renewal process is based on previous years, except that we are now enabling on-line BACS payments as an alternative to cheques for those people that would prefer to pay this way.

One immediate consequence of the Medusa system is that we will use this, rather than the Yahoo email group, to communicate any miscellaneous email notifications.

This transition makes us appreciate the quality of the previous membership system written many years ago by our now President, Graham Mills. Well done Graham. It's no mean achievement to have produced a database system that has proved its worth for over 20 years.

New email addresses

You will also notice that a number of key roles in the club now have a dedicated email address, which will both present a better external image and help the individuals concerned manage their sailing club related emails separately from their work or personal accounts. So please help those people by sending sailing club related emails to their @waldringfieldsc.com address. These will be the addresses published in the 2014 programme.

Thanks are also due in particular to Harry Pynn who has put in a lot of time and intellect behind the scenes in order to make the migration possible. Thank you Harry.

500 Club Winners

September - George Rolls No. 36

October - Howard Ryan No. 64

November - Alexis Smith No. 29

Interested in finding out more? £12.00 per number to be included in 12 monthly draws. You can have as many numbers as you like for £1 each per month. There is a flyer included in this mailing. Please send a cheque, made out to WSC 500 Club, to Norman Glen 12 Windermere Close, Ipswich IP3 0RU Any questions? - Then ring Norman on 01473 720744 or speak to him or Gwen at the Club

Welcome to New Members

Phil Unwin & Robert Keen - Phil has rejoined the Club with his son Robert who is on the circuit and now is starting to helm his Cadet

Tom Barton (junior) Tom is from the Boatyard and has a Laser.

Richard Atkins has sailed at Waldringfield all his life and raced in Cadets as a boy. He now has a Laser and a Yacht

Peter Dyson is a keen Squib crew and has recently bought a Stella.

Stephan & Claire Mitchell with Emily & Rebecca. Twins Emily & Rebecca have a Cadet and are well known on the Cadet circuit

Linda Stollery & Adrian Price: Linda has been a member since she was a child and now has the opportunity to rejoin

Racing Results

Autumn

Cadets: 1st Daisy & Hamish Collingridge 2nd Willow & Cara Bland, 3rd Alex Eaton & Connor Line

Larks: 1st Ian & Alyson Videlo 2nd Tom Branton & Faye Gosling, 3rd Chris Fish & Beth Condie

Lasers: 1st Stephen Videlo, 2nd Chris Woodard 3rd Toby Tracy

Laser Radial: 1st Jules Raines, 2nd Sarah Northey, 3rd Will Everitt

Wayfarers: 1st Mike & Rani Pert, 2nd Guy Hacon & Keith Vincett 3rd John Haile & John Parish

Squib: 1st Richard Cook & Jim Davis, 2nd David Cannell & David Craig, 3rd William Sudell & Jo McArdle

Freezer

Cadets: 1st Daisy & Hamish Collingridge, 2nd Ed Harris & Faye Chatterton, 3rd Hattie Collingridge & Daisy Nunn

Larks: 1st Geoff Mayhew & Christian Trett, 2nd Chris Fish & Beth Condie, 3rd Geoff & Maggie Harris

Lasers: 1st Chris Woodard, 2nd Mark Hodge, 3rd Tim Archer

Laser Radial: (too cold!)

Wayfarers: 1st Gordon Harris & Simon Howlett, 2nd Neil Collingridge & Anne Spalding 3rd Guy Hacon & Keith Vincett

Squib: 1st Richard Cooke & Jim Davis, 2nd David Moon & Steve Condie, 3rd Cliff & Christine Edden

Racing Improvers Course by Tim Archer

Are you keen to race?

Are you early in your racing career?

Are you intimidated by all the hotshots and shouting at the front of the fleet?

We have the answer for you; **the course will run in the evenings (18.00h) on two Fridays and two Tuesdays in the middle of the summer.** We plan to organise for some food and beer afterwards so the social aspects of life will not be forgotten.

The course concentrates on boat handling and mark rounding and starts which inevitably includes some tactics. It is always a surprise that these are the areas where everyone makes mistakes - even those noisy hotshots at the front of the fleet.

Give it a go - more details next year - we will need a rough guess at numbers nearer the time.

PS this will be very similar to the Laser course which runs in the spring but it will be WARM and SOCIABLE,

Racing Survey

Since the last newsletter we have closed the on line survey seeking members views on

- 1) Whether or not to trial some races in the morning to make best use of the tide, and
- 2) Whether there is a clear underlying demand for a different racing class.

In total, some 111 of us helped the decision makers by offering their thoughts, which is an excellent response for this kind of survey. Thank you to all who participated.

The results were interesting, and have given the Sailing Committee food for thought.

Question 1: Would you support alternating the start times between mornings and afternoons for one series next year as a trial

	Responses	Responses(%)
Yes I think this is a positive step and would support a limited trial	35	31.5%
I have no strong preference - and would be happy to run a limited trial	36	32.5%
I would NOT like to see a trial go ahead - I definitely prefer to stick with racing on Saturday afternoons only	40	36.0%

Alongside the headline figures, some very clear messages emerged cautioning that

- Some people have work or other commitments on a Saturday morning,
- People value the stability of fixed racing times so they can plan ahead with confidence.

On the other hand, plenty of people did feel that it was a positive step that could improve their enjoyment of sailing.

As a result the Sailing Committee has decided to run a limited trial of variable start times for one series next year. The Club Captain reports that in reality, when looking at which races would suit an earlier start time, his feedback is that often there is little to choose between morning and afternoon, so in practice only a minority of races would need to be held in the morning anyway.

The second question provided an opportunity for people to express whether or not they were happy with the classes we sail today. 66% of respondents said that they felt the current mix was fine, whilst 34% would like to see some changes. However, there were no particularly large numbers expressing an interest in any single class.

It was noted that there was quite a consistent message from our younger members in particular that they felt the options on coming out of the Cadet class were not perceived to be particularly appealing, which is something that the Sailing Committee have taken on board so far as they are able, and caused some focussing of minds in both the Laser and Lark classes as to what they can do to help youngsters in this situation.

Squibs

Season Review by Ricky East

The 2013 season has been excellent for Squibs. More of us on the water, more different race winners and trophies gone in many directions. The actual statistics are that fourteen Squibs raced in all, with all of them taking part in the Wednesday 2 series. Eight race winning helmsmen, in no particular order – William Sudell, Richard Cooke, David Cannell, Tom Brazier, David Moon, Pete Greatrex, Barry Searle and Steve Carter. Six others were on the starting line and one launched but didn't race. Two other regulars didn't launch but we are confident we will see them next season.

Squibs enjoyed good racing in the Regatta with Peter Wylie visiting from Aldeburgh. Here a ninth race winner emerged, with our class captain Jo McArdle getting her chance at the back end of the Squib and winning overall. The Cartoon gave us good breezes and sunshine and Pete and Jen Greatrex won from Jo.



Away from Waldringfield, Pete and Jen have raced at Aldeburgh Regatta where they came third overall and then went on to Burnham Week. We understand that surviving the social whirl was as hard as the racing. David Cannell took time off from Squibs to skipper Duet, the classic ketch run for sailing training by the Cirdan Trust, in the Fastnet Race. Considering many of the fleet were nearly a hundred years newer, David and Duet did wonders both to finish and to raise lots of money for the Cirdan Trust.

Jo has stood down after 4 years hard work as Class Captain to become the Chief Galley Slave. Pete takes over and is full of good ideas to spread the Squib word far and wide. Ricky continues as Secretary.

We are very good at being social and offer that as one inducement to other club members to come and try our very interesting boats. We welcome both helmsmen and crews. It's said that "A Squib is for everyone . . ." and that's true. Our Squibbers are older than at most clubs but teenage Squibbers are very successful on the Solent. Why not here too? It all comes down to the brains directing the hand on the tiller in the end. A Squib is easy to sail but difficult to sail fast. That is the fascinating challenge which keeps us all striving every week year after year.

Wayfarers

Eastern Area Championships

by Neil Fletcher

The highlight of the Wayfarer racing calendar this year was undoubtedly the Eastern Area Championships held during May. A friendly but competitive bunch of Wayfarers turned up to Waldringfield SC for the Easterns. They were treated to quite easily the best weather of the season so far and a river full of water.

Race 1 started with a flood tide. The big decision was which side of the Island to go, the far side paid. Richard & Mark Hartley reached the top mark first and after miraculously avoiding a capsized shortly after rounding, went on to win the race. Next was Mike McNamara & Simon Townsend, followed, after a lot of place changing on the long run back, by Mike & Rani Pert who made the biggest gain to finish 3rd.



Race 2 was a very complicated course, so complicated only 6 boats managed to complete it correctly. The course was Tips (P), Blue (STARBOARD), Finish. A special mention should go to the Mathew Lake and Mike Mckechnie boats that had so skilfully weaved through the busy startline on port and would have secured excellent results if only they had not followed Mike Mac the wrong way around Blue. Bill Whitney took first, followed by Mike Pert, again making big gains with so many retiring ahead of him.

Race 3 started against a strong ebb, the left hand side of course paid, but suddenly as though by magic Mike Mac appeared with a huge lead at the top mark having gone up the middle of the channel. The next mark was Green Point, a mark rarely used in club racing and approximately halfway between Waldringfield and Denmark. This made for a great run down the river with the tide, however the return was very tough, one boat reckoning they did a thousand tacks. Hartley made a brave decision to go to the right shore, it didn't appear to pay, so he went for a swim instead. Refreshed, he fought back to 6th as the right shore started to pay after all.

Race 4 consisted of another long beat almost to Woodbridge on the flood tide. Downwind the Island and mudflats were covered, making it difficult for the visitors to determine the best course to cheat the tide without running aground. The top visitors failed to cover local boat Roger Challis & Mark Johnston who had seized the lead by the leeward mark. This was not to

last and by the end of the race Mike Mac 1st and Hartley's 2nd, Challis 3rd. Notable for his absence among the leaders was Pert, who having pointed out the error of the bulk of the fleet in race 2, opted in race 4 to take a short cut the wrong side of the island and had, himself, to retire.

Race 5 the finale was another long beat but shortened to Tips. The wind came and went leading to much place changing. There was only 1 mark left, Galleons (s) and then a short beat to the finish. The leading bunch approached the mark in fading wind then headed for the slacker water on the left bank. However local gurus, the Perts, who were having a bad race, arrived just as the wind also arrived and saw their chance to head right, fortuitously making the finish with a single tack to snatch the race from McNamara by 2 feet.

Overall, McNamara first, Pert second, and after an extremely consistent series and having borrowed a local crew Keith Vincett, Bill Whitney just pipped the Hartleys to 3rd. Certainly everyone left the water tired, having experienced tidal river sailing at its best.

Results 1st Mike McNamara & Simon Townend, 2nd Mike & Rani Pert, 3rd Bill Whitney & Keith Vincett, 4th Richard & Mark Hartley, 5th Neil Fletcher & Chas Edwards

Lasers – Season review by

Chris Woodard

It has been another great year in the Laser fleet, finishing with a flourish with the Freezer being the season's joint-best supported series, for the second year running. The number of Laser-owning members is back above 70, with a steady stream of newcomers to fleet through the season.

There has been some intensive post-season number-crunching, primarily in order to fairly allocate the rationed beach dinghy park spaces to the most regular attendees, but as an aside this has revealed that, remarkably, no less than 88 different members raced in the Lasers this season, with well over 1300 individual race-starts! Despite this, the number of Series-qualifiers has materially declined this season, with less people committing to completing a Series, but because we have such a large pool of competitors, albeit dipping in and out, actual fleet turnouts have held up very well, generally in the high teens or early 20s, indeed when I have checked the signing-on sheet there has been an uncanny regularity in it being 18 entrants! The highest single turnout this season was for the Laser open meeting with 37 Waldringfield Lasers taking to the water, an impressive performance that gained us plaudits and publicity nationally, and for me the highlight of the season.

The racing has again been close and exciting, with those in the front, middle, and back groups all seeing the benefit of a large fleet, providing people to race against at all levels. At the front, the honours were shared quite evenly, and I am delighted to report that, for the 4th consecutive season, we have had no less than 20 different race winners! This is a true testament to the depth of talent within the fleet, and always my favourite statistic. In the overall Series, Steve Videlo again dominated, cleaning up in both Wednesday series, and taking the Autumn series during his warm-up for the Endeavour Trophy, I peaked at the beginning and end of the season, taking the 1st Spring and Freezer series, with Seb Balch, Tom Chippendale and Peter Mills taking one each of the remaining series. A full "role of honour" was displayed at the Laying Up Supper.

In view of the age profile (!) within the fleet, this season we introduced prizes for Master, Grand Master, and Great Grand

Master, adopting the official ILCA criteria, and scored across the best 4 from 6 series. The inaugural winners are Adam Eaton, myself, and Chris Hawkes, the latter category proving to be the most hotly contested, with Peter Ashford missing out only on count-back, and Tim Archer just one point behind! No doubt, with this new focus, competition will be even fiercer next year! The Radials went their own way as a separate class this year, so I can't comment in any detail, but it is clear that the support has been disappointing. The Laser and Radial AGM gave much thought and discussion as to how to reinvigorate this element of the class, and provide a more appealing racing programme for Radial sailors of all ages, and provided a clear mandate for 2014. All in all it has been another great season, further establishing WSC as the premier venue in the region for Laser racing, reinforced by our dominance of the Royal Harwich open meeting and Aldeburgh Week, and for that success I would like to thank all those who have supported the class this season, and most of all the volunteers within the Laser class who have taken on the various tasks to ensure the smooth running of the racing, training, and social programmes this year, and those who have stepped forward for next year!

Yacht Class

Summary of 2013 by John Chaplin

The Yacht Class season opened with a most enjoyable Fitting Out Supper on Saturday 16th March with 56 members and their guests enjoying a very pleasant meal at the Waldringfield Golf Club.

This was followed by two talks, one on the 13th April given by Jo Masters on the rebuilding of the Yacht "Clytie", a Classic Yacht moored on the Deben and the other on the 4th May by Graham Anthony on "Sopwith's Endeavour – in pursuit of the America's Cup.

The next event was the Pimms Party held on Saturday 18th May. For once the weather was kind to us and it was a very successful evening.

There was a full programme of Sailing Activities with 6 boats making the trip to St Katherine's Dock in the last week in May followed by a cruise to the River Blackwater and Heybridge Basin in the last week in July.

The cruise over the Bank Holiday Weekend was centred on the River Orwell and the Ipswich Marina and two weeks later the proposed trip to the Walton & Frinton Yacht Club was diverted to the Titchmarsh Marina as the Walton & Frinton Yacht Club rebuild had not been completed on time.

A number of yachts undertook extended trips with Mike & Rani Pert sailing around the UK via the Caledonian Canal, Anthony Mason sailing Tomia from the Azores to the Deben and Paul Bartlett and Howard Ryan being part of a crew that delivered a yacht from Kiel to the Mediterranean. Two members were involved in either sailing to and from Scotland whilst others sailed along the English Channel with two deciding to leave their boats in France for further adventures in 2014.

The final event was the AGM held in October when after all business matters had been dealt with John Chaplin gave a talk about his trip around the UK in 2001.

Forthcoming Socials

The (by now almost traditional) "Lark" winter social walk will take place very shortly after this newsletter is published (on Sunday Dec 29th) on the Shotley peninsula. We are very grateful to Pin Mill Sailing Club who are welcoming us into their club for a light bite to eat mid-way through our walk.

At the time of writing we haven't firmed up on the social calendar for 2014, but watch out for news of a "round the river Deben" cycle adventure to be organised by the vice-commodore, now a cycling enthusiast, who will gently nurse us lesser cyclists around the route.

For Sale – Wayfarer “India Jade”

The club wishes to sell one of our long-standing training Wayfarers (India Jade)

If you may be interested or know of anyone looking for a Wayfarer, please get in touch with Oriel on the number below

Wayfarer Mark II. Sail No 9290

Excellent condition
White with pale blue decks
Full suit of sails
Currently in the club car park
Trolley and Cover
Price £2500 ono
Please phone or text 07932 405541

FOR SALE CLUB CLOTHING

A new supplier has been found who will supply and embroider to order, so we can offer

Fleece Jackets	£21.00	Also available are available
Sweatshirt	£14.00	Club Ties (Silk) £18.00
Polo Shirt	£12.00	Pin Badges £2.50
'T' Shirt	£9.00	
Hoody (Adult)	£17.00	Burgees Large (18") £29.50
Hoody (Child)	£15.00	Small (12") £20.00
Baseball Cap	£8.00	Waldringfield badge window sticker £1.00

All come with either a WSC Pennant & a choice of Code Flags or WSC Letter below.
Your choice of colours (though the pennant will not show against light blue or yellow)
See Margaret or contact her on mgtlake@aol.com - She has some samples for size, quality or colour

Old Stock – Sale

Polo Shirts Sale Price £10.00
embroidered with the Club Burgee and WSC letters -
available in 2 x Black, (Large only), Navy (Large only), White (XL or Large only),
Royal Blue (XL only)
or
embroidered with the Club Burgee and WSC signal flags -
available in Navy (XL only) , Red (XL only), White (medium only) Pink (small only)
and
Sweatshirts Sale Price £12.00
embroidered with the Club Burgee and WSC letters -
available in Blue (Medium only), Burgundy (medium or small only), Gray (small)
or
embroidered with the Club Burgee and WSC signal flags -
available in Burgundy (Medium only), Red (Large only) Navy (2 x XL only)
and
Jumpers Sale price £10.00
embroidered with the Club Burgee and WSC letters -
available in Navy (42" & 44" chest only)

Glad Tidings by Ricky East

Recently our old friend Richard Hopkins came for supper and gave David and me a small gift of the 1971 edition of Tidings. This was the Golden Jubilee year of Waldringfield Sailing Club and this Tidings contained the rich history of those first fifty years. I will copy some extracts below and in a series through successive Newsletters to cover amongst other things the development of the club house, regattas leading to Deben Week, new classes racing and the social life of the club. Most people sailing today at Waldringfield have little idea of the huge efforts made by a small group of passionate sailors to lay the foundations for our present day very successful club.

First the Club's formation:

"In the Spring of 1921, the first Minute Book tells that a few keen sailors met at Gorse Cabin to form a Sailing Club for the village. It was decided that the Club should be called Waldringfield Sailing Club but Mr Stollery proposed that Hemley be incorporated and we find that at the next meeting, held in Mr Harry Nunn's workshop, the name is recorded as Waldringfield and Hemley Sailing Club. The question of a burgee arose and a piece of yellow and blue bunting was lying on the table at the time. One of those present said "this will do" and so our burgee remained (yellow and blue) until 1959, when after a great deal of discussion and thought on the part of members and Committee, Mr T.R. Page's design incorporating St Edmund's crown in the centre of the original burgee was adopted. Originally subscriptions were 2/6d (12.5p) per annum, payable by 1st May.



"In 1922 a set of rules were drawn up – 12 in all, some of which are still with us. The following extract from an article written by Canon Waller gives us an idea of the types of boats sailing at this time – "The first five boats which sailed regularly in the early Regattas were far removed from the Dragonfly and small racing dinghies of today. The "Try Me" once the gig belonging to the famous racing yacht "Brynild" whose bones lie rotting on the Cutler Sand off the mouth of the river, her mast having been carried away and her bottom broken through. The "Wild Rose" a 14 foot half-decked boat with a centre plate, very much over-rigged and somewhat cranky. The "Me Too" an 18 foot half-decked yacht with a fixed keel, a small edition of the famous Cherub Class. The "Ruth" belonged to the writer, a 14 foot barge dinghy, converted by fixing an iron keel and rigged with a set of old Orwell one-design sails. The "Lizzie" built as a 14 foot rowing boat at Pin Mill in the nineties and later given a keel and sails. Such was the fleet that begun the life of Waldringfield Sailing Club."

"In 1924 the first Annual General Meeting of the Club was held, the membership numbered 19 and the cash in hand £3.4.4 (£3.21)."

"In 1926 there is a suggestion in the Minutes that Woodbridge might join in the Regatta with Waldringfield.

"Racing was started from the River Bank outside "Gorse Cabin" in these early days.

"In 1929 it was agreed that the Club should be re-named "Waldringfield Yacht Club". "In 1933 after prolonged discussion, it was agreed that the name of the Club should be changed to Waldringfield Sailing Club and the subscriptions were raised to 5/- (25p)."

More to follow on the development of the club house, regattas leading to Deben Week, new classes racing and the social life of the club.

And Finally... Fond Farewells



William Sudell and Margaret Lake at the AGM (photos Cathy Fish)