FEB 2015

WALDRINGFIELD SAILING CLUB

Newsletter no 83. Feb 2015

Welcome to 2015

When this newsletter finally makes it through your letterbox, the 2015 season will almost be right upon us.

Within this newsletter, you will see that over the winter the Bosun and his team have been working hard to maintain our support boats, the changing rooms will have been refurbished and plans are in place to make 2015 another great year to be at Waldringfield.

We also feature three stories of adventure; ranging from racing an OK dinghy in Melbourne, spending time with the grandchildren afloat and finally, venturing to the Outer Hebrides.

Sadly, we have lost one of the most dedicated people that the club has had the good fortune to have as a member, in Maisie Runnacles. Within this newsletter is a touching tribute from Peter & Mary Fraser.

Thank you to all of those many volunteers who have been instrumental in preparing for 2015 so that we may enjoy our time racing, cruising, learning or just pottering around on the beach.

House round-up

This winter will see the complete refurbishment of the original parts of both the Mens' and Ladies' changing rooms to bring them up to the standard of the new extension thanks to grant funding from Sport England's *Inspired Facilities* fund.

In both cases, the showers and WCs will be replaced, and the waste pipes replaced in a way that should make cleaning easier and blockages less likely.

The most significant change will be to the Ladies showers where the two pre-existing cubicles will be increased in size, with a sunken floor and solid doors replacing the curtains.

The separate space near the entrance door will be turned into a wet-room with an additional shower and WC.

Outside of normal changing times (for example during the evening) this facility could also be made available to some less able-bodied men who cannot readily climb the stairway.

By the time you read this, the work should be nearing completion!

Thank you to our "postmen" (& women)

There are a few occasions each year where we post material to all of our members (such as the one that delivered this magazine).

Cathy Fish has arranged for an army of volunteers to hand deliver approximately 170 out of the 400 letters, which all helps to make a very substantial saving to the Club's postage expenses.

Very many thanks to all those who trudge from door to door doing those deliveries. It really is a great help.

Social round-up

MasterClass quiz (Oct 18th)

The autumn MasterClass quiz attracted a full clubhouse, bringing together people from all of our classes and making a thoroughly enjoyable evening for all concerned. One of the highlights of the evening is the Sushi, again kindly provided by Clive Schlee on behalf of Itsu, and collected in London by Emma Spark.

Our regular question master was, of course, David Moon ably assisted by his family. We are so lucky that David has run this event annually for us for so many years now, and long may it continue. Thank you David!

End of season prizegiving (Dec 13th)

You will no doubt be aware that for 2014, we changed the format of our annual laying up supper and prizegiving from a black-tie dinner dance to a less formal Ceilidh and barn dance.

This proved to be popular amongst a wide cross-section of our members, so much so that we had to close bookings once we reached 220 people in order to preserve some room for dancing!

The success of the event was down to a band of enthusiastic volunteers who developed the idea from an aspiration through to reality over the course of the year.

Thank you in particular to Kim, Kerry, Nellie, Becky, Jo and the rest of the gang. The good news is that the same team are keen to make next year even better! Put Saturday Dec 12th in your diary now! Ho Ho Ho !!!

A full list of prize winners is included at the end of this edition.

Winter walk (Jan 10th)

Our sixth Winter walk took place on Saturday 10th January.

Another hugely successful event was enjoyed by nearly 50 participants despite the rain that greeted us as we set off. However, the sky soon cleared and the sun broke out. Lunch at the Baker's Arms in Harkstead was excellent and extremely well organised for such a large party as ours.

Thank you to Paul and Sue Bartlett for organising this so well, and to the Mayhews for once again providing countless welcome cups of tea at the end of the walk. The Bartletts and Mayhews are already planning another treat for next year!

Seamark Nunn "Club Points"

At the end of the first year of this scheme, it was decided to redeem our "club points" against the purchase of six new buoyancy aids to be used by the training school.

On behalf of both Seamark Nunn and Waldringfield Sailing Club, thank you for supporting this scheme.

"What are you going to do in the winter?"

We were actually asked this question, so we'll bore you with what happens.

- All of the marks (fixed and temporary) have to be recovered and serviced.
- The club tenders are recovered repaired, where necessary, and stored.
- The safety boats are taken out of the water and have to be serviced and winterised ready for storage. The Ribs are taken away to a barn near Wickham Market. The displacement boats go to Melton to be over wintered at Larkman's Boat yard.

Last year a lot of work was undertaken to bring the boats up to a good standard. However, there are still plenty of maintenance jobs for this year. The undersides of the displacement boats have to be cleaned and the metal work painted prior to anti-fouling. Finding an appropriate window to anti-foul is always challenging during the winter months. As we go to press a really fine but cold day presented itself towards the end of January. The crack anti-fouling team were called to arms at short notice and the displacement boats were completed before any potential snow and ice set in. Many thanks to our vice commodore for turning up with doughnuts of varying flavours and to Lance for copious supplies of coffee.

The anti-fouling is only one of a large number of tasks. For example the control consul on Fynn Lass was rotting so has had to be removed for repair. Below is a view of Fynn Lass with her control console having been removed.

Fingers crossed that we can remember how it all goes back together again.

Once all of the maintenance has been completed, all of the boats have to be re-launched. The marks and tenders also have to be put back in place. So it's not exactly feet up.

Spring won't be long now, with a rapidly diminishing number of days until the new season starts, so here's looking forward to a good one.

Regards from the Dirty Dozen (or so)

Derek Jacobs (Bosun)

Squib moorings and guests

The Waldringfield Squib Class has 17 moorings down river of the club, some highly desired ones on the club side of racing mark C and the rest slightly further down on the same side of the river. We have these serviced annually by Tam Grundy, just in time for launching Squibs for the Easter Egg! Although we have about that number of Squibs in our fleet, several of them having moorings on Fairway Committee or Boatyard moorings which means we have some free. Obviously we need to keep one or two in reserve for new incoming Squibbers – if you can't moor your Squib then you can't sail at Waldringfield. This leaves us with a few spare moorings available to Waldringfield Sailing Club members with boats of 19ft or smaller. The right to moor for the season has to be endorsed by General Committee.

For 2015, we are investing in having a minimum of two moorings fitted by Tam with heavier sinkers. Having consulted with Tam about the weight of boat that could safely be used on the existing moorings, it was mutually agreed that, with Shrimpers and Cape Cutters being half as heavy again as a Squib, we ought to act on the safe side. The result is that a mooring will cost £250 for a guest. If we have more than 2 applicants, then we will probably decide to have more with heavy sinkers. Tam will do his work in March so it would be appreciated if anybody is interested in being one of our guests that they contact us quickly please.

Ricky East serica.east@gmail.com
Peter Greatrex pete.greatrex@btinternet.com

Waldringfield Sailing School

2015 Season

Welcome to our exciting new programme for 2015. Highlighted below are some courses coming up in the next 3 months that might interest both members and their friends or relatives who are non-members.

RYA First Aid – Sunday March 22nd 0930-1700

First off on March 22 is the RYA First Aid Course. This is essential for coxswains who drive our rescue boats, dinghy instructors and open to anyone who wishes to learn more about first aid afloat. The course includes dealing with the usual resuscitation training but also includes training around dealing with hypothermia and the use of defibrillators.

RYA Dinghy Instructor course – April 7-11

Instructors learning the skills to teach adults and children alike. The Club Wayfarers are excellent training boats.

Next up is the DI course which is open to anyone over the age of 16 who wishes to teach dinghy sailing anywhere in the UK or Europe. It is a great way for our older cadets to gain a qualification that they can use to get a summer job or employment during a gap year. In the past our DI's have worked at Rockley Point Sea School in Poole, in the Isles of Scilly and abroad in Europe working for Sunsail. There are only 6 places available and the course is very intensive as there is a lot to get done in a very short time. WSC has always helped our young people to obtain this qualification by offering a special subsidised rate of £175 (the usual cost at a commercial school is £400-£450). This rate is available to all in exchange for teaching on the Junior Week in the summer.

RYA Powerboat 2 – May 3-4

Safety Boat Coxswains require a lot of skill to carry their work. Powerboat 2 is the place to start!

Early in May over the Bank Holiday we are running the Powerboat 2 course. This is a course for all who wish to learn the skills of handling RIBS and displacement boats. The course has been completely re-vamped for this year and it is an essential start point for those aiming to join the safety team. Spread over 2 days it covers in detail the handling of RIBS in detail including at high speed. There is a theory section which looks at bouyage, simple chart work and collision regulations.

"Learn to sail in a weekend" – May 16-17 & June 20-21

WSC Wayfarers with instructors teaching sail trim skills

May also sees the start of the "Learn to sail in a weekend" courses. Following the RYA Level 1 and 2 syllabi, these courses are designed for adults of all ages who would like to learn to sail or return to sailing after a break. We use the sailing school Wayfarers on a 1 instructor to 2 students ratio. These courses proved very popular last year and so we are repeating them again this season.

Children's RYA courses level 1-4 July 27-31

A Calm start before the sea breeze arrives! Junior Course 2014

Do not forget to book early for the Children's sailing courses. These courses are extremely popular and book up very fast. There are 2 sessions – morning and afternoon each covering the RYA children's syllabus in levels 1,2,3 & 4. There are 20 places in each session.

So we have a very comprehensive programme planned ready for you all, why not come and try out a new skill or get your friends to come and try sailing. As always I am happy to provide further details of all courses and I can be contacted by e-mail on training@waldringfieldsc.com.

I look forward to seeing you afloat.

Graham Harrison
RYA Sailing School Principal

News from our classes

Waldringfield Cadet Squadron – winter update

The sailing season may have ended at WSC in November, but many of Waldringfield's Cadets have continued training and racing through the winter.

Alton Water Frostbite Series - 5 Cadets from WSC plus two more from other clubs have been racing on Sunday mornings at Alton Water, mixing it up with Toppers, RS Fevas and RS Teras in the Slow Handicap Fleet. Out of the 40+ entries, Archie Penn / Hazel Whittle in their brand new Synergy Marine Cadet are currently leading overall, with Tom Collyer / Cara Bland in 3rd and Harry / Faye Chatterton in 4th.

Harry & Faye Chatterton (centre) racing at Alton Water this January

Winter Training Squads - no fewer than 11 boats with sailors from our Club are training with the UKNCCA & RYA Squads, with events at Oxford (Oct), Rutland (Nov)and Datchet (Jan) already completed. Further training weekends are scheduled at Weymouth (Feb) and Oxford (March) again. Waldringfield Teams in the Squads are:-

UKNCCA National Squad
- Ed Harris & Anna Wootton
- Tom Collyer (Aldenham SC) & Cara Bland

RYA UK Junior Squad
- Harry & Faye Chatterton
- Hattie Collingridge & Daisy Nunn
- Rob Keen & Hamish Collingridge
- Archie Penn & Hazel Whittle
- Ellie Wootton & Kate White

UKNCCA Intermediate Squad
- Erin Marks & Tyghe Brown
- Katie Spark & Connor Line

UKNCCA Junior Development Squad
- Angus Collingridge & Amelia Mayhew
- Lucie Nunn & Bea Green

The Cadet Class is lucky to have access to some of the country's best coaches, including Jonny McGovern and the legend who is Mike MacNamara – these training events will get our young sailors into the best possible shape ready for the selector events this Spring and then the Worlds and Nationals later in the Summer.

Cadet Worlds 2015 - it's great to see so many WSC families have already committed to making the long trip to Lake Garda in Italy for this year's World Championships. Riva Del Garda is a legendary venue famous for its spectacular cliff-lined scenery and the warm "Ora" wind that arrives at lunchtime every day to provide some awesome sailing conditions. Our Cadets

will be hoping to be included in the 7-boat GBR Squad, but those teams who don't qualify for the Squad will compete in the Promotional Regatta that runs alongside the Worlds and is just as hotly contested (as 2014 proved at Weymouth!).

New Club Cadet – very pleased to report that a new Club Cadet has just been purchased to replace our very old "Atlanta", which has given sterling service since the 1980s and has introduced many youngsters into Cadets. The new Cadet is GBR9161 "White Lightning" and she will be available to borrow on Club race days for a nominal fee of £5 per day which will go towards the upkeep of the boat. Please contact me if you are interested in borrowing her this season.

Pre Season Social – thanks to the new Class Captains Ellie Wootton & Harry Chatterton for organising our annual pre-season get-together which is on the afternoon of Saturday 28th February. Yes – it's a Lazer Quest Party! Its happening at Geoff & Kim Mayhew's farm in Erwarton. Bring your wellies and be prepared to get very muddy! More details to follow soon.

Cadet Email Group – please subscribe to our email group waldringfieldcadets@yahoogroups.com
Cadet Facebook Page – please check out our new Facebook Page https://www.facebook.com/waldringfieldcadets for news of what's going on in the Class!

Andrew Nunn – Waldringfield Cadets Squadron Leader
andrew@seamarknunn.com

Larks

Rather than migrate south for the winter, a number of Larks have flown west to Alton Water for their Frostbite series. With the full range of conditions, from almost calm to howling gale, they are producing a good set of results so far. With Harry and Gemma currently leading overall and Alan and Joe having won a race too, we have made an excellent start. It is particularly good to see Ellie Wooton and Katie Spark out in the Club boat there.

On the National scene, changes to the Travellers series means a reduced number of qualifying events. This means that the only qualifying event in our area will be at the Royal Harwich open on the 4th and 5th of July. While many Waldringfield boats have travelled far afield for many years, sadly few visitors seem prepared to cross the Orwell.

Perhaps a local venue such as RHYC will prove an acceptable compromise.

The National Championships this year are at Saundersfoot, which should be a great spot for competitive sailing perhaps combined with a family holiday. Dates are 1st to 7th August

Geoff Sinton

Lasers

So far this year 5 laser sailors from WSC are taking part in the Alton Water Frostbite series which has been cold and sometimes very windy! Chris Spark and Sam Yale are currently lying in the top third of a fleet of 30. Meanwhile the rest of us are enjoying a winter off preparing for next season.

Next season at WSC is looking good; in addition to the usual racing programme there are Friendly Friday's which are on the water sessions with safety cover for those less experienced, those wishing to practice and trying out new ideas and boats. We are really fortunate to have two good quality club lasers with a variety of rigs so come and have a go or bring your partner/ offspring.

The racing programme includes the usual Open, Easter Egg, Regatta, Cartoon, trophy races and Series races. All the lasers will be starting together and the results will be by rig and then prizes for the different age categories. During the series races sailors have the option to choose the appropriate rig for the conditions, ability or size and the result be scored in the standard fleet and radial/4.7 as appropriate. The last 2 seasons have seen 20 different race winners each year let's see if we can top that. Looking forward to seeing everyone at the club and on the start line.

I am introducing a googlegroup for the purpose of emailing information pertaining to the laser class at WSC. This should be no more 2 emails a month. If you wish to be a part of this please let me know [laser@opipe.co.uk] or sign yourself up to the group called "waldringfieldsc laser".

Diana Pipe

Laser Radials

Time to check under those frozen boat covers – another fun packed season of radial sailing is about to start!

For Saturday club racing this year all lasers, standards, radials and 4.7s, will start together but all the radials will be scored in a separate radial series. We will still have our own trophy winners but with more prizes for younger sailors. Trophy races will be handicapped. Wednesday evenings will remain unchanged.

Following the success of last year there will be radial training for young and "older" sailors alongside the cadet training on the following Sundays 22 March, 12 April and 10 May – a chance to hone those tacking and gybing skills and practise headstands out on the water.

Not to be missed our fun day, with its mix of short "triangular and sausage" races and team racing (which brings out the most unexpected competitive tendencies in some people), will be on 7 June. We will also be having Super Saturday again this year when we will have four shorter races on a Saturday afternoon rather than the usual two.

Other dates for your diary include our under 21 Radial Open alongside the Cadet Open on Sunday 19 July and the Laser and Radial Open on Sunday 2 August. For under 18s Cadet (and radial!) Week runs from Wednesday 12 August to Sunday 16 August. Let's see if we can beat our record of 19 radials who turned out for this event last year.

Pip Dearlove has kindly volunteered to be the youth rep this year and I am sure will organise some great socials and encourage you all the get out on the water. Look forward to seeing you on Saturday 14th March!

Sarah Northey

Mirrors in 2015

The Mirror sailing community had a great last year and is looking forward to more fun on the water in 2015. With our community of adults and mainly younger children we're expecting to join in some of the racing but will mostly be sailing for pleasure.

In our sights for this year are the Friday Sailing Improvers, cruising for picnics along the river banks and joining in anything social. Additionally we expect to run a day's training with an emphasis on having a laugh.

Please contact me if you, your children or grandchildren would like to be part of this … we welcome anyone and any dinghy who wants to get on the water.

Don't worry if you don't have a boat … the club owns a Mirror which can be rented for a very small fee and are hoping to retain a loan boat from the Mirror Class Association (they've been kind enough to let us have one for the last two seasons).

Don't worry if you can't sail … we can usually find a volunteer to get you on the water.

Email me at waldringfieldmirrors-owner@yahoogroups.com or join our Yahoo group by emailing waldringfieldmirrors-subscribe@yahoogroups.com).

Jules.

OK Dinghy

Four OK Dinghy sailors from Waldringfield are currently competing at the Alton Water Frostbite, joining 7-8 others from Essex and elsewhere. Due to the number of pre-entries some of the sailors asked for our own start, which we got, but have since been added to the Laser fleet, which in hindsight was probably a backward step compared to sailing in the Medium Handicap. Anyway, it is what it is now and we are making the most of the winter raining opportunity. Simon Cox currently leads the series, with Dan Ager in second, both winning races along the way in the strong fleet, which contains three former National Champions.

Due to his Australian sojourn, Robert Deaves has only done one race, which he won.

We are hoping the exposure of the fleet there will help develop growth in the region, and at the club, with a couple of sailors expressing interest. Along those lines we are also preparing a proposal for acquiring a club owned OK Dinghy that can be loaned out to prospective sailors as well as borrowed by others to boost the fleet at Waldringfield.

It's been a busy winter so far, all round, with Simon completing orders for new boats and plans being made for the coming season. Several of us are already planning to sail the Spring Cup in Medemblik in May, which is one of the most popular European events, before heading to Puck in Poland for the World Championship in July. With our nationals in Weymouth in August, it's stacking up to be another vintage season. If you want to find out what it is really all about contact Simon for a test sail, or visit us at the Dinghy Show where one of Simon's new boats will be on display. Most people who join the class say something along the lines of, "I wish I'd done that years ago." What will you know in 2015?

SQUIB class review of 2014

The Squibs had a good year in 2014. We had consistently good turnouts on Saturdays and Wednesdays for the points series races, and excellent and competitive racing in the regatta type weekends and the Cork Plate sea race.

We have been able to welcome and integrate some additional boats and members to the fleet, and the WSC Squibs have also travelled to the nationals at Lowestoft; the Broadlands companion regatta at Oulton Broad – where Richard Cooke and Jim Davis took third overall out of 18, and won 2 races; the Inlands at Rutland ; East Coast Champs at Stone on the River Blackwater together with Aldeburgh and Burnham Weeks.

Gunpowder Gertie, Pete and Jenn Greatrex (763) and Ruby David Cannell and David Craig (40) early in the week at Lowestoft when conditions were "nice and steady"

Photos: Oliver Knights

Several boats are being upgraded during the winter ready for the coming season involving , for different boats, refurbishment of underwater sections, new gunwales, topsides re-paint, re-fitting of internal controls, and even one or two new masts and rudders. Details of course remain classified but we look forward to improved performances on the water, and if not, at least a smarter looking fleet!

A new boat "for all future seasons"

Squibs only have one registered, and RYA approved ,builder at any time. As a National Class it is ultimately administered by the RYA. From 1997 -2013 the builder was Parker Boats of Boston, also well known for their lifting keel cruisers like the 235, the 275 and the 325. This will change in 2015. The class and the RYA have recently agreed to appoint Rondar Raceboats as the sole builder of the Squib, following an extensive consultation and tendering process. Rondar are well known to dinghy racers producing amongst others, K6's, Enterprises, 505's and Fireflies . The decision to go for a "new" boat , in effect a Squib Mk 2, is a bold one . Following a recommendation from the NSOA committee and agreed by the RYA, a full ballot of the membership was held. 56 % of the class voted and of those, nearly 91% voted in favour of the change, meaning that the change has been approved by 51% of the membership.

The next step is for Rondar to build a prototype ready for the 2015 season and for this to be tested in competitive sailing during the season to try to ensure that the new boat is neither significantly faster nor slower than a current competitive Squib.

To this end the existing class moulds are to be used for the hull and deck. A new keel mould is needed and this will be taken from the keel of the original Squib No 11, owned by Dick Batt and still sailing competitively. Future keels will all be from this precise mould.

"Squib No 11 the original (1968) and others sailing in less than "nice and steady" conditions later in the week at the Lowestoft Nationals".
Photo Oliver Knights

There will be major changes with the new boat in three areas:-

a. The construction methods
b. The interior mouldings
c. Buoyancy and Safety Compliance

Since its inception the Squib has been built with a single solid grp skin, with internal plywood joinery for structural integrity, flooring and buoyancy. It has therefore not been possible to meet the appropriate standards to satisfy the Recreational Craft Directive. The new Squib will be of sandwich construction and structural integrity will be achieved by way of a new grp internal moulding which may also allow the boat to be self draining. Production costs will also be reduced and the new boat will be meet the necessary standards for RCD approval, thus opening up new institutional, corporate and international markets as well as being more appealing to the regular racer. Indeed plans are afoot for the 2016 "Southern" area championships to be held in Bordeaux, South West France. It is also intended that the will be a Squib presence, in future, at the Rondar Boats Regatta held biennially on Lake Garda. It is also part of the brief to Rondar that the cost of a new boat is to be no greater than the existing one. No pressure then.

So exciting times ahead for the class in 2015. We do not know yet if there will be an opportunity to get the test boat to Waldringfield, but if there is we will pursue it vigorously.

Back to Earth.....or at least to mud and shingle

Plans for 2015 are taking shape:-

We will kick off with our Spring Sunday Lunch to be held again at the Waldringfield Golf Club on the 22nd March. A three course Sunday roast in convivial surroundings. We will be inviting Squibbers from other local clubs to join us , and that invitation is extended to any club members who would be most welcome. See club website for details or contact Pete Greatrex or Ricky East.

We are planning two training events for 2015. There will be a Saturday morning club house training session in mid May, and then on Sunday 14th June a full day of "on the water" Squib training and race craft day, including, we hope, one to one mentoring, boat/crew swaps, practice races with videoing on the water and feedback in the club house.

2014 racing was interesting and not without the odd mishap, but we all look forward to 2015.
Photos Alexis Smith

The 2015 racing programme will build on the work in 2014. Our AGM last year voted overwhelmingly to continue with having half of the points series with 2 races per day instead of one. This year 1st Summer and 2nd Summer will be a two race format each week, Spring and Autumn will be one race per day.

To encourage a better turnout for the Club Championship Trophy Races we will count most of these races as Squib points races in the series running on that day. Details will be shown in the sailing programme.

The Squib class really enjoys the Cork Plate sea race which runs out to the Cutler Buoy off the Haven and back (about 16 miles). So in 2015 we will have a second sea race, or a long distance river race, should conditions dictate. This year the Cork plate will be on a Sunday (26th July) with the second sea race scheduled for the Saturday 22nd August.

We have had many positive things to "reflect" on in 2014 and we are looking forward to getting back on the water for 2015. Perhaps there is no better way to conclude than with this fabulous reflective picture taken by Alexis Smith . We have benefitted greatly from her work in 2014 - thank you Alexis.

All OK down under

Black Rock Yacht Club in Melbourne, Australia has long been on my bucket list of venues to sail at, so when the chance came to sail the 2014 OK Dinghy World Championships there over the New Year, I couldn't turn it down. The sailing conditions on Port Phillip are some of the best in the world and when the sea breeze is blowing at 15-20 knots and there are big rolling waves to enjoy, it is quite simply some of the best sailing you can get.

The Commodore of the Yacht Club, who is an OK sailor as well, kindly put me up, and my brother Alistair joined us from New Zealand. Unfortunately due to the proximity to Christmas, only three Brits travelled out there, so we all had charter boats to get used to. Mine was identical to my own boat back here, and had a new rig, so the learning curve wasn't too steep.

The schedule was to fly out over Christmas in time for some training before the worlds started on December 29. This was actually worthwhile as it allowed me to get used to the boat, which showed some potential with very good speed in the light winds and almost on the pace in a breeze.

Unfortunately the good weather we had for the training days vanished for the start of the worlds, with two days of 35-45 knots winds, though the air temperature was still in the high 30s. Both the practice race day and the first day were blown off. Racing finally got underway on the 30th with two races late in the day after – typically – waiting for the wind to appear. I rounded the first mark in a good position in the top 20 and then the kicker went pop. After fixing it I was down to 60th, but recovered to 41st with some good upwind speed. In the second race I again approached the top mark in the top 15, to then stack up in a busy lane and drop to 40th. I ended up 33rd but could have been a lot better. By the end of the day we were into a proper Port Phillip seabreeze with spectacular downwind sailing and grins from ear to ear. Lessons for the day: check your gear before racing and never underestimate the queue for rounding the top mark.

Racing started on time the next day in a light and gradually decreasing wind, so only one race was possible. After a great start and in the leading group on the left I consolidated back to the middle, to be conservative, only to miss a big left shift at the top mark that left me in the 20s. With the wind dying it was a bit tricky but sailing the numbers I got back into the top 20 and made a few on the tortuously light final beat to finish 14th, but again almost losing it all on a big left hander half way up the final beat. Lesson for the day: Don't split from the group unless you have a very good reason. And look up more – the clue is in the clouds.

Next day it was New Year's Day and a lay day. So we did nothing and sat by the pool enjoying the weather. In hindsight we probably should have sailed as the next day it was back to 45 knots from the north, very hot and dusty. The temperature peaked at 41 degrees. We watched the carnage from the clubhouse but there was no sailing. It was so rough that they couldn't even get the rubber boat back from the pontoon to the marina a couple of miles away, and had to beach it next to the club and haul it onto the trailer. Lesson for the day: Weather changes fast in Melbourne and when it blows, it can blow hard.

So we were faced with one day left of the event and still two races needed to get in a valid championship. Luckily there was plenty of wind on the final day with a huge swell left over from the storms. During the first

race both the wind and the swell decreased, which worked in my favour and left me in 15th. However, with the clearing skies and building sea breeze, the final race finally brought the conditions we all travelled half way round the world to experience. I struggled a bit in the 20 knots wind and big waves, but it was awesome fun. I still managed a 29th, which left me 23rd overall out of a fleet of 77, and first Brit. The goal was top 20, so apart from the first day's mishaps, that would have been quite achievable: so it will have to wait until next time. All that was left was the 35 hour trip home, the only downside of travelling down under.

Rober Deaves

Bootlegger and the young!

When I read the Commodore was asking for logs of any yachts which have travelled 'CONSIDERABLE DISTANCES' I recalled our late summer passage.

Well, we have not traveled that far this year but we have had a first as we took our grandchildren for their first sleepover onboard.

Now many members have enjoyed the company of little ones on board, sailing, even racing but for us, our family from Norfolk, yes, such a long way away, came to experience their first night aboard.

We decided to take it easy and not venture too far, in fact The Rocks was our chosen destination and then we agreed to be more adventurous and make Ramsholt our overnight stop.

So, one very sunny but cool early September day we arrived at Waldringfield, rowed, well our 4 year old rowed us out to the mooring, after what seemed like a very long, precarious and wet journey we boarded Bootlegger ready for our adventure.

A detour up river for lunch seemed like a good plan and on a rising tide we unfurled the Genoa and gently cruised up to Methersgate. Here we picked up a mooring and took our picnic ashore, warning the little ones that pirate Jack may be here as his boat, flying the skull and crossbones, was at anchor just off the quay.

We made an extensive search of the shore line, but he was nowhere to be seen, so we settled down to our lunch and after a few stories and some yummy samphire later we took the dinghy back to our vessel. This time Martha rowed, at 8 years old the journey was a little less stressful and we found ourselves aboard with no loss of crew.

The motor purred down river and arriving at Ramsholt we picked up an inshore mooring in the lee of a Northerly which was forecast for the night. We called George on the radio and he was very happy with our choice and like his father knew the boat, our family and which mooring was the best for the occasion.

It is always good to stretch the legs and so we decided to go ashore and walk up to the church.

Another wet trip to the shore, I am sure Hugo will be a good and strong rower one day ! We trekked to the only fully buttressed round church tower in Suffolk, on our arrival we learned the tower was built as a lookout tower and the Nave added at a later date. As I read the information on this lovely church suddenly the organ struck up ! I spun round to see my granddaughter tapping away at the keyboard with amazing confidence and skill. Maybe now it was time to go before the other one became a young campanologist, and alerting the home guard into action mode !

Another marathon row back to our boat, but somehow it seemed better or just that we were becoming used to being soaked by the oars which seemed to catch more crabs than the children's fishing lines wrapped in bacon rind.

When I advised them we would be going ashore for supper at the Ramsholt Arms and we need to change

for dinner. A few minutes later two young crew members stood in the companionway all ready for a bowl of chips ! Well they had brushed their hair and put their life jackets on.

Again, the row ashore was an interesting route but again we arrived safely at the quay, and as the children were much more interested in crabbing and sandcastles than the chips we enjoyed a pleasant and quieter supper than expected sitting in the window seat. What a view we enjoyed as the sun began to wane across the river Deben.

The chips were eventually consumed and two tired youngsters were happy to let their Grandfather row back to the boat.

The foc'sle was a very quiet place for the next nine hours. It's wonderful how the sea air has that effect, and breakfast was the start of the next day's adventure for Martha and Hugo, and for us a great privilege and wonderful memory.

This will seem one very small step to many members who have sailed international waters and travelled CONSIDERABLE DISTANCES but Swallows and Amazons it was with no concerns for real pirates, jihadists or even shipping forecasts.

The next morning the Wind was in the Willows and to quote Kenneth Grahame "Believe me my young friend, there is nothing, absolutely nothing, half so much worth doing as simply messing about in boats." How wonderful life can be.

Richard Mason

A visit to St Kilda

During our circumnavigation of the UK in 2014 we found ourselves in the Outer Hebrides. Having come so far and talked about making this visit so many times, how could we possibly turn away when it was a mere 50 miles away?

After a couple of wet days the forecast was good for the next so west out into the Atlantic we went. J lodged a passage plan with Stornoway coastguard. With Pabbay and Shillay (Islands within the Sound of Harris) abeam we managed to sail for just an hour! Thereafter we motor sailed on an easy close reach. By mid afternoon the St Kilda archipelago became clearer and looked increasingly majestic.

Just a few more miles

Along the way we saw a number of puffins and gannets collecting seaweed and flying back and forth to nests on the sea stacs. Nearing Village Bay, engine off we

sailed close in to the huge cliffs, to hear birds and sheep.

There was a little Atlantic swell but otherwise smooth sea. At 1830hrs we entered Village Bay, the only shelter and landing place, and anchored in 11m. We were unable to make contact with Stornoway Coastguard before entering the bay (as advised) so J rowed to a charter yacht "Elinka" we knew from Leverburgh had a SSB radio. Skipper Angus, was reassuring, the St Kilda warden reported daily to the coast guard, even if we couldn't. Later and overnight we were joined by half a dozen yachts, a small cruise ship, a smart converted MFV and a military freighter cum landing craft. We stayed aboard that first evening. The wind was light, off the beach, so we all laid, in a neat row with bows to the bay. Looking out in the middle of the night, the stars were out and all was quiet and very beautiful. Over alfresco breakfast we watched big black ribs from the cruise ship take several groups of 10 or so ashore to the stone landing jetty. As speedily as we could, we prepared rucksacks + walking kit for the day ahead and hurried ashore to make the most of our time. The Warden greeted us and we took on board the "do's" and "don'ts" and set off. First up was the school cum church building and the masters house. The military base comprises a generator building,workshops and accommodation buildings, all of 1950's vintage and devoid of security!

A military building, note the weights!

Apart from the Warden and Military personnel the islands are not inhabited. The main island is Hirta, with a smaller island, Soay, close to NW. A third island, Bororay is less than a mile to the NNE and near it are two massive, vertical faced sea stacs, so very important in the life of the past inhabitants.

Bororay and sea stacs

There are no trees, so in times past wood must have been a scarce commodity. Wildlife comprises numerous birds and species of which the Fulmar, Shearwaters, Puffins, Gannets, Shags and Skuas are notable. Sheep are completely feral now, brown fleeced and look scrawny and in poor condition.

They are "Soay" sheep and genetically different to our usual domestic sheep.

Feral Soay sheep

We elected to make a tour of the main island and set off up the concrete road, installed by the military in the '50s which winds its way to the 425m summit overlooking village bay and pretty much all else as well. Breathtaking (literally) stuff, which called for a coffee and feast our eyes on this beautiful place. We watched another boat's crew climb an adjacent summit (tiny figures) to stand at the top of the 200m cliffs we saw on approach. We returned part way down and took another branch of the road and continued over the turf to "see what's there". The views of this part are just fantastic, sheer rock faces, crevasses, breaking waves far below and a long spiky rock spine that reaches SE out to sea. It is this that protects Village bay from the worst of the prevailing SW winds. A peculiar and special feature of the landscape is the dry stone

buildings dotted everywhere. They are "Cleats" and were used to store foodstuffs and other goods. High up on the hillsides they provided shelter for the sheep in harsh weather. Construction was like an igloo with a roughly square or rectangular footprint, topped with a heap of soil on which grass grew. A sort of early eco-store. There are hundreds of them.

A restored Cleat

The last inhabitants left on 30th August 1930, evacuated by the Government. For some centuries they had survived in this hostile environment and, contrary to early Victorian opinions, had evolved an effective social structure, without the help of government, security, police, religion, medicine or any of the things we all depend on. Tough indeed. Housing is still standing, much of it derilect, showing two distinct types of buildings, pre and post Victorian. The pre Victorian dwellings are known as "Black Houses" because they have only one small door way, no door, offset towards one end, and no windows at all. Like the Cleats they are dry stone with domed earth and grass roofs.

Black House (left) later cottage (centre)

One end wall was made about 6ft thick with a cavity on the inside and this was the bed for a man and his woman. Other family members had the floor at the same end, away from the doorway. This single room was divided by a low coffer dam wall so that there was some separation from the livestock that sheltered in the doorway end. Entry and exit would have been through animal excrement and in extremely poor light and an incredible stench. Headroom would have been little more than 4 or 5ft. It is little wonder that early, wealthy, Victorian "tourists" regarded these hard people as a sub-human species. They were the first outside contact the islanders had ever had and the results were terrible or merciful depending on your view. First, they introduced Christian ministry. This was damaging because of the strictures on their established social structure. Not working on a Sunday was intolerable, every day was needed just to survive. Insistence on fidelity was also damaging. Let me explain. Apart from sheep and a little arable farming, the younger, fitter men were called "Cragsters". Their work comprised using the islands boat (like a Navy Whaler) to go to the sea stacs. They climbed these regularly to raid birds eggs and catch the birds too. This took great courage, strength and determination. On return to Village bay, the men would brag of their feats and the best of them (the "alpha" males) would have the freedom of the women – thus keeping the genetic pool well mixed up!!
More generally, tourists with altruistic motives gave gifts of modern items such as pots and pans and started to do trade, especially for the oil provided by Fulmars – and life became softer, and the harsh environment less attractive. On the plus side, a newer style of house appeared with a door, two windows ,an internal fireplace and a corrugated iron pitched roof. There are 20 of these buildings lining village bay, fitted into the gaps between the original Black houses. Currently 6 of them have been restored to house a cafe, an absorbing museum, and accommodation for research workers or St Kilda Club members working around the islands. Incidentally, the Club is administered by a member in Brightlingsea, Essex!

We woke the next morning to Fog. Others were leaving because the forecast was "fog patches", so we left too. With radar on and reflector inflated and hoisted, we heeded Tom Cunliffe's advice on the value of eyes and ears – for 8 long hours! 2 seals give us a look whilst Gannets flew overhead with food for their young and cheeky puffins paddle away furiously! The sound of breaking waves on Shillay Island was reassuring but the next 2hrs of creeping from one buoy, beacon or rock to the next was hard. Eventually we "found" the pontoon at Leverburgh, only 50ft ahead! A great relief to be back!

A Sunday to remember! A day on St Kilda, awesome!

John & Cathy Fish

MAISIE RUNNACLES, A friend to all

In 1977 when I became Commodore I felt there was a need for some changes in the running of Waldringfield Sailing Club and here I quote my Christmas letter of 1977

"*to improve communications between members , and between them and the Club Officers*". For about four or five years or so Maisie had been Assistant Secreary to Don Rose and I believed she was the ideal choice to become our new Hon. Secretary and so I asked her and she seemed really pleased to accept, and with Cynthia James who agreed to be her assistant with both of them living in the village it seemed to be a good plan! And what a good plan it was !!

Maisie was extremely efficient with all the paper work and her smiling, kindly nature was just what was needed. We worked together very well and I found I could totally rely on her to make sure the work of the Flag Offices and committee ran smoothly.

Although she had a young family to care for and other interests outside W.S.C. She always seemed to have the time to give that "little bit extra". The minutes of the meetings were always typed (with the old sort of typewriter of course) and circulated speedily and various letters for me to approve and sign were immediately prepared and sent.

Maisie seemed to know everyone and all new members were made to feel welcome and know that if they had any questions about the Club ---well, Maisie was the one to ask. She often helped out in the Galley and was always ready to step in when a volunteer failed to appear for duty and, being very resourceful, she seemed to have a stock of extra milk or baps at Crow cottage and if the galley was getting short of those commodities she would say "don't worry dear I'll just nip up to the house to get some more" !

One year she thought it would be a good idea during Deben Week to bring to the Club House a deep freeze and sell ice creams and make a little profit for the Club so, together with her husband Bob, the freezer was duely installed and and ice creams were sold to the delight of the children, competitors and spectators. I can see now a queue of children waiting to be served some sort of exotic delicacy! This happened on several occasions because, of course, there was no deep freeze in the galley during the eighties, it was a popular venture.

Maisie loved children and they loved her, all my youngsters and their friends found her great fun and a good listener to all they had to say. Yes, whatever age you were, the young---the not so young---middle aged or elderly Maisie could relate to you and loved to hear all your news.

In the last few years before her illness it was always good to see her at the W.S.C. Wednesday evening suppers and although my now grown up family did not see Maisie that often she would always ask Mary to tell her all their news and she always remembered all their names!

At the end of 1991 Maisie retired from being Hon Sec for a well earned rest, at least a rest from working for the Club. At the AGM she took Mary and I to one side and handed us a gift which was a small Coalport dish (ideal to hold a bunch of grapes!) and when we expressed surprise she simply said "I just wanted to thank you for asking me to be the Secretary of this wonderful Club---I have enjoyed it all so very much, and had so much fun".

So, thank YOU Maisie for all you were and all you did , Mary and I feel really lucky we have something tangible with which to remember you --- especially when we have some grapes in the house, and we often do !

Peter Fraser

Welcome to our newest members

- Michael & Emma Crabtree (Family) with Georgia (10) and Rosa (8). Michael has a Laser
- Stephen & Lisa Wood (Joint) are buying a Wayfarer
- Graham & Alison Card (Joint) Have a Cape Cutter.
- Paul & Rosey Derbyshire (Joint) Have a Laser.
- Steve Clark & Alison Taylor (Joint) Have a Laser.
- Matthew & Joanna Leigh (Family) with Charlotte (12) Harrison (10) and Imogen (7).

Boats for sale

Bootlegger of Deben

Bootlegger of Deben, a Beneteau 325 built in 1985 is for sale. She has been owned by our family and moored at Waldringfield for 25 years. For full history, inventory etc please telephone Richard Mason on 01284 810941
or email: r n m 3 3 3 @ l i v e . c o m

Zodiac Cadet 260 inflatable: solid transom, slatted floor, seat, oars, manual pump and carry bag. Little used.
Greatrex 01473 726816

WSC 500 Club winners

Month	Winner	Ticket
Sept	Henry Connell	27
Oct	George Rolls	36
Nov	John Cooney	22
Dec	Richard Mason	4

Memories of 2014

Cadet Week line up

Bart's Bash in September

Spectator sport in the Autumn

A sign of things to come?

Trophy winners 2014

Dan Ager	Sherwill Trophy (OK Spring)	OK01
John Ball	Autumn Points Trophy (1st OK visitor Autumn Points)	OK08
Willow Bland	Spear Cup (Cadet Spring 1)	C01
	X2 Cup (Cadet Summer 2)	C03
	Patrick Ogden Junior Trophy (best 3 of 5 all-in race)	C07
	Dragon Cobbold (Junior Club Championship)	C16
	Jubilee Trophy	H.02
David Cannell	Medusa Trophy (Squib Summer 2)	SQ02A
	Wincer Warmer Trophy (Squib Autumn)	SQ06
Steve Carter	Autumn Points Trophy – (Squib Wednesday 1)	SQ08
Neil Cawthorn	Wednesday Evening Tankard (Dragonfly Wednesday 1)	DR09
	Large Sudell Cup (Dragonfly Wednesday evening 2)	DR10
	Wickman Regatta Cup (Yacht Long Distance Crossing)	H19
Roger Challis	Bombadier Trophy (Handicap Wednesday evening Series 1)	H10
	Challenge Cherub Trophy (Handicap Wednesday evening overall)	H12
	WSC Dinghy Club Championship Trophy	H15
	Trafalgar Trophy	H23
	Wayfarer X2 Trophy (Wayfarer Summer 2)	W03
	Wayfarer Picture (1st Wayfarer Wednesday 1)	W06
	Autumn Points Picture (Wayfarer Freezer)	W09
Angus Collingridge	Liddell Trophy (Cadet Most turnouts)	C06
	Dragonfly Cup (Best cadet helm with no other trophy)	C10
Daisy Collingridge	Laura Cooney Cup (best under 21 Lady)	H16
	Autumn Centre Plate (Radial Autumn)	RA03
Hattie Collingridge	Novices Trophy (best cadet helm not winning a race)	C11
Neil Collingridge	Victory Plate	H.04
	Lake Tankard (Wayfarer Spring 2)	W01A
	Autumn Cup (Wayfarer Autumn)	W05
Richard Cooke	Clapham Trophy (Squib Spring)	SQ01
	Metcalf Cup (1st Squib in Round the Island race)	SQ11
Steve Cooney	Minx Challenge Cup (Dragonfly Summer 2)	DR04
	Spear Challenge Cup (Dragonfly Spring/Summer overall)	DR06
David Copp	Commodores Cup (Radial Spring 1)	RA01
Simon Cox	Goddard Trophy (Autumn series)	OK07
Charlie Dearlove	Coronation Cup	H.08
Robert Deaves	Friday Points Overall Trophy (Handicap Wednesday Series 2)	H11
	Alexander Cup (Wed evening points)	OK05
	Bush Trophy (Wed Evening II Points)	OK06
Adam Eaton	Nicholls Palmer Deben Week Tankard (now Radial Summer 2)	RA06
Chris Fish	Seamark Nunn Trophy (Lark Spring 1)	L01
	Palmer Cup (Lark Summer 2)	L03
John Fish	The Globe - Cruising Log Trophy	H17
Jonathan Fish	Howard Trophy Pursuit Race (OK personal H/Cap) (now Summer 2)	OK09
Neil Fletcher	Challenge Cherub Trophy (Round the Island)	H.03
	Paul Johnson Memorial BT Trophy (Wayfarer Spring 1)	W01
	Summer Series Beaker (Wayfarer Summer 1)	W02
	Wayfarers Tigers Cup (most improved helm)	W11
Lia Fletcher	Branton trophy (most promising Cadet novice helm)	C13
Tony Geary	Wayfarers Chasers (Wayfarer 'B' fleet Summer)	W13
Peter Greatrex	Cork Plate	H.06
	White/Smith (Summer) Cup (Squib Summer 1)	SQ02
	Squib Trophy (Squib Spring/Summer/Autumn overall)	SQ03

	Mason Cup (Squib Wednesday 2	SQ05
Emilia Green	Most promising crew Trophy (Cadet Most Promising Crew)	C15
John Haile	Wayfarer Chasers (most turnouts without any trophy)	W14
Alan Hall	Bottoms up Cup (for most capsizes)	H14
Ed Harris	Law Cup (Cadet Summer 1) Cathy Fish Cadet Trophy (Cadet Freezer)	C02 C14
Gordon Harris	Wayfarer Friday Trophy (1st Wayfarer Wednesday 2)	W07
Simon Howlett	Deben Dragon (Navigation Race)	H.07
Derek Jacobs	Dragonfly Class 'A' Trophy (2nd Dragonfly in Summer 2) Dragonfly Class 'A' Tankard Trophy (2nd Dragonfly Spring/Sum overall)	DR05 DR07
Robert Keen	Radial Tankard (Radial Wednesday 1) FFSC Bostock Challenge (Radial Wednesday 2)	RA04 RA05
Matthew Lake	Overall Trophy (Wayfarer Spring/Summer overall)	W04
Jo McArdle	Commodore's Cup for outstanding contribution to the Club	H24
David Moon	Mossman Trophy Squib Club Championship Half Model Trophy (Squib top boat not winning a race) Jupiter Cup (Squib best 3 out 6 all-in races)	H18 SQ07 SQ12
Sarah Northey	Branton/Mills Plate (Radial Spring 2)	RA08
John Parish	Wayfarer Cup (Best Crew)	W08
Archie Penn	The Cutting Trophy (Cadet Autumn) RLNI Pennant	C05 H.01
Jonathan Penn	Heather Cutting Tankard (Radial Freezer)	RA07
Harry Pynn	Autumn Points Trophy (Lark Autumn) Lark Plate (Lark Wednesday 1) Grebe Trophy (Lark Wednesday 2)	L05 L06 L07
Paul Robson	Katie Archer Trophy (Laser, most improved helms)	LA10
Chris Seear	Squib Pot (most improved helm/Best Newcomer)	SQ13
Mary Beth Skellorn	The Bill Earl Memorial (1st Dragonfly in Navigation Race)	H25
Richard Smithson	Dragonfly Picture (Dragonfly Autumn)	DR08
Chris Spark	Seamark Nunn Laser Centre Trophy (Laser Masters)	LA09
Kate Spark	Sally Balch Memorial Trophy (Cadet Spring 2) Parker Cup (Cadet Spring/Summer overall) Green Cup (best under 16 Cadet helm) Hunt Cup (best Cadet female helm)	C01A C04 C08 C12
Angus Stone	Summer Centre Plate (Radial Summer 1)	RA02
Hamish Stone	Angela Penn Memorial Cup (Laser Autumn)	LA04
William Sudell	Jubilee Cup (1st Keelboat in Victory Plate) Ryder Cup (1st Squib in the Navigation Race)	H.05 SQ10
Ian Videlo	Bird Bowle (Lark Summer 1) Challenge Trophy (Lark Spring/Summer overall) Fish Freezer Trophy (Lark Freezer)	L02 L04 L10
Stephen Videlo	Deacon Laser Class Cup (Laser Spring 1) Admirals Cup (Laser Summer 1) Mayhew Freezer Trophy (Laser Freezer) WSC Laser Tankard (Laser Spring 2)	LA01 LA02 LA11 LA12
Jonathan Webb	Laser Great Grand Master	
Chris Woodard	John Gilmour Memorial Cup (Laser Summer 2) Archer Trophy (Laser Wednesday 1) Summer Series Tankard (Laser Wednesday 2) Laser Great Grand Master	LA03 LA05 LA06
Aaron Woolf	The Admirals Trophy (Cannons) (1st WSC yacht in Haven Series)	Y05