OCT 2015

WALDRINGFIELD SAILING CLUB

Newsletter no 85. October 2015

Autumn is here and the peak of our season is now behind us.

Looking back it is fair to say that the level of participation across several of our classes on Saturday afternoons has been down on previous years, but there are signs of some "green shoots" of recovery already emerging.

- The Wayfarer Fleet is now stronger than it has been for several years with the adoption of the new Hartley boats continuing to generate renewed enthusiasm.
- The Lark fleet are making a concerted effort to support the Autumn series and put the class on a stronger footing for next year.
- A small but emerging fleet of RS200s is seeking to become established, bringing the prospect of a modern asymmetric class into the club.
- Friendly Fridays and social sailing is gradually becoming established, and there is a real determination to make sure that this aspect of our sailing gets the focus it deserves over the coming year.

Moreover, we can be very proud that WSC members have had a successful summer's sailing away from the Deben. Congratulations to **Alan Krailing and Joe Hunt** who won the Lark National Championships in Saundersfoot.

Congratulations also to **Jamie & Bettine Harris** (new members this year and grandchildren of our very own Gordon & Nicky) who won the Cadet National Championships, with **Archie Penn & Hazel Whittle** in second place.

Archie and Hazel also finished as runners up in the World Championships in Italy which was a fantastic achievement. More details of other notable Cadet achievements can be found in the Cadet report later in this newsletter.

Away from the water, preparation is in hand for our two remaining social events of the year, both of which promise to be great fun in their own way and are not to be missed. If you've not been before, come along and see what you have been missing!

1. On November 14th is our annual Quiz evening with teams loosely built around our sailing classes, complete with Sushi courtesy of Clive Schlee.
2. On Dec 12th is our end of season party and prizegiving event – the flagship social event in our calendar.

More details on both of these may be found later in this newsletter or on the web site.

Sailing Roundup

Classic Boat Race

On the River Deben, Friday 19th July 2015

The Boats

First comes the Commodore, David Copp and the Commodore's yacht, Shaula.

Shaula is a star in the Scorpion constellation and the name refers to the sting in the tail. Shaula was built in Burnham on Crouch in 1963 so she is now 52 years old. There were about 150 Stella's built

in the late 1950's and early 1960's, when they had their own start in Deben Week. The Commodore had brought a crew of Amazons from Aldeburgh Yacht Club, Katherine and Lizzi Thistlethwayte, and they were taking no prisoners.

Then comes the Dragonfly:

Wings, owned by stonemason, Spencer Wix. The Dragonfly has been the Waldringfield One Design from soon after the War, and was taken from the Irish IDRA14. Wings would have been built just before 1950, about 64 years before Spencer came to sailing. A raw recruit but with lots of speed in the crew, Emilie Wix. Everyone knows the crew gives the boat speed, and Emily, having won National cycling titles, international sculling events, and currently knocking on the door to represent Britain in speed skating, is the speed Queen.

Finally comes Kestrel.

Bought for a quid by James Palmer, she won the Classic Boat Concours d'Elegance award. Built in Cowes in 1891; rebuilt in James' garden 2007. Words can't describe this beautiful craft, sailed by James, son of John Palmer, who helmed.

The Race

A line start from Waldringfield Sailing Club, punching the tide all the way down river to the Horse Sands, a dash across to the Kingsfleet, and home on the tide to Waldringfield. The Commodore played a waiting game on Shaula as Wings flew after Kestrel.

There are no rocks at The Rocks, between Waldringfield and Ramsholt, but there are trees on the bank, and the channel marks are often in the lee of these trees. Spencer's Wings were clipped as he fell into a wind hole, whilst the combined experience of well over 100 years on board Kestrel stole up, rounded the marks and dipped back into the breeze.

Coming past the Ramsholt Arms, the boats were dead level. Shauna had been unleashed by the Commodore and his crew and a hundred years of boat design was worth not 10 degrees on the beat; but 5 degrees will win you a race.

Poor Spencer, fighting manfully, was not aware of his peril on the lee shore. Too late he realised as first his centre board, and then the whole boat stuck on the mud. That was the end of the day for Wings.

Pushing down to the Horse Sands, Shauna was drawing further away from Kestrel, and rounded the mark well clear. But the dash across the river from the Horse Sands mark to the Kingsfleet mark on a full and flowing flood proved the Commodore's undoing. He missed the second mark and had to tack, allowing precious time to Kestrel as she came up, and cast her mighty sails to the wind in the rush home.

Home they came, Shauna flying her kite, hotly pursued by Kestrel, closing her down. The Rocks rushed past; one last dash for the line. They were level, but who won?

Answers please on a postcard with a fiver, care of The Maybush Inn, Waldringfield. All correct answers will receive a free entry to next year's WSC Classic Boat Race.

Photos by Alexis Smith and Lance Cooper- Text by Neil Cawthorn
Thanks also to Waldringfield Harbourmaster Tony Lyon and John Smith, WFC Secretary.

707s at Waldringfield and Beyond

Throughout this year two Hunter 707s have been representing WSC in the HPYC spring series, Felixstowe regatta, Haven Series, the national championships at Burnham, and even a few Wednesday night races.

Racing started in late March, on the river Orwell, with a series of Sunday races running for a month. Both 707s racing as part of the sports boat class, alongside Melges 24's, Laser SB3s, and a Projection 762. Racing was close but Chris Spark and his team on board Turbulence showed great skill in holding off Aaron Woolf, and his team on Rafiki, to finish first 707 by a comfortable margin.

With the Summer fast approaching Turbulence and Rafiki headed to sea competing in the Haven series, alongside Tony Carter, and his team on board Mars. The Haven series is race one weekend a month between May and September, offering handicap racing around Dovercourt Bay. Racing would struggle to be closer with boats finishing within one or two seconds of each other after a three or four hour race. As I write this Rafiki is just ahead of Turbulence and Mars with everything still to play for.

The national championships was hosted by the Royal Corinthian Yacht Club, at Burnham, and both boats jumped at the opportunity to compete against the best teams in the country, at a relatively near venue. The racing was extremely tough and a special mention must go to

Turbulence who stormed to victory in race seven. The week was enjoyed by all and we look forward to next year's nationals being hosted at Scarborough.

So you might be wondering if you can really race a yacht at low tide on the Deben. Well the answer is "yes". Rafiki ventured back up the Deben, to her home club, and participated in two Wednesday evening races, with great success. We look forward to more next year.

If you would like to come and have a go, on a fast, fun, competitive, racing yacht please E-mail: aaron_woolf@hotmail.co.uk

J43 Sailing in the US

In August in the U.S.A. Thomas Latimer crewed in a J43 in a handicap race at Buzzard's Bay Regatta. Helmed by a 12 year old Myra, Thomas's boat led the fleet of around 30.

Club Wayfarers

Some of you are already familiar with the 4 club wayfarers, located in the corner of the dinghy park, and distinguishable by masthead buoyancy bags and trolleys marked WSC training. They are Squeege, Redoubtable, Relentless and Resolute. This year they have been used as usual on all the sailing courses offered by our Training Manager Graham Harrison and on the July Schools Day when we had 63 children. In addition they have been hired by members 23 times (if my records are correct) and though there have been a few problems reported such as missing reefing lines and leaking self-bailers, in general they are in excellent condition, thanks mostly to Lance and Derek. This same Lance and Derek, ably assisted by John Smith, are now experts at straightening bent masts. We should probably make a You Tube video of how best to do it.

Each boat has a small jib and easily reefed mainsails, and instructions on how to use them taped to the foredeck. They have minimal ropes and strings to fall over and are designed for cruising rather than racing. All equipment is kept inside the boats and rigging is straightforward. Users have ranged from very experienced racers taking out non sailing friends to people who have just completed a sailing course. Generally people borrow them only when the club is open and there are support boats around. If you are a new member and are unsure what boat you would like to sail, don't make a hasty decision. Try the club boats first. If you have no-one to go with I would be very happy to come along. It is probably too late for this year, but don't forget they are there for the future. It costs £5 per session.

Oriel

Squibs

Racing

Squibs have enjoyed a good summer season of racing locally and on their travels. The two summer series were raced with the new 2 race back-to-back format, with the second Squib race starting as soon as possible after the end of the first race, usually from the committee boat.We had 8 races in Summer One and 12 in Summer 2, with eight boats competing in the first series and six in the second.

David Moon and Steve Condie in Grumpy (721) put together a consistent set of good results (2 wins and 3 seconds) to win the Summer Cup (Series One) by 2 points from Ruby (40) David Cannell and David Craig, Buck Up (285)Tom Brazier and Geoff Morris came third.

The second summer series (Medusa Cup) saw a good distribution of 1st and 2nd places between several boats, but this time Ruby was the victor, eventually by 7 points from Chris Seear and Pam Petch in Imogene (326), and Barry Searle and Steve Wood in Ignite (468).

The two summer Saturday series have produced closer racing and more opportunities with the two-race format. The two Wednesday series have been closely contested, and we've seen up to 9 boats on the start line – we do have at least 3 regular Squibbers who can only sail on a Wednesday so we do expect a larger turnout for the mid week races.

The second Wednesday series consisted of 10 races (two were cancelled/abandoned) fought out

by 12 different entrants. Any one of perhaps 5 boats could have won the series and the result was in doubt until the last week.

Ariel (141), helmed in this series by Jo McArdle, got off to a flying start with 2 wins and a second, with Whirling Dervish (812) and Squish(707) not far away. Gunpowder Gertie (763) and Ruby (40) also started getting some good results, so that after seven races Gunpowder was in the lead. Geoff Payne, mainly crewed by Julian Lord, again demonstrated the excellent boat speed he had shown by winning the first Wednesday series., but.... he and others in the fleet would be fair in describing Wednesday Two as the
"if it hadn't been for XYZ 'series'".

If it hadn't been for "an attempt to round mark "D" instead of No.3" where to use a cricketing analogy – "there is no water"..

OR "a failure to clear the bow sprit of a moored vessel following a call of 'yes we can'"..

OR "a failure to finish" by the fleet when the wind died on an ebb tide, the final result could well have been different.

By Race 8 Gunpowder Gertie was sitting out the series on 10 points and could have been caught by several boats. In the end results fell favourably so that Gunpowder Gertie (Pete and Jen Greatrex) scraped home by one point ahead of Whirling Dervish (812) and Ariel (141).Two points covered the first four places.

First three in Second Wednesday Series separate by only 2 points.
Photos Alexis Smith

Quite a few of the Wednesday races were sailed with little water. We are beginning to wonder if we should perhaps seek to develop a local revision of the racing rules to establish a definition of "navigable mud" and "non-navigable mud". We've found that you can still sail without "navigable water" if the mud is soft and the wind is sufficient to push you through!

Six Squibs enjoyed a lovely, and long, day sail for the re-scheduled Cork Plate trophy on 22nd August. Seven to eight miles of beating to the Cutler Buoy which took nearly three and a half hours and a slightly easier run back in around an hour. David Cannell and Cliff Edden prevailed to secure victory despite "parking" Ruby on a shoal bank at the Deben entrance. Witnesses attest to some mast-climbing skills by the crew to free the boat, without actually surrendering the lead. Second was Grumpy (David Moon and Steve Condie), followed by Ariel, William Sudell and Trish Hopkins.

Winners Ruby (40) David Cannell and Cliff Edden
Photo: Jen Greatrex

Sharply contrasting weather but consistent sailing saw Andy Moore and Pete Hallinan from Felixstowe Ferry SC retain the coveted Giles original Squib cartoon (featuring No.37), over the weekend of the12/13th September.

An entry of six Squibs for the Cartoon Trophy saw three good races in force 3-5 breezes on Saturday 12th September but only one race in 0-4 knots with drizzle on the Sunday.

Race 1 saw Whirling Dervish (812) Geoff Payne and Julian Lord pull out a good lead from Andy and Pete in Artemis II, but Andy gradually clawed his way back. At the finish 812 just managed to

luff quickly to touch the line first in literally a photo-finish.

Race 2,on a slightly more spacious course saw David Moon and Steve Condie (721) Grumpy lead initially with 812 and 36 in close contention, and Richard Cooke (welcomed back from a season's lay off with knee ligament damage) crewed by Martin Spall in a borrowed boat (745) Inachus , also in the mix. After much place-changing Artemis secured 1st place, with Grumpy second ahead of 812 and 745.

In Race 3 the wind had increased to a good force 4/5 and had shifted, encouraging Artemis II to attempt a port tack start with the early ebb tide that didn't quite come off. Grumpy was also a bit fed up as he was too early and had to go back, so Whirling Dervish led away. However Artemis ii bravely hoisted the spinnaker on the close reach and powered past to take the lead which was retained to the end and gave Artemis ii the overall lead after day one.

Sunday dawned damp, not very warm, and calm. After a significant delay one race was just about completed by three of the Squib fleet after an agonising run against an ever-increasing ebb tide, and the welcome words of the race officer Alan Kraling to the effect that “I don't think any more racing is on today”. The overnight placings were confirmed.

Congratulations to Andy Moore and Pete Hallinan Artemis ii(36) in retaining the Giles CartoonTrophy 2015, new club member Geoff Payne for his second place in Whirling Dervish(812) and Richard Cooke, third in Inachus (745)

Andy Moore and Pete Hallinan retain the Cartoon trophy for 2015
Photo: Ricky East

Google and Rondar co-operate in secret Deben test for the new Squib?
Photo: Alexis Smith

Squibs on their Travels

This year we have seen more WSC Squibbers venturing further afield. Gunpowder Gertie (763) went to Stone Week and Burnham Week. Ruby (40) took part in the South Coasts at Weymouth in mid September and Ruby and Ignite (468) competed in the Inlands at Rutland Water in early October.

On the run at Weymouth in the Southern Champs. Photo: Celia Rushton Yachts and Yachting

We are gaining experience and gradually improving at these events, but not necessarily being “fully consistent”.

There may be a WSC Squib at Cowes Week next year. Incidentally the 2018 50th anniversary Squib Nationals are scheduled to take place in the Solent during Cowes Week 2018, a bold move if ever there was one!

People and Boats

We were really pleased to see Richard Cooke return to racing in Gill Lamb's boat, Inachus (745) with Martin Spall at the Cartoon Trophy. Richard severely damaged his knee in the spring but was heard to say on Sunday that it, “wasn't bad...thank you”, after three races on Saturday. Great news.
We should also report that David Craig who crewed regularly for Jim Davis and latterly for David Cannell has had to withdraw from racing for the foreseeable future due to working pressures. Good wishes to David from the Squib fleet. We hope to see him back with us in due course.
You may have seen the advert for the lovely Squib 857. David and Ricky East have now decided that it is time to let Rising Damp move on to a new owner. However, 2016 should see Ricky back on the water with new resolve and new hips sailing Inachus 745 jointly with Gill Lamb .. Congratulations and welcome back.

We will be getting together again at the Squib AGM on 17th Oct which will be followed by our Squib Autumn Supper and sing song in the club house.

Best wishes to all from the Squib fleet.

Pete Greatrex Squib Class Captain

Laser & Radial Open Meeting

24 lasers, including 8 visitors, met on a beautiful day on the river with racing taking place south of the island into a southerly 3-4. Two pairs of races were held either side of high tide.
The morning racing involved balancing a pin-end line against being able to tack back to the shore out of the tide. The tricky start line proved an issue for a number of sailors particularly in the second race with Chris Woodard and Toby Tracey both misjudging the pin end buoy. In both races, Stephen Videlo and Ben Stone sailed expertly away to exchange firsts and seconds.

In the afternoon we enjoyed the full width of the river with a regular shifting breeze and reaches around two wing marks. Ben and Stephen were first and second again while Alex Warrington from Thorpe Bay leading the radials. In the final race, a multiple pile-up at the windward mark left Stephen and Toby to their own match race, which Stephen won and the event overall, with Ben in second. Alex sailed consistently well throughout the day to win the radial class.

The open is part of a new Suffolk River Series involving the laser opens on the Alde, Deben and Orwell and prizes for the series winners. We’re looking forward to visiting Royal Harwich for the final event on 3rd October.

Toby Tracey

Laser Super Saturday – A view from the rear!

The early start to accommodate the recent Laser Super Saturday brought with it mild temperatures with sunny patches breaking through onto the waters of the Deben. However, there was not much wind, so the day was set to be challenging. 19 Laser sailors made it out and battled against the flooding tide to meet the Committee boat up near Galleons for the first race start.

A triangle (ish) course was set, and the start line was a keenly tested affair with the tide rushing through it. All cleared the start successfully and as the field spread itself out most opportunities came from opponents errors. Archie Penn, in the Club Laser, managed to show all a clean pair of heels and made it through the finish line before the rest of the fleet had rounded the last mark!
A short intake of breath later and we were all ready for the next start. Same course; but even less wind.

With the tidal flow ever stronger, this made for an even trickier and more aggressive start which resulted in a couple of dinghies being forced 'over' and needing to swing back to the line again. It would be unfair to point out that one of these culprits was the Commodore, so this will not be mentioned.
The end of this race saw a 'Team Family Penn' triumph for the first back to back session, with Jonathan taking the honours, Millsy second and Archie getting a top three finish to compliment his previous win!

Back to the Clubhouse for tea and cakes where mutterings on the lack of wind and 'carrying too much ballast' could be heard, then out again, this time to the other end of the island towards F/Tips. Again, not much wind, and if anything it had dropped further. Expecting two more back to back races, the fleet was treated to an additional, impromptu, race which was in the guise of a pursuit of the Committee boat. In ever shifting winds, the optimum start line was being sought and this allowed for some fine driving to be shown off by the President who weaved the Committee boat through some extraordinary patterns for around 20 minutes. So bamboozled were some of the Laser sailors that they had to lay down on their decks and risk Autumn sunburn.

A short course set to triangle followed by sausage yet again saw a heated start, followed by 'slow motion' sailing to each mark. The marks were where positions were most fiercely fought with all trying to take advantage of any 'right of way' or gap that could be squeezed through (fairly). Only the boldest and bravest had advantage. Toby took the honours in this race followed by Team Penn Archie and Jonathon.

A short interlude and we were all off again for some more of the same in the final race. This time it saw the first Saturday win (and not before time) of the season by Trish! Trish was followed by Toby and Bob Whitehouse.

Although the light winds for the day saw fair amount of frustration, it made for some great competitive sailing with the short courses. Archie Penn can be proud of himself for being the days overall winner (no extra points!), with a First, Third, Second and Fifth place. Rosie (the only Radial on the day) can also take credit for battling the light winds and showing everyone how much she has improved. Her beginner status will soon be forgotten.

Alan Hall

WSC RS200 Update

The fledgling RS200 fleet is gaining momentum, and so far three club members have bought boats; Geoff Mayhew, Mark Hodge and myself. For the past couple of months we have also had a loan/demo boat from LDC and this has been well used and has been raced on virtually all club race days during this period, helmed variously by the likes of Ian Videlo, Steve Videlo, David Copp, Jules Rains and others. On a number of occasions we have achieved a 100% class turnout, with all four boats racing!

The feedback from those who have tried the boat has been very positive, and it seems to be very well suited to sailing at Waldringfield (albeit that competing with the Larks on PY handicap has proved, and will probably continue to prove, somewhat elusive!).

RS200s are also growing in popularity elsewhere within the region, and a number of other local clubs now have fledgling fleets, but we hope that Waldringfield will be the first club to be able to offer pure class fleet racing. There is a new Facebook group, Eastern RS 200s, through which we will be able to co-ordinate RS200 racing in the region, and next season there will be a new RS200 Eastern Region travellers series. Plans are in hand for the first open event of this new series to be hosted at Waldringfield early next season.

The general consensus is that the RS200 is a lovely boat to sail, well mannered with no obvious faults, easy to hike, exhilarating downwind, and with relatively light sheet-loads on both the jib and the kite, enabling the boat to be sailed with lightweight or young crews, (many of whom appreciate the fact that there is no faffing with a traditional spinnaker pole!). If you haven't already had a go in the loan/demo boat, but would like to, please let me know as soon as possible, because LDC will inevitable ask to have it back sometime soon!

Meanwhile it is likely that the home fleet will increase over the coming months, Richard Eaton and Jules Rains are the next ones lined up to purchase their own boats, and at least one RS200 from Deben YC will be coming to join us from the start of next season. So, from a standing start earlier this season, the fleet is making good progress, and now provides an additional choice for anyone wishing to race at the club, hopefully to include those growing out of their Cadets but wishing to stay at the club in a two-man boat.

If anyone has any queries or requires any help, please let me know!

Chris Woodard, RS200 1179

The OK Class travelling tales

The OK Dinghy fleet may not have been seen much at Waldringfield this year, but it has been busy travelling around Europe to various events. There are a lot of OKs on the continent and in many countries it is growing fast. It is also growing in the UK, but at a slower rate.

The first event of the year was the Inland Championship at Grafham in April with extremely strong winds leaving many of the fleet on shore. Robert Deaves persevered with a ripped batten pocket on the Sunday to place sixth, while Simon Cox probably wisely took the early bus home to fight another day.

That day was two weeks later at the Spring Cup in Medemblik, one of the class's traditional events. Jon Fish was the most consistent club boat to wrap up ninth overall, while Simon finished 16th to Robert's 20th in a fleet of 46 boats. It was a cold and bleak IJsselmeer but as usual the race

management was first class and the après-sail was hard to beat. Then the final event sailed before the world championship was Kiel Week, where Jon placed 22nd in a very competitive fleet.

The Waldringfield trio then took the big trip to Puck on the eastern side of Poland for the worlds. It wasn't the best venue for a world championship with the wind shifts similar to those experienced in the lee of the Maybush, but the same names found their way to the front again. After a week of European Monsoon weather where those who booked hotels had smug grins over those who decided to camp, Robert ended top club boat in 18th in the 91 boat fleet. Jon had a string of good results but also three letter scores, which dropped him to 42nd. Simon also picked up three letter scores and ended 54th, in a week he'd rather forget. He was so keen to get away from the place, and after sleeping on a dead mouse all week, that the road trip began at 5 am the next morning and we almost made the Hook of Holland on the same day.

The final big event was the Nationals at Weymouth Sailing Club in August. It looked like Jon was finally putting together a good series and was a clear second after two days before it all started to go wrong. The final day was his undoing with enormous pressure changes and shifts across the course and he dropped to fourth overall. Robert finished eighth while Simon only appeared for one day and hurriedly left.

The OK Class is in excellent health worldwide with a lot of exciting venues coming up in the years to come. There is even a rumour that a certain J Sherwill has bought an OK to be ready for the trip to Barbados in 2017 for the World Championship. Is anyone else game for that?

Robert Deaves

Waldringfield Cadets Update

Wow! So much has happened with the WSC Cadets Fleet since our last report!

We start with our own Open Meeting over the weekend of 18/19 July – we had a terrific entry of 26 boats, including 12 visitors. The sun shone, the breeze was up and the conditions really showed Waldringfield at its best. All eyes were on the 5 GBR World Team Boats that were competing, but the form was upset by 13-year old Megan Ferguson and her crew Yasmin Sfaxi from Frensham Pond, who sailed brilliantly and consistently over the weekend to win on countback from pre-event favourites Jamie & Bettine Harris from Bristol Corinthian SC. Top home boats were Archie Penn & Hazel Whittle in 3rd with Ellie Wootton & Kate White 4th.

Ed Harris & Anna Wooton (nearest)

We also had the U21 Laser Radial Open on the Sunday, contested by a small but hardcore fleet – the event was won by visitor and ex-Cadet sailor Alex Warrington from Thorpe Bay YC.

Alex Warrington from Thorpe Bay

Laser Radials during the Cadet Open

Next up was the World Championships in Riva del Garda, Italy which took place 2-7 August, with the World Promotional Regatta running alongside. Some 16 families from WSC made the trip out to Riva, some by plane, some by road and some even by train! For those travelling by road, there were some breakdowns for some on the way, as the sheer distance (around 950 miles) took its toll on cars, boat trailers and our patience!

Once we had all arrived (safely), we quickly realised why Lake Garda has such an amazing reputation as one of the top racing venues in the world. The scenery is quite simply breathtaking, the climate warm and sunny, and on most days the famous "Ora" breeze kicked in at 18-22 knots around lunchtime to provide some really spectacular sailing conditions. The parents were having fun too, sampling the local food and wine in the many bars and restaurants around town. The mums quickly realised that a glass of Prosecco was actually cheaper than a Coke – so silly not to really!

Archie Penn & Hazel Whittle

Daisy & Hamish Collingridge

Jamie & Bettine Harris

Ed Harris & Anna Wooton

Tom Collyer & **Cara Bland**

For the World Championship, the 7-strong Team GBR boats (half were WSC) were joined by teams from Argentina, Australia, Belgium, Czech Republic, Germany, Holland, Hungary, Italy, Poland, Spain & Ukraine, making 58 boats in all. In the Promotional Regatta there were a further 63 boats, 30 of which were GBR (including 8 WSC Cadets). Many of you will have already read the daily race reports from the event and seen how the regatta unfolded. But suffice to say the WSC Cadets sailed brilliantly and scored some fantastic results – here are the highlights:-

- 2nd Overall & 1st Under 16 – GBR9983 Archie Penn & Hazel Whittle
- 5th Overall – GBR8846 Tom Collyer (Aldenham SC) & Cara Bland
- 6th Overall & 1st Girl Helm – GBR9877 Daisy & Hamish Collingridge
- 7th Overall & 1st Under 15 – GBR9985 Jamie & Bettine Harris
- 13th Overall – GBR8514 Ed Harris & Anna Wootton

In the Promotional Regatta, the top WSC performers were:-

- 2nd Overall – GBR9317 Aaron Chadwick (Fishers Green SC) & Freddie Simpson
- 9th Overall – GBR9369 Harry & Faye Chatterton
- 10th Overall – GBR9876 Ellie Wootton & Kate White
- 13th Overall – GBR8553 Hattie Collingridge & Daisy Nunn
- 14th Overall – GBR9321 Katie Spark & Connor Line
- 23rd Overall – GBR9001 Erin Marks & Tyghe Brown
- 29th Overall – GBR9374 Angus Collingridge & Amelia Mayhew
- 57th Overall – GBR9042 Lucie Nunn & Clara Simpson

It really was a fantastic achievement by Archie & Hazel, and going in to the last race they still could have overhauled the eventual winners – Sam Abel & Hugo Allison from Australia – but it was not to be. But what an amazing experience for all our young sailors – the Worlds in Lake Garda was definitely the highlight of the year!

Back in Waldringfield, we just had a few recovery days before Cadet Week started on 17 Aug, once again generously supported by GILL, Harken & Seamark Nunn. With 27 Cadets and 14 Laser Radials, we had nearly 80 kids on the water, including visitors from Fishers Green, Frensham Pond, Alton Water, Aldenham and Lymington. And what a fun packed 5 days it was, where the racing was punctuated by raft building, rounders, beach games, and a Massive treasure hunt! Cadet Week was the perfect antidote to the intensity of the Cadet Worlds where the racing was of a high standard but everyone could really have fun. Oh, and the parents had a pretty good time as well, due to the well-stocked bar and cocktail party on the Saturday night!

Overall Results

Cadets – Gold Fleet

1st GBR9985 Jamie & Bettine Harris 12pts
2nd GBR8514 Ed Harris & Daisy Nunn 26pts
3rd GBR9877 Hattie & Hamish Collingridge 27pts
4th GBR9876 Ellie Wootton & Kate White31pts
5th GBR9317 Aaron Chadwick & Aiysa Burke 32pts (Fishers Green)

Cadets - Silver Fleet
1st GBR9369 Faye Chatterton & Natalie D'Enno
2nd GBR8852 Hazel Whittle & Charlotte Leigh
3rd GBR9005 Louis Lappage & Max Robinson (Fishers Green)

Laser Radials
1st 201836 Tom Fenemore (Royal Lymington YC)
2nd 207615 Daisy Collingridge
3rd 176817 Tom Collyer (Aldenham SC)

The Cadet Nationals were held over the August Bank Holiday weekend at Royal Torbay YC, with 10 entries from Waldringfield out of the 47 competing boats. After 10 races of intense competition, it was the two new Synergy Marine boats sailed by Jamie / Bettine Harris and Archie Penn / Hazel Whittle who finished 1st & 2nd respectively, their positions only being decided on the final race. In the Bronze Fleet, new helm Anna Wootton & Amelia Mayhew scored an almost perfect series, winning every race except one to take the prize.

Overall Results – Gold Fleet
1st GBR9985 Jamie & Bettine Harris
2nd GBR9983 Archie Penn & Hazel Whittle
3rd GBR8846 Tom Collyer & Cara Bland
4th GBR9876 Ellie Wootton & Kate White

Silver Fleet
3rd GBR9001 Erin Marks & Tyghe Brown

Bronze Fleet
1st GBR6664 Anna Wootton & Amelia Mayhew

Since the Nationals, several established crews have moved to the back of the boat and started to helm their own boats with new crew partnerships – now trying to qualify for a Squad place for the winter training programme. We welcome Hazel Whittle, Anna Wootton, Daisy Nunn, and Cara Bland as new helms. It is also great to see Ben Whitmore and Ciara Woodard now helming Cadets – we wish them all luck for their future sailing at club and national level.

We have one final Cadet coaching day organised for Sunday 18 October – we hope to have 3 groups for advanced, intermediate and beginner sailors – please contact me to register your place if you intend to join in.

All the best for the rest of the 2015 season!

Andrew Nunn
Cadet Squadron Leader

Holidaying on the Norfolk Broads

Memories from 2013.

Hunter's Yard in Ludham on the Norfolk Broads was established in 1931 by Percy Hunter and his two sons. Now owned by the Norfolk Heritage Fleet Trust charity, the yard maintains "Percy's Lovely Ladies" – a fleet of half-deckers, cabin yachts and small dinghies built by the Hunter family. Most of the boats are now over 80 years old but thanks to the Trust remain in beautiful condition. Taking Ian Videlo at his word when he asked for newsletter copy of anything readers might find interesting even it's not directly related to the Club, I describe here a few days the Rains family had on board one of the Hunter yachts in the early summer of 2013.

A phone call to the Trust was enough to convince them we were experienced sailors and we booked three nights on one of their 28' five berth Lullaby class. After about an hour's orientation of the rigging, domestic equipment and sailing advice, we stowed our kit on board yacht Luna and made ready to go. At this point I should point out that all Hunter yachts are engineless so to start our maiden voyage the choice was sail-power or man-power. Man-power on these boats means quanting and for this you're given a long pole like the ones used

punting at Cambridge. I knew that man-power would inevitably have meant dad-power so I removed the choice by quickly hoisting the vast main and we cast off into Womack Water which would take us the short distance from Hunter's base in Ludham to join the River Thurne. The wind was on the nose but the beat up this narrow stretch of water was a good proving ground to practice tacking Luna, to steer past a motor cruiser and to find out how that the quant was very useful to push the stern out of the reeds when I'd left the turn a little too late. We soon reached the main river and made an easy decision to turn inland towards Horning … easy because the other direction offered the daunting prospect of lowering the mast and quanting - against the tide - under the bridge at Potter Heigham. With no particular destination we concentrated on getting the hang of sailing the boat in the perfect breeze, now behind us for some easier reaching.

I could tell you that followed three days of enjoyable family-bonding in good weather; chatting and playing board games over long pubs meals, walks in picturesque countryside, swimming, fishing and adventures in the small lug-rigged tender. And I would be almost telling you the truth. The weather was perfect. The fish took the bait. The water was warm enough for swimming. The pubs were welcoming. If you ignore a couple of sister spats sailing the tender everyone was happy.

The "almost" bit refers to two minor mishaps. The first when a motor cruiser came too close and our mainsheet became caught on its cockpit hand rail. Both boats were travelling in opposite directions and at reasonable speed so there was a fair amount of stress and shouting until we untangled and moored up alongside the bank to check for damage. This happened early in our trip and was a sharp reminder that many motor cruiser hirers don't understand sailing boats can't sail into the wind ("why do they keep zig zagging up the river?") and don't know that power gives way to sail. From then on we gave all motor powered craft a wide berth. The family in charge of this boat had been told that all craft must keep to the right. At the time I was hugging our left bank in Luna - trying to make the most of a reach before rounding a corner – and they'd assumed we'd move out of their way although it was quite obvious we had nowhere to go. Fortunately Luna was undamaged (not so the motor cruiser), the initial stress soon subsided and a passing Broads Authority Ranger was on hand to give them some navigation education. The second mishap involved Barney Rains, our cockapoo dog. During our short passages he spent most of the time walking round and round the perimeter of the boat seeking attention from whichever crew member happened to be sitting along the way. By then we were two days in and we'd all relaxed into the slow pace forced on us by the mostly gentle winds and no engine power. This particular afternoon Barney had obviously relaxed a bit too much and stepped

off the deck falling overboard into the middle of the river. We all heard the splash but it was my wife Becky who reacted fastest. Although we live by the Deben and Barney features regularly in our sailing, he'd always steadfastly refused to swim; sticks thrown into water beyond wading distance are left to find their own way back to shore. Well we now know that Barney can swim; by the time Becky had leapt (and I really mean leapt) into the tender to row to his rescue Barney was clambering up the bankside through the reeds, a little fazed but otherwise unharmed.

Over the three days we didn't venture further west than Horning or east than Potter Heigham but the rivers, villages and broads (South Walsham and Malthouse) in between kept us more than entertained. Evenings consisted of dropping the mud weight mid-Broad for fishing, swimming or dinghy sailing before going ashore by tender for a pub dinner. The sailing was easy; these boats have a self-tacking jib and with a long shallow keel there's little chance of running aground. Close-quarter manoeuvres without an engine required only a bit more courage and preparation. We didn't do much cooking on board but could have as the boats are equipped with hob, grill and cool box. There's a head too, squeezed between the main cabin and forecastle. At the end of the trip as we said goodbye to Luna all four Rains agreed we should do this again. I'm told you can get far enough East on the Broads to be able to walk only a short distance for a day on the beach near Horsey or Winterton-on-Sea so perhaps this will be the next adventure. Barney didn't voice an opinion but he's generally happy wherever if he's with us.

Julian Rains

House Matters

Car Parking

In the previous issue, you will have read about our plans to establish a bit more order in the car park, as boats and trailers were creeping well away from the allocated boat parking area.

This summer we have experimented with moving all lone road trailers up to the top end of the car park and encouraged boats to keep towards the bottom end so far as possible.

The general consensus seems to be that this not only looks neater, but has freed up additional space for parking. If you have any feedback on this experiment, please let one of the Flag Officers know.

Grass cutting

After a couple of false starts, we now have a contractor who looks set to look after the grass and borders of the car-park on a regular basis. After a couple of sessions, the vegetation in the car park is

now back under control after being allowed to grow wild in the Spring.

Slipway Cleaning

I'm sure all of the dinghy sailors will have noticed how well our slipways have been kept clean throughout the summer.

We are all indebted to two members of the **Squib class** who selflessly offered their help in response to our call for someone to fill the shoes of Robert Lake who had tackled this task for quite some time.

So please join me in thanking **Geoff Morris & Chris Seear** for stepping up to the challenge. If you see them at the bar, I'm sure they deserve a drink or two from the Dinghy community.

Thank you Geoff and Chris – your efforts have been very much appreciated.

Social round-up

Waldringfield Regatta – Shore Events

A big thank you is due to Geoff & Kim Mayhew who successfully stepped into the shoes of Patrick Cooney to manage our traditional shore events day. A wonderful time was had by children and adults alike.

Coming up shortly…

Master Class Quiz

Once again, David Moon has kindly volunteered to host our regular Autumn "Master Class" quiz evening. This year it will take place on Saturday 14th November (the week before the AGM).

Last year we had an excellent turn-out, and it would be great if we can match that again this time. If you aren't in a pre-arranged team, then please come along anyway – there are always opportunities to join in at the last minute.

End of Season Party (12th Dec)

Ho-Ho-Ho Down

Our end of season prize-giving and laying-up party will build upon last year's fantastic event.

We will return to the Woodbridge Community Centre on Saturday 12th December, to be entertained by the "Hosepipe Band".

Catering will be ably managed by our very own Heidi Merrett, and is likely to take the form of a Chilli with plenty of rice, bread and salad followed by a choice of desserts.

Doors open from 17:30 with food served from 18:00.

Book your place

Pricing

	Up to 21st Nov	From 22nd Nov
Adults	£15.00	£17.50
Children (U18)	£10.00	£12.50

1. Make a BACS payment into the main Sailing Club account quoting your surname as reference

Sort code: 30-99-85 Account no 00121506

2. Send an email to confirm your payment, the amount paid, number of places booked (adult + child) and whether you would like a vegetarian option. Copy your email to both of the following;
    a. rearcommodore@waldringfieldsc.com
    b. treasurer@waldringfieldsc.com

Alternatively post a cheque together with a letter covering the above points to;

Ian Videlo
Atbara, Deben Lane
Waldringfield, IP12 4QN

Can you help to decorate?

We will welcome volunteers to help decorate the hall on the afternoon of the event. If you live locally to Woodbridge and can spare an hour or so, please pop in during the afternoon to lend a hand and make your mark!

Welcome to our newest members

- Humphrey and Alex Carey (Family) with Cecily (15) and Martha (13) currently own a Skipper 12
- Emma Adebayo (Individual) Sailing experience in yachts and dinghies
- Blake Gifford (Individual) has a Laser
- Jo and Liam Garrard (Family) with Oliver (13) and Harvey (12). Own a Topper.
- James Webber (Individual) Attended "Learn to Sail Weekend", now sailing a Laser
- Simon and Sally Thompson (Family) with Findlay (15), Wilfred (9) and Tess (6). Own and Enterprise
- Jamie Harris and Bettine Harris (Juniors) National Cadet Champions and 7th Cadet Worlds 2015
- Murray and Amanda Oliver (Family) with Andrew (7) and Isabella (3) own a Trintella 29
- Gemma Moughton (Individual) RYA 1 and 2 thinking of buying a dinghy
- Andrew and Mavis Lister (Joint) own MacWester "Blue Tango"

New arrivals

- Edith Estella Pynn born 13th September
- Solomon Cooney (to Steve & Bryony)

Deaths

- Christopher Thompson Life Member. Past Commodore and President
- Siem Kroes Honorary Life Member
- Susan Matheson Life Member

Marriage

- Andrew and Abigail James

WSC 500 Club winners

Month	Winner	Ticket
June	G Mills	236
July	J Shambrook	54
August	B Sudell	189

Photo Credits

Front cover: Juliet Dearlove

The majority of the photos taken at Waldringfield are courtesy of Alexis Smith who does a great job of capturing our sailing week by week, and putting on a great display on the clubhouse TV monitor as well as Facebook.

Boats for sale

Westerly Discus (1980).

An excellent family cruising yacht, 7 berths in 3 cabins. Mercedes 43hp engine. Main sail with Lazy Jacks, roller reefing genoa and cruising chute. Brand new auto helm; depth,wind speed & direction indicators. GPS. Spray hood with grab rail. Full cockpit tent.Hot water from heat exchange; heads, shower. Fridge (12v, 240, gas). Many other extras. £26000 ono. Berthed at Shotley Marina

For further details contact Paul Bartlett
07946874078
01473 334654

1986 Mk 2 Jaguar 25 £6,950

"GISELLE" 25ft GRP Twin Bilge keel cruising yacht. Tiller steering. 6 berths. 9HP Volvo Inboard Diesel engine. VHF radio, depth and log instruments. Well maintained and presented. MECHANICAL* Volvo Penta 9HP inboard diesel. Saildrive with 2 bladed aluminium propeller. ELECTRICAL 2 x 12v batteries. Charging through engine alternator. Nav lights. LED Cabin lighting. NAVIGATION . Nasa Stingray Echo sounder. Hasun 55VHF radio. Tridata Log /Depth sounder . Plastimo Bulkhead Compass. SAFETY Manual Bilge Pump. Horseshoe Life buoy. Throwing line. DECK GEAR 1 Danforth 25lb Anchor, chain & warp. All lines led aft. Stainless steel Boarding ladder. Sprayhood and Dodgers. Furling forestay. Slab reefing on main with two reef points. 2 x Lewmar 2 speed winches and 1 single speed winch for Main Halyard .SAILS Main and Genoa. DOMESTIC Forecabin with V double berth. Heads with sea toilet and large hanging locker opposite. Saloon with L-shaped Dinette (double berth) with single berth/settee opposite. Quarter berth. Storage under the berths. Galley with 2 burner Gaz Hob and grill. Fresh water tank 10 gals capacity.Stainless steel sink with pumped cold water. Cool box.

Location: Waldringfield UK
Price: £6,950
Contact: Roger Southey
Email: roger.southey@btinternet.com
Telephone: +44 (0) 7836675781

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