Commodores Corner – Ian Videlo

I would just like to take the opportunity of this first newsletter of 2018 to bring you up to date with some of the key points that are on our agenda.

Firstly, you will recall that over the past year or two some very imaginative ideas have been put forward by two of our architect members Charles Curry-Hyde & Roger Stollery that have the potential to make better use of our club room as well as improve access for the less mobile amongst us. Many of you have already provided informal feedback welcoming many of the suggestions and raising concerns about others. We had intended to conduct a more measured poll of opinion by now, but we have become aware of two more pressing matters which between them could require a significant spend. On this basis, we have been holding back from conducting this poll until we have at least costed the impact of the other two issues.

The two more pressing challenges are;

The wooden structure retaining the footpath between the clubhouse and the dinghy park has started to fail over the winter and will need to be repaired, although the extent of the work required is not yet clear.

Similarly, we are advised that the timber part of the retaining wall immediately behind the clubhouse is nearing the end of its life, and should be replaced before it fails.

I would like to record my thanks to Alan Hall for getting to grips with this so quickly and also to Haydn Evans and Martin Hawkes for their ongoing professional advice and support.

The second area that I would like to highlight is the emergence of a "pathway" model to provide better clarity and focus around our sailing activities here at Waldringfield. The pathway itself is modelled on the RYA's "participation pathway" and should make our offer simpler for a newcomer to understand, and easier for us as established members to explain.

In setting up the pathway it is really pleasing to see that the key roles have been taken on with enthusiasm, so a big thank you is due to all of those who have embraced the concept and are committed to making this a success.

Finally, whilst most of us were taking a few months away from sailing, Daisy Collingridge had a very successful result at the ISAF Youth Worlds representing GBR in the Laser Radial class where she won the bronze medal. Well done Daisy.

Daisy Collingridge at the ISAF Worlds

In December 2017 I attended the ISAF Youth Worlds in Sanya, China.

Last summer at the Laser Youth Worlds in Medemblik I qualified for the RYA ISAF team. This was a really tricky qualifying event for me. I knew I had significant competition going into the week and it was only on the last day, in a bit more breeze, that I managed to make up 33 points on another ISAF hopefully Matilda Nicholls and finish 1 point ahead, making me the top GBR girl in 9th place overall. Qualifying for the ISAF Youth Worlds had been my goal for a year and a half and I was delighted to have been given the opportunity to compete as there's just one place per country per class of boat. Now I had a new goal, to sail to the best of my ability and give myself a chance to medal.

Unfortunately my training suffered a setback in September when I was admitted into hospital with both severe tonsillitis and glandular fever, which left me on a drip in intensive care for a week. I was extremely lucky with my recovery. I had been warned that people could take up to a year to recovery from the illness- time which I did not have. However, after lots of rest I was better with a few weeks to spare before the departure and whilst I didn't have the best preparation I counted myself lucky that I was still able to go.

Eventually we were off. 14 GBR sailors across 9 classes with 3 RYA coaches. We left Heathrow and our families and prepared ourselves for the next 25 hours of traveling. We were instructed to stay awake on the night flight to minimise jet lag, as Sanya is 8 hours ahead. I only made in 3 hours in before I fell asleep. Our journey was smooth until we arrived in Sanya at 3am local time only to find that World Sailing hadn't booked us into a hotel for that night. Instead we slept on the airport floor- character building but not ideal before my most important event to date.

After a couple of days recovery, which involved visiting a shopping centre shaped as a golden pineapple (a highlight), training and sorting out our charter boats we were into the Opening Ceremony and the event itself.
The ceremony was televised in China and was amazing. I'm told more than 20 million Chinese tuned in - it was on a scale I'd never experienced before. This is when the nerves fully set in but I was excited for the racing to start the next morning.

Day one was a solid start with a 7th and an 18th to leave me just outside the top 10 in a fleet of 40 Radial girls. Hardly a disaster but my pre glandular fever goal of a podium place seemed a way off. The conditions suited me well, it wasn't too windy and I quickly established the key was to link together the bands of pressure coming down the course. A couple of more days of fairly mixed results saw me move up to 8th overall with 2 day's to go. There was still a lot of work to do but at this stage the points were extremely close and I had confidence in how I was sailing- I knew there was more to come.

The penultimate day I really got myself together with a 4th and a 2nd. Annoyingly I had led both races for a bit but this was such a competitive fleet and any slight mistake meant places lost. However I'd put myself in a strong position, I was up to 4th overall with just one race to go on the final day.

That last day I tried to stay focused. I was just two points off that podium place with Luciana, the Argentinian ahead of me, but at the same time Annabelle, the girl from New Zealand, was just two points behind me. Behind her were a bunch of other girls who could still, with a good race, get a medal. My plan was simple- not to get caught up with my competitors, get a good start and sail the pressure. I did the opposite. After a rubbish start with Luciana making sure she was right above me she forced us out to the left hand side where there was less pressure. We both rounded the windward in a pack somewhere mid fleet with Annabelle actually slightly ahead of us both. At this point it wasn't looking good but we were still relatively close together and I knew if I gave myself a little space I was fast enough to pull it back. With the last run to go I headed out right knowing I was quick off wind. Into the last leeward mark there was a bunch of maybe 7 boats on the inside but I was just clear ahead going into the zone and took them all including both girls who I needed to beat. With one last quick reach to the finish and a check on the number of boats between us I realised I had done it. With Charlotte Rose from the US taking Gold and Dolores Fraschini the Uruguayan Olympian taking Silver I was delighted with the Bronze.

That last night after the prize giving when 379 sailors were trying to get into the hotel pool I was too exhausted to keep going. Whatever my parents might have thought I was tucked up in bed by midnight.

China was an extraordinary experience. The support on social media was fantastic. I was thousands of miles from home but so many Waldringfield messages came in, together with the excitement from my parents, brothers and sister, friends and squad members back home. I am so lucky to have been given the opportunity to compete in such an amazing event and represent Great Britain but it definitely wouldn't have been possible without everyone who has supported me, so thank you! - Daisy

Waldringfield Cadets

Fun Run - Bea & Lucie

"On Saturday 4th of November Waldringfield Sailing Club hosted a fun run to raise money for BEAT, a charity that tries to help combat eating disorders. The charity was chosen in light of a friend and fellow WSC member being diagnosed with anorexia nervosa. Our aim was to help people suffering from eating disorders, reduce stigma, raise awareness and hold an event people could remember and enjoy. Everybody was happy to get involved making everything possible, with cake-makers, marshals, route-setters, race-starters and runners; this gave the run a great atmosphere of community and fun. The club was all dressed up with balloons, bunting, flags and stickers while many people arrived with smiles and cakes. Thank-you to everyone who ran, a special congratulations to Kemmel Thorogood who was the youngest 5k runner and finished in a very respectable 6th place. After running everyone was very grateful for a slice of cake and some tea or coffee. With over 60 people running and around 20 "helpers" we raised over £500 on the day of the run, this combined with everything raised online we raised a staggering £2137.20 for BEAT. This is a fantastic amount to have raised and thank-you for all the generosity. This money will help run all their online support services for 6 weeks which amazing! Our thoughts and efforts will continue to support anyone affected by eating disorders."

Cadet End of season Christmas Party - Connor

"The Christmas Party was brilliant, was it really last year?

After the serious business of the AGM, we had fun with some silly party games. Cadet sailors are so competitive, especially if chocolate is the prize. This was followed by a great all you can eat buffet.

The Fireworks were better than ever, lasting for a long while, but when the fireworks stopped then out came the sparklers."

Cadet AGM

The Cadet AGM included a big THANK YOU to Jimmy for all his hard work in the Waldringfield Cadet Class over the past 9-10 years including being Cadet Treasurer for many of them. Also, Kim has stepped down from a very active Cadet Committee member but stepped up to whole new level as Vice Commodore! The Waldringfield Cadet Class welcomes Matt Leigh as the new Treasurer and Juliet, Tim and Sarah onto the committee, and also Bill as Cadet Bosun.

The Frostbite Series - Charlotte & Hazel

"Overall there has been a respectable turnout of 17 boats in the slow handicap fleet of the Alton Water 2018 winter frostbite series, including 5 turnout of 6 cadets. The series began with a very cold and gusty start on the 7th of January, with only different classes within this handicap and an excellent one cadet, who capsized on the start line and so unfortunately did not finish the race and after plenty of swimming all around the second race was cancelled. The second weekend with 3 races scheduled was equally as cold but with a distinct lack of wind. After everyone drifting aimlessly out to the start the first race started and surprisingly everyone finished and as the yachts and yachting put it, the three cadets "sang their way around", unfortunately the wind died completely, and the second race was again cancelled. The third weekend of the series, with now two races to catch up on, with a moderate breeze it was almost perfect conditions. As the first race commenced it started blizzarding, however this didn't stop anyone, and three very, very cold races were complete.

Over the 5 races so far, there has been an incredibly huge range of conditions from blustery winds, to still calm, to snowy sailing. So far there has been a wonderful turnout of cadets so far from, Charlotte and Emilia, Lucie Nunn and Elouise, Katy and Alex, Hazel and Gwen and Bea and Ines, on the 28th there was only one cadet as everyone else was enjoying a squad training weekends in Grafham. The following weekend, on the 4th of February a breezy 2 races with 9321 coming 2nd and 9982 in 3rd for both races. Over half way through the 18-race series and all to play for with 9982 the leading cadet. Another interesting, very windy, very chilly and slightly hairy conditions, 3 cadet ended up capsized along with lots of other boats, however 9983 won both races. The next weekend with slightly more moderate winds and a turnout out of 4 cadets and the grand launching of the new addition to the cadet family, Samurai, 10051. On 25th, the penultimate two races, after a week of snow disruptions, it was good to hear the Alton water was not frozen over, even if our boats had lots of ice on them. However, the weather had a not so promising of forecast of "feels like -4" but plenty of wind to keep us on our toes.

Final weekend with every point to race for, a gentle breeze and only 2 cadets, made a lovely conclusion to a great series. The final results where 9982 (Charlotte and Emilia) in 3rd, James Oakley in a Tera in 2nd and 9983 (Hazel and Gwen) winning the slow handicap."

Cadets at the 2018 RYA Dinghy Show

The UKNCCA were very pleased with the support of the Waldringfield sailors at the RYA Dinghy Show at Alexandra Palace. Lots of Cadet sailors arrived on the Saturday with bundles of enthusiasm for promoting the two-handed junior sailing dinghy, steeped in history, modern new boats, very competitive racing, renowned for creating great sailors. Kate's Cadet, Spectre and Ethan's Cadet, Samuri had been taken down for the show and carefully put on display drawing lots of attention. Of course, hundreds of sweets were given out to lure children into the Cadet World!

In the afternoon, Daisy and Harry took to the stage to describe their amazing Cadet journey: starting out crewing in Cadets culminating in helming Cadets in major events and then moving onto youth boats and doing incredibly well. Oddly one of them thought crewing in a Cadet was the best bit and the other said helming was, but both described the Cadet as the best Junior Boat.

Thanks for all the support of the class from sailors and parents for making the day out to London so special.

The Story of Samurai - Ethan

"Samurai, sail number 10051, is the latest Cadet to be built at Synergy Marine and has been largely constructed by Bill and myself, under the expert guidance of Simon Cox.

I was lucky enough to be fully involved in the layup and build process, often popping in to Synergy after school to check on progress and lend a helping hand.

Cutting up materials for the hull layup

The hull and deck is constructed using PVC foam core with woven e-glass cloth used throughout.

Bill layingup the hull

Like all Synergy Marine Cadets, 'Samurai' is built using the latest composite technologies, including Polyester resin infusion to produce the lightest, stiffest and strongest construction available.

Deck being resin infused under vacuum to "pull" the resin through the glass fibres

There were choices to be made, particularly on the colour of the thwart, grab rails and the hull. I decided to go for a 'mono-chromatic' colour scheme that provided a very classy and elegant finish.

Thwart after being released from its mould

All boats built have to fully comply with the International Cadet Class rules. Matt measured 'Samurai' and also provided

me with invaluable advice and guidance whilst getting the rigging set up correctly.

Matt White oversees final rig setup

Launch day at the Frostbite Series Alton water

'Samurai' was on display at the Dinghy Show in London and has already taken part in racing down at the club and at Alton Water.

I am very fortunate to be part of such an amazing Class and I'm really looking to enjoying
'Samurai' in her first season at Waldringfield."

And finally…

a massive WELL DONE to Daisy for her bronze (Laser Radial) in the Youth Sailing 2018 World Championships at Sanya, China, I am sure this will inspire many young sailors: crews and helms; to keep getting on the water: training and racing; having fun: rain or shine; and being part of the amazing Cadet Experience.

Lasers are go for 2018 – Clive Quantrill

A chilly start to the 2018 season as we welcome a slightly larger Laser fleet for the new year with nearly 45 boats at the club, all very much looking forward to the arrival of Spring! Four current WSC Laser's sailed the Frostbite series at AWSC over the winter experiencing some blustery days generally with good numbers of sailors racing. Sailing with no tide in freshwater focuses the mind on gust spotting and boat to boat tactics.

For 2018, the club has invested in new sails and rigging for the two club Laser's for members to hire throughout the season - new standard and radial sails which should be easy to spot (and easier to track in the results!) numbered W1 and W2. Toby Tracey is kindly acting as the contact point for hiring the club Lasers this season.

Key dates for the season include the cub's Laser Open on Sunday June 17th ably organised by David Copp this year and the Laser Super Saturdays where we aim to do four series races in one day, on Saturday 5th May and 15th September.

Laser training has been rolled up into the bigger and better 'Start Racing' training that has the added benefit of the opportunity to share learning across the fleets and the opportunity to learn aspects of racing a double hander.
Any queries on any aspects at all regarding Laser sailing at WSC for 2018 please don't hesitate to make contact.

RS200 Report – Robin Parsins 1477

For most of us, winter is a time to take a break from sailing, catch up with the domestic jobs and cosy up indoors - but for the hardcore of the RS200 racing fleet it's business as usual come wind, rain, snow or ice.

RHYC provided a venue for a handful of our 200s to gather on the Sundays leading up to Christmas but since the turn of the year there has been some serious racing to be had at Alton Water. Eighteen 200s have taken part in the Frostbite series so far and eight of those boats are from WSC.

As on his home water, Stephen Videlo is the man to beat which, given the serious level of competition from other clubs, is great to see. Three boats from Brightlingsea have provided the main challenge but good performances from Ian and Alyson Videlo, Andrew Nunn and Nicole Mayhew, and Adam Fuller and Aaron Woolf have meant that as a club, we have still had other showings in the podium places.

The RS200 racing at Alton Water is incredibly tight and those participating through the winter will be looking to bring all that sharpness to bear when we gather again at Waldringfield in the spring. Hopefully, we can expect a good attendance for the Easter Egg which, as last year, will form part of the 'Fox's Chandlery Great Eastern Travelers Series'. This requires attendance at 3 opens to qualify for the overall prize and with other events at Alton Water (May) and Aldeburgh (August), WSC sailors will not have to travel far to be in contention.

However, some of our fleet are looking to venture further afield for new challenges this year. With several large championships and some high quality national events available, the RS200 national circuit is extremely well supported and competition at the sharp end is among the hottest of any class in

the country. I'm looking forward to seeing some great results…

To help impose our local footprint on the national circuit, Jimmy Bland has kindly offered to organise some race training for our fleet and also for any visitors that may be interested. The training will be run by experienced coaches and is planned for Good Friday. Details are available on the club website and we are keen for anyone, young or old to participate.

2018 should be an exciting year for the WSC RS200 fleet with numbers now well established and a few more on the verge of joining. In fact we are now the fastest growing RS200 fleet in the country. The racing is close throughout so it's not necessary to be thinking of national circuits if you want to join in - although that challenge is there of course.

Good crews are always in demand so even if you don't want to helm a 200, but fancy the idea of fast racing and flying an asymmetric spinnaker as part of a friendly fleet, please do get in touch. That applies whether you are looking to sail regularly and want pair up with someone, or if you just want to join our class WhatsApp group and advertise your availability on an ad hoc basis. See you on the water!

WSC Larks – Harry Pynn

2018 looks set to be another marvellous year for lark sailing. While we look to partake in all racing, this year we particularly focused on the Sunday series. This initiative suits many of our regular members well and also provides an opportunity for members who usually sail other classes to come and have a go!
If you think that could be you there are several compelling reasons why you might want to try out a Lark.

The boat is outstanding and superbly suited to conditions on the Deben.

- It's cheap. You can pick up a boat in which you could win the national championships for £1000. From youngsters with limited funds to rookies who want to see if racing is for them, this price point puts competitive sailing within reach. The exclusivity of sailing is no more.
- It takes a wide weight range. This means that a parent and child can sail together in lighter conditions while 2 large adults can sail together too. This flexibility means that you can always sail with whoever you want to and still be competitive.
- The symmetric spinnaker can be picked up in no time. The nature of

the Deben is that there is often running against a strong current.

- It's comfortable. The Lark is a "sit in" rather than "sit on" boat which makes it very comfortable to sail, particularly when beating in strong winds. The flexibility in rig and a choice of different sail cuts means that you can set your boat up to suit your weight and can easily depower when necessary.

Lark sailors are a friendly bunch.

- A sociable class, the larks have a proud social tradition and are positioned as a family friendly class. We are always last to leave the dancefloor (well Gemma is). All WSC members are welcome to join in and they often do!
- The class association is run by the members for the members.
- If you're looking to hone your racing skills, you could do worse than speak to a Lark sailor. There are several former Lark national champions in the club. Many are often looking for crews, or better still, ask them to crew for you and you may learn something. Alternatively, those Olympic hopefuls would be hard pressed to beat the local larks, and you're going to need to be better than that to get to the Olympics!

The Lark Circuit is a breath of fresh air.

- Nationally, the Larks take the location of their events very seriously. Those who are fond of spending their weekends in an industrial hanger in Portland will be disappointed. Everyone else will love that every Lark event feels like a holiday. A perennial favourite is Rock in Cornwall where we visit over the May bank holiday. Other venues include Salcombe and Sidmouth, both of which are great holiday destinations.
- The class are putting class funds into training which means that you have access to top coaches for free! Many events include one day of training and one day of racing, which is a great way to improve your skills.

Anyone who wants to get involved should contact Lark class captain Harry Pynn (harry@harrypynn.com). Loan boats can be found for helms and for those interested in crewing the current crew shortage means that there are plenty of opportunities to try out the boat. Please get in touch if you are interested!

Wayfarers making Headway at Waldringfield – Mark Johnston

As the Wayfarer Association celebrates 60 years we take a look at how the Hartley design has impacted on the Class here at Waldringfield Sailing Club.

Initially, the new craft was met with some trepidation but now many members at the club have purchased the new design Hartley Mk IV Wayfarer and it appears to have reinvigorated the class not just at Waldringfield, but nationally as well. It has certainly resulted in a lot of close racing with all the new boats being equally competitive.

This reinvigoration is demonstrated nationally by the fact that over 100 new Wayfarers are currently being built each year, which is a welcome surge to the sport and the class when you consider that in the decade prior to this none were built at all. Arguably the new Hartley could be seen as the renaissance of the class and some would say it does appear to leave the classic wooden Wayfarers in its wake.

Personally, I think the "woodies" look great when they are looked after and in the conditions we get at Waldringfield they can certainly give the Hartley a run for its money and it's not all about the Hartley, there's good racing between several traditional Wayfarers that are out on the water most Saturdays.

Of late, the Wayfarer Class as Waldringfield has seen a small but welcome increase in turnouts on the water with a rise to an average of 7.1 boats racing on a Saturday, which is comparable with the 2012 season. With solid support in all series at the Club, it means that there is always someone to pit your skills against as well as an opportunity for you to improve your own sailing techniques along the way. These skills were showcased when Roger Challis and Mark Johnston from Waldringfield secured 3rd place (or should I say joint second!) at the Wayfarer National Championships at Arun YC last June. They wish they could always get as good a position in club racing!

The Wayfarer presence was felt more widely at the sailing club as the Class consistently supported the 2017 WSC's Trophy Handicap races, which delivered overall placings in the Club Championship of 1,2,3,4 and 7th - with a total of 12 different Wayfarer boats competing and of overall fleet of approximately 90, including a small yacht on the navigation race! These results highlight how it pays to get to the start line consistently in the Club Championship races.

Finding crew for the 2-person boats can sometimes prove to be tricky and on some occasions, it has led to some helms being left on the shore. To help overcome this Class has an open invitation encouraging anyone with an interest to have a go and although this has been to some extent successful - keeping dry is not always guaranteed with some helms... it is however still great fun.

This year, if you fancy crewing on a Saturday but have no helm please contact Mark Johnston by email on wscwayfarers@gmail.com by early Thursday evening and your name will be passed on to any helms who are looking for a crew. If you would like to crew on a more permanent basis then again email Mark and he will see if there is anything he can do to assist.

The Wayfarer Class at Waldringfield also hosts social events throughout the year to encourage those interested in sailing and land lovers alike to get together to see what the Club has to offer.

This summer Waldringfield looks forward to hosting The Wayfarer Eastern Championships on 28 and 29 July. Entries are invited from all over the country to take part in this open event. The event has been helped in the past by the free camping and caravanning on site and this year there will be a BBQ held at the Club on the Saturday evening and the club will be open on the Friday evening.

We expect to see many of our travelling friends at this meeting who always seem to enjoy Waldringfield but we need to remember, if they look like they are doing too well to introduce them to Deben mud! Assuming there is a reasonable number of classic Wayfarers taking part there will be separate prize for these boats.

Tickets for the BBQ can be booked for £5 in advance or £7 on the day visit **www.waldringfieldsc. com** for more information. Just to get the season off to a good start Wayfarer Class members managed to drag themselves down to Maybush after a working party in February and you can see in the photo that they managed to cope with this hardship!

Just one last thing before I sign off. It is easy to forget with all the racing that goes on at Waldringfield that the Wayfarer is a fantastic boat for cruising and where better than the Deben? Several of the class members do this on a regular basis and the joy of doing this is a Wayfarer is you can enjoy yourself in almost any weather conditions so why not give it a try. If you don't have a Wayfarer no problem, the Club boats are there for you to use, are modern and very well equipped. If you want to have a go but would like to go with another boat please contact Mark via email and he will see what he can do.

Picture by Alexis

Waldringfield Squibs – Barry Searle

2018 marks the 50th anniversary of the Squib keelboat class and there is much activity locally and nationally.
We will be involved locally in the Saturday morning training sessions to introduce people to Squib keelboat sailing. We would like to encourage 'transitional' younger people to have a sail in a Squib and we have secured sponsorship to fund our own crew training incentive scheme! The new Rondar produced Squib is now in production and there are plans to produce an experimental redesigned sail colour scheme to complement the modernised design of the new boat. (Our Chairman owns Hyde sails).

The Squib Nationals this year will be part of Cowes Week and there will be a record turnout, so far almost 80 Squibs have signed up with probably more to follow. The fleet will also all be flying identical spinnakers bearing the sponsor's logo (aql) an internet tech company from 'up North' this should be quite a sight with such a large fleet on the Solent.

We recently had a very enjoyable winter lunch in Woodbridge and look forward to an Eastern Region lunch in March to mark the Anniversary year for past and present Squibbers.

Following some vigorous winter bottom polishing our own WSC Squib fleet should be back racing in the Easter Egg and are looking forward to a good and varied season.

Barry Searle
WSC Squib Class Captain

WSC Yacht Class – Peter Thubron

At the recent Yacht Class AGM members were sad to hear that their Captain Bill Hughes and Secretary Neil Cawthorne were standing down.

On behalf of the class our grateful thanks go to them for their hard work and dedication and we are sure they will remain active members in the future.

We still have many keen and active members and four cruises are being organised plus two dinners and brief details follow:

On Friday 15th June John Chaplin(01223 350707) is organising a cruise up the London River to St Katharine Haven close to Tower Bridge and a number of reservations have already been made. As those who have already done this trip will tell you it is very interesting and there will be a possible stop off the first night at Queenborough on the river Swale or Gravesend at the lower reaches of the Thames.What a way to spend a week in London!

On Friday 6th July Mike Nunn (01473 808671) is organising a cruise to the Blackwater river in Essex with nights at

Tollesbury Marina, Heybridge Basin and Bradwell. The Blackwater River has a huge estuary with many accessible famous sailing towns.

On Friday 10th August Peter Thubron (01394 387343) is organising a cruise to the Walton Backwates and has arranged a two night stay in the Walton & Frinton Yacht basin. Access is at high tide and makes for a very interesting trip up the Walton channel. Several years ago the W&FYC clubhouse was rebuilt to a very high standard and is well worth a visit. Meals will be available on the Friday night and an organised cruise supper on the Saturday evening.

A cruise to Ipswich is also being arranged and details will be announced in the future.

A FITTING OUT supper is being held at the club on Saturday 7th April at 18.30hrs when the bar will be open and a meal has been arranged followed by an interesting film.

At the supper, details of the cruises will be given and those interested will be asked to give their names if interested in joining any or all.

Mike Nunn has arranged a YACHT CLASS LAYING UP DINNER at the Ipswich and Suffolk club in Ipswich on Friday 30th November and details will be circulated. We are grateful to John Foster and John Shambrook for memories of last year's cruises.

Whitsun 2017 Yacht Class Cruise

To start the 2017 Yacht Class Cruise programme a cruise to Lowestoft and return via Southwold was well supported by eight club yachts –Skye of Deben, March Hare, Bliss, Cahoots, Deben Warrior, Rose Hilda, Harmony and Barcarolle. This was to include timed passages enabling the winner to be awarded the Bell Trophy.

Neil and Annie Cawthorne kindly undertook the organisation and held a briefing in Waldringfield on a warm and pleasant Friday evening. On the Saturday eight yachts rendezvoused off the Haven Buoy and set off at 12.10hrs in fine weather and a moderate SW breeze.

Those flying spinnakers and cruising chutes soon took the lead and the fleet finished at Lowestoft after about 4 ½ hrs. The RNSYC made us very welcome at their bar and supper followed in their spacious dining room.

On Sunday the passage started at 09.30hrs to Southwold involving some long tacks again in fine weather finishing on a line off the harbour mouth after 2 hours. The fleet moored up and John and Diana Foster kindly provided drinks and snacks on the pontoon adjacent to March Hare. A three course fish supper followed in Southwold Yacht Club.

Monday dawned fine and clear and the final passage starting at 10.15 hrs went well with a fine wind from the NE and we finished off the Haven buoy after 3 ½ hours.

A most enjoyable weekend was had by all with good weather and good company with excellent organisation by Neil and Annie. Barcarolle was awarded on handicap the Bell Trophy and Barcarolle has not forgotten that she owes everyone a drink and a ting of the Bell!

Sailing West – a Summer Cruise – John Foster

This summer we managed to set aside two months to take our boat, March Hare, on a cruise to the West Country and the Channel Islands, logging a total of 981 miles.

Getting there

The first part of the cruise was the passage round to the Solent; always a challenge for we east coast sailors heading west. After an uneventful crossing of the Thames from Harwich to Dover we began to run into headwinds that persisted for almost a week, which meant settling for Eastbourne rather than Brighton after leaving Dover.

After reaching Brighton the following day we were stormbound there for three uncomfortable days, with waves breaking over the harbour wall and the swell working its way in. Once the wind moderated we were ready to leave – still WNW F5-6, but we braved the remains of the storm to make Selsey Bill on one tack and arrived in Haslar after a fast passage.

We were joined by some sailing friends, who spent the next few days with us in the Solent and sailed with us to Poole in good weather, in the first easterlies we had seen since we set off.

Predictably, the easterlies were replaced by stiff westerlies the next day as we moved on to Weymouth; quite a long passage with the added challenge of rounding St Albans Point, where we had an exciting but thankfully brief sail through the overfalls and then made good progress to Weymouth on the tide.

Approaching the harbour, the wind fell light and the sea flattened in the lee of the land for the last few tacks to the pier head in the evening sunshine, rafting up overnight before going and through the bridge and up to the marina.

In Weymouth we used the cycle paths to bike round to Chesil Beach and up to Portland Bill, with magnificent views over Portland Harbour and the Dorset coast, and also got together with my son and his fiancée, who came down for a weekend. We had a light easterly for our crossing of Lyme Bay to Torquay, some 40 miles.

After an early start we motored round Portland Bill by the inshore passage, dodging lobster pots. Even at slack water and well inshore of the notorious Portland race the water was disturbed and we were glad to leave the Bill behind and put up the cruising chute to enjoy a gentle passage to Torquay, arriving in the luxurious MDL marina in the late afternoon.

West Country adventures

When planning the trip we had set Dartmouth as one of our prime objectives; we had never been there before but recognised that it is one of the most beautiful west country ports; we were not disappointed, coming through the dramatic entrance following our passage round from Torquay and berthing at the excellent Darthaven Marina on the Kingswear side.

There we met up with sailing friends from Suffolk. After SADs on March Hare we all walked round to the excellent Royal Dart Yacht Club for a splendid dinner.

As the only diners that evening, a table was laid for us in the lounge and we had the undivided attention of the staff, which couldn't have done more to make us feel welcome.

March Hare in Dartmouth, sun cover rigged

The next day we went up the Dart to Dittisham, enjoying the beautiful surroundings and excellent local food and drink, spending a tranquil night before returning to Dartmouth where we made our rendezvous with Skye of Deben and her intrepid crew of Yacht Class Secretary Neil, Annie and Roger. To celebrate we had SADs at the Dart Yacht Club before repairing to the famous and ancient Castle Hotel for a good dinner.

With the crew of Skye of Deben in Dartmouth

On to Salcombe, another scenic entrance (although with a very shallow bar) and a pretty town and surroundings in the sunshine, although it was clear that it is a holiday town and there are very few locals in residence – there is only one small shop to buy provisions and the banks had recently closed down their branches.

From Salcombe, out to sea and west round Bolt Head towards the River Yealm, close hauled in a strengthening WSW breeze as the sun disappeared and the cloud thickened from the west. By the time we made our way into the rather tortuous entrance the skies were grey and rain threatened.

We managed to round up and pick up a buoy off Newton Ferrers in the very strong tidal stream, later going up by Dinghy to the excellent Ship Inn at Noss Mayo. Here we tied up to the steps at the pub and had dinner, keeping an eye on the clock as high water came and went. However, we made it back safely before a large area of the river dried out completely on the ebb.

The rain set in overnight and continued the next day, but determined to enjoy the village in its beautiful setting in a steep sided wooded valley, we put on oilies, went ashore and walked right around the estuary.

Continuing to Plymouth in the rain, we went into Sutton Harbour, right by the historic Barbican area of the city, where we spent a couple of days in slowly improving weather exploring the town and historic dockyard.

Crossing to the Channel Islands

At this point, one month into the voyage, we decided to head over to the Channel Islands rather than heading further west.

Retracing our course to Salcombe, we set out across the channel to Gurensey. The trip was memorable for the lack of wind plus a horrible swell on the quarter, and also the concentration of traffic; not only east or west bound but also crossing

between the Ushant and Casquets separation schemes.

However, with the benefit of AIS and VHF we avoided any near misses. Nearing Guernsey, the swell decreased, the breeze picked up on the beam and we were able to sail the last few miles, rounding the northern tip of the island and speeding down the Little Russel on the tide to arrive off St Peter Port and onto a pontoon off the marina.

We stayed a couple of days, exploring the island by bus and on foot, enjoying the beaches on the west side and stocking up on provisions, before heading for Sark - the first time for us.

March Hare moored in Havre Gosselin, Sark

We were fortunate to have brisk easterlies with no swell and also to find a vacant mooring in Havre Gosselin on the western side of the island, where we stayed in comfort, climbing the 100m path up the cliffs and walking across this small island into the village. No cars are allowed here, and the only form of transport is by carriage, mostly horse drawn but now tractors are also used. We walked to the east side of the island and up to the ridge in the south where the road crosses to Little Sark, and from there back to the boat.

As the easterlies decreased we moved round to Dixcart Bay, a spectacular anchorage off a sandy beach on the east side of the island. Despite the rock-strewn approach, the pilotage was actually quite straightforward and we spent a sunny afternoon on the shore before returning to St Peter Port prior to making the trip down to Jersey the following day.

After a swift passage on the strong tidal stream all the way to St Helier we passed over the sill into the marina, pausing only to pick up a full tank of diesel at the irresistible price of 49p per litre on the fuelling pontoon. Jersey is well provided with cycle paths; our first foray was to the spectacular rocks at La Corbiere, at the southwestern point of the island, much of the way on a disused railway route now converted for walkers and cyclists, then to the beautiful sandy beach at St Brelade's bay on the return leg. The following day we cycled to Gorey and its spectacular Mont Orgeuil castle.

La Corbiere, Jersey

And so to Alderney. We sailed up through the Alderney race in light airs, making only three knots through the water but at times eight knots over the ground, picking up a buoy in Braye harbour, where we spent the next three days, rolling badly at times, although spending most of our days ashore. We walked around the island, visited the town and spent time on the almost deserted sandy beaches, returning each evening to sit with a beer on the yacht club terrace with its splendid views.

Our return trip was uneventful; after a fast reach to the Needles we retraced our route through the Solent, made two good day passages to Eastbourne and thence to Ramsgate, arriving safely in the Deben two months from when we departed.

Sunday Sailing – Alan Krailing

What's it all about?

April 15th marks the start of the 'new and improved' Sunday Series. The idea is that Sunday racing will provide fun and exciting racing for a full range of boats and a full range of sailors (ages and abilities). The racing will be run at or close to high tide and will be run in a short course format.

Who is it aimed at?

Everyone!
Anyone who likes sailing at high tide.
Anyone who wants to improve their racing skills.
Anyone who doesn't have much time.
Anyone who wants to introduce their kids to racing and sailing.
Any crew who wants to try helming.
Anyone who's Saturday is just too busy.
Anyone who just wants to spend more time on the water!!

How will you cater for the range of boats and abilities?

The racing will be handicapped using the average lap time to calculate positions so slower boats will complete less laps. As we will be using a short course with short legs nobody will get too far ahead or conversely too far behind.

It is intended to be friendly welcoming and unintimidating to the less experienced but a format that appeals to more serious racers and those looking to hone their skills.

How will you make it fun and exciting?

As far as possible we want to ensure that everyone has a good time. The ethos will be racing in the right spirit. We want competitive racing throughout the fleet but win or not remember it's not the Americas Cup. We are not the Aussie Cricket Team so there will be no cheating, so we don't need any protests or any shouting unless it's words of encouragement! Short courses will keep the racing close which will add to the excitement. There is also more to having a good time at Waldringfield than racing boats so if the sun is shining why not make a day of it? We will manage the timing to make sure the racing doesn't take all day!

What about the mix of boats will that be a problem?

If we need to we can stagger start times for faster and slower boats.

It sounds great when is it on?

The series starts on the 15th April with other dates though to July – check the sailing programme for dates and get them in your diary!

Club News and Social

Waldringfield Sailing Club Winter Walk December 30th 2017

"Carryon up the Orwell"

33 hardy members assembled on the Mayhews Farm for the annual walk. It had rained heavily previously and had been very cold and frosty. Luckily the day was dry and not too cold. The group exchanged greetings and compared their Christmas experiences. After our traditional photo shots, we set off. However, before we got going Pipe minor decided to guess the depth of the puddle next to their car… Yes you guessed he fell into it! One of the quickest pit stop by Diana ensued we were not delayed!

At the start the paths were slick with mud and generally submerged. Ice was also a danger with some people demonstrating Torville and Deanesque moves! Some demonstrated dainty moves by creeping round the edges while others (Mr & Mrs Videlo) strode through regardless. The first casualty was Pipe Minor who was a not a happy man after his early bath and had to return to the Mayhews farm.
We had a thoughtful few minutes at the Shotley war graves, bright white headstones looking over the river. Peaceful, but each grave held a tragedy.

We set off again on-mas, well for a while at least! We managed to get as far as Hill house when 2 members went rogue! Well they went left (inland) while we went right towards the river. Being 'tail end Charlie' I was talking to Trish when her phone rang. We can't see you, where are you came the cry. The two members were so engrossed in their conversations that they failed to see 31 people go right! With Bernie the bolt precision, left a bit, right a bit, they cried out 'we can see you!' After 10 minutes we were back to 33 walkers. (I am unable to reveal the identity of the 2 members however; their husbands know that these two can get lost in Tesco car park.

The majority of us just kept going blissfully unaware of dwindling numbers!
After reaching the river went past Jill's Hole, a small cove full of plastic rubbish! Blue Planet on our door step! We walked/ slipped onwards past 'Mans Cliff. Not really much of a cliff, not quite in the Beachy Head, White Cliffs league, more of your Football League 2. As above in League 2!

On we went passing Foxes Bottom without a snigger from any one, including Mr Suddell.

We entered Cliff plantation with no fallers on the two decent and ascents. The pace quicken with the promise of lunch around the corner.

On arrival to Pin Mill Sailing Club after walking for 2 hours, it was boots off, beers, wine and soft drinks purchased and tucking into a most fantastic spread provided by the ladies. It comprised of 4 different tasty soups and every type of sandwich you could name. We had a number of members joining us for lunch. Many thanks to PMSC.

Our guide rallied the troops just in time before another round of drinks!
It was an uneventful walk back to the Mayhews house taking 45 minutes. On arrival we were presented with a refreshing cup of tea/coffee and biscuits to round off a very enjoyable walk. – Paul Bartlett

The 'Clubroom'

The Club opened up early this year for a special Valentines Lunch on Sunday 11th February. This proved to be very popular with the Clubroom nearly at capacity!

On the 25th March Rani Pert organised lunch and a great spring talk by Jim Bacon, the weatherman.

Events coming up on the calendar:

29th April – Sunday Lunch

18th May – Friday Club Night, with Music, Curry and Drink

Regatta Weekend 22nd – 24th June 16th July

In no time the Regatta will be upon us and as they say forewarned is forearmed, so racing starts on the Friday night and a light supper will be available at the club and the bar will be open. Saturday starts off with traditional beach games so dust of your Pirate and Mermaids fancy dress and dig out the spades…. Racing continues Saturday afternoon and Sunday. There will be a meal available on the Regatta Saturday and live music after sailing.

See the club website for all details of future events.

WSC 500 Club Winners

August 42 – T Auber
Sept 68 – M Lake
Nov 29 – A Smith
Dec 236 – G Mills
Jan 93 – D Burt

New Members

Individual : Claire and Junior Olivia (14) Gowland. Olivia sails a Cadet.

Family: Josh Major and Emma Thomas-Abbott with Otto (3). Josh had been a members for years and want to get Otto involved at Waldringfield.

Family : Stephen and Jennifer Page with Alex (17) Previous members. Alex sailed Cadets.

Family: Tom and Polly Hester with Daisy (11) and Dora (10) Have had a life time of sailing.

Family: Tim Temple-Cox and Claudine Maya with Samuel (12), Laura (11) and Hope (2) Own a RS Feva. Tim was a member many years ago.

Juniors: Cameran (20) and Euan (16) Both have been is Topper Eastern
Squad. Now racing Lasers.

Individual: Lesley Bennett came to several Saturday morning sessions
last year and got Level 1 Start Sailing Certificate

Individual : David Pickett lots of dinghy sailing, introduced to
Squibbers, may buy a DRascombe Lugger

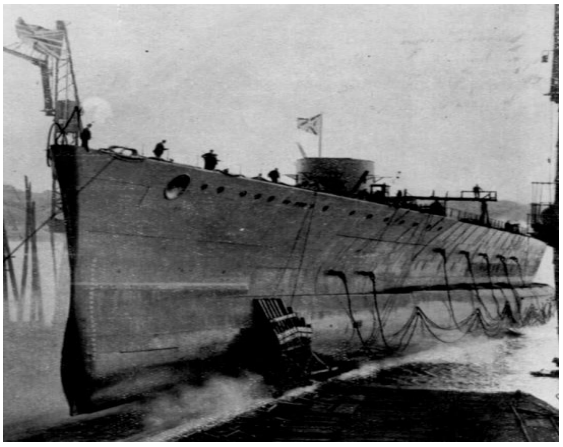
Family : Anne Hutton with Josh (17), Arthur (15) and Charlie (12). The
3 boys have attended the junior sailing courses for a number of years.

HMS Hoods - For Years Unseen

Special Article by Graham Harrison

On a bright summer day in August 1918 a large crowd of people were gathered to witness the launching of a great ship, there was a mood of optimism in the air, the news from France was excellent – the German army was falling back after its heavy defeat at the Battle of Amiens a month earlier. This ship would certainly help the war effort.

Just before 13:00 hrs a dark - haired lady climbed the stairs to the launching platform that stood just by the bow and proceeded to smash the traditional champagne against the ship's steel hull as she named the massive warship. Slowly the huge hull moved into the River Clyde gathering momentum, some wondered whether the 860 ft hull would actually run aground on the other bank. She did not and marshalled by tugs she was moved to the fitting out basin at John Brown's Yard.

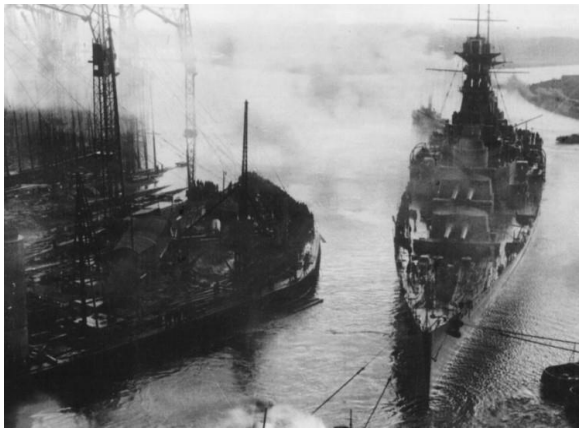


Later at the reception the Lady presented a BELL to the ship that had been recovered for her Late husband from Pre-Dreadnought Battleship, sunk as a blockship in Portland Harbour, that had borne the same name. The bell had been suitably inscribed to commemorate the occasion and its ancestry.
The ship named that day became one of the most famous ships in the history of the Royal Navy – the Battlecruiser H.M.S. HOOD.

HMS Hood took almost 2 years to complete due to many changes that were made, following the loss of 3 Battlecruisers at the Battle of Jutland. When she was commissioned in May 1920 she was the largest ship ever to be built for the Royal Navy and remained so until the Aircraft Carrier HMS Queen Elizabeth was commissioned in 2017.

Although the British designated Hood a Battlecruiser of which she was the last, she could also be described as the first "fast Battleship" as she could steam at 32 knots and had armour that exceeded that of the most recent battleships in the Navy the "Queen Elizabeth" class. For her time Hood was well protected with 10 inches of armour along her sides and on her turrets

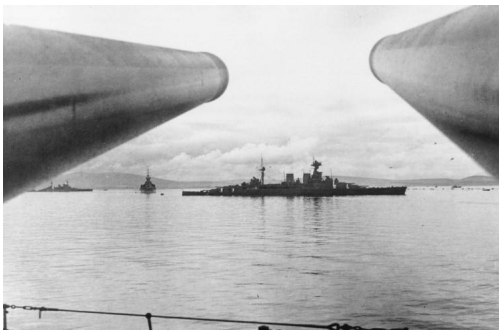
and barbettes. Her deck armour was thinner at 2-3 inches but because it was sloped it was considered to be equal to the Queen Elizabeth's.



Throughout the next 18 years the "Mighty" Hood as she was nick-named sailed the globe as symbol of British sea power and a floating ambassador. Between 1923 and 1924 she circled the world visiting all the major dominions including India, Australia, Canada and the USA. The Americans were very jealous of Hood and her 2 smaller cousins Renown and Repulse as they represented a powerful squadron that could speedily deploy and had the fire- power to be serious contenders in any

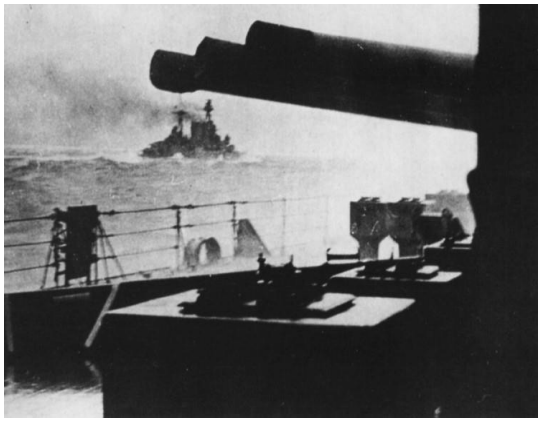
big gun battle. The Americans had nothing like them having converted their Battlecruisers Lexington and Saratoga into aircraft carriers. In many wargames the British Battlecruiser Squadron were a deciding factor. During this time the Bell was kept on the Quarter Deck when in Harbour and was mounted in a wooden tripod for all to see. Once at sea the Bell was moved into a storage area in the after superstructure.

When war was declared in September 1939 Hood was due a major reconstruction similar to that given to HMS Renown, but due to the pressures of war it was never carried out. In 1940 Hood took part in the bombardment of the French fleet at Mers-el-Kebir in North Africa. This prevented major ships of the French fleet falling into German hands after the fall of France, but was quite distressing for the British crews. Relieved by Renown in the autumn of 1940 as flagship of Force H, Hood returned home and had a minor refit over the winter to fit better anti-aircraft armament.



However her major overhaul and rebuild was again postponed and the ship joined the Home Fleet at Scapa Flow in the Orkneys. In May 1941 the new German battleship "Bismarck" broke out into the North Atlantic and the British fleet mobilised to hunt her down.

Hood together with the new battleship HMS Prince of Wales sailed on the 22 May towards the Denmark Strait, the area of water between Iceland and Greenland. Prince of Wales was still working up to battle readiness and was forced to sail with the builder's workmen still aboard.

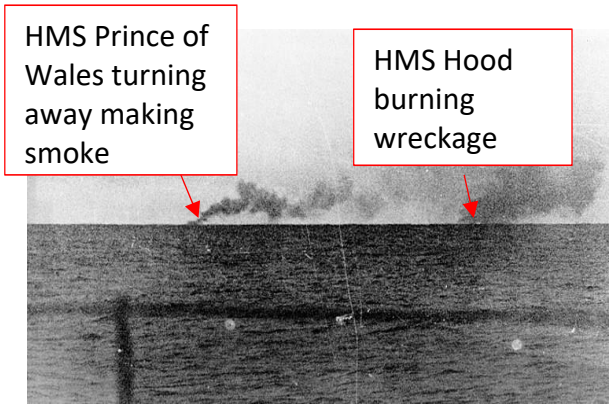


2 days later at dawn on 24th May the British ships sighted Bismarck and the Heavy Cruiser Prinz Eugen and opened fire at a range of 25,000 yards (almost 15 miles) the Bismarck replied shortly after. The German ships had the advantage that they were upwind of the British and their rangefinders had a clearer view so that the 4th and 5th Salvo's from Bismarck struck home on the British flagship.

One shell penetrated the ship through the 7.5 inch armoured belt aft of the engine room and exploded in the 4" AA guns magazine.

The gases from the intense burning of many tons of Cordite vented through the bulk head into the engine room and up through the deck vents that surrounded the main mast – a column of fire rose to over 200 feet above the ship. The explosion caused a chain reaction that detonated the cordite magazine of the aft 15" guns and the entire rear portion of the ship disintegrated and sank, the forward half rose to angle of 40 degrees before also sliding beneath the waves taking 1415 of her crew with her.

There were 3 survivors.



The battle ended a few minutes later when Prince of Wales turned away protected by a smoke screen. The Bismarck sailed on in what became one of the most dramatic chases in maritime history. She was cornered and sunk 3 days later – the Hood was avenged.

That might have been the end of the matter, but her fiery end had seared Hood into the psyche of the nation and she was not forgotten. In 2001 Channel 4 commissioned an expedition let by David Mearns to find both wrecks to mark the 60th anniversary of the Battle. Bismarck was located and filmed first before the survey ship moved into the search area where it was thought Hood lay. It took 39 hours of careful searching to find the wreck lying in 9,000 feet of water. The ship's bow and stern were recognisably intact as was the forward third of the ship but approximately 250 ft of central part of the ship was missing indicating the destruction the explosion had caused. But it was immediately obvious that lying on the top of a pile of debris was the Bell.

HMS Hood is a war grave and it took 15 years of careful and sympathetic negotiation to get permission to recover the Bell. After one failed attempt to recover it, the Bell was successfully brought to the surface in 2015 and restored to be presented to the RN Museum for the opening of the Battle of Jutland centenary exhibition in May 2016.

At a ceremony which I attended on 24th May 2016 HRH the Princess Royal rang 8 Bells on the BELL for the first time in 75 years marking the "End of the Watch". After the Jutland exhibition ends next year the Bell will be displayed alongside the Bell from HMS Prince of Wales and brings together artefacts from the two ships who met KMS Bismarck on that fateful day in the Denmark Straits.

The Bell is now on display as part of the Jutland exhibition at the Portsmouth Historic Dockyard. It is the only tangible artefact that survives from this once great ship.

Pirates & Mermaids – Catherine Hughes

The Pirates and Mermaids (P&M) club will once again run alongside the Junior Sailing Club.

The aim of P&M club is centred on having fun, making new friends, introducing Waldringfield Sailing Club (WSC) and the beautiful River Deben to potential future new members and showing them just how accessible sailing can be.

There is no limit on numbers for the P&M club as all parents must stay, help with activities and be responsible for their children at all times.

Last year children took part in sailing related craft activities, building sandcastles, fun and games on the beach, rowing and kayaking. They met the Harbour Master and also had a trip on Oystercatcher from Waldringfield Boatyard. WSC members took the children and some parents out on the river in a cadet, mirror, wayfarer, optimist, topper and walkerbay dinghies.

You don't need to be a member of WSC to attend P&M, although we would be very happy to welcome you to our club.

Communicating with P&M parents will be via email and WhatsApp so if you would like to be kept informed then please let me know your preferred mobile number and email address. Dates for the P&M sessions will be published on the WSC website.

For further information contact catherine@livia.org.uk

Trophy Winners 2017

Alex Bell Jones - Challenge Trophy (Laser best under 18 in Summer Series)
Commodores Cup (Radial Spring 1)

Cara Bland - Sally Balch Memorial Trophy (Cadet Spring 2)
Law Cup (Cadet Summer 1)
Parker Cup (Cadet Spring/Summer overall)
Spear Cup (Cadet Spring 1)

Tom Brazier Half Model Trophy (Squib top boat not winning a race)

Libby Bush - Branton trophy (most promising Cadet novice helm)

David Cannell - Cork Plate
Mason Cup (Squib Wednesday 2)

Tony Carter -The Admirals Trophy (Cannons) (1st WSC yacht in Haven Series)

Neil Cawthorn - Woodbridge Regatta Trophy (biggest contribution to the Yacht Class)

Roger Challis - Victory Plate (Trophy Race)
Friday Points Overall Trophy (Handicap Wednesday Series 2)
WSC Dinghy Club Championship Trophy
Paul Johnson Memorial BT Trophy (Wayfarer Spring 1)
Wayfarer X2 Trophy (Wayfarer Summer 2)
Overall Trophy (Wayfarer Spring/Summer overall)
Wayfarer Friday Trophy (1st Wayfarer Wednesday 2)
RLNI Pennant Trophy (Trophy Race)

Faye Chatterton -Dragon Cobbold (Junior Club Championship)

Patrick Ogden - Junior Trophy (best 3 of 5 all-in race)

Neil Collingridge - Autumn Points Picture (Wayfarer Freezer)

Angus Collingridge -Coronation Cup

Daisy Collingridge - Laura Cooney Cup (best under 21 Lady)

Hattie Collingridge -X2 Cup (Cadet Summer 2)

Patrick Cooney - Lark Plate (Lark Wednesday 1)

Stephen Cooney - Maybush Trophy (Dragonfly 1st in the Summer 1)
Dragonfly Class 'A' Trophy (2nd Dragonfly in Summer 2)
Wednesday Evening Tankard (Dragonfly Wednesday 1)
Dragonfly Class 'A' Tankard Trophy (2nd Dragonfly Spring/Sum overall)

Robert Deaves - Bush Trophy (OK Wed Evening II Points)

Ricky East - Squib Pot (most improved helm/Best Newcomer)
Mossman Trophy (1st Squib in Club Championship
Ryder Cup (1st Squib in the Navigation Race)

Alex Eaton - Nicholls Palmer Deben Week Tankard (now Radial Summer 2)

Luke Farthing - Challenge Cherub Trophy (Handicap Wednesday evening overall)
Alexander Cup (OK Wed evening points)
Bombadier Trophy (Handicap Wednesday evening Series 1)

Neil Fletcher - Summer Series Beaker (Wayfarer Summer 1)

John Foster - Wickman Regatta Cup (Long Distance Crossing)
Globe Trophy (best Log)

Tony Geary - Autumn Cup (Wayfarer Autumn)

Jamie Goodhead - Mossman Trophy (Cadet non travelling Summer 1 & 2)

Peter Greatrex - Autumn Points Trophy – (Squib Autumn)
Squib Trophy (Squib Saturday overall)
Medusa Trophy (Squib Summer 2)

Bea Green - The Cutting Trophy (Cadet Autumn)

Martin Gunn - Wayfarers Chasers (Wayfarer 'B' fleet Summer)

Gordon Harris - Wayfarer Picture (1st Wayfarer Wednesday 1)

Trish Hopkins - Bottoms up Cup (Handicap - most capsizes/rescues)

John Hughes - The Hall Great Grand Master (Laser best+ 65 yrs 4 from 6 overall races)

Doug Hutton-Squire - Mayhew Freezer Trophy (Laser Freezer)

Derek Jacobs - 'A' Trophy (Dragonfly 2nd in the Summer 1)
Dragonfly Picture (Dragonfly Autumn)
Commodore's Cup for outstanding contribution to the Club

Alan Krailing - Deben Dragon (Navigation Race)

Matthew Lake - Wayfarers Tigers Cup (Wayfarer most improved helm)
Lake Tankard (Wayfarer Spring 2)

Connor Line - Dragonfly Cup (Best cadet helm with no other trophy)

Chris Mayhew - Deacon Laser Class Cup (Laser Spring 1)

Jo McArdle - Jupiter Cup (Squib Wednesday overall)
White/Smith (Summer) Cup (Squib Summer 1)
Squib Trophy (Squib Wednesday 2)

Peter Mills - John Gilmour Memorial Cup (Laser Summer 2)
Grand Master (Laser best 55 - 64 yr old 4 from 6 overall races)

Lucie Nunn - Novices Trophy (best cadet helm not winning a race)

James Palmer - Large Sudell Cup (Dragonfly Wednesday evening 2)

Rachel Parkinson - Wayfarer Cup (Wayfarer Best Crew)

Jonathon Penn - WSC Laser Tankard (Laser Spring 2)

Mike Pert - Jubilee EIIR Trophy
Harry Pynn - Bird Bowle (Lark Summer 1)
Palmer Cup (Lark Summer 2)
Autumn Points Trophy (Lark Autumn)
Seamark Nunn Trophy (Lark Spring 1)

Clive Quantrill - Seamark Nunn Laser Centre Master Trophy (Laser 45 – 54 yrs 4 from 6 overall races)

Hugh & David Rowland - landHardy Bowl Best Newcomer

Dan Scurrell - Summer Series Tankard (Laser Wednesday 2)

Barry Searle - Thistle Trophy (Squib most turnouts without winning a race)

John Shambrook - The Bell Trophy (offshore Yacht race)

James Skellorn - The Bill Earl Memorial (1st Dragonfly in Navigation Race)

John Smith - Madelaine Plate (2nd year)

Richard Smithson - Minx Challenge Cup (Dragonfly Summer 2)
Spear Challenge Cup (Dragonfly Spring/Summer overall)
Wickman (Dragonfly Spring)

John Starling - Chasers Autumn ('B' Autumn)
Wayfarer Jubilee Plate ('B' Fleet Spring 2)
Wayfarer Chasers (Chasers Summer 2

William Sudell - Clapham Trophy (Squib Spring)

Roger Thompson - Transom Chasers Trophy (Wayfarer 'B' Fleet Spring)

Gwen Thorogood - Most promising crew Trophy (Cadet Most Promising Crew)

Toby Tracey - Angela Penn Memorial Cup (Laser Autumn)
Apprentice Master (Laser best 35-44 yr old 4 from 6 overall races)
Admirals Cup (Laser Summer 1)

Ian Videlo - Grebe Trophy (Lark Wednesday 2)
Gavel (Commodore 1st year)

Stephen Videlo - Archer Trophy (Laser Wednesday 1)

Jonathon Webb - Branton/Mills Plate (Radial Spring 2)

James Webber - FFSC Bostock Challenge (Radial Wednesday 2)
Katie Archer Trophy (Laser, most improved helms)

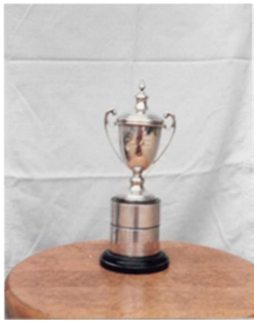
Kate White - Hunt Cup (best Cadet female helm)
Cathy Fish Cadet Trophy (Cadet Freezer)

Matt White - Challenge Trophy (Lark Spring 2)

Hazel Whittle - Green Cup (best under 16 Cadet helm)
Liddell Trophy (Cadet Most turnouts)
Radial Tankard (Radial Wednesday 1)

60 Years of Cadets at Waldringfield (2017) – Margaret Lake

1957 saw the first Cadet week. A number of the WSC families supported the Class by donating trophies.



The Mossman Trophy.
The Mossman family donated this trophy which is now for Points Race 3

The Humby Cup
The Mr Humby's was a big supporter of the Cadet Class

The Commodore's Cup.
Don Spear was the Commodore. His Grandchildren and Great Grandchildren are still members of the Club

The A.G.Mason Trophy.
Mr Mason was in the Timber trade and donated this fine trophy

The Digger Trophy
This lovely Trophy was presented by a friend of the Mossman family and named after his dog

The Parents Trophy
The Cadet Parents clubbed together to buy this Tankard

Most of the names engraved on these cups are familiar, Mossman, Schlee, Law, Mace, Cutting, Harris, Mason, Palmer, Marriott.

Gradually the number of Cadet Trophies have increased:

The 1963 the Bye Trophy & 1965 the Agrell Trophy, 1967 the Johnson Trophy and 1970 the MacLennan Trophy & 1972 the Redskin Trophy swelled the numbers of Prizes. 1973 saw the magnificent Rose Bowl - Girls Challenge Cup presented by Patrick Wilton.

In 1974 the very Grand Old Gaffers Trophy was introduced. The Frazer Trophy for the ex-Cadets singlehanded race arrived in 1980.

The Cooney Family presented the most improved Helm since last year (2016). Susan Mason gave a cup for the winner of the Crews Race.

Bernards Buckets was presented by the never to be forgotten Bernard Sutcliffe for the most rescued Cadet, and the Dearing Cup was given for Novice 1st & 2nd year helms.