

The Club Line



Waldringfield Sailing Club



Spring 2024

From the Commodore

Sailing is fun, isn't it? I wonder what you are looking forward to this season. Are you looking forward to being in a dinghy or a yacht? To the competitions? To being part of the action in a safety boat? To learning new skills or training others? To watching and supporting in other ways? Then there are the people to catch up with or get to know and, of course, to have fun with.

Reading the Centenary Book, A Century of Sailing: Waldringfield Sailing Club 1921-2021, I have been fascinated by how much things have changed and yet how familiar much of it is. For example, I recognise the joys and challenges of sailing on the river at Waldringfield, with its tides and changing shallows; the beautiful location and the practicalities of a place without easy access, and the wonderful range of people who have contributed to the vitality of the club. (The book is still available to buy via the website or at Seamark Nunn).

The vitality of the club still depends on all of us. We have got a number of new officers, General Committee members, and class contacts this season so do give them your support as they learn the ropes.



The launch of Egret

Also, a big thank you to everyone for the volunteer 'duties' you do, for giving time and energy in other ways, and for sharing thoughts and ideas so that the club can flourish. We could not do it without you!

I look forward to seeing you on the water and at the club.

From the Editor

The Club Line managed four issues before the disruption of the pandemic, when it was substituted by newsletters and ultimately eclipsed by the epic centennial souvenir book by Robert Deaves, which is a must for the coffee table of any serious WSC member.

Most of the class captains have used the opportunity to promote their own class and to herald the achievements of it's members. Harry Pynn provides an entertaining insight into the make up of the yachting fraternity. We also remember Liz Kennedy and we circumnavigate Ireland with the Cooks.

Our new Club Captain sets out his vision for good race management and the Commodore reminds us that sailing is fun and that a healthy club relies on a tremendous volunteer spirit, which Waldringfield is lucky to have in bucketloads. This production has plenty of photos of enthusiastic members showing us how they have fun. Huge thanks as always to Giles de Margary for his invaluable production skills.

Patrick Cooney

Photographs by Alexis Smith, Robert Deaves and cameras from the various fleets.

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From the Club Captain

Great race management for great racing

An ongoing focus of the club is to ensure best possible race management which is central to every Saturday afternoon and Wednesday evening race day, ably run by the race management volunteers - the Race Officers, Assistant Race Officers, race management helpers, safety teams and the Course Advisors. Over the winter the Sailing Committee, consisting of class captains and representatives from all sailing aspects of the club, have updated the best practice guidance for back-to-back racing, which is preferred by most classes on a falling tide, to maximise the available sailing area, and is used at either end of the season to reduce the time sailors are exposed to inclement conditions and cold weather. The updated guidance for back-to-back race management for the new year includes the following points:

- The race management priority of back-to-back racing is to provide two good quality races, with the minimum possible delay between them. This starts with the Course Advisor assisting the Race Officer in preparing a course for both races ashore beforehand.

- However, if there is a significant wind change during the first race, a revised course for the second race is recommended to give the best windward/lee-ward course.

- The course for the first race should not include a gate with Boadicea, so that she is free to move into a new position for the second race if necessary

- Fynnlass is primarily to be used as a finishing boat for the first race (with a finishing line set perpendicular to the course from the mark); otherwise races to be finished on the club line if suitable.

- Any boats left a large distance behind within their fleet in the first race may be finished on the course so that they can quickly return to the starting area for the

second race, avoiding unnecessary delays to the second start sequence.

- The length of the first race should not be too long (e.g. around 30-35 minutes), to minimise the spread of the boats delaying the second start. The second race can be longer (e.g. 40 to 50 minutes in length).

- If course adjustments are needed for the second race, they should be implemented as quickly as possible after completing all the first race starts, and while the first race is in progress.

- The second start sequence should be forewarned by dropping the AP flag accompanied by a sound signal, one minute in advance of the first new start, and any other new start unless they are immediately sequential. The second race starts should be commenced at the earliest opportunity, even if some classes are still racing, and may be done in any order.

- Finishing of the second race can be completed by Boadicea, Fynnlass, or on the club line, whichever is most suitable.

We look forward to some great racing throughout 2024 and appreciate any feedback throughout the year on all race management issues.

Clive Quantrill, Club Captain



WSC Yacht Class

As the daffodils come out, the “can you just” season begins in earnest for the local boatyards. All those jobs identified last Autumn suddenly become top priority. Sacrificial anodes are replaced, engines are commissioned, anti-fouling is applied (usually, but not always, before dark).

Listen carefully and beyond the song of a skylark, one hears the quiet cursing at a mousing line lost. Now where’s my bosun’s chair and who can I get to pull me up the mast?

Most yachties will be familiar with this ritual. Delve a little deeper and if you look hard enough, you will find the Waldringfield Yacht Class has never been more diverse; different types of yachties but all with a shared love for the river and a common acknowledgement of the pitfalls of yachting on the east coast.

The retiree

Gave up gentleman farming as it wasn’t all it’s cracked up to be.

The boat is immaculate. Did that bright work really need doing, or is the boatyard actually a “garden shed”?

The retiree basks in the glory of their portfolio of mostly Nvidia shares. With time to spare they plan their passages to perfection, never sailing to windward and never against the tide.

The boat has every gizmo that Raymarine sells; they don’t know how to use most of them, but are sure they will come in useful one day.



The employee

The time poor employee juggles their yachting around the rest of their busy life.

That 20 horsepower Yanmar comes into its own trying to get over the Deben Bar against the flood on a Friday evening.

Plans have to be adjusted after missing a tidal gate. Hope for a forgiving boss, otherwise it’s an expensive taxi ride home from wherever they ended up.

Would love to spend time on their own yacht, but keep getting asked to race around the cans on someone else’s.

The family

Some overlap with the employee. Finally found time to winterise the boat in March, only to realise it wasn’t worth taking down the genoa because it will need to go back up again shortly. Once launched, the yacht will provide lasting memories for the young crew. For some, boat camping at The Rocks will be a wonderful experience. Others will make it out of the Deben and get as far as the swimming pool in Tollesbury or perhaps across the North Sea.

Harry Pynn



Cadets Playing Away



hit. Away from Suffolk, some of the WSC Cadets aspiring for Worlds Team places for the upcoming Plymouth Worlds (later in the summer) travelled to The Isle of Sheppey, Lee on Solent and Itchenor to hone their skills. Watch this space for the upcoming Worlds Team selector events results taking place

It's been a busy few months for the Cadets as they have been competing and training near and far. As the WSC season concluded in November the Cadets had a warm invitation for two days training at Stone Sailing Club followed by Brightlingsea in early December. After a brief break for Christmas, January saw the Cadets heading to Alton Water for the Frostbite series as well as alternate Saturday training sessions with the likes of Cadet legend Mike Mac, Connor Line, James Deaton and Joe Hunt. Well done to 1st place Rhona and Sophie, 2nd Alex and Jude and 3rd Tom and Ella, a great turnout to have 13 Cadets out across the series over 9 weeks. A special mention for Imogen and Vivienne who took part in all the races across the event and won the Endurance award. The Cadet had its annual showcasing at the RYA Dinghy show with the simulator being a real



in April to find out which pairs have made it into the team. Next up - the WSC Cadets are looking forward to hitting Grafham with their Cadet friends from across the country for a weekend of sailing and socializing and not much sleep. This is swiftly followed by the Frensham Open meeting training weekend and then it will be time to get back on the river!

Sara Cox-Oliff



All at Sea with the RS200s

2024 sees a new season off to an early Easter Egg. A few of the keen ones have been trying to keep their hand in a Royal Harwich and have enjoyed some good racing with varied conditions and so far not too cold! A few of the usual candidates have been keeping warm, with their boats hidden away with their tyre warmers on!

As we look forward to the longer days, and into the summer we have the Sea race on the 1st June which should be a great day and something a little different. Patrick Cooney has been driving this, and it would be great to try and support this in its inaugural year. If you are unable to sail but can assist, then this would be fantastic to help out.

Interest is increasing in the national championships at Mounts Bay (5-9th August) with over 50 entries with 6 months still to go it looks like the attendance will be good. Currently



invite new crews and helms and look to bring in new sailors into the fleet for the future. Remember we are lucky to have the very competitive Cheeky Monkey club boat for hire for people looking to try RS200 sailing without a boat. Please look after her and report as soon as possible any issues so it can be maintained in great condition.

See you on the water, failing that maybe the bar.

Chris Mayhew

there are just two Waldringfield entries, but I am sure the numbers will grow as the deadline approaches.

The Easter Egg is leg 2 of the South Eastern Tour and we hope to be joined by some national talent on the Deben. I know a few people are thinking of travelling for one or two of the series to hone their nationals practice.

I hope everyone is looking forward to their sailing back at the club. Please welcome any new or prospective members, and if anyone needs assistance please ask for help. As we continue to be one of the larger fleets we have just enough space in the dinghy park for us all but it is always the aim to expand. I welcome people to



Flying Solo in ILCA / Laser Class

We are gradually rebranding ourselves as the 'ILCA' class. This is the new(ish!) name for the laser and has been used on the national and international circuit for quite a while. It was felt that this was as good a time as any to take this on and means we won't look like dinosaurs in five years time.

The class page on the website has also been redesigned and the feedback has been good. Many thanks for Philippe for the help with this.

We have Under-21 trophies for each series and will now be adding an 'U21' tag to the results so sailors know where they stand.

A real step forward has been the employment of a grass cutter for the laser park on a roughly monthly basis. A working party of keen laserers did a big cut in November in advance of his arrival.



Sam Jennings

The Laser Open is on 26th May, the first weekend of half term with a spring high water which should hopefully attract a good turnout. We are hosting a pre-event social the Saturday before, immediately after sailing, which is also part of the class 'Friendly Friday' series.

Only a week later is the Sea Day and we look forward to testing our skills in these very different sailing conditions.

Our two club lasers are available to hire if anyone would like to try the class out. Located in the beach park, they are well-maintained with the option of standard, radial or 4.7 rigs.

The fleet feels very much on a firm footing and many thanks to John O for steering the ship over the last few years.

Toby Tracey



Stephen Videlo

In the meantime some of our members have been sailing in the Suffolk Shiver Series at Royal Harwich. Daisy and Mish were out in Argentina in January for their respective world championships – from the videos it looked like strong winds and big swell.

On to this season and we welcome new and returning members as well as one or two joining from the topper fleet which is great to see.

Our spring training is already well underway with sessions on rigging, tactics and an on-the-water session on the 20th April. The off-the-water sessions are open to other sailors, particularly the junior classes, and please get in touch if you would like to know more.



Martin Hawkes



Reasons to be in Wayfarers

Now is a good time to sail a Wayfarer at Waldringfield. There are a sufficient number of boats of all abilities and speed to provide meaningful competition at all levels of experience. During 2023 the number of race starts by Wayfarers on Saturday class racing was 174, on Wednesday handicaps 64, and for Club championships 31. This made Wayfarers the second highest number of boat starts for all formats, surpassed only by Lasers (and Toppers on Wednesday) but when you adjust for the fact that Wayfarers have a crew of two it is clear that participation of Wayfarer sailors (538 total person race starts) exceeds that of all the other classes at Waldringfield.

So if you want to go racing you can turn up on any club racing day and be fairly sure of some racing against other Wayfarers. Many sailors don't like handicap racing and might be put off Wednesday sailing as a result but I urge you to think again; there are usually 3 or 4, and often 5 Wayfarers on the start on Wednesdays and you get the chance of supper and an open bar.

In the (slightly more competitive) Saturday set up there is adequate opportunity for enjoyable racing because although you may not succeed in going toe to toe with people called Neil or Roger there will always be others to measure yourself against. Although you may need a Mark IV Hartley boat if you aspire to winning the series a smart wooden boat can still do the business in the right hands, as Matt

(8200) consistently demonstrates. And, on handicap racing (Wednesdays and Club Championship days) you get a useful handicap advantage against the newer boats.

Other things to look forward to: many years ago there existed Deben Week in the summer when the three clubs (WSC, DYC and FFSC) would get together for a week of competitive racing, Felixstowe Ferry being notable for giving us 2-3 days of sea sailing with a whole new raft of challenges (surfing down the face of a swell; giving the big heavy red Haven Buoy a much more generous clearance than you would give to Galleons). As a club we are going to try to reintroduce a little bit of sea racing this year with a day (1st June) out at sea. The concept is to have an early morning passage race on an ebb tide WSC to FFSC, short break at FFSC who are generously offering us their facilities, then over the bar and two back-to-back races at sea. FFSC will provide an experienced race officer and both clubs will provide safety boat back-up. The return to WSC on a flood tide will be either another passage race or a leisurely cruise.

The point of setting this out now is to encourage all wayfarers to make a commitment to be there on June 1st so that we can make it a useful and memorable day with a really good turnout of boats.

Haydn Evans



The Squibbing Season Ahead



2023 was a good year for the Waldringfield Squib fleet. Good racing and turnouts on both Wednesdays and Saturdays. We are confident that 2024 will be even better.

Having raced as a fleet continuously since 1970, we are part of the fixtures and fittings of Waldringfield Sailing Club. We provide keen keelboat racing on a reasonable budget. We have much to be proud of in our history. However we look forwards too. In 2024 we will welcome two more Squibs to swell the fleet. One is an immigrant fast boat from Haven Ports YC at Levington. Greetings to Paul Williams and Martin and Andrew Makinson. The other boat is the reappearance of Ian and Gilli Waite who will take to the water after a long interval - once Ian has dug 614 out of the nettles at Larkmans. Ian has been our representative on the National Squib Owners Association for which we're all grateful for as it keeps us in touch with the wider world of Squibbing.

Unlike most Squib fleets in the UK and Ireland, we mostly club race and thus notch up more races in a year than Squibs elsewhere. It's all good close fun racing and afterwards we enjoy the social side. Tea and cake on Saturdays and Heidi's Wednesday evening suppers with a glass or two of something cheering to set it off. There's always a Lunch in February to swap plans for the coming season.

We race back to back on Saturdays as we found it took too long to moor up, get the dinghy to the club, enjoy tea and back to the mooring before the second race. Most racing is to the same courses as the dinghies unless the Race Officer listens to our pleas for slightly longer legs to keep us clear. Additionally we have our own Super Saturday with two races in the morning before rejoining the usual club racing sequence in the afternoon. The trophy races are enjoyed too as they give variety and we see other parts of our beautiful river. The Cork Plate takes us downriver, out to the Cutler buoy with a dash home upriver on the flood. The Navigation Race up to Wilford Bridge, is a test of nerve and echo sounder on a mission to avoid the mud. Of course the Easter Egg and Cartoon Trophy are much looked forward to also.

We would welcome new members to join our fun. Want a trial? Just ask any of us for a go and we'll be delighted to show you what Squibbing is all about.

Class Captain: Barry Searle
barry.searle@btinternet.com
Class Secretary: Ricky East
serica.east@gmail.com



Clockwise Round Ireland 2023

Bliss (Beneteau 361) Crew: Chris and Helen Cook

Starting point Lamlash Bay on Arran in Firth of Clyde.

Stunning scenery. No really scary moments. Only got wet the once! Beautiful anchorages, friendly marinas. Guinness! One gale. Amazing weather. Following wind almost the whole way!



The prospect of hooking up with the Patrick and Anne-Marie Cooney for a couple of weeks on the east coast made the prospect of circumnavigating Ireland much more appealing. Chris was sporting a cast whilst sail-

ing to protect an Achilles ruptured in late Feb. Our favourite spring Scottish weather consisting of high pressure, clear skies and stiff northerlies luckily materialised.

Bliss is overwintered at Craobh Marina south of Oban and just opposite Corywreckan -second biggest whirlpool in the world, often bypassed ,only transited twice.

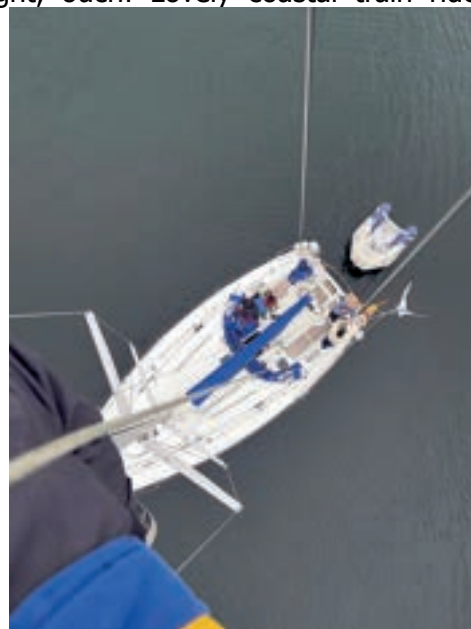
East Coast 10 legs, great weather, good sailing, great company.

After a couple of weeks cruising The Clyde we left Lamlash Bay on Arran and close-reached 65nm across to Belfast in a cracking force 5 in 8 hours. We parked up in Belfast marina to a warm welcome including guinness, jazz, a 'Black Cab Tour' of the famous murals and a fascinating Titanic tour.

2 legs later and one fast dead -run we hooked up with the Cooneys on Cahoots in lovely Carlingford Lough.

Broke out the cruising chute down to Greystones. 50 euros a night, ouch! Lovely coastal train ride and cliff walk back.

Yet more stiff northerlies and lively dead runs took us down to Cork for Katherine and Steve Cooper to join Cahoots, watch regatta rowing races and subsequently to beautiful Kinsale with glorious coastal walks and stunning castle.



Onwards again - full main sail only for fast dead to spectacular Loch Horne. Tight anchorage ,trip line. The inner loch has fast narrow race which provided entertainment for Cooney kayaks and Cook swimmers and a hilarious but hair-raising exit for Patrick in dinghy ,full throttle but almost stationary.

Onwards to Baltimore SW Ireland with an easterly force 6. Home of pirates and the hub of heinous slave trade.

Three day gale interlude. Part company with Cahoots.

South and west coast. 13 legs, light to moderate conditions.

Decision made to crack on round as more northerlies forecast. Deadline means few incursions in to the west coast big inlets.





Wormhole on Innishmore, note tiny figure top right of pool

Motored 30nm in flat calm to Casteltownbere for fuel and laundry then a couple more legs to Dingle where after a Brompton bike ride we were entertained in Paddy Bosnans bar by hilarious singer /standup; "I was once married to a red-head. No hair, just a big red head!"

Guinness 3 pints, fish and chips. Yum.

Conditions vary from 2 reefs to motor-sailing several more legs to Inishmore, one of Arran Islands where they filmed Banshees of Innishirin. Beautiful island, terrible film, unless you like to see donkeys eating fingers! Challenging bike/walk to see The Wormhole which is a spectacular natural 50m swimming pool fed by subterranean tunnels. Worth a google as it looks like it was built by aliens!

Motorsailed a few legs to Scotchport home of Grace O'Malley notorious pirate. Every shop, pub and grave occupied by an O'Malley.

Embarrassingly tied up dinghy to pier steps that became inaccessible at high tide involving Helen in aerial acrobatics to recover.

Onwards then to Killibegs home of monstrous trawlers and largest gross tonnage of fish landed in western Europe. 32 trawlers over 100ft fish for 3 months a year and make £2m profit each hoovering up everything in their path.

Big leg (85nm) round NW tip of Ireland called Bloody Foreland SE force 7 forecast - an offshore breeze . 2 reefs max wind 36kn, max SOG 11 knots. Lively and exhausting. Made it in good time to Rathlin Island and an uncomfortable night with surging/ snubbing . A wildlife haven with spectacular lighthouse - we will go back and explore more.

Back to Blighty

Leaving Ireland - last leg 50nm from Rathlin Island to Loch Ranza on Arran. wind SE force 6 . Avoided big spring tide overfills by going west out of Rathlin. Rounding The Mull again always daunting but only lumpy this time.

We finally got drenched on last leg of trip to Rhu Marina near Glasgow but dried out in time to take the sails off. Chris foolishly slipped on new genoa and came crashing down cracking 2 ribs. A kindly first-aider came rushing over with a defibrillator but Helen pointed out that I had a DNAR (I hope she was joking!). A fitting end to our adventures perhaps!



Bliss and Cahoots at anchor



The Lark Class needs you!

This season we are looking to welcome new members and to expand our fleet.

Are you ... outgrowing your Cadet?

The Lark is the ideal transition boat; she is a one-design class which delivers fast and exciting racing; a two-person, three sailed, hiking dinghy with a symmetrical spinnaker, suited to a wide range of crew weights. Everything you have learned sailing a Cadet will be put to use in a Lark. You will enjoy a



similar experience with added speed and thrills, and a few extra strings to pull!

Are you new to sailing and looking for ... a great, inexpensive dinghy? The Lark has always been about high-quality/low-cost dinghy racing. This is the reason the class was a favourite for university team racing, with most graduates continuing to sail Larks for many years after. Today, you can find a quality, bargain Lark on Facebook or Gumtree for just a few hundred pounds.

Are you looking for ... some tough competition? Waldringfield is the club with the most Lark



national champions: Alan Krailing (x4), Harry Pynn, Chris Fish, Matt White, Stephen Videlo and Emma Harris. This reputation is just one of the reasons why many like to visit our wonderful club, to pit their wits against the opposition and the local conditions

Are you looking to ... upgrade to a shiny, new boat? Synergy Marine is the official builder

of new Larks and can supply specifications from a bare hull to a fully fitted racing machine. All Larks are finished to the highest standard to produce a boat that is both competitive on the race course and doesn't fall apart.



Are you looking to ... join the "Lark" side?

Tempted to sail other classes but something is not quite right? With its unique specification, the Lark is ideal for inland, restricted waterways and rivers, but also great on the open sea. The One Design class is technical without being complicated and is easy to set up and tune for racing....so be a Jedi and join the Lark side of the force!!

Are you looking to ... join a friendly, sociable class? There is a superb, friendly atmosphere in the Lark fleet, with all types and ages mixing together in a "helping hand" kind of way. ... for all you need to know about joining one of the most enduring classes at the club – Contact class captain Dan Watson to find out more!



The OK Revival - Part 2



In a reflection of the growing and significant worldwide interest in the OK class, Waldringfield has seen a marked increase in OK activity over the past year or so. With Britain presently having the strongest OK Dinghy fleet in the world (with Brits winning The Worlds, the Europeans and other significant events in 2023) now is the perfect time to join this resurgence.

It takes but a moment to fall in love with the OK dinghy, with the prospect of a lifetime of fulfilling sailing in a boat which rewards an enquiring and enthusiastic approach. The evolution of the class over the years has enabled the boat to remain attractive to both existing and new sailors, without demanding limitless funds to remain competitive. Both older and home-built boats remain competitive at the highest levels of racing.

Originally conceived as a training boat for aspiring Finn sailors, the OK benefits from the ability to tune your rig for your size - don't be put off by the athletic forms you see in the dinghy park; smaller helms, male or female, of 60-70kg can compete on equal terms with larger competitors, of perhaps 120kg, in most conditions.

The 2023 season started with eight entries for the Easter Egg and throughout the season there was a nucleus of seven WSC class members turning out regularly for Saturday and Wednesday racing, but the various trophies were shared out amongst the fleet, indicating a competitive class.

We were grateful to have the national class boat berthed at WSC for most of the season, providing the opportunity for several club members to acquaint (or even re-acquaint) themselves with the pleasures of OK sailing. This brought some

extra competition to the regulars, along with many favourable comments afterwards about the performance of the OK.

Geoff Harris took home the silverware for the 1st Spring, 2nd Summer, Autumn and Freezer series. Work commitments abroad meant local ace Robert Deaves "only" lifted the 2nd Spring series, giving the rest of the fleet the opportunity to experience moments at the front from time to time. Rob Bellfield won the 1st Summer series, whilst class captain Clive Quantrill was first OK in both Wednesday evening series. Relatively new recruit, Simon Hance continues to improve in leaps and bounds and has demonstrated the benefits of regular racing. We were also pleased to welcome established OK sailor Simon Davis to Waldringfield;

showing great speed and tenacity here, when he wasn't travelling to various open meetings.

The 2023 OK World Championships held at Lyme Regis in June saw an impressive entry of 143 boats, with 4 local boats attending; Simon Davis qualified for the Gold fleet, whilst Clive Quantrill, Rob Bellfield and Felixstowe's own Tim O'Leary battled it out in the Silver fleet - with Clive winning the Geest Trophy.

The OK class is famed for its spirit of camaraderie and fun; enjoying friendly rivalry on the water and being welcoming and supportive to fellow sailors. Hopefully, this ethos is evident at Waldringfield too. New or prospective members are always welcome at WSC and anyone thinking of trying an OK are encouraged to speak to one of the class to find out more or to borrow a boat.

Luke Farthing



Topper Testimonial



the world. At only 11' long and weighing just 43kg they are designed to be able to be transported on the top of a car (hence the name). With sail numbers now up into the 49,000s, there are plenty of boats around to buy, and starter boats can be found for £500 or so.



While some Toppers have spent the winter training hard and are now taking part in the National Selectors, the rest of us are now just starting to think about the summer ahead. We have four new members of the class, and if this year is anything like last year, expect several more to join as the summer wears on.

As usual, we have plenty of training planned, and will be splitting the fleet into more and less experienced sailors. The first sessions will be on 10th – 12th April, in the Easter Holidays, fairly quickly followed by the Open Meeting (part of the Eastern Circuit) in



May, where we can expect excellent training and challenging racing. There will be relaxed social events on and off the water,

and a highlight later in the summer will include be a "Mark Safari" to introduce new sailors to the marks up and down the river, especially to encourage new people to try the Navigation Race.

As class captain, I'm looking forward to starting off the year shepherding the less confident round the marks on a Wednesday evening, and by the end of the being overtaken by those same sailors who tear past in a flurry of foam.

In case anybody needs reminding of the attributes of the Topper, it is a small, manoeuvrable, virtually indestructible (but please don't try too hard) single hander. It is a brilliant boat for beginners of all ages, but is also sailed at a very competitive level around

Finally, here is something we shall be reminding all the new sailors of as they start to work out the best way of getting round a course and just why those pesky rules are so important:

*This is the story of Charlie Gray
Who sank defending his right of way.
He knew the rules, his case was strong
But his boat's as bust
As if he'd been wrong!*



If you want to try out a Topper, or see if it might be the right boat for someone in your family, do ping me a message on WSC.toppers@gmail.com
Looking forward to seeing you all on the water.

Hugo Mason



75th Dragonfly Anniversary

For the past 75 years the Dragonfly dinghy has been sailed by many at Waldringfield and this year the class will be celebrating this amazing clinker-built craft. Each year we take time to prepare our boats; a little sanding, re-pairing and a lot of varnishing. The end result is a glistening gem on the river, glowing in the evening sunlight and just ready to sail away in.

The Dragonfly always attracts a crowd on the beach and often someone will comment on how one of their parents or relatives owned a boat in the past. I love being part of something which has so much history and is so connected to the club.

There are only about 18 left now out of the forty five built. Each year around ten boats make it onto the water, mainly racing on a Wednesday evening. There are five more boats available and stored in the coal shed at Waldringfield boatyard.



been involved in trying to restore as many boats as I can. Some I have tackled with friends, others by myself and more with help from the experts at Larkman's boat yard. Dawn, Steve, Fred, James and Auden are just great people and the Dragonfly wouldn't be around now without their commitment, help and expertise. Each year you can find a Dragonfly in their loft receiving some care and attention.

This year is no different. We have a boat in Larkman's loft undergoing a total restoration. This means stripped by hand inside and out, new ribs, new centre case, sealing, varnishing and much more. The result will be a gleaming, as new Dragonfly, taking to the water to celebrate 75 years.

To keep the Dragonfly alive at Waldringfield, it is important to find new enthusiastic owners. If anyone would like to own a boat, loan a boat for a season or try out the class boat please just get in touch and have a chat.

Richard
Smithson



These need restoring and, when they were built, I don't expect anyone imagined the Dragonfly would still be around 75 years later. The reason why they are here is because a small group of people have kept them alive and sailing on the water.

I bought my first boat, DF No 4, in 2002 and spent the winter on a basic repair fast track. She was in a terrible condition; rotten deck, totally misshapen hull and without a set of sails. The helm had never sailed a boat before in his life and I had so much fun learning to sail that summer, although I spent more time in the water than in my boat! Since then I have



Liz Kennedy



This winter has marked the passing of one of the great characters of Waldringfield, Liz Kennedy, who died just before Christmas at the age of 94. Up until a couple of years ago, you would have seen Liz's smiling face as she walked along the beach, went sailing or rowing or just chatted to everyone she met.

Liz grew up in London, except for a brief exile to Ross-on-Wye for the duration of the Second World War, but her parents, Bill & Do Ogden, brought their family of four down to Waldringfield for holidays, where they had one of the first beach huts. They swam and had sailing and rowing trips on the Deben. Rowing their long dinghy Penguin to The Rocks was not uncommon, and they also had a Deben 4-tonner called Lapwing. Apart from the war years, Liz would have been to Waldringfield every year of her long life.

Liz was a musician, studying the oboe at the Royal Academy of music and subsequently in Paris. For many years Liz lived in Felixstowe, where she ran a convalescent home in Bath Road for about 5 years before going to Gresham's. After Bath Road, she bought a house in Looe Road, and joked about moving from the bath to the loo! It was only in 1976 that Liz moved to Waldringfield, when she, aged 48, married Douglas Kennedy, aged 83! Douglas and his first wife Helen lived at the Deck House, so called because it had been a structure on the deck of a barge, though other extensions had been built on.

Liz was one of the founder-owners of the Dragonfly Class at Waldringfield. She owned Dragonfly No. 2, Fantee, and this would have sailed many times up and down the river from

Wilford Bridge down to the sea during the 1950s and '60s. All the first owners had their own burgees, now displayed in the Mossman Room. Liz's burgee logo was appropriately two musical notes. Liz was a reluctant racer but she did sometimes crew for her brother Pat, notably when they managed to win the Victory Plate in Lapwing.

When Liz married Douglas, they sailed a lovely wooden yacht, Janora. But when Douglas died in 1988, Liz sold Janora and got her little clinker-built dinghy Check converted for her to sail. She continued to sail Check until 2017, and her smiling face and recognisable tan sail could be seen regularly between Methersgate and

Galleon's Hard. When someone offered to put her sail and spars away after her sail, she replied "No thank you – this is what keeps me alive!"

What Club members may not know is that Liz did an enormous amount for Waldringfield in the 46 years she lived in the village. Most days for years she would go along the beach picking up any litter and she lobbied to get the council for the bin enclosure and regular collections. She was one of the main movers for funding the wonderful new village hall, not least by making and selling cakes and huge quantities of marmalade over the years. She was very good at welcoming new people to the village and helping them to feel part of the community. Liz was a lovely person who has helped make Waldringfield, with its Sailing Club, the friendly place it is.

Richard Atkins

