

The Club Line



Waldringfield Sailing Club



Spring 2025

From the Commodore

Here we are in a new season with much to look forward to on the water and around it. The river looks as beautiful as ever and we are privileged to be able to enjoy it. I wonder what your aspirations are for this season? Are you aiming to master the roll tack, or for better downwind sailing, or getting your boat set up for maximum speed? Perhaps you simply want to be a more confident sailor and/or to explore the river (and beyond) in company with others. Maybe you want to learn or to teach sailing, or to support racing in safety boats or race management. There are lots of opportunities, on and off the water.

Whatever you sail, I hope you have got the Regatta in your diary (27-29 June). There is something for everyone – dinghy racing; shore events on the beach; yacht timed passage and then procession to the Yachtsman's Service, and a Saturday night party. Look out for details. Please do invite your friends to take part in all our Open Meetings – Easter Egg, Regatta, and Cartoon trophy. It is great to be able to share the joys of Waldringfield sailing with others.

Other special events include the annual Navigation Race, via Martlesham Creek to the Wilford Bridge and back. This year we are also trying out a



The Commodore in action

downriver Navigation Race for the Starling Trophy. Competition will undoubtedly be keen but it can also be a personal challenge and a joy to complete the course and celebrate with a delicious tea from the galley!

The regular Saturday and Wednesday evening racing is the backbone of the club, with the opportunities for competition, for being on the water, for sociable food and drink and chat. Thank you, everyone, for helping to make it all possible. I look forward to seeing you.

Anne Spalding

From the Editor

For this edition of The Club Line I have flexed my editorial muscle, if you will excuse the expression, in an effort to depart from the usual class reports, by requesting something a little different from our class captains (or their delegated/press-ganged representatives). The Dragonflies looked to the Irish for assistance and Harry Pynn, by his own admission, sought AI inspiration with a novel piece on boat names, which coincidentally was also the topic for the Lark class contribution. The Lasers got technical while the Toppers focused on capsizing; the Wayferers produced a nostalgic tribute to Mike Oldroyd and the Cadets and OKs played it safe with personal pieces. Some classes were nearly black flagged by the copy deadline which may explain the final production date.

There is however poetry in motion from former member Quentin Cowdrey, a glance into the history and role of our Honorary Secretary and some lively contributions on Wing Foiling, Team Racing and a TransAtlantic Crossing.

Thanks to all who have contributed, to Alexis and Robert for their wonderful photos and to Giles de Margary for his sterling work and patience in production.

Patrick Cooney

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



Name that Yacht!

A Playful Look at the Best Boat Names in the Fleet by Harry Pynn

Naming a yacht is a serious business—or a hilarious one, depending on your approach. Some skippers go for timeless elegance, others for nautical wit, and some pick names so obscure they require an explanation over a pint at the clubhouse. Here, we rate some of the finest yacht names in the Waldringfield fleet on **Puns** (for fun), **Culture** (for context), and **Longevity** (because a great name should stand the test of time).

Orinoco

A romantic, adventurous name evoking mighty rivers and Enya songs. Strong geographic and musical connections with a suspected secret Womble reference.



Larkspur

A name inspired by the vibrant, tall summer flower — also has a light, breezy feel. Beautifully symbolic with nature, sailing and poetry all rolled into one.

Oystercatcher

A perfect name for a yacht on the Deben, where these striking black-and-white birds thrive. Always relevant in a coastal setting but does it catch oysters or just waves?

Adhara Star

Adhara is the second-brightest star in the constellation Canis Major — celestial and elegant. Deeply astronomical, dreamy and sophisticated. A strong image of a star that shines for ever.

Bliss

Sailing summed up in a simple, powerful word and a universal feeling, instantly relatable as just pure emotion.

Jouster

Perfect for a yacht that loves to do battle on the high seas. Strong racing connection with a touch of medieval flair. Still powerful in modern times.



Sacellum

Latin for "little sanctuary" — perfect for a peaceful escape on the water. Classy, scholarly and unique but might stump those without a Latin phrasebook.

Quickstep III

Named after the horse that paid for her - now that's a lucky boat! Horse racing meets yacht racing with a great story behind it

Nordic Rose

A blend of Scandinavian strength and floral elegance. Evokes northern seas, Viking heritage and a touch of romance. Could be a classic yacht from any era.



Deben Warrior

A proud and powerful name with the nod to local waters. Strong and bold, deeply rooted in place and spirit

Zeeroep

Dutch for "Sea Call," evoking the irresistible pull of the ocean. Beautiful maritime imagery plus a great conversation starter, though may need explaining to non-Dutch speakers.



Shenanigans

A name that tells you exactly what to expect on board! Cheeky and fun, not highbrow but does it work on a serious racer?



Scherzo

A musical term for a lively, playful composition — great for a yacht. Musicians will love it and timeless for those that know their Beethoven.

Hannah

A simple, classic choice—perhaps named after someone special. Sentimental value trumps all and a name which will never go out of style.



De Pee Jee

A quirky, personal name that might need explaining. Mysterious but meaningful to those in the know, as an inside joke.



Cahoots

A boat name that suggests conspiratorial fun — who's in cahoots with the skipper? A cheeky, mischievous word which will always bring a smile.



Maverick

For a yacht (and skipper) that plays by its own rules. Top Gun with cowboy origins and general rebellious energy. Unddeniably bold and cool though now linked to Tom Cruise for ever.

Remiga II

Latin for "oarswoman" or "rower," carrying a strong nautical theme. Great historical and maritime heritage and already on version II.



Banjo

A name that's short, catchy, and possibly musical — or maybe just a nod to a lively spirit. Evokes folk traditions and perhaps a Mark Twain- style riverboat.

Sula

Named after the gannet genus — or maybe a literary reference to Toni Morrison's novel? Seabirds, literature and natural beauty. Short, sweet and elegant.

Moonbeam

Romantic, dreamy, and poetic — ideal for a boat gliding through calm waters. Universally lovely with a vintage yacht history.



Big Rafiki

A playful nod to wisdom and friendship - Swahili for "friend," plus a larger-than-life energy. Lion King connection and a great sailing companion; unique and fun.

White Rose

Classic, regal, and a symbol of Yorkshire and peace. Deeply meaningful and elegant with a touch of romance.



Lady Meg

Effortlessly sophisticated and full of personality - with an air of nobility and tradition. A regal name with staying power.



Barcarolle

A nod to the traditional Venetian boat song—smooth sailing vibes all around. Beautifully poetic with a love for the water in a classical music vein.



Feronia

A Roman goddess of freedom — very fitting for a yacht. Mythological and powerful. Ancient but in a good way.

Sealeggs

A clever play on words — every sailor hopes to earn theirs. Simple but genius and maritime through and through.

Rikasa

A mysterious name with unknown backstory. Affectionately known as Rick Astley by some. Unique but less immediately recognizable

Gypsy III

A name full of character with a sense of adventure and free-spirited roaming. Already on it's third generation – definitely a keeper.

And the Winner Is . . .

Sealeggs – A pun, a rite of passage, and a name that never stops being relevant. Clever, fun, and timeless.

Runners-up: **Jouster**, **Shenanigans**, and **Cahoots** — whether you love competition or a bit of mischief, these names bring character to the fleet.

Whatever the name, every yacht has a story behind it. Whether your boat is an elegant Moonbeam, a rebellious Maverick, or a mischievous Shenanigans, it's the adventures aboard that truly define her.



How to capsize a Topper

A handy guide

Toppers are patient, accommodating and stable little boats, but even they have their limits. The following methods have been tested by many sailors over the years, more or less voluntarily.

1. The Dash and Splash

Choose a day when the wind is blowing off the shore. Set off confidently with the wind behind you. Be surprised by how much the wind increases the further out into the river you go. Enjoy the speed, but become uncomfortably aware that the island is getting rapidly closer. Wonder where the brakes are. At the last minute turn sharply in either direction. **Conclusion:** High on drama and surprise; good for optimistic beginners.

2. The Transcendental

Set off up or down river with the wind dead behind you. Immerse yourself in the peace and beauty of the river, sailing along, just you and the boat, communing with nature. Breathe deeply. Notice the other birds and animals who are sharing the river with you. And another deep breath. Allow your course to be guided by the river's twists and turns. Mmm ... and let that breath out very slowly. Observe everything around you, focusing on the details of a wave's turn or a floating feather ... Fail to notice that although your course has changed, the wind direc-



tion has not. Perform a crash gybe. **Conclusion:** An element of surprise with spectator value. Good for birdwatchers and mindful dreamers.

3. The Rushed Rig

Take care when rigging the boat to make sure that the tiller goes under the traveller. Set off cheerfully, and be surprised when you can't tack. Investigate the obvious options, including mud, being head to wind, general incompetence. Adjust the kicker and outhaul, to taste. Try again. Remain baffled by the boat's intransigence. Finally work out what the problem is, and, in a panicked state, believe that you are doomed to continue on this course forever, with nothing to stop you until you get to Belgium. Stand up to attract attention, wave frantically, rock the boat and ... in you go. **Conclusion:** Chaos with a sense of lurking doom. Good for the late starter or adrenalin junky

Hugo Mason

Toppering on the Deben

Sailing is a huge sport played all over the world and although there are places more bustling and bursting full of life there is nowhere that matches Waldringfield.



As a Topper sailor I have had the chance to see all the wildlife and marshland close up (especially when I'm stuck on a bit of the marsh). I love being on my boat hearing the splash of water as a cormorant dives or watching a seal.

There is a lovely community at Waldringfield, all brought together by the joy of the river. Not all are sailors, some are nature lovers. I am happy that Waldringfield isn't well known, it is like a gem buried underground, safe for all that love it, and I look forward to many happy years on this river with my friends and family.

Elliot Mason



Squib Shots

The tan sails of Squibs make them very photogenic but unfortunately the Squib sailors are a little shy when it comes to writing about themselves!



Squibs on the Start Line

The Presidential Squib



Clean Bottom



Squibs under Spinnaker - relaxing downwind



Upwind Squibs



Ready About



Squibs in action - not relaxing!

All stand, please



Sticky Problem, Sticky Solution

Lark 2500—Shipshape and Ready to Sail

Matt Leigh has excitedly joined the Lark Class after many seasons' sailing with Gordon Harris. Here he describes the most important and immediate updates to his newly acquired Lark. Read on and enjoy:

A new boat, a fresh start—what's not to love? Well, one thing: the name.

When I took ownership of Lark 2500, she was in excellent condition and ready for adventure. However, her name, Pussy Galore, raised a few eyebrows. While some found it amusing, others were less enthusiastic. The easiest solution? Change the name. But any seasoned sailor knows that renaming a boat is not to be taken lightly—Neptune's favour is not something to gamble with.

Instead of a complete rebrand, I decided on a clever compromise. Pussy Galore was a Bond Girl in *Goldfinger* (1959), an ace pilot and leader of Pussy Galore's Flying Circus. With that in mind, 2500 would now sail under the alternative name Flying Circus. A subtle tweak, hopefully subtle enough to keep Neptune on-board.

The Bond franchise conveniently provided an emblem for Flying Circus, so I figured it would be a



simple case of printing it to size and slapping it on the hull. But when is it ever that easy?

The only version I could find online was too small and pixelated when enlarged. A vector image was required for sharp, high-quality printing. That's when I turned to Fiverr, a freelance marketplace for creative work.

On a lazy Sunday morning, I scouted potential designers, sent a brief with the logo and the necessary modifications. By lunchtime, three quotes received, a supplier in Bangladesh selected. Proofs were received mid-afternoon and the order competed the same day. Costing just £16.24. A bargain!

Now came the challenge—printing. Unlike the seamless Fiverr experience, finding a printer was more of an old-school hunt. Signs For You (SFY) in Ipswich knew exactly what was required: grey-backed, high-tack, laminated vinyl, cut to shape (60x60cm), ready for self-application. Price for two stickers? £70.

With the new (for me) boat and Flying Circus on a fresh logo proudly displayed, we'll be ready to set sail into the new season. And with golden fingers crossed I hope Neptune approves. Just the small matter of applying the stickers and getting them straight.

For anyone wanting to name, refresh or to brighten up their boat, take note. A little effort and c£100 can deliver results that stick.

Happy sailing!



Team Racing at WSC

Team racing involves 2 teams of (usually) 3 boats racing against each other over very short races typically around 7-10 minutes duration. The team finishing with 10 or less points wins. It's fast and furious, close quarters, tactical and great fun. Boat handling, team work and knowledge of the rules are essential ingredients.

Since sailcom and gencom gave their approval to the purchase of a flight of 6 matched fireflies for team racing at Waldringfield, Andy Bush who is leading the project, together with Neil Collingridge have been working hard to find suitable boats that are within the budget. Good secondhand flights are hard to come by but Neil is very involved with the British Universities Sailing Association where much of the team racing takes place so when flights have come up for sale, they have known about them. They have been very far and wide to find the boats which are now at the club and ready to race.

The club has lots of ex-cadets who have gone on to team race successfully at university and we plan for some of them to come back and help. The idea is



to avoid Saturday racing so that team racing is an extra to what Waldringfield offers rather than risk cannibalising what the club already does.

We intend running team racing rather along the lines the cadet squadron ran their 'better-than-nothing' racing during



covid.....for those who weren't there it was informal, resource light and great fun.

The sessions will be open to everyone. A big motivation has been to equip junior sailors at Waldringfield with the skills they need when they arrive at university, but there are plenty of older members who have team raced in the past, many of whom have shown an interest in having a go. If you want to get involved do please let Andy know.

Neil Collingridge





WALDRINGFIELD IS NOT DULL!



WANT TO CREATE MEMORIES
ON AND OFF THE WATER?



COME AND HAVE SOME FUN...



WSC RS200
WHATSAPP



JOIN US NOW!

Learn to Race

WSC is a special sailing club, where dinghy racing is enjoyed and celebrated by many members. There are many sailors who have been brought up with sailing from a young age and racing comes naturally to them, they are the lucky ones! Others 'catch the bug' a little, or a lot, later in life; they learn to sail but find it difficult to make the big step from being a competent sailor to being a confident racer.

For the last few years Tony Geary has kindly supported a number of members with a comprehensive race training program and there are many members who are very grateful for his enthusiasm and the generosity he has shown with his knowledge and time.

For the 2025 season we plan to continue with six

race training sessions, all on a Saturday morning; starting on the 5th of April, the rest of the dates are on the sailing programme. The plan is to follow the suggested RYA 'core racing areas' of; starting, boat handling, speed, tactics and strategy. There will also be a focus on sailing at WSC and the vagaries of sailing in a unique environment which can, at times, be demanding and confusing!

The plan is to build the confidence of members new to racing and to develop their skills and their understanding of dinghy racing. We all like to welcome new sailors to the race course. To keep the club, healthy, developing and moving forward it is important to encourage people and support them on their pathway to be competitive racers.

Geoff Harris



Racing upwind



Racing downwind

Poetry Corner

This excellent poem was spotted by our Go Sailing Supremo Oriel O'Loughlin in the Spectator earlier this year. It was written by Quentin Cowdry, the eldest son of long time members, Denzil and Faye Cowdry. Quentin and his brother Miles, used to race Cadets, quite successfully, in the 1970s.

Not quite laid up

Grunting you slippercreep across the floor
slower than a sailboat in a Force 1 breeze.

I wonder whether in that ancient circuit
board of a head from which so little

Intelligible has issued for weeks
the Beaufort Scale still means anything

or whether if mentioned, you would
as usual get totally muddled,

mistake Force 1, under whose waftings
the sea hardly ripples, for gale Force 10.

Standing close in case of mishap I watch
you grip the grubby Zimmer frame

tighter, then tack hard to port and slump
into the Stannah Lift that will ease you

past prints and oils of your father's ships
until you reach the downstairs harbour.

There, berthed in your favourite chair,
you turn to the window and observe

where clouds head, how the beech tree stirs,
Fine day for a float, you tell your son.

A mild south-westerly, no more than a three.
Later I check the web, find you were right;
dead on.

Quentin Cowdry



Take the Rains at Wing Foiling

Wing Foiling has exploded in popularity in recent years with its unique blend of freedom, accessibility, and sheer exhilaration. This relatively new sport combines elements of windsurfing, kitesurfing, and stand-up paddleboarding, creating a thrilling experience that allows riders to glide effortlessly above the water's surface.

What is Wing Foiling?

At its core, wing foiling involves using a hand-held inflatable wing to harness the power of the wind. Riders stand on a hydrofoil board, which lifts them above the water as they gain speed, minimizing drag and creating a sensation of flying. The wing, held independently of the board, provides propulsion and control, allowing for a wide range of manoeuvres and riding styles. Some say that, compared to kitesurfing, wing foiling is easier to learn as the handheld wing is more manageable and safer than a kite. Until a chance conversation, I'd set out to learn to kitesurf. Of course many do both!

Equipment:

Wing: An inflatable handheld wing that captures the wind.

Hydrofoil Board: A board which, when combined with a hydrofoil, lifts out of the water and 'flies'.

Hydrofoils: Mast, fuselage, foil and stabiliser all fix together to make the flying possible.

Leashes: Connect the wing and board to the rider, for safety.

What It Costs:

Like everything, there's a range but you should be able to get a new, mid range board, wing and



foil set for around £2000 if you don't mind buying last season's models that retailers have priced to move on. There's lots of second hand kit available too, particularly on Facebook. On reflection I'd have progressed faster if my initial purchases had been different. Recommendation: Fluid Lines in Colchester.

Learning Wing Foiling:

It took me many hours before I was flying in a controlled way, but I've seen others achieve the same in a fraction of the time it took me (admittedly they were younger and fitter). Recommendation: Simon Chippington from East Coast Watersports.

Where to Wing Foil locally:

Alton Water is where I've spent most time, particularly early on when I needed flat water and the comfort of knowing there's a safety boat. The Orwell, Stour and Felixstowe beach are all popular spots. I've found Waldringfield is particularly good on a high tide and if there's no west in the wind.

The Future of Wing Foiling:

Wing foiling's popularity continues to surge, with new equipment and techniques constantly being developed. The sport is attracting a diverse range of participants, male and female, children and adults, including a few in their 60s. There's a growing competitive scene too, racing and freestyle in particular. Whether you're looking for a new adventure or a fun way to stay active, I'd say wing foiling is definitely worth trying.

Julian Rains



The OKs in Conversation

(with each other)

Luke Farthing confidently asserts that "the OK class continues to be an enthusiastic and competitive fleet at WSC, especially on Wednesday evenings - and 2025 promises to build on this growth."

Clive Quantrill, now the OK class captain decided to switch from the Laser to the OK nearly three years ago. He explains "I had always admired the elegant lines of the OK and I found some helpful similarities between sailing an OK and a Laser, such as both having an unstayed mast, that can be sailed by-the-lee downwind." He also appreciates some of the differences, such as "the mast track allows the sail to be quickly hoisted, the centre main makes gybing easier and there is lots of leg room to sit comfortably".

Clive explains that "whilst the OK does have a low boom, as the traveller and mainsheet are used to trim the sail upwind - and the kicker is left off upwind - the boom pops up in the tack providing plenty of room to duck under the boom. The deep cockpit means there is actually more space than in many



Clive

single handers, as well as providing a much more comfortable and ergonomic leaning out position".

Simon Hance joined and says he was attracted because "the boat is adaptable; with the correct rig and set-up it can confidently be sailed by people with a wide range of weights." He continues "OK racing at the club is competitive and friendly. Whilst there are events all over the country for those with a desire to

travel, you can't beat a day out on the water at WSC where the conditions are perfect for a comfortable and balanced boat".

Although designed in 1956, the OK has stood the test of time as the class has adapted to progressive and helpful changes (allowing carbon masts, for example) but not at the cost of becoming a prohibitively expensive development boat.

Geoff Harris, who has sailed an OK in the past returned to the fold soon after Clive and acknowledges "the long and impressive history of the OK at WSC (we have produced five National Champions over the years and have had a strong presence on the open meeting circuit)". Geoff believes it is important to keep this legacy alive.

"We are particularly fortunate to have at WSC the expertise and wisdom of some accomplished OK sailors, who are able to offer welcome guidance and practical



Simon Hance



The Role of the Hon Secretary

After another highly enjoyable (and Eggs-hausting!) Easter Egg Regatta it feels timely to turn a spotlight on one of the officers who help to ensure the smooth running of the club.

Yes it's time to honour the Hon Sec - a role occupied for the past ten years with quiet efficiency by Jane Spark.

Recruited to the job in 2013 by the then Commodore, David Copp, Jane took over from Margaret Lake who had done the job for 14 years and is still 'guardian of our trophies'.

The Centenary Book reveals a Hon Sec roll call of club dynasties - amongst them: Harry Nunn (ofcourse there was a Nunn!) Mossmans (Frank and Joan), Don Rose, Maisie Runnacles (who in her later years sat in the corner of the clubhouse like Queen Victoria surrounded by lace...), George Rolls, Sally Goddard, Cathy Fish, Gwen Glenn - a heroic heritage of administrative heroes.

So what's it all about? Meetings (two a Month - Flags and GenCom), minutes and minutae; pro-



grammes and parking, schedules and club bookings, new member inquiries, event licensing, correspondence, DBS ID verifier, policing the top dinghy park, galley stand-in...The list goes on.

Jane admits that the introduction of Dutyman has brought a welcome change to the role since she started-when it was a case of about 8 people sat around a table for hours sorting out everyone's duties.

The Sparks family joined WSC in 2009 with the two girls going into Cadets and Chris sailing a Laser; Jane happily declares " I liked my feet firmly on the ground and still do!" She is rarely seen in a boat but is often in and around the clubhouse with a friendly and welcoming smile. The river's loss is the club's gain - so thank you Jane (and all who have come before you), our grounded and honoured Hon Sec!

Steve Cooney

hints to both newcomers and the more experienced."

Luke has the final say:

"Honours for last season were shared out amongst the competitors, perhaps largely because Robert Deaves' international commitments prevented him from completing enough races to count in some of the series. Away from home, Simon Davis and Geoff Harris both attended the 2024 National Championships at Brixham and Simon, who recently took on the mantle of Secretary to the British OK Association, attended several open meetings as well as the Worlds in Brisbane, Australia. A number of sailors have also raced at Ardleigh Reservoir over the winter, joining the resident OKs there."

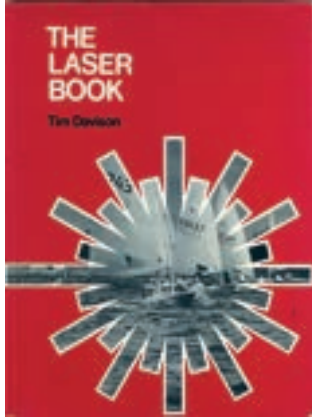


Luke and Geoff



ILCA: Different, but still the same

Over the winter I came across a 1979 first edition of the Laser Book, the bible for all things laser. It gave food for thought about the development of the class and how such a simple boat could become so popular on the racing scene.



The idea for the Laser came about in 1969 when Ian Bruce, a Canadian boatbuilder, asked Bruce Kirby, a three time Olympian, to design something which anyone could put on their car, head to the beach and rig up in minutes. Originally known as the Weekender, it had simple rigging- a two part mast, sleeved sail and a hole for a mast step, all still present today. A low freeboard and self-bailing cockpit meant righting from a capsize was easy. Demand was instant and since then 225,000 have been built in numerous colours.

The main takeaway from the book is how basic the control lines were back then. The kicker and the outhaul were only adjustable going to windward so best practice was to "steer with your foot, pull the outhaul rope sideways with one hand and pull the slack through the cleat with the other." The book recommends that 'in strong winds all lines are pulled in bar tight as there will be no chance to adjust this while racing'.



There are other gems in the book which hint at the Laser's non-racing origins, including how to reef the main (remove the top batten and wrap around the mast) and how to successfully beach the boat!

There were efforts from early on to create a smaller rig for lighter sailors and the Radial rig was born in 1983, initially with a halyard. This has become incredibly popular with female and youth sailors with sales now exceeding the standard in Europe. An even smaller sail, the 4.7 rig was intro-

duced in 1989. The standard is now called the ILCA 7, the Radial the ILCA 6, and 4.7 sail is the ILCA 4. They all use the same top mast, boom and rigging, meaning that rigs can be easily swapped in and out and at WSC people will often have two rigs, depending how windy it is.

It is a testament to the design that the boat, with little changes from the original, was adopted for the Olympics in 1996. With core principles of simplicity and performance the Laser had gained a mass following but by the end of the nineties the boat was starting to look outdated. A number of significant rule changes were introduced in 2001. The 'XD kit' permitted new turning blocks and cleats on the deck for the outhaul and cunningham. There was also a new kicker fitting with a new cam cleat on a swivel. Blocks in the control lines were allowed for the first time - Ben Ainslie commented: "These new systems are simple to rig, provide more precise control



and are easily adjusted from the hiking position" - Unfortunately it was too late for Ben as he had just moved to the Finn class and has since gone on to different things altogether!

More recently, class rules have permitted a broader choice of gear and now we have carbon top masts, adjustable toestraps and ballbearing mainsheet blocks. It is also possible to buy replica Laser equipment and at Waldringfield the majority of sails out on a Saturday will be replicas.

In comparison to modern designs, like the RS or Aero, the hull is now on the heavy side but sticking to original build methods has meant they are almost identical to the old boats. You can still sail an older laser very competitively - at WSC we have 25 year old boats consistently winning races and a 1973 Laser, complete with varnished centreboard, regularly in amongst it. The Laser continues to be a simple to rig and fun boat. Lucky for us you no longer have to be a gorilla to sail one!

Toby Tracey



Atlantic Crossing

Cabin Boy's Diary

This is an extract from the diary of a crew member who was fortunate enough to be invited, together with his very excited wife, Anne Marie, to join the good ship Geronimo of Orwell on a proposed crossing of the Atlantic. The route was to be from Gran Canaria to Grenada via Cape Verde, starting on 10th November 2024 and finishing mid-December, in readiness for the not unappealing prospect of spending Christmas in the Caribbean. Owners of Geronimo, Charles and Penny Arbuthnot, from Holbrook, had both completed the ARC (Atlantic Rally for Cruisers) 30 years previously and Patrick and Anne-Marie had sailed with the Arbuthnots many times before.... so they were as prepared as they could be for a lengthy period of confinement with them on their 37 foot Sun Odyssey.

What exactly is the ARC and why isn't NOAH involved?

We did board our boat two by two, but not with any animals; instead we had a Rally Handbook informing us of everything we needed to take with us and giving us a pretty good idea of the enormity of the challenge ahead of us, but also highlighting the benefits of undertaking this voyage as part of a sizeable convoy of like-minded boaters.

The concept of the ARC + came about from the popularity of the original ARC rally (which started in 1985) coupled with an increasing interest in Cape Verde as a cruising destination. Undertaking the first significant leg down to Cape Verde was to help enormously in preparing for the actual crossing. You arrive in Mindelo with some feeling for the concept of blue water sailing and a sense of readiness for leg 2, not to mention an overwhelming desire to discuss the trials and tribulations of leg 1 with other participants over too many pina coladas!

The following extracts represent a small selection of random daily entries from the Cabin Boy's Diary to



provide a flavour of this transatlantic trip.

Monday, 11th November, 2024

We have made it through our first night shift and the hero of the hour, and probably the holiday, is Harry the Hydrovane, a clever bit of kit on the transom which does a lot of heavy lifting in the steering department. We have managed over 120 miles sailing in the first 24 hours with a poled out genoa powering us along at 7-8 knots in glorious sunshine and a comfortable Atlantic swell. We are out in the big wide ocean with another 750 miles ahead of us to Cape Verde and a few of our fellow ARC boats can be spotted in the distance and on AIS.

Entertainment for the evening, other than a rapid reefing exercise in the moonlight, comes in the form of Anne-Marie's quiz on nautical expressions and Penny's sumptuous sweet potato and chicken dish. As usual

the Cabin Boy makes a pig of himself in readiness for the unpopular nightshift, the only compensation being the amazing night sky featuring more stars than a Hollywood blockbuster and a plethora of planets. The perfect time to gaze up at the sky and contemplate the world.



Harry the Hydrovane



Wednesday, 13th November, 2024

Sleeping on a boat under sail in a roly poly ocean is not for everyone. An hour or two of quality snooze time is the key, made less easy when your bedfellow can't decide which side of the cabin she wishes to occupy and also when you fail to identify, and then eradicate, the tapping, scraping or clunking noise coming from a distant corner of the cabin. The soothing sound of the sea is not always sleep-inducing and sometimes we just have to go with the flow and read-just our earplugs.

Champagne sailing conditions and a modest but tasty liquid lunch (principally cheese and wine) sets up the crew for an idyllic afternoon's sailing when drama unfolds at the back of the boat following a gybe and rapid change of course. Something blue and stringy has attached itself to the rudder and is spoiling the underwater aesthetics at the transom.... it is also bugging up the steering! Geronimo is rapidly brought to a halt and the skipper is soon donning his swimming trunks to take a closer look. With sundry paraphernalia at his disposal, inspection indicates fowling on the propeller and the benefits of a rope cutter are soon realised, as a short blast of the engine thankfully removes the offending flotsam. Calm returns to the cockpit in readiness for early evening fun and games in the form of a nautical themed Taskmaster!

Sunday, 24th November, 2024

Two essentials for a transatlantic crossing, and which are closely linked, are a good sized fridge and a fully operational "heads". The catering man-



ager reviews the fridge on a daily basis and exploits its Tardis- like qualities. Amidst the vacuum-packed meat and the tupperware emporium of vegetables, a monster sized breakfast melon takes pride of place and there must always be space for two large cans of tonic water and emergency beer rations!

If the catering goes awry, the heads will be busy and most Jabsco branded facilities tend to be designed for the glutinous minimus and a feat of contortion is required to perform most standard bathroom essentials. By the end of the trip all crew will have developed a strong left arm from pumping and will have overcome any concerns associated with agrophobia, not to mention good pelvic floor muscles!

AIS is called into service for Penny's late evening watch from 9-12 when a large cargo ship appears to be on a collision course with Geronimo, moving at an unalterable 16 knots. The 'One Monaco' assures us on the radio that she will pass in front of us but in the pitch black her raft of deck lights are an imposing sight and we tighten up a little to windward just in case;..... an experience you might expect near Felixstowe port but not in the middle of the Atlantic Ocean! Crisis averted and normal service is resumed for the remainder of the night watch.

Friday, 29th November, 2024

We have dropped a little in the ratings after a very slow night involving a mini drama when the parasailer guy became detached at 5.30am, during the Cabin Boy's watch! Thankfully the skipper was thrilled to be woken with this news and some frantic foredeck activity ensued under torchlight. By breakfast time (an hour later now, due to mid Atlantic clock changing) the wind reappeared and Geronimo's feathers



were fluttering in anticipation of a better day's sailing.

Navigation from one side of the pond to the other can be as simple or as technical as you want it to be. Daily forecasts are of course key to this process with big sailing areas covered by colourful grib files.

We have chosen to stick to the basic rhumb line while others have taken a more southerly route, including our principal rival "Tally Ho", another Sun Odyssey, crewed by a collection of aviation experts, a naval eye surgeon and a co-opted nephew. They have the benefit of 'Starlink' which allows them to access more information and route guidance, albeit at some considerable expense.

The terms, 'velocity made good', 'true and apparent wind direction' and 'bearings to the next waypoint' are all bandied about at regular intervals, much to the confusion of the Cabin Boy who suffers from navigational dyslexia. To his mind the boat looks to be pointing in the right direction and there is every confidence that we will make it to the Caribbean.

Wednesday, 4th December, 2024

Things don't always go to plan in yacht sailing! The Cabin Boy was mid way through an early morning watch, listening to a Graham Norton audio book, when the captain declared conditions to be ideal for Pete the Parasailor and what a 'nice surprise' it would be for the ladies of the vessel to be greeted by a colourful sail first thing in the morning after a relatively quiet night's sailing.

The main was duly reefed to a handkerchief, the genoa furlled and the blue and white beast hoisted in its snuffer. This might have been where the plan started to unravel, as one or two grey clouds had gathered in a hitherto benign looking sky. Undaunted by the freshening breeze, the skipper and his dutiful Cabin Boy pressed on with the enterprise and the crisp, crinkly sail was unleashed simultaneously with



Pete the Parasailor

a significant gust..... and for ten glorious seconds the parasailor burst into flower only to become alarmingly twisted in a wineglass of doom, as sheets and guys became confused and detached in a maelstrom of frantic flapping. Urgent instructions were issued from both ends of the boat, the ladies having emerged from below deck to be less than excited about their early morning surprise. Disaster was ultimately averted with only a small flesh wound for the Cabin Boy as a souvenir of the incident. A brief

post mortem was conducted over bacon butties and the crew of Geronimo resigned themselves to another day of white sail surfing!

Sabbatical Summation (or 'The Cabin Boy's Final Thoughts')

I shall always be eternally grateful to Charles and Penny for allowing me to take on the self-appointed role of Cabin Boy and I fully understand that it was Anne-Marie that they wanted on board and did not expect me to abandon my desk in sunny Felixstowe to come as her 'plus one'. It was an immensely enjoyable and fulfilling voyage which has helped to smooth some of the rough edges of my yachting knowledge and has enabled me to focus my attention on other possible yachting adventures, when I eventually manage to ease my way into retirement.

Patrick Cooney



75th Dragonfly Anniversary

IDRA 14 Class Members Attend



At the invitation of the Dragonfly Class, five veteran members of the IDRA 14 Class Association (Charles, Dermot, Ian, Peter and Suzanne) travelled in September to Waldringfield Sailing Club on the River Deben in Suffolk to join in the Dragonfly 75th Birthday celebrations. The Dragonfly dinghy is a close "cousin" of the IDRA 14, both being derived from the "Fuss" dinghy designed by George O'Brien Kennedy. The IDRA 14 design was adopted by the Irish Dinghy Racing Association and building wooden boats began in 1946.

The earliest reference to the formation of what became the Dragonfly Class appears in the Waldringfield Sailing Club Committee Book for 1947, when a small sub-committee was formed to look into the question of a One-Design Class.

By September 1948 the prospective owners agreed to adopt the O'Brien Kennedy design and inaugurate a class of "FUSS" type boats, which were being sailed in Ireland as IDRA 14s.

Promptly afterwards formal letters were written to boatbuilders Nunn and Robertson placing orders with each for 10 boats, with slight modifications on the IDRA design to suit local conditions. A decision was required to find a name to call the new class. Various suggestions were made by members of the club including the "Waxwing" Class and "Deben Peewits", but it was the "Dragonfly" Class that was carried unanimously.

It was further unanimously agreed that the emblem of the class should be a silhouette of a Dragonfly and a registration number on the sails.

During the winter of 1948/49 construction of the

first Dragonflies were sufficiently under way, and on 16th April 1949 a draw for the boats took place. Over the 1949 sailing season the first boats launched and took part in a race.

The hospitality provided to the IDRA visitors by Dragonfly members began as they arrived at Stansted Airport – two cars were waiting with Cherry and Graham as chauffeurs, and they were transported initially to Richard and Jane's house for tea and cake – and to see two Dragonflies: one in the process of being restored to full racing condition, and another which was beyond repair. However, rather than cut it up for firewood, Richard had converted the hull into a unique

arched gateway into his back garden ... an inspiration for boatowners worldwide!

"Reduce, re-use, recycle!"

Visitor accommodation was also provided by Dragonfly sailors - Ian was staying with Richard and Jane, so unloaded his bags, while the rest were collected and ferried to their hosts. Charles was accommodated by Roxanne; Dermot was put up with by James and Mary Beth; while Peter and Suzanne stayed with Rob & Zoe. All gathered that evening at Waldringfield Sailing Club for the "Friendly Friday" BBQ – a great opportunity to meet up with so many of the Dragonfly friends that had met up in Dublin and WSC at previous inter-Class encounters. As the sun set on a beautiful calm evening beside the river, nobody was in a hurry to leave the Club!

Saturday morning – all returned to the Club for Day One of the 2024 Cartoon Trophy Open Meeting, 7-8 September - six races over two days with cartoons by Giles or Mike Peyton as trophies. This year it was also celebrating the Dragonfly 75th anniversary. The IDRA visitors were allocated their roles for the day – Charles was given the helm of Richard's Dragonfly No. 4, with the owner acting as crew and advisor –





not only about the boat, but more importantly about the local tides and mudbanks! Dermot stepped into



the crew position aboard James' boat No. 34 (with 23 on the sail to confuse the opposition!), while Suzanne was stationed aboard the Committee Boat to take advantage of her race management skills. Peter used his free time to take a boat tour along the river, while Ian stayed ashore at a vantage point where he could observe the racing and provide feedback later.

This Cartoon Trophy event is immensely popular – so much so that the total fleet (with other classes including Squibs, RS200s, Larks, Wayfarers, Lasers and Cadets) amounted to over 80 boats racing on a



relatively narrow fast-flowing tidal stretch of the river, with around 100 moored boats to navigate around! The course was laid out around four coloured flag marks (Red, White, Yellow, Black), some placed in among the moored boats, some to be rounded to Port, some to Starboard – so attending the briefing was essential!

Getting around the course required total concentration: not only calculating the course to the next mark allowing for wind and tide, but also avoiding the 79+ other boats apparently coming from all directions, and not hitting any of the moored boats. Dermot later described the experience as one of the most exciting dinghy events he ever competed in, and Suzanne said crews needed a head like a lighthouse, constantly revolving!

By the end of racing, the IDRA sailors had the entire Dragonfly fleet covered – Rob Bellfield led the flotilla across the finishing line with Dermot and James not far behind, while Charles and Richard rounded up the stragglers from the rear! All then returned to shore for the obligatory de-briefing over a few pints, before sitting down to the Saturday Supper of delicious quiche or frittata.

With his Saturday training course completed, on Sunday morning Charles was given full control of No. 4 with Suzanne crewing – despite her decades of sailing in IDRA 14s, this was the first time she has crewed for a Sargent! However, since the Dragonflies are moored out on the river, Charles had to row out to the boat in Richard's dinghy, remove the cover, then row the boat back ashore leaving the dinghy on the mooring. He hadn't rowed a Fourteen since the 1960s, but had to quickly remember the techniques required before the strong tide and wind swept him upstream! Once ashore, he and Suzanne quickly rigged the boat and sailed out between the moored boats – straight onto the mudbank beside the island! Happily, they weren't too badly stuck, and managed



to sail the boat off the mud without anyone having to get their feet wet (or muddy!).

With a 2nd and 3rd of the previous day in the bag, the "A-Team" of James and Dermot set out again in No. 34. With a much stronger wind on the course, Ian and Peter placed themselves on the Dragonfly bench in front of the Clubhouse to watch the many thrills



and some spills! Despite some near misses, all ended well – Rob took line honours. With Dermot's expert assistance as

strategist James achieved 3rd overall, and Charles and Suzanne again ensured that all Dragonflies had safely completed the course before they crossed the finish line themselves.

The Irish presence at the event had not gone unnoticed by the British authorities – a Border Force vessel was observed patrolling the area around the finish line, although no attempt was made to intercept or board any Dragonflies! At the end of racing, the oars were out again, returning the Dragonflies to their moorings and bringing the dinghies ashore.

Prizegiving took place in the WSC Clubhouse after allowing some time for pints after racing – with designated drivers provided by the Dragonfly class, the IDRA sailors allowed themselves one or two while waiting!



Then all were transported to the Railway Inn in Westerfield, where a 75th Birthday celebration dinner was held.

The visitors were dispersed around the tables of Dragonfly sailors, where they could share experiences of sailing these traditional boats and

acknowledge the contribution of designer George O'Brien Kennedy – the IDRA Class presented their UK hosts with a framed picture of George with two photos of his "Fuss" dinghy, the common ancestor of both.

Charles had also brought along a copy of George's autobiography "Not All At Sea", which traces the life of an exceptional character, a slightly eccentric man who had far more success in producing good boat designs than he had at making much profit from them! Perhaps it's something in the "Fuss" design that had attracted so many interesting "characters" to sail in IDRA 14s and Dragonflies over the many decades since!

Monday morning, it was time for the Irish team to pack up to leave – but the Dragonfly hosts still had things to show them before heading to the airport! Richard and Derek organised a visit to Larkmans boatyard, where Steve showed them the work in progress included restoration work on several classic keelboats as well as on a Dragonfly up on the mezzanine floor.

Irish eyes were definitely smiling at the sight of these beautiful historic boats being worked on, with more traditional woodworking tools and machinery



to hand than any of us could have wished for, not to mention the shelves full of screws in neatly sorted boxes! Having toured the premises, it was time for a cuppa and a chat – interrupting the work for an hour or so!

Another short drive brought us to the storage shed where another six Dragonflies were parked on

racks awaiting their turn for restoration - the holes in the roof providing the perfect moist atmosphere necessary to keep these timber boats from drying out. Again, the IDRA 14 sailors could only look in admiration, wishing that we had somewhere similar in Ireland to store our boats which are out of service.

All good things must end – and our chauffeurs Cherry and Graham turned up with their cars to transport us back to Stansted Airport. As we said our goodbyes, we thanked them and the entire merry group of Dragonflies for a super fun packed weekend with wonderful hosts, which has now made the bond between the classes even stronger.. and lots of great memories to savour! We now need to plan for their visit to Dublin in 2026 for the IDRA 14 80th Birthday – they will be a hard act to follow!



Cadet Sailing - Jasper's Carrot

Cadet sailing is a great experience as it can lead to many opportunities in different sailing classes because of the skills it teaches you. It also helps young people socialise with other sailors from other clubs as well as ours. This helps the sailing community to grow.

I love cadet sailing as I have been doing it since I was 6, as my family is a sailing family. It has taught me lots of skills (even outside of sailing) such as better spatial awareness as you need to judge the distance to other boats and buoys. Also communication skills because as a young crew you have to talk to an older helm, this can be daunting at first but the better you get at it the easier it gets, this then helps you when you become a helm and need to teach your crew and of course make sailing fun for them.

Being able to travel around the country seeing different venues whilst doing what I love and seeing my friends from other clubs is a great benefit to the experience. Last year, I travelled to Plymouth twice! Once for the selector and then the cadet nationals and worlds. It was a great venue with lots of help from everyone involved and a great sailing area. One day we even went out of the breakwater, the waves got quite big and amazingly a pod of dolphins played with us just before a race started!!! I had never done or seen that before! Also from the club I saw many



big ships enter and exit the harbour. Some days were postponed due to weather or lack of wind but one day there was a big navy ship coming through our course so we had to wait to start, I guess sail gave way to power that day! It was a brilliant experience and I would love to do it again.

We are all looking forward to Saturday morning training and junior sailing starting again at Waldringfield in April, after the Grafham residential weekend which includes many social activities and sailing but best of all no parents (mostly!). The main event at Waldringfield is Cadet Week. Many different activities happen before and after the sailing. Last Cadet Week was my first as a helm and I won the first race and overall I placed 3rd in regatta fleet. It was a very exciting week (even though the weather was interesting). Something I like about sailing a cadet is being able to talk to someone in the boat as it means you can have a laugh and joke, someone else to discuss tactics with and also keep an eye out for other boats. But most of all the friendships we all make and this is the thing that motivates me to even sail in the frostbite series.

Jasper Bush - Age 11



Mike Oldroyd - A true Wayfarer

It was a sad day indeed when club stalwart Mike Oldroyd passed away earlier this year. Many will remember Mike for all his good work for the club organising racing and instigating and running the BOBS but first and foremost he was a talented Wayfarer sailor. Mike and his son Stephen campaigned 'Sandpiper' relentlessly at the club and also on the open circuit attending international, national, and regional championships. It was a certainty that if there was a healthy breeze then Sandpiper would be in the mix.



downwind the wide flat stern sections make her wonderfully controllable in the heaviest of conditions and with no vices. She is competitive over a wide range of crew weights and ages and old boats are cheap to buy. All in all the boat is pretty much bullet proof.

Mike Oldroyd was very much a key part of the Wayfarer's most successful era. He will be sorely missed.

Out of interest for some of you here are the names of the some of the retired and/or departed Wayfarer sailors:

Mike Arnold	Angela Mace
David Barnes	Toby Mace
Paul Briggins	Mike O'Malley
Terry Box	Mike Oldroyd
Sheila Bryett	David Pearce
Jonathan Christie	Rosemary Schlee
Peter Crofts	Oriel Schlee
Liz Feibusch	Don Suskins
John Hammond	Charlie Taylor
Brian Johnson	Terry Watson

If anyone has been missed out I apologise.

Mike Pert

In Mike's time Wayfarer racing was in vigorous form. Saturday racing always had fleets well into the teens and often into the twenties. All races were keenly fought and the Wayfarer class had a deserved reputation for being rather noisy. Deben Week was always well supported and often there were twenty Wayfarers. Racing was competitive but it was still a holiday. One year the result all came down to the final race, the passage race from Felixstowe to Waldringfield. Mike Oldroyd was in pole position with Mike Pert close behind. Provided Mike Pert did not actually win the race Mike Oldroyd had it in the bag. There was no wind but Mike Arnold found a zephyr from somewhere and disappeared into the distance. Mike Oldroyd and Mike Pert were left to battle it out for second knowing that Mike Arnold must have been a mile ahead and Mike Oldroyd would win the week. Mike Pert won the duel by a boat's length and the week would go to Mike Oldroyd. However on going ashore Mike Arnold was nowhere to be seen until he appeared sailing up river about an hour or so later. Where had he been? He and his crew Roger Cooke had decided to stop off at the Ramsholt Arms for a beer thus gifting the race and the week to Mike Pert. I do not think Mike Oldroyd ever really forgave them.

Why was the Wayfarer so popular? Well, it is an easy and forgiving boat to sail, powerful and very stable in a blow. Sailing

