



REEF KNOT

The Newsletter of Wells Sailing Club
No. 1 -Autumn 1999

From the **Commodore:-**

It is with great pleasure that I announce the reincarnation of the Wells Sailing Club Magazine the new *ReefKnot* Newsletter- after a gap of some 12 years. At the moment we are uncertain as to the regularity of publication, but hope Club members will be encouraged to contribute articles to be included in future issues. If you have anything to submit, please let us have it for inclusion - don't be shy!

In writing the first article, I am prompted by the minutes of the AGM from November 1985, and from the original *ReefKnot* No. 5, Winter 1986.

In 1985 the Officers of the Club were as follows:

Commodore - John Gibbs,
Vice Commodore - Peter Terrington,
Rear Commodore - Rodney Crafer,
Secretary - Don Wadman,
Treasurer - Gwen Woodhouse,
Starter and Timekeeper - Herbert Emerson.

Jean Oliver and James Case had just retired from the offices of Hon. Secretary and Rear Commodore respectively but had joined the General Committee, along with Gary Anthony, Catherine Proctor, Myrtle French, Richard Cracknell, Terry Norton, Bob Ellis, Rocko Hudson, Alison Cracknell and Alf Emerson. Graham Wild was the Hon. Auditor.

A welcome addition to the officers of the Club was Tommy Thomas who became our first Flag Captain. Lorraine and William Cracknell had just become engaged and Jenny Perowne had just become Mrs. William Youngs.

Terry Norton had made £400 profit with his 100 Club draw and Peter Terrington had scooped the major prize of £ 100 in December!

The first attempt to hold the Annual Dinner at the Maltings had failed through lack of support. The decision to cancel had fallen upon my shoulders and was debated with considerable emotion at the AGM. I was pleased and relieved that the pre season dinner at the Victoria was a resounding success - at £8.50 a head.

Annual subscriptions were: Family - £16, Full - £11, Associate - £7, Retired - £1 and Junior - 50p.

Aah, those were the days! !

In conclusion, I recall with affection those great characters who are no longer with us, God bless 'em.

The fundamental and unique spirit of the Club goes on.

John

SOCIAL PROGRAMME

Sat. 11 th September -
PROMS NIGHT

Sat. 23rd October -
LAYING UP SUPPER

Sat. 20th November -
ANNUAL DINNER

Sat. 18th December -
CHRISTMAS PARTY

Sun. 26th December -
BOXING DAY

Sat. 1st January 2000 -
NEW YEAR'S DAY DRAW

Details of each function will be published in the clubhouse nearer to the date of the event. Any member who would like more details, but is unable to get to the Club can telephone Terry Angles on 01328 710270.

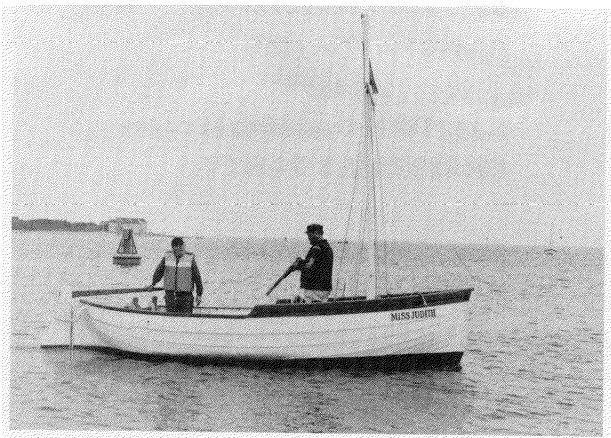
STOP PRESS

Congratulations to James Case on coming 8th in the 1999 Phantom Nationals held at the end of August. He has been invited to put his Phantom, which he built himself, on the class stand at next year's Dinghy Exhibition.

Sailing Secretary's Report:-

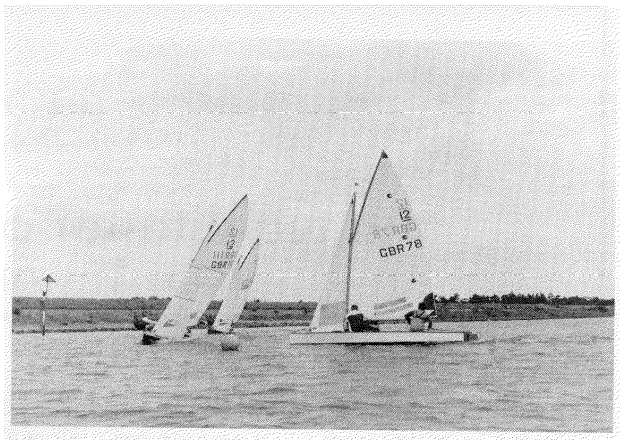
Enjoyable evening racing in near perfect conditions, the crackle of new sails, high gloss varnish finishes, the launching of immaculate new boats and increases to the number of our handicap fleet all make the efforts of the close season seem worthwhile. It is easy to forget about all the hard work and preparation that took place in the winter as you receive that tow from Alf at the helm of "Miss Judith", so I will take this opportunity to bring you up to date with developments on the sailing front.

"Miss Judith" resisted the strong challenge of finding a replacement and required a lot of attention to hull and machinery to ensure that she remained in a seaworthy condition. Thanks to all those members who assisted with the close season work on her and in particular Gary Anthony and Martin Emerson, who went to great lengths to ensure that she looked her best at the start of the season - rumour had it, she was going to be renamed "Redwing 2". Routine repairs were also carried out on the "Herbert E" and her trailer has also been extensively refurbished. On the subject of trailers, Richard Cracknell kindly made us a launching trolley for the tender to "Miss Judith" out of bits and pieces of discarded trolleys etc. - thanks Richard.



We have had a number of work parties so far this year and a big thank you to all who came along and assisted, the biggest challenge to date must have been to see how much scrap iron you can load legally on to Mike's truck and the low point of the year must be working in the rain that Sunday morning we cleared the cutting!

On the sailing front, we have this year tried to focus on the handicap fleet. To improve the quality and competitiveness of sailing, we now try to offer on race days, a number of handicap races over shorter, purpose designed courses whenever possible. Mike Bushby has taken on the role of Handicap Fleet Captain and we have seen very encouraging turn outs recently, which is proof that the new formula is working. Recently the handicap fleet had three races to the Sharpies one, it keeps the Committee Boat busy and rumour is that Peter Emerson is becoming gun happy, so why not get your Laser out and join in the fun!



On the Sharpie front, the series racing prior to the European's at Brancaster in August was used to tune the Sharpie's up. It has been good to see Ollie Wells and Miles Hodges being able to turn out on a regular basis this year. We were well represented at the British Championship at Grafham, conditions were either sunny with light airs or very strong winds and driving rain which made racing and camping interesting! Congratulations go to Richard & Ben Cracknell who were second overall with John Gibbs & Robin Howes, Chris & Tim Gibbs and Gary Anthony & Alan Coe being the pick of the Wells contingent.

So, look forward to seeing you out on the hoggin,

Chris Hardy

Photographs kindly supplied by
Jeremy Hastings • Ocean Arts

JUNIOR WEEK

A very successful Junior sail training week was held at the Club in August, led by RYA Coach Terry Angles, and supported by RYA Instructors Richard Cracknell and Peter Terrington. Many other club members gave up their time to help with rescue boats, instruction, and shore based support. We hope to give you a more detailed report on the week in the next newsletter, but in the meantime here is a piece written by Olly who attended the beginners course.

The sailing course was really good. I think everybody in my group really enjoyed themselves. A good thing was that we could sail for about two hours, and we could practice whatever we needed to do. I felt that Peter was really confident about us sailing on our own.

Our group got really excited on the last day when a storm brewed up, nobody was really worried, we were all either speeding across the water on the sides of our boats or just capsizing.

I would say that the course was really good fun.

Olly Wales

1999 SHARPIE CHAMPIONSHIP REPORTS - by Richard Cracknell

BRITISH

"Fresh woods and pastures new" was the oft-misquoted phrase, which passed through my head as we headed inland towing the tent-laden sharpie to the British Championship. On arrival to be greeted by a near gale driving rain onto one's face from across murky Grafham Water.

However, the club campers gritted their teeth, erected their shelters like early pioneers and made the best of it. Determination was rewarded by the following two days providing brilliant sunshine.

Two days of very light to light winds emanating anywhere from East to South and at odd times not emanating at all caused all sorts of changes of fortune. Fickleness of strength and direction gives moments of elation and despair, hope and dejection. Thus *Madrigal's* crew found themselves crossing the finish line in the first race a ridiculous eleven and a half minutes ahead of the second boat in spite of being overtaken during the earlier part of the race. Similarly, *Windspiel* had reached the position beating to the finish where John and Robin must have been visualising "The Connaught" resting resplendent on their respective mantelpieces. When the ubiquitous duo sailing *Annamarie* tacked to the shore from a 5th place to snatch the prize. Paddy and John have mastered the mystery of making the sharpie 'go'

together with a fine tactical sense.

So Wednesday the final day saw the points system heavily in favour of *Annamarie* with a gaggle of sharpies including visitors Egon and Gunter in *Eilenspiegel* in a position (given certain permutations) to take second place.

Strong winds following the stormy night persuaded most teams to put up flatter sails. While some even opted to stay ashore. Fickle as ever the wind lightened as the race progressed allowing the previously over-canvassed boats to creep past those who had had a comfortable start to the race.

Typically, once on the water the sails began to fill with an ever-increasing weight of wind so the start enjoyed a fresh breeze. This left Paul Goakes and David Cooper in *Tern* and Richard and Ben Cracknell in *Madrigal* to fight for the points. On the final beat to the line *Madrigal* maintained a covering position in spite of *Tern's* efforts to wriggle clear. The ever efficient *Annamarie* had crossed the finish well ahead again. *Madrigal* made second while *Redwing* with Gary Anthony and Alan Coe aboard came sweeping in from the other wing, pushing *Tern* in to 4th place.

Overall Results: 1st GBR9 Paddy Spink/John Ellison BSSC 4 pts, 2nd GBR1 29 Richard Cracknell/Ben Cracknell WSC 12 pts, 3rd GBR71 Paul Goakes/David Cooper GWSC/OSSC 14 pts, 4th GER378 Egon Horst/Gunter Daubenmerkl Blankeneser SC/WSC 16 pts, 5th GBR125 John Gibbs/Robin Howes WSC 16 pts, 6th GBR78 Gary Anthony/Alan Coe WSC 26 pts.

EUROPEAN

Those of us who have variously enjoyed or endured European Championships over the years acknowledge that the Gods smiled benevolently on this event at Brancaster Staithe. Irrespective of one's competitive result the whole social and racing scene can be so enhanced by the weather if it chooses to be warm and sunny.

The predominance of light winds and a strong weather-going tide made starting tricky especially as Tony Barnham, as race officer, instigated the sudden-death black flag rule for every race. This coupled with long into-the-tide reaches and runs off wind brought many tales of woe.

However, from the first race it was clear that GER377, Klaus Eisenblatter and Finn Moeller were going to be hard to beat and so it proved, even though challenged by the best British and Dutch competitors they emerged as undoubted champions yet again. As far as Wells SC. is concerned the Gibbs brothers would clearly have

liked a much heavier wind. Their last race performance in increasing breeze showed their potential another "if only" situation.

The social activity of the week never flagged. The decision to provide a marquee and new monster gazebo was a miracle of forethought, providing cover at Wells' Fish Supper on the only wet evening of the week.

Great credit must go to the B.S.S.C. for excellent organisation in all aspects of the meeting this includes the Wells '*Herbert E*' and "*Miss Judith*" and their crews.

Overall Results: 1st GER377 'Bunyip', Klaus Eisenblatter and Finn Noeller 6 pts, 2nd GBR 'Annamarie', Paddy Spink and John Ellison 9, 3rd NED14 'Jan van Galen', Bat-t and Daan Versteeg 19, 4th NED181 'Geep', Frank Steeneken and Pim van Dyk 21, 5th GBR77 'Maid of Arnhem' Chris and Tim Gibbs 25, 6th GBR133 'Ghost', Jerry Clark and Robert Howlett 33.

MEMBER'S PROFILE: Martin & Sue Read

Why Don't We Do Something Together?

Asked Sue. Although to some this request from a good looking 'young gal' of 26 may have appeared heaven sent - I knew in this case it heralded the end of my cricket career.

Sue had suffered a child 'grass widowship' apprenticeship under her father's golf and cricket career. She had no intention now of caddying or making teas and being a dutiful supporter!

The year - about 1977, as with most sports players to consider life without the shell at embrocation or linseed oil was quite a shock. But to be truthful, the hours on the field were beginning to become a burden - a new challenge 'avec ma femme' was required.

Sailing - why not? I had recently completed a week to gain beginners and intermediate certificates. I had been on a broads cruise with Robin Howes and the school. John Gibbs - an enterprising young man - was my head of department. He encouraged me to come to Wells and sail. He found me a crew berth with Roger Richardson in K77 - *Maid of Arnhem*. It was blowing WNW force 5. there was a reluctance to get on the water. Indeed, had it not been for Ronnie Scoles casually setting off with lit cigar in *Cassiopea*, I would not have had my first taste.

As it was - course one, the start was from the 'hut', a thrilling close fetch to the Motor Car. We were bringing up the rear taking great care. Beyond the lifeboat house it was scary. I noticed a certain stiffness in my skipper's voice. As the other 4/5 boats rounded West Lake and ran past us we saw every one capsize dramatically. This seemed to initially cause my skipper some concern, but he suddenly brightened realizing the Edward De Bono thought.

Life is full of great opportunities brilliantly disguised as insolvable problems!

"We'll beach on the Lake. take down the mainsail and run home to win under jib." A win in my first race! Great, it's not the taking part that counts, it's the winning. We derigged and ran back under jib - the wind had increased and even with one sail Roger was fully occupied with keeping stable. As we passed the West Lake, I enquired if we should have left it to starboard - a look came on his face of huge disappointment and frustration. We did not go back and I cannot remember to this day if we won or not! I was hooked. Now all I needed was a boat!

Martin

EXTRACT FROM THE DIARY OF A DAY TRIPPER

Haven't sailed for a month but can do next Sunday,

What Time? 07.00 · Wow,

Alarm 05.00 · Coffee (+ 2 Asprins),

lots of Weetabix t toast

Shipping Forecast 0535 · Humber/Thames NE 3/4 · Great,

Grab kit, leave 05.40, Arrive Wells 06.15,

Its a bit quiet,

Where is everyone?

Where is the tide?

Oh dear,

It's 07.00 NEXT WEEK!

EDITOR'S NOTE:-

I hope you will enjoy the first edition of the revamped *Reef Knot*. We have decided to issue a Club newsletter in an endeavour to keep members informed on sailing and social issues.

We would like to involve all sections of the membership in contributing articles for the newsletter. In addition to racing reports and continuing with the *Member's Profile articles*, started by Martin Read, we hope to have items on sailing related activities such as Chris and Tony's exciting sailing barge project, Gunter's extensive cruising in the North Sea in his Varships, Ian Scott's plans to sail his restored craft to the Baltic, to name but a few. A growing number of members are getting great pleasure from sailing open day boats, as demonstrated by the impressive turn out for the Bill Jackson Trophy, and this is another area on which we would like to have reports.

In future issues we will have a column for boats and 'boat bits' for sale.

I hope it will be possible to produce the newsletter quarterly, but this will depend very much upon the membership submitting articles. So do please let me have your ideas and contributions in good time. For those with access to a computer a WORD document on disc would be most helpful.

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