



REEF KNOT

THE NEWSLETTER OF WELLS SAILING CLUB

No 15 - Spring 2012

COMMODORE'S REPORT Q1 2012

May I wish you all a Happy New Year!

I will start by looking astern (usually at following seagulls) and on reflection – Last year resulted in words like unpredictable weather, no summer and very strong winds, brought on by a tide of austerity measures, local service cuts, global economy uncertainty and continued unrest in the Middle East – not a pleasant mixture and no wonder our time on the water was somewhat restrained as a result!

Looking forward (I seem to have spent a lot of my life doing this – usually out of wheelhouse windows, cursing the fog that plays tricks with your mind!) – On the all-important weather front, the recent mild months have bought about favourable comments in the town from those that profess to know or think they do – that we are going to have a good summer and on a positive note it has enabled us to put on a series of successful winter sailing events, which have certainly been an added bonus!

While we can do little to have a significant influence on 'the state of the nation' and affairs of afar, I am rather wishing hopefully that this year we will enjoy a micro climate in North Norfolk of good weather and fortune

Once again our junior week was a popular and successful event!



Just when you think everything is under control!



that enables us to capitalise on the enthusiasm that I see to get our junior and adult membership enjoying time on the water, racing, messing about in boats, in a canoe or hitching a ride on the tide to picnic at the East Hills.

This wish also extends to promoting the best use of our marvellous facilities and members and guests supporting the wide range of functions that the house committee promotes or simply just enjoying 'quality time' having a drink on the deck as the sun sets toward the Pinewoods.

Looking forward (without the influences of the wretched fog) Planning is important not only to provide direction but to offer contingency (avoid the fog) and to avert the possibilities of running into danger, which is particularly relevant if you're already 'on passage' as we have so tragically seen in the Mediterranean recently when things don't go as they should do. The General Committee members of the club have been working hard in producing a 'passage type plan' which we hope will assist us greatly in promoting the long term aims and objectives of the club and more importantly improve the areas which the membership feel are key and need more focus on.

The first positive step of the plan was for the Committee to endorse the final outstanding repayment of the loans from the members which enabled us to build the much needed extension to the rear of the clubhouse. A big thank you goes to all those who helped us to achieve this goal by offering financial support and valuable time or by simply supporting the club's activities – we should all be proud of this achievement which reflects the true spirit of our very unique club.

On the Sailing front – I do not want to steal the Rear Commodore's thunder (or should that be his calm/controlling influence) by telling all. The sailing programme for the year has been finalised on time and is very much structured to maximising the best use of the tides for racing, promotion of sailing for all ages and skills and encouraging the membership to enjoy time spent on the water.

In these fast evolving times, we are acutely aware that we need to offer 'traditional values but ones that are in tune' with the expected future development of the club and the views of the membership are thus very important, as this influences the direction they would like the Committee to take with regard to improving the facilities and promoting the general feel good factor of the club. In this regard we will be circulating a questionnaire to the membership requesting their views. This will enable us to take these comments into consideration and guide us as to what is the 'best course' to take in the future. Please take the time to complete and return the survey promptly.

The House and Wine Committee have a number of key projects, already well advanced in the planning stages;

these include refurbishing and updating the clubhouse interior, kitchen upgrades and the long overdue renovation of the former 'Herbert E' shed on the clubs East quay land. Longer term plans include the building of a 'lower deck' on the gravelled area at the front of the club and providing a covered area to the South of the new extension that particularly the younger sailors amongst us can make good use of during the summer months.

Advances in IT systems and the dependence on mobile phones that are smarter than the operator are sadly like the tide 'they wait for no man' – The sailing club recognises that these innovations form in varying degrees an important part of most club members daily routine nowadays – It is therefore our intention to refresh the Clubs website in the coming months to promote our sailing programme further and generally make it a more proactive and informative site which will have social networking access. This will be a useful addition for those connected in planning and commenting on sailing and social events. The intention is also to improve the news coverage circulation of the clubs racing activities in the local press.

As a club we are also acutely aware of the ever-changing developments within our harbour and its approaches, due mainly to accommodate commercially the requirements of the offshore wind farm industry. We have as a result, had to adapt our racing programme accordingly to ensure we can complete our sailing programme effectively and maximise our 'on water' time. We will continue to do this for the forthcoming season. Representatives on the committee will also continue the good work undertaken to date in ensuring that our best interests and sailing heritage are protected through the appropriate channels in the future.

I also wish to advise that we now have two committee members who are looking specifically at the various avenues of grant funding that could possibly enable us to promote sailing, particularly within the adult community – in this respect the results of our survey form a cornerstone of any approaches we make for funding.

The Sailing club will also take part in the Queen's Diamond Jubilee Celebrations in Wells in June, as yet the plans have not been finalised.

In conclusion, I do however hope these celebrations will be the backdrop of what is a memorable and enjoyable year on and off the water for us all and that we have a year of great summer weather to remember – after all we need the 'local weather pundits' to say 'ah told ya so'.

Best Wishes,

Chris Hardy Commodore.



VOICE OF THE VICE COMMODORE



Well, what a year last year was, the British Sharpie Championships, Europeans Social Evening and a huge turnout for the North West Norfolk Sailing Association, not something I had envisaged taking on when I was put forward as V.C.

For those of you who were with us for the British Championships entertainment, the Plein de haricot were wonderful, witty, funny, and delightful. For the European's evening, Martin Read's band of brothers are absolutely terrific. As always, Arthur Howells hog roast made everyone happy.

One of my great regrets is that I have never been Rear Commodore – my only chance to ever be 'rear of the year', but never mind vice is nice! I already know that Alan Coe is a superb rear and no doubt Shelby will confirm that and others may agree.

I am really pleased that the Club has been able to repay the loan to the members for the building of the extension, in part, due to the successful events put on by Campbell McCallum and Martin Read during their terms of office and backed by Peter Scillitoe with his continuing successful management of the bar – love the new wines on offer.

We must not become complacent, we would like, in time, to replace the 'Herbert E.' rescue boat, provide some sort of cover, which could be drawn out over the decking when needed, and continue to maintain and update our facilities.

The social programme for this year has been published, and so far we have had a successful New Year's Day with the 'Swindle' and Simon's games. Alison Cracknell and Sue Turner prepared and served a superb roast lunch in January, followed by a singsong round the fire. We thank Jayne Jones; her lovely voice was enjoyed by everyone – what a splendid way to spend a winter Sunday afternoon. Next on the horizon was a surprise going away (on holiday) party for Alan Coe, organised and cooked by Simon Neale and Julia Wilden, lots of laughter and fun. At the time of writing this article, we are looking forward to Jean Terrington's and Tricia Blakesley's Sunday Lunch, which I am sure, will be absolutely delicious.

Alan Coe and Simon Neale would like to add additional events to the social programme to include mackerel fishing, samphire and cockle collecting and picnics on the East Hills. I have been challenged by the Commodore, Chris Hardy, to provide an Indian picnic for an East Hills expedition – bring it on. With the restrictions on racing, due to the effects of the works in the harbour, we are looking to provide other sailing/boating events to keep us amused when racing cannot take place. We hope that you will support these initiatives, e-mails and posters at the Club will keep you informed.

I have proposed that we hold a New Year's Eve party at the Club. We can only seat 46 comfortably to eat, so I would suggest that we have an all-ticket dinner for 50, followed by a cheese board, champagne, fireworks and dancing for anyone else who would like to join us to celebrate the bringing in of the New Year. I would like to form a sub-committee to organise and manage this specific event – and if anyone has any additional or better ideas for the evening – come forward, I won't be offended

I would like to see as many as possible come to celebrate the coming of 2013 at the Club.

We plan to redecorate the clubhouse this year and make some improvements to the outside seating areas. It is our intention to turn the house committee shed into a hospitable area where the youngsters of the Club could congregate.

On a down note, I am in despair to report that there have been a number of losses to the Club, in the way of pans and kitchen equipment, toilet rolls have been taken – because the club had run out, Terry purchased 14 dozen which disappeared over a three week period – you do the maths. The committee is considering whether or not to put a lock on the kitchen door. This would be a huge pity, should it be necessary.

Lastly, I have to give a huge accolade to 'the girls' who have helped during the year, for NWNSA Jenny Anthony, Gilly Cook, Gill Lupin (and for her curries), Henri. Bayliss-Brown at the Europeans, and lastly my triumvirate, Sue Read, Janet Gibbs and Judy Wardrop. Sue is brilliant at organisation and in the kitchen, Janet, who, for many years has done so much for the Club (and for her posters), and Judy who is such a whiz with the raffle, and canapés. Without these wonderful girls I could not have achieved what we have done. Truly, my Three Supremes.

It is our Club – join us.

Julia

visit our website

www.wellssailingclub.co.uk

REAR COMMODORE'S REPORT



G'day and a happy 2012 to one and all.

2011 was a successful season, even after the initial concerns about sailing area. The Sharpie season was successful, both at National and European level, and congratulations to Chris and Tim for once again showing us the way around the course. (Note to self, must encourage the commodore more this season). With the British Championship returning to the South coast at Bosham this year, we face a new challenge.

With a new OK dinghy in the club and sailing this year, let's hope there are also a few more Lasers, Fevas and other classes out to challenge for the non-Sharpie cups.

A special thanks to all who turned out for the winter sailing in 2011/12. It was certainly a challenge, with either no water and a steady breeze, or no wind at all; but the temperature has been good so those of us who had a swim didn't freeze. On that note I think I can claim the earliest capsizes of the year 11am New Year's day, a club record that should stand for some time!

When reading the sailing programme this year you will see some obvious changes. Those of us with long memories will see that we have returned to a Sharpie Series and a series for the other class boats on the same day (I also thought about reintroducing course 1 and 2 but lack of water at the town line may prove a problem – a lot of you are probably thinking, 'What is he talking about?').

As always any series will be a minimum of 4 races, 2 on each day; however if it is at all possible as many short races as may be sailed on the tide. This, we hope, will encourage new and younger sailors as the shorter race will mean fleets will be more compact and give a better chance of a good result.

The other change is at the weekends, with no racing scheduled. This does not mean there will be no sailing, but will offer an opportunity for those who would like to sail but don't feel confident enough to race, or would just like to get in a boat and get out on the water.

This may be done in conjunction with other activities. For example we already have a picnic at the East Hills proposed, so any additional ideas you may have please contact a committee member and we will help as much as possible, either with organisation or advertising on the website.

On the same theme there are some dates and times for Wednesday evenings for those who are unable to sail at the weekend. Wednesday evenings will be run much the same as the non-racing weekends. Rescue boat cover will be provided so if enough boats are out, a less serious race can be put on for a small prize.

Equally important are the rescue boats as without them racing would be impossible.

At this point I would like to thank Alex Watson for all those wet windy days, flying flags and taking times on the Natalie Gail – enjoy your new freedom at the weekends.

There is a shakedown weekend just before the season starts, so those of you who would like to help man the rescue boats, please come down and we will run through handling, course setting and anything else required. The more people we can get to man the rescue boats, the easier it will be to arrange cover, negating the need for anyone to be there every weekend.

Finally, I wish everyone a good sailing season and sincerely hope the new programme will encourage more people onto the water to either race, learn how to sail or simply enjoy sailing socially with friends.

Alan



*Martyn Flitcroft –
Rescue boat
coordinator*



*Peter Emerson –
Club Steward*

Social Programme 2012

January 15 (Sunday)	Lunch with Alison and Sue
February 19 (Sunday)	Lunch with Jean and Tricia
March 24 (Saturday)	Fitting Out Supper
April 21 (Saturday)	Supper
May 19 (Saturday)	Fish and Chips Supper after sailing
June 9 (Saturday)	Supper
June 30 (Saturday)	Frostbites - 60th Anniversary Celebration
July 1 (Saturday)	Harvest of the Sea Supper
August 1 (Wednesday)	NWNSA Supper after sailing
August 26 (Sunday)	Regatta BBQ
September 15 (Saturday)	Supper after sailing
October 27 (Saturday)	Laying-up Supper
November 3 (Saturday)	Annual Dinner Dance
December 8 (Saturday)	Christmas Buffet
December 31 (Monday)	New Year's Eve Party

Any adjustments, additions and reminders will be emailed and published on the club website.

Volunteers to help welcomed!



The Queen's Diamond Jubilee Celebrations at Wells-next-the-sea

The general idea is that there will be an ever changing panoramic procession of boats following a course which carries them up and down the main part of the harbour from the town to the Lifeboat House.

There will be turning areas at each end thus providing a continuous track and making it possible for boats to undertake as many circuits as is wished.

Watch for further details which will be published in the town nearer the time



WELLS SAILING CLUB ANNUAL FINANCIAL MEETING

The Annual Financial Meeting will take place in the clubhouse at 11am on Sunday 8th April 2012

AGENDA

Attendance

Minutes of the 2011 AFM

Matters Arising from the minutes

Presentation of Accounts

General and Business Accounts.

Bar Account

House Account

Building Fund

Any Other Business (AOB)

Any items to be included in AOB should reach the secretary (in writing) at least one week prior to the meeting.

THE TREASURER

This is Gwen Woodhouse our Honorary Treasurer. She has been in charge of the club finances for around 30 years and has done a magnificent job. She has prepared all the balance sheets for the forthcoming AFM (see separate notice) which is your chance to catch up with the details of how the committee raises the money and pays the bills.

Thank you Gwen – long may it continue!



THOUGHTS FROM AN EX COMMODORE

As a young boy growing up in the east end of London, the nearest I got to sailing boats was on a Sunday morning watching grown men sail and race their model yachts across the Wanstead Flats pond. The boats were no more than a metre long and were launched using a long pole. No remote guidance systems then, just set the sail according to the wind direction and shove off. The men would then scurry round to the other side of the pond in the anticipation of collecting their incoming craft.



Under the railway arches of Leytonstone station there was an auction room and one day when I was no older than five or six, I was taken to the auction and my eye caught the most beautiful model yacht. She must have been about seven or eight feet in length and I mused that I could probably sit on her deck and sail across the pond. It would be another twenty years or so before I encountered my next sighting of a beautiful boat, the Sharpie, and a dormant dream came true.

One of the plus points of being Commodore, and there are many, (just give me time to think that one through!) is that the title seems to open doors. On a return trip to the UK last year, our party of three were stopping over in Hong Kong for a couple of days. I was advised by a friend and a frequent flyer (crew with BA) that I should make enquiries with the Royal Hong Kong Yacht Club. I signed the e-mail BC Commodore WSC and Lo and behold I was offered two weeks temporary membership free of charge.

Apart from the swimming pool and squash courts and the two restaurants and the fabulous trophy room and the gymnasium and the astronomical membership fee, our two clubs are very similar. Both have great views overlooking the harbour and the food is very reasonably priced, as is the drink. Suffice to say, we had breakfast, afternoon tea and dinner there. All waiter and silver service!

My early recollections of racing in Wells harbour was the simplicity of course one and course two. No matter what direction the wind came from, the starting hut was where we started! The run to the lifeboat station was unhindered with moored boats. I think a time-lapse film of the past forty years in Wells harbour would stagger many. Following on from Martin, I continued the fight for the survival of our racing grounds and I wish the current team with Chris at the helm the very best of luck.

Bob Curtis

'THIS IS YOUR CAPTAIN SPEAKING'



As the sands of time sink slowly in the west, one can't help but look to the past before its features disappear beyond all recall. So having mixed a metaphor, clarification of a few points may be in order. Chatting with

my 'more or less' contemporaries at the recent Frostbite meeting led me to ask for research into the origins of the elusive (to WSC) Braconash Trophy.

It was given by Fred Waters of that village in 1952 for our inter-club competition based, one assumes, on previous fraternisation. Incidentally, it remained in Frostbite hands until 1970 so recent Wells performance is nothing of a novelty. Nevertheless, sixty years of competition seems a good excuse for a party at the time of the summer fixture don't you think?

A somewhat casual attitude to the care of club trophies and cups has resulted in their tracks being obscured. The engraved names give some clues to the club history as does the Deed of Gift by the donor. Commodore Tommy Thomas (of blessed memory) was always insistent that Deed conditions should be honoured. However, circumstances sometimes make change unavoidable. Our North West Norfolk Sailing Association Farewell cup – which has come to light through the Hon Sec's pursuit of 'lost' trophies – typically illustrates the problem of maintaining continuity. Way back, the NWNSA meeting, loosely called the 'Wells Bowl Day', attracted a large number of the then popular Firefly class which gradually dwindled through the growing popularity of the Enterprise. The Fireball then appeared in number resulting in the 'Flies' being replaced by 'Balls' at least for a time. With the multiplicity of dinghy types, these now race in the handicap fleets.

Many of our present trophies are mentioned in a collection of newspaper cuttings I was given, reporting 'The Journal's' coverage of local sailing races in the early 30s. The now defunct North Norfolk Sailing Club used the harbours from Blakeney to Brancaster Staithe. From the results it is clear to see that the membership was drawn from the local upper echelons of society racing the exquisite and very expensive International 14ft dinghies. These craft initially formed the nucleus of the Wells Sailing Club fleet.

In addition to the NNSA, Wells was involved with the North Norfolk Regatta Association which seems to have predated duties now amalgamated under the umbrella of the NWNSA.

It therefore seems likely that previous confusion over the date of the establishment of Wells Sailing Club has arisen because of various competitive sailing activities which were in existence from way back.

Wells Sailing Club was founded in 1929.

Richard Cracknell

2nd June 1935

SAILING CLUB RACE.

The start of the North Norfolk Sailing race at Wells on Sunday was delayed by a thunderstorm. Six dinghies turned out, including two newcomers, Whirlwind and Typhoon led at the turning mark, but was taken by Whirlwind, who won easily. It was at 8.35 p.m., and the finishing times

	Finish.	C
	H.	M. S.
Whirlwind (W. Evans) ..	9 27	52
Coralic (H. Adams)	9 31	45
Typhoon (E. Hicks)	9 30	8
Frolic (J. Blades)	9 32	47
Radiant (Mrs. Chamberlin)	9 42	21
Connie (S. Davies)	9 42	27

NORTH NORFOLK SAILING

Four dinghies started at Wells on Sunday to sail two rounds of the short course. The wind was northerly and there was a strong current to the motor-car buoy. An even race was made and Frolic at first led, but was overtaken by Typhoon and Viking. Typhoon from Viking at the end of the first round increased her lead in the second until her spinnaker boom overboard on the home and had to go back for it, of course, put her out of the running. Viking won on time allowance, while Typhoon won the second. The start was at 12.40 and the finishing times were:—

	Finish
	h m
Connie (S. Davies)	1 44 :
Frolic (J. A. Blades)	1 39 :
Viking (H. E. Loynes)	1 38 :
Typhoon (E. W. Hicks)	1 40 :

May 1935

REGATTA SECRETARY.

A special meeting of the Regatta Association was held on Thursday week at the Hotel, Mr. Herbert Loynes presiding. The meeting was called to consider the position by the secretary, Dr. P. Astley Cooper, who resigned. The chairman read a letter from Dr. Cooper stating that he had left the district. Mr. W. R. Martin was elected to the position, with Messrs. A. W. Drummond and Rose as his assistants. It was agreed to send a letter to Dr. Cooper thanking him for his past services and expressing regret at his departure from the town.

TO RETURN AFTER A YEAR IN THE GOLFING WILDERNESS

A few weeks ago I made a speech to Alderman Peel students, parents and staff. It focused on pelicans and giraffes! (For the whole story – and the assembled singing as a choir ‘Bring me Sunshine’ – catch me at the bar.)

Basically, in these days of recession, wars, riots, selfishness, scroungers, fly tippers, etc. it is easy to become disillusioned with your life. It can seem a constant battle against unthinking and uncaring people.

The ‘Pelican’ is an example ... the pelican crossing is being phased out because motorists are so selfish the crossings have become too dangerous ... we now need traffic lights and penalties! I have just spent a year as captain of a golf club in which there are a great many good people ... but despite playing on one of the best courses in the country, paying far less than comparable courses charge, some members always find their cup half empty! As when I was Commodore at Wells I have given my all to change this attitude. There are signs we are getting there and I will now be handing over to a new captain.

I am genuinely looking forward to spending more time with the sailing club once more and enjoying the very special community that is Wells Sailing Club. Yes we sometimes have our gripes, we also have problems which may be insolvable but we still have the very spirit of the club.

I believe that living in North Norfolk, and in Wells in particular, our glass is already half full. If you add the sailing club and the support of all the members our glass really overflows.

I am reading *Fahrenheit 451* at the moment. The worrying part of it is the robotic nature life can become and the possibility of existing rather than living. We should enjoy each day as much as possible and enjoy each other (whatever colour, shade, personality type etc). This is my goal for the year as well as to bring my sailing back up to scratch, having BBQs, club evenings and seeing all my friends at the club.

‘Giraffes?’ I hear you say. Well, at Stansted and Heathrow they have a Giraffe restaurant. The menu has a poem on it related to smiling being infectious and being able to break down barriers. Close behind smiling comes laughter. I will post the whole poem in the club.

If pelicans are to become extinct, then lets have lots of giraffes.

♪ Bring me sunshine in your smile ♪

Martin

BEING CHAMPION

So what's it like . . . being champion? Obviously I would have to start by saying that it is a huge honour. I have always loved the Sharpie, it's a fantastic boat to sail, and to be British Champion gives a real sense of achievement. At the moment Tim and I are lucky enough to be European Champions too, which is great for us but also great for the British fleet – it is satisfying to know that we are sailing at the top level of sharpie competition in Europe.

Since we first started to sail at Wells in our Bittern it was our ambition to race against the top Sharpie sailors. In those days there was a regular fleet of 15+ boats, the start was almost always at the Town Line and the race was a number of laps round the beach and back. The racing was dominated by the likes of Richard Cracknell, Peter Scillitoe and Tony Barnham, with young ‘whippersnappers’ like James Case and William Cracknell learning the ropes and becoming more and more competitive. It seemed fast, exciting and glamorous (probably the first time that sailing at Wells has been described as glamorous!) and we wanted to have a go. The British Championships were even more elusive, often involving the long haul over to Brancaster Staithe, the chance to look round ‘foreign’ sharpies and the drama of the rivalry between WSC and BSSC (what was that all about?!). As a young and impressionable lad I knew I wanted to get stuck in and sail amongst these boats.

Wells has always been my home club and I must have sailed there every year for well over 30 years. My WSC sailing career has been quite straightforward: Tim and I sailed a Bittern (similar size to a Mirror) then moved on to a Fireball when we out-grew the Bittern. That was a fabulous boat and allowed us to race against the Sharpies before we got a Sharpie. When I was big enough to crew a Sharpie I spent 2 or 3 seasons crewing James Case in K12 ‘Rockabye’, then moved on (to be replaced by Tim) to sail K77 Maid of Arnhem with Martin Read. We were both learning and had a good relationship where Martin kindly offered to share the helming and crewing with me, helping us both to learn from each other. When Martin announced he was selling his Sharpie the answer was obvious: Tim and I bought Maid of Arnhem and Martin replaced Tim as James’ crew. Now the fun really started!

We soon found that we could sail fast, but our decision making and tactics were terrible. We knew what we wanted to do, and had both experienced success crewing for James, but somehow every time we made a decision during a race there was always someone else in the way or going exactly where we wanted to. It was frustrating: I think we did more penalty turns in that season than in all other seasons put together! However, it did set the trend for the future – there was always something tangible to strive for and we knew that if we could crack it then being Champions was

possible. Poor Mim spent many hours in those early days listening to me explaining the key decisions of each race and where I had gone wrong – sorry Mim!

What were our aims, what kept driving us on?

- Win the British (we first won in 1990 when I was 24 and Tim was 22).
- Win again – to prove it wasn't a fluke first time (It took 11 years – we were both preoccupied with qualifications, mortgages, families, etc for most of the 1990s – we won again in 2001).
- Win in light winds (we became regarded as heavy air specialists so it was nice to win in light wind to prove it wasn't just our weight and strength).
- Win in a different boat (we first sailed K125 Windspiel in 2003 and won the Europeans for the first time that year).
- Win back in K77 Maid of Arnhem (to dispel the myth that it is the boat that makes the difference).
- Win on waters we haven't ever sailed before (Stone SC, Weymouth).
- Win the Europeans again to prove that wasn't a fluke (we have won the past 3 Europeans sailed on home waters)....

You get the idea!

We are now in the position where we have won the British 11 times (1990 and every year since 2001 except 2003 when Chris Bunn came to Grafham and showed us all how to sail non-tidal waters) and won

the Europeans three times (all in the UK). I can hardly believe what a great run we have had!

So what's next? Amazingly, Tim and I rarely sail together these days, and we are sailing the Sharpie less than ever in the past. However, when we do sail together it feels very comfortable: nothing is a rush, we don't have to think about sailing the boat and our decision making is now well practiced meaning that we have become good at reducing tactical risks. We are happy knowing that the run won't last and someone will take over from us, but we will fight hard to hang on whilst we can. We don't want to lose by sailing badly but we are prepared to be beaten by a better boat. Above all, our sharpie sailing is fun – we love to chat to the committee boat and spectators as we sail by, and we always have a smile on our faces.

And as for Wells? Even though numbers are down we do still have a decent sized fleet when we all sail together. Perhaps a return to 'Town Line' starts would bring variety to the races. I have enjoyed sailing the Sharpie 3-up with Immy & Will crewing and returning to Fireball sailing last season was great fun. I think Tim sailed Dad's GP14 with his kids more than he raced last year – and that's great too. The new sharpies that are appearing like John and Ben Johnson, Rob Wynne, Simon Neale and Philip Jones and the rumour of a less congested racing schedule for 2012 means perhaps we can organise ourselves so we return to the days of good fun club racing in a reasonable sized fleet with a group of mates. Hope so!

Chris Gibbs



CAMPBELL MACCALLUM

NOTICES

It is most encouraging to note the increasing popularity of the Sailing Club and the resulting influx of new members who are enjoying its facilities both on and off the water.

Rises in membership do, however, mean an added burden on the fabric of the club and its grounds, including the car and boat parks.

The Officers of the club would like to remind and inform members of a few basic guide lines which will assist the smooth running of the club.

Thank you all in advance for your co-operation.

USE OF THE CLUBHOUSE.

Members are reminded that the clubhouse is available at all times in the sailing season but there are guidelines which should be respected:

- 1 Showers – the temperature of the water is controlled automatically by thermostat which should not be altered.
- 2 Water is metered. Excessive use is expensive.
- 3 Use of the kitchen is restricted to making tea and coffee. Please wash up afterwards.

CAR PARKING

We are very fortunate to be allowed to park our cars so close to the clubhouse. Consequently, we are bound to adhere to the following to be able to continue to have use of the land.

- 1) All vehicles should display the club sticker (available at the bar) when using the car park.
- 2) Any vehicle not complying with this will be assumed to belong to a non member and will be asked to move.
- 3) Overnight parking is not permitted.
- 4) Park tidily so as many vehicles as possible can be accommodated.
- 5) Remember to replace the chain at all times.
- 6) Parking in front of the clubhouse is only permitted by members delivering or collecting, eg, for social functions.

SUBSCRIPTIONS REMINDER

If you intend to renew your subscription as a club member, please do so by March 31st, as after this date you will incur the extra expense of paying the £75 joining fee. Send your money to Gwen Woodhouse, 31 Nieson Close, Wells-next-the-sea.

BOAT PARK

Because of the increased demand on a limited space, we are getting close to overspill into our land in the Cutting. This is less convenient as it is further away from the slipway.

The Sailing committee may request that boats which are sailed infrequently are to move to make way for those that are used regularly.

All boats are allocated a specific space on the park. Please adhere to this site. If you are bringing a boat to the club, please make sure you inform the Rear-Commodore ,Alan Coe , who will identify your personal site. Winter boat storage should be paid for at the end of the sailing season by those wishing to use this facility – once again, contact Alan Coe.

MEMBERSHIP APPLICATIONS

If you are proposing or seconding new members, please make sure that they fill in the form accurately. Remember that proposers and seconders have to be members of at least 2 years standing and should know the applicants well enough to say a few words on their behalf.

WORK PARTIES

As you may be aware, Wells Sailing Club has always been a self-help organisation. Renovation, maintenance, land clearing, rescue craft preparation and handling, bar etc.etc. have always been done by club members at no charge..

Information about future work parties will be posted on the club notice board and circulated on email. If you can help, please let the party organiser know in good time so that in the event of the date being inconvenient to the majority of helpers, it can be changed.

EMAIL

To be kept up to date with what is happening on and off the water this season, send your email address to John Gibbs (unless you are already on his members email list). If you are not receiving emails at the moment and think you should be, email him <john.gibbs3@tesco.net> so that he can add or restore your address onto the group list.

Good sailing!

*John Gibbs –
Hon Secretary*





Thanks to Alex for all his years of service in *Natalie Gail*. Enjoy your retirement.

CONGRATULATIONS

At the European Laser Radial Championships held in France Richard Major came 2nd in the fleet of 90 boats in his age group.

In the British Championships he was the winner.

Well done Richard!

SHARPIE RESULTS 2011



British Championships 2011 – positions of WSC boats

Pos	Boat no.	Name	Helm	Crew	Pts
1	GBR 125	Windspiel	Chris Gibbs	Tim Gibbs	7
2	GBR 12	Rock-a-bye	James Case	Jimmy Goodley	8
6	NED 226	Fuut	Richard Mulderij	Alastair Ogle	25
8	GBR 135	Poelsnip	Martin Read	Olly Read	39
10	GBR 129	Madrigal	Richard Cracknell	Sally Wynne	42
15	GBR 16	Titania	Richard Major	Bob Curtis	56
16	GBR 15	Flying Cloud	Chris Hardy	Alan Coe	58
17	GBR 69	Adventurer	Rob Wynne	Liberty Wynne	63
20	GBR 111	Southern Cross	Tim Ashby	Jamie Borthwick	79
22	GBR 118	Cymba	Simon Neal	Elliott	89

European Championships 2011 – positions of WSC boats

Pos	Boat no.	Name	Helm	Crew	Pts
1	GBR125	Windspiel	Chris Gibbs	Tim Gibbs	17
7	GBR12	Rock-a-bye	James Case	Bob Bradshaw	42
16	NED226	Fuut	Richard Mulderij	Alastair Ogle	102
17	GBR16	Titania	Richard Major	Bob Curtis	103
20	GBR135	Poelsnip	Martin Read	Oliver Read	121
21	GBR2	Tela	Ben Cracknell	Sally Wynne	121
33	GBR15	Flying Cloud	Chris Hardy	Alan Coe	169
35	GBR129	Madrigal	Richard Cracknell	Gemma Nye	175
46	GBR116	Northern Lights	Ben Johnson	Will Wynne	229
47	GBR69	Adventurer	Robert Wynne	Ellie Wynne	233
50	GBR77	Maid of Arnhem	Bill Andrews	Tim Andrews	245
51	GBR118	Cymba	Simon Neale	Kieron Scillitoe	248

FIFTEEN MUGS AND TWO PIECES OF SILVER

Never would have thought it – own a Sharpie? Me? Guess perhaps it comes with age, although at 46 I may be on the younger side of Sharpie sailing! From not being a boat sailor at all, I did jump in at the deep end I guess; my first ever sail being the British Championships at Brancaster 2010. And – yep – capsized! Now, after my first full season, the capsize and bailing drill is still practised (keeps me warm) but it is becoming less frequent. And there are many ways of providing amusement for others – a lack of tactical knowledge or just plain getting it wrong?

From a rocky start, Cymba and I have had our first full season of racing and – with another British plus a European Championship under her waterline – thankfully things are improving. We've even crossed the line before others on occasion (due to the absence of the more experienced rather than the sailing prowess of Cymba and crew).

So – a call to the sheets to all sailors and non-sailors: don't be reticent about asking and getting involved if you want to sail. As I have found, there is always someone who will help – with advice or muscle power! The most important thing is to be there and be active.

Simon Neale – Cymba 118



A POSTCARD FROM ADELAIDE

As the sun began to set in the perfect blue sky, the Sharpie planed past the breakwater, scarcely troubling the deep aquamarine sea. The crew arched out on the trapeze as a gust of maybe 15 knots hit and the familiar kangaroo insignia on the sail came into view . . .

Yes, now that summer is here, the sailing conditions for the SA Sharpies are nigh on perfect every weekend. The sea breeze fills in from the south/southwest every afternoon as the temperature hits between 33 and 36C. We saw a few clouds last week and it has rained, lightly, once this year.

The quality of life in Glenelg, the city beach of Adelaide, is amazing. A benign climate, low humidity and lots of bright light (South Australia is the sunniest and driest State), combine to make finishing work at 6.00pm and be walking on the beach by 6.30pm a regular occurrence. The Adelaide Sailing Club is a five minute bike ride away and, on a busy club Saturday, will set two Olympic courses a couple of miles out in the shallow waters of the Gulf of St Vincent. Skiffs, asymmetrics, Sharpies, 470s,

the odd FD, Finns, Lasers and OKs are the order of the day – along with the amazing mini International Moths that Optimists have become. But, still pining for my Wayfarer currently in storage in Wood Dalling, I haven't ventured out yet. This has nothing to do with the frequent sightings of Great White Sharks less than a kilometre off the beach . . .

Nearly a year has passed of my four year contract heading up education and child development services for the State Government. It has flown by and, whilst we love the lifestyle here, there is something about a Norfolk salt marsh that still calls us home. So, all being well it will be 2015 before we can get Lazy Dazy and Skye (the Laser) out of store. Until then, we'll just have to 'have another cold one, mate'!

*With best wishes to all our friends at WSC,
Keith and Geraldine Bartley*

PS I almost resisted the temptation to mention blagging our way into the Royal Squadron in Melbourne on the grounds that we were sure they had reciprocal rights with WSC