

BROAD REACH

NEWSLETTER OF HARLOW (BLACKWATER) SAILING CLUB

NEW YEAR 2013

So another year begins

Where did last year go? It is hard to believe that another sailing season is over. You won't see me out on the river until the temperature gets above 12C.

My first year as commodore has been a good year but unfortunately due to family illnesses I have not sailed as much as I would have liked but I hope you have and enjoyed your time out on the water.

I would like to say a huge thank you to the 2012 committee and all the volunteers who work to ensure the continued success of our club – without them Harlow Blackwater Sailing Club would not survive.

At the AGM in November, two of our committee members, vice commodore Richard Sharman and sailing secretary Terri Sharman, did not stand for re-election this year as they have their own plans to travel and sail away and it would be remiss

of me not to thank them both for their tremendous efforts; without Terri's passion and commitment to racing at the club we would not have had the great turnout we have had each week, thank you Terri.

I also owe a big thank you to Richard; he has made a massive contribution to the club not only ensuring the club boats are up to scratch for the cadets to use as well as co-ordinating a band of volunteers to ensure the dinghy park is kept tidy and the safety boats are in good working order but many other tasks.

However I am very pleased to welcome Mark Batt back on the committee as sailing secretary and Paul Church as vice commodore..

It just leaves me to wish you all a happy and prosperous new year

KAY DRISCOLL

2013 WORK PARTIES

Please note the dates below for the work parties starting in January 2013. The normal annual maintenance plus a few other jobs that have arisen will need to be completed.

All the work parties will all start at 9:30am and members are requested to arrive no later than 10:45am as the ladies in the galley need to know how many to cater for (a free hot meal is provided).

The dates to remember are:

January 20

February 3

February 17

Members are requested to attend at least one work party unless you have discussed your situation with the committee. Please note we are still have the work party donations option on the renewal forms if you are unable to meet this commitment.

MEMBERSHIP FORMS DUE

Would all members who have not yet done so please return their membership renewals as soon as possible.

If you have decided not to rejoin in 2013, can you please advise Keith Patmore, the membership secretary, in writing as soon as possible and return all keys you have for the club to him as per the club rules (below).

Can you also advise the sailing and social secretaries as they are now in the process of inputting names for the 2013 programme duty roster and we need to know who will not be available next year.

EXTRACT FROM CLUB RULES:

Rule 9 Section 2. Resignation of Members. Any member resigning their membership shall notify the intention of doing so to the Membership Secretary in writing and shall be liable for the whole annual subscription for the year in which such resignation is notified, at the discretion of The Committee. All club keys must be returned.



1 While we were not exactly inundated with entries to our photo competition, we did receive this very nice, moody sun-on-water image from John Stevens. Well done John and we will sort out a framed version for you.

DINGHY RACING

Time to move on after a great year

Well, its already the end of yet another season's sailing – where does the time go?

Richard and I were recently enjoying our stay in North Cyprus but we were always thinking of the sailing club – it was never far from our minds.

On the whole, it was an exceptionally good year in sailing terms, no cancellations so no races had to be re-run and the turnouts have generally been excellent.

It has been good to see some different faces on the water and I'm glad to say that the racing fleet has been complemented by some new excellent sailors, which has definitely shaken things up.

Congratulations to the winners of the racing held since my last report (see right):

In addition, the sailing committee unanimously agreed that Ray Revell should be awarded the Endeavour Trophy for 2012 for the excellent progress he has made this year sailing his Laser – well done Ray!

Most of you will know that I have regretfully resigned as sailing secretary after a number of years. Richard and I will be travelling abroad at various times which will make it impossible to devote the time that is necessary to do the job

Lawling Tankard

Paul Church

(Laser Rooster 8.1)

Autumn Series

Mark Batt/Barry Sadler
(Kestrel)

Handicap Series Two

1 *Mark Batt/Barry Sadler*
(Kestrel)

2 *Keith Gilmore*
(Laser Radial)

Hells Bells

Marcus and Abbie Wallace
(Hobie Dragoon)

Helms Trophy

Neil Clark
(Laser)

Cock of the River

Dave Islin/Laura Davison
(Fireball)

Fireball Series

Mike Bryant and Keith Taft
Laser Series
Paul Church

successfully. My thanks are wholeheartedly conveyed to all the members of the sailing committee who have supported me through the years, currently Dave Islin, Rod Martin, Jim McLeod, Keith Taft, Paul Church and until recently Victoria Sharman. Thank you – it would have been impossible without you.

Can I also extend my thanks to all of you who have helped with extra duties at various times especially at the last minute when I have been tearing my hair out! There are too many people to mention but I will always be grateful for the goodwill that has been extended to me. There are so many things that go into making the racing run successfully and a lot of work goes on behind the scenes, but we are all a team at HBSC and it's this that makes the club the success it is.

TERRI SHARMAN

PS. Since writing my report it was good to learn that the position of sailing secretary had been filled at the AGM and very good wishes are extended to Mark Batt – Congratulations! and Good Luck!!! I know Mark will do his very best for the club – its over to you Mark.

ONE VERY HEALTHY FLEET

Having taken over fleet captain from Richard early in the season, I have been lucky to see our fleet grow at a very healthy rate.

We have regularly seen more than 10 boats in our fleet on the start line. I think the Laser Sunday series has gone very well – something I hope we can continue in 2013.

The standard of the fleet seems to have improved fantastically, so much so I am now finding it hard to keep up, but I will keep trying.

Our club Open was a great success. Unfortunately the first two places in the standard fleet went to helms from Blackwater Sailing Club – we will get them next year!

Our Radial fleet goes from strength to strength and looks very strong. We also had a few impromptu practice/training days and hopefully this will continue. Any ideas or requests, let me know and we shall see what we can do.

Please try to encourage as many boats out as you can. We seem to have the largest fleet on the River Blackwater and it would be nice to keep this going.

We have new fleet members joining every week so please pass on your email contacts to me so I can keep you informed of any events.

Good luck for next season and keep encouraging each other.

PAUL CHURCH, Laser Fleet Captain
paulchurch@lineone.net



DINGHY SAILING

Wild and Windy

I awoke on December 30, the morning of the HBSC Icicle, knowing I had to make a very difficult decision – do I send them or not?

Being race officer often involves hard decisions. Do you upset the hardened sailors or force the not-so-good sailors to go sailing?

Even after hearing about races that had been cancelled on Saturday, and also that other clubs had already cancelled sailing today, I was going to try my best to get a race in.

On the line there were 24 starters. The wind was a good force 4/5 with the odd gust going over 30 knots.

After the first general recall, they all behaved for the next start, with a short upwind leg to a dropped mark then a gybe sorting out the wheat from the chaff.

The Fireballs seemed to get clear and with nine boats it was like an east coast winter open meeting. Phil was the only brave Phantom sailor in Essex. Andy (the Bandit) in his Blaze seemed to enjoy the day. A few Lasers started, with only two boats making the finish, local heroes Richard Sharman



and Marcus Wallace showing the skills we know they have had for years in a Laser.

With reports of huge waves out in the river – enough to make the Fireballs nosedive downwind – I knew it would be a wild ride from Southey buoy to Mundon Navigation. There were big grins when they all came back on shore – well worth it, they all said! With two rigs broken and the odd sail batten going astray, it was not a bad day really.

Quote of the day went to Gareth Davies in his Moth. He was leading the race, then turned at Mundon Nav to come straight home. He just said: "I'M NOT GOING UP THERE!"

Icicle Results

1st M Scarth/T Riley (BSC)

2nd S Jarred/M Jarred (BSC)

3rd M Richards/G Hoy (BSC)

6th R Sharman (HBSC)

Josie Gummer and Harriet Ayre got a special prize for sailing a 420.

Thanks to everyone for their help on the day.
MARK BATT, Sailing Secretary

A STAR IN THE MAKING

Over the August Bank holiday, Abbie Wallace sailed at Stone Sailing Club in the Essex Sailing Championships with her dad Marcus. They came a very credible 6th overall in the Fast Handicap fleet, winning the last two races.

Over the weekend of the October 13-14, Abbie was lucky enough to take part in the Junior Catamaran National Championships held at Marconi Sailing Club. She teamed up with Luke Hillman from Marconi for the weekend, sailing Dart 16s which were rotated round all the competitors.

Teams came from all over the UK and some were junior squad members from monohull classes trying cat sailing for the first time.

The conditions started with a very light force 1 which made even sailing against the tide difficult, then the wind increased all weekend with the final race being a good force 5.

Luke and Abbie performed well winning four out of the 10 races held and coming second overall, only losing out due to increasing wind and their lack of weight, with the winning helm well over six foot.

As part of her prize she now has a sail on an Extreme 40 (GAC Pindar) next year when the world series comes to the UK.



REGATTA WEEK

You may think that August is a long way away but it will be here before we know it. So book your holidays early for the HBSC Regatta Week, commencing Sunday August 18.

To ensure it is a success like this year's, we need a number of volunteers, so if you think you can help organise the week please let me know.

Volunteer jobs include Regatta Chair, Regatta Sailing Organiser, Cadet Sail Training, Kids Crafts Organiser and many more, so the more volunteers we get the better. If you would like to get involved please email kay.driscoll@hotmail.co.uk

Many thanks,
KAY

By **JOHN CASE**

I first went to Magaluf, Majorca, by Boeing 707 in 1971 and it's always been my ambition to get back. Little did I know that my wish would be fulfilled in September 2012 but by Bavaria 46 instead of the Boeing.

The intrepid crew booked a yacht charter from Nautilus Yachts out of Palma. This yacht had four double berths, two heads, roller reefing genoa and mainsail. Nautilus is an agent for Creusa, a German outfit who were excellent.

The five crew including an 80-year-old Aussie from Brisbane who fitted this into his European tour!

We arrived at Palma airport and it was a short taxi ride to the Real Club Nautica Marina, where the yacht was waiting. There was a short delay while the cleaners finished as the boat had been abandoned by the previous charterers who had had enough of a rough trip from Ibiza. They left it about 50 miles from Palma as they were two seasick to bring it back!

However, the yacht was immaculately clean and everything worked.

We took it out for a shakedown run before leaving Palma proper the next day. The sky was blue, the wind around force four and the sea smooth. We soon had all sails up and were making a good 9 knots on a beam reach.

We got the feel of the yacht then took it back the marina so we could get some provisions. John Eve, our chief cook, DJ and ballast, raided the local market and procured all sorts of lovely vitals.

Our first port of call was Sa Rapita, about 25 nm east of Palma, which we made the next day. We had a nice evening there which was marred by a noisy and drunk British crew on the next table. We made out we were Germans to avoid being tarred with the same brush.

The next day we left on the short 13 nm trip to the magical island of Cabrera, which sits in an archipelago. It is a Spanish National Park with pristine flora. It's like a volcanic island with the middle scooped out to make a large natural harbour full of crystal clear water. It's only possible to moor on buoys which have to be pre-booked. The Milky Way was superb that evening as there were only the masthead lights of the other yachts and no other light pollution.

We took the opportunity for swimming off the yacht in the 25C water.

The next day we went to Cala D'or, about 20 nm north, and moored up stern-first opposite the Yacht Club Cala D'or, which is owned by one of our friends. We cadged an excellent shower and had a superb meal at the club.

The next day the weather had changed and there was a force 6-7 wind coming from the north which was

MAGALUF OR BUST!



the direction we wanted to go. We motored out of the marina then, as we ventured out to sea, we could see two-metre swells with foaming crests. It didn't take us long to decide to run before the wind with just a heavily reefed genoa to go back to Cabrera.

We were surfing down the waves, moving at 9-10 knots with very little canvas. It was quite exhilarating. We made it back into the sanctuary of the harbour and had another superb meal on board meal and plenty of vino tinto. Again

there was swimming off the boat and we took time to visit the 16th-century fort on the island. Then we made our way back to the bay of Palma in superb force 5 winds. We moored in Arenal marina.

On the final day we headed for Magaluf and ended up in a sheltered anchorage just west of Palma, where we anchored and spent the rest of the day just relaxing and swimming. Later that afternoon we sailed across the bay of Palma, the wind picked up to force 6 and we had some excellent sailing, broad reaching up and down the coast off of Magaluf. So we made it to the best place in Magaluf – that is two miles off the coast at sea!

That evening we returned to Palma and had a great meal in the old town, our last meal before we left to fly back to good old Blighty.

The yacht performed faultlessly, which is more than can be said for the crew. We learnt a lot from the 80-year-old Aussie Peter, who was very diplomatic in pointing out the finer points of sailing trim and general seamanship which we lacked.

What are we doing in 2013? Well it looks like either the Greek Islands or Antibes in the South of France. If anyone is interested in sharing a yacht charter on a 46-50 footer in September 2013, please let me know.



Top, the Bavaria. Above, moorings at Cabrera

NEWS FROM YOUR COMMITTEE

BAR OPENING & HELP REQUESTED

As many of you may know, Les Lester, our barman, had an accident with his car and has decided that he will not get another one.

But as Les would like still like to come to the club on Sundays, is there anyone who would be happy to give him a lift from his home in Wickford from time to time? Please can you advise Teresa Henderson if you can help.

Also, as Les will now not get to the club every week, our bar manager John Aldous is hoping to man the bar on the Sundays Les is not there. John's opening times will be 12:00 until 13:45 unless the club is full or there is racing.

UNMARKED EQUIPMENT

It is the committee's intension to move and dispose of any unmarked items at the club (eg. dinghies, trolleys, trailers and tenders) after the March 1. This is the date by which 2013's membership fees should have been paid.

We ask that anything that is stored on the club grounds be clearly marked with either the owners' name or club membership number, which is obtainable from the membership secretary. An ideal time to do this would be on the winter work parties.

CHANGING ROOMS

The changing rooms must be cleared of all left items of clothing, towels etc. as anything still in the changing rooms as of the first work party of February will be disposed of or go to a charity shop.

RULE CHANGES

There are a few club rule changes to which the committee would like to draw attention. These are:

General

4. All cruisers, dinghies, tenders, trailers and trolleys must carry the current year's payment sticker.

Dinghies & sailboards

13. The classes of sailing dinghy are subject to the approval of the committee. As of July 1, 2012, all further catamarans will need to be approved by the committee.

19. No junior members under 14 years of age may crew/helm or be a passenger on a club safety boat while it is actively engaged in or rostered to carry out rescue duties at any time.

Just being sociable!

This year at Jazz Nite there wasn't as many people as normal but it was a good night, the band were good and we all enjoyed it. This year Jazz Nite will be on Saturday, October 12.

Firework Night went off with a bang (excuse the pun). It was well attended and we sold lots of burgers and Jenny made some scary spider cakes for the children.

Then there was a social night with a French theme. Everybody joined in – we only had 20 people but all of the coq au vin was eaten and the wine flowed. Everybody took part in dressing up (see picture) and it was brilliant. Thanks for the French music, Jim.

The Christmas Dinner and Prizegiving was very well supported. You all seemed to enjoy the dinner – there wasn't much food left. It's nice to get together with



friends at this festive time.

New Year's Eve was very nice, although not so many people came as normal because a few were ill with the nasty bug. Steve, our cruiser secretary and disco man, was great. Thanks again Steve.

Happy new year to you all and see you at the Fitting Out Supper at Easter.

SYLVIE BATT, Social Secretary

WORK PARTIES... STOP PRESS

The first work party will be on Sunday January 20 so I have listed some jobs our members might be interested in.

T Pathway to the new dinghy area on the new land, so we will need sledge hammers, heavy tampers and a roller if possible. Don't forget your wellies! (Not willies as it said in the email).

T If the club has a plumber on board to do some alterations to the gents toilets in the clubhouse, that could be useful.

T Paint the clubhouse exterior, so paint brushes and paint billie cans would help.

T Is there anyone in the club who has

decent steps, ladders, workmate or sawing trestles that they don't need any more? Please contact me by March 17.

T If there is anyone with any special skills that can help our club at some or all of the work parties, please contact me through my email malcruth@btinternet.com or call 01621 742069. There are only three work parties this year January 20, February 3 and March 17 starting at 9.30 am and the usual refreshments and lunches will be provided.

MALCOLM CROSS, House Secretary



To remind us of blue skies to come this year, here's a nice picture from our publicity officer John Case. Pictures are always welcome for inclusion.

LES WILSON

A life on land, at sea and in the air

Harlow Blackwater Sailing Club is sad to report the death of Les Wilson, one of its founder members and a former commodore, at the age of 92.

Although Les could not be a regular visitor over the past few years, he was for a very long period one of the club's most respected and popular members.

Here we publish the extract from his thanksgiving and celebration of his life, which as you will see was quite extra-ordinary. Below, fellow member and friend Tony Bushell speaks of his personal memories of Les.

Les Wilson was born on August 19, 1920 in Haslemere, Surrey. His ancestors were farmers in Derbyshire. His father, George, ran away to sea at the age of 15 and fought at Gallipoli. His mother, Cicely, was a teacher and a woman of strong principles, who sadly died when Les was six.

In the 1920s George became a tobacconist in Bishop's Stortford and Les lived there for most of his life. He won a scholarship to Bishop's Stortford College, where he excelled at all sports, but spent most school holidays at Bradley, in Hampshire, where his uncle and aunt had a farm.

He was always happy there and was on the point of taking up a job in agriculture in Argentina when War was declared in September 1939.

Les changed his plans and volunteered for the RAF, where he trained as a pilot, initially on Tiger Moths. He showed exceptional skills and quickly became an instructor, training some of those who were later to fly Spitfires and Hurricanes in the Battle of Britain.

Subsequently he was posted to



Canada to train the Canadian Air Force, and while there he was introduced to a farming family in Saskatchewan, who had been neighbours of the Wilsons in Derbyshire before emigrating to Canada at the turn of the century.

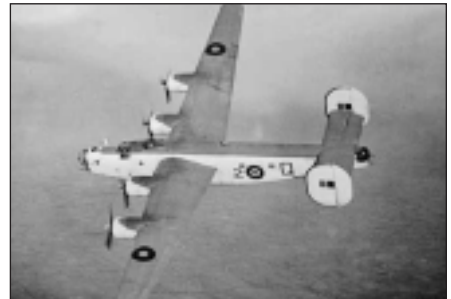
In 1943 Les married their eldest daughter, Mary, and they subsequently had two daughters, Margaret and Shirley. In 1944 Les was posted to India, where he flew Liberators, dropping supplies behind the lines for the army fighting

the war with Japan. When he returned to England he remained active in the RAFVR and considered becoming a commercial pilot. However, he felt that he had a duty to help his father develop the business and eventually took it over from him, building up a successful wholesale arm operation throughout Essex and East Herts, until the rise of the supermarket and the cash and carry pulled the rug out from under him.

After the war, Les resumed his sporting activities and, for some years, played cricket and hockey for Bishop's Stortford. Later on, however, a friend introduced him to sailing, which immediately became the second great passion of his life. He became a founder member of Harlow Sailing Club based in the Blackwater Estuary, graduating from Enterprise dinghies through Fireballs to racing catamarans and becoming Commodore of the club.

When his racing days were over, he bought a cruising catamaran, in which he enjoyed exploring the estuaries and creeks up and down the Essex coast.

After Mary died in 1999, Les spent his last years with Iris, who lovingly cared for him during his final illness.



Les was a skilled pilot, flying Tiger Moths and Liberators

SHENANIGANS AT SEASALTER

Those of us whose wrinkles, which are by now bunged up with salt and antifouling, will note with sadness the passing, on October 27, of Les Wilson, former commodore, founder member and catamaran driver (both dinghy and cruiser) of the club.

I joined the club after Les had hung up his wetsuit boots and so can recount only of experiences at the bar and later on his cruising cat, NOVAT so named because it was the taxman who urged him to make his mind up about purchasing the Aristocat 31 which was soon to attract VAT.

I had the pleasure of accompanying Les and first mate Iris on a few summer cruises, generally up the

east coast. He bravely ventured across the North Sea to Le Continent but he wasn't brave enough to include me.

An anecdote to share... During his post dinghy days, Novat was sailed across to Seasalter to watch the Swift Easterns/Europeans, Dutch Swift owners rashly sailing across the Channel but most managed to fit a car ferry under their hulls.

Novat had made the journey to Seasalter one summer to arrive late in the evening, too late for a run ashore. Early next morning, the tide was out, Les Lester (yes he really did go afloat) went on deck and as his eyes became used to the light noticed a steel pipe protruding

upright from the sand. On further inspection he noticed a few more!

They had anchored late last night in an area which during WW2 had had anti landing craft barriers placed across the beach. After the war, they had been removed by cutting the pipes off at sand level. Over the years, tides had scoured the sand to expose their remains

"Don't panic Mr Wilson" soon had the effect of rousing the whole crew, whereupon an array of anchors and warps, enough to do Beaulieu proud, were deployed to prevent Novat from drifting on to them as the tide returned. Shortly after this, Iris had an echo sounder fitted in her galley.

TONY BUSHELL