

AUGUST 2025

COLDHAM CHRONICLE

Coldham Hall Sailing Club Est. 1951

'The Heart of Sailing in the Yare Valley'

President: Gary Corbett



Club Officers

Commodore: David Taitt

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Rear Commodore: Vacant

Secretary: Emma Crowfoot

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Treasurer: David Woolston

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Social Secretary: Amanda Blezard

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www.coldhamhallsailingclub.co.uk



Coldham Hall Sailing Club



Yare Navigation Race



CHSC Triple B Dinghy & Keel Boat Race

The Coldham Chronicle

Welcome to our August Chronicle, there's certainly a noticeable changes in the month's weather. Overall, a good summer season with plenty of water time and we hope you all have had an opportunity to enjoy the long hot days of summer.

The latter part of July and into the first two weeks in August saw baking 'wall to wall' sunshine, temperatures up to 30deg, then mid-August overnight a drop of 10 deg, feeling chilly getting the autumn wear out and looking at the heating switch. We settled into cooler conditions and for the bank holiday the thermometer went up again, makes a change for UK bank holiday). You may have noticed the nights are now drawing in meaning that the evening sessions of sailing have come to an end, paddling we will monitor and hope to stay on the water for Tuesday evening paddles for a while longer.

There are many positives to look forward too, our race officer Ben has a full autumn and winter diary, our paddle ambassadors are arranging further social Tuesday paddles including our 'twilight' evenings when we light up our craft and a Saturday breakfast paddle with maybe a new twist 'watch this space'. Keep an eye on the clubs website and WhatsApp groups.

This year, the wind seems to have had a day off on Sundays causing sailing to either be cancelled/ postponed or the brave to have a slow session with a long chat. However, we hope that the autumn will bring better sailing conditions.

And finally, something to look forwards to, our annual Dinner and prize giving will be on Saturday 17th January 2026. Following on from the success of this year we will be having it at the Old Feathers, Framingham Pigot once again.



Notes from the Committee held on Monday 11th August

Commodore David Taitt opened the meeting and welcomed everybody. The minutes of the July meeting were agreed and signed, matters arising covered.

Hon. Secretary- Breydon Regatta flyer and Safety boat course available on Oulton Broad. Both placed on club Facebook page.

Treasurer – Club finances detailed. New applications for one new Family Paddle membership discussed and approved.

Bosun – Repair to clubhouse roof and new gatepost to be arranged. City Fiber will be installing underground cable across club car park close to marsh with junction boxes to Clubhouse and Heron's Reach. Members informed to keep area clear 18.08.25.

Race Officer – Triple B- 20 entries with 18 starters and finishers. Good feedback from Competitors and Marshall's. Full report in Chronicle. Vote of thanks for Triple B Committee. Competition will be a yearly club event. Reedham Race, 6 boats. The 2nd Club Picnic race had to be cancelled owing to lack of wind, to be rearranged. Four local Yeoman's entering Oulton Regatta, two daily series races arranged.

Social Secretary – Club annual Dinner and prize giving Old Feathers, Framingham Pigot on Saturday 17th January 2026 booked. (Details to follow).

Partnerships- No report

When you get a break from the daily tasks, why not grab a coffee and take a browse at your Coldham Chronicle

Upcoming Events 2025

September

Saturday 20/21 CHSC/Waveney OD

October

Saturday 4th YNR
Sunday 19th Commodores Day
Sunday 26th Winter Downriver Series starts

December

Wednesday 3rd Annual General Meeting
Sunday 14th Christmas Pudding Race

2026

January

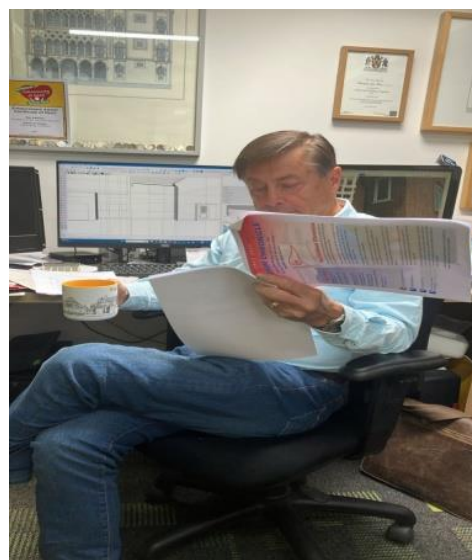
Saturday 17th Annual Dinner & Prizegiving

The above list is correct at time of going to press but may be subject to change throughout the year. A full list of all racing and social events for 2025 will be shortly updated on the club website.

AOB.

Sailing programme for 2026- Weekly Sunday sailing after events for example YNR & Triple B to be discussed at September meeting.

Dinghy park grass areas around craft. The committee thanked all those who maintain the area around their craft. Unfortunately, many areas are left for weed's, grass and nettles to grow- not maintained and unsightly. Two committee members moved at least ten boats to clear the weeds. Two boats could not be moved. Committee will discuss options to ask owners to maintain area beneath their craft. Or financial request. (On-going).



A Moment of Madness- Owning a River Cruise.

By Nigel Kippin

Neither Jeni or I had really grown up around wooden boats and their care. My woodwork skills were given by Mr Wight at school which included banging my dovetail joint together with a large mallet. Beyond this my skills or lack of them had not been tested. I had sailed as a youngster in the scouts and a short period with my uncle (Mike Kippin) at Rollesby when it was first established. Both of us had enjoyed sailing on holidays which eventually led to us joining Coldham Hall Sailing Club and buying a Wayfarer dingy.

At CHSC we were introduced to traditional River Cruisers and enjoyed crewing. We hired one of the Hunter fleet on a couple of occasions and loved pottering around the North Rivers and broads. We got bitten by the desire to own our boat despite the horror stories from our boat builder friends and owners.

The moment of madness hit and we took the plunge into searching for a boat. We decided it needed to accommodate grandchildren, requiring not to much initial work, potentially race and have a "toilet". We looked at several boats and took some advice which was mainly don't go there. Eventually we settled on Valkyrie 2 having been largely rebuilt and ticking our requirements boxes.

The day of ownership arrived. Jeni, myself and Scupper the nutty spaniel were off. No going back now into unknown territory. We collected the boat on a cold overcast day in Stalham. Straight away we were into problem solving mode. No tell tale from the outboard motor and quickly overheating. Our journey back nearly curtailed before we started. After some prodding the circulation was restored and we were off. We motored to How Hill for an overnight stop and wait for the tides for Breydon the following day. We woke after a cold night of fighting over the bunk with Scupper the dog to find a thick fog. After an exciting journey of left a bit, all clear NO DON'T GO THERE we spotted a bridge looming quickly into view. A rapid bail out to the bank to lower the mast was needed. A loud bump announced our arrival onto the mooring (didn't count on the amount of momentum a boat that size has). Our first mast lowering was accompanied by much head scratching. What does that rope do? Which order do you untie things? What happens if we get it wrong and the mast crashes to the deck? We navigate the pulling and pushing and the mast is safely down. Let's go. We push off and look at the bridge, then the mast, then the tabernacle, then the bridge, each other, where's the height board? What height did Burnard say the air room was, 6ft 6inch. Why did we get a boat that needed that amount of space? We slowly crept to the bridge and snuck beneath with room to spare. We left the mast down and made our way to Great Yarmouth. The fog cleared and we were quickly at Breydon at low tide. The questions and dilemmas from Ludham were repeated. Why did we have such a big tabernacle! The rest of the trip was completed without incident and we arrived at Rockland Staithe on a still moonlight night.



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Winter quickly looms and we have owned Valkyrie for a few weeks. The dilemma of moorings followed. Yes perhaps we should have thought of that earlier. We extended our stay at Rockland St Mary before finalising permanent location of Langley. The first week of moorings presented problems keeping the boat on the mooring on not the bank due to very high water and winds. It was nearly swimming to get to the boat. A quick extension with wood and screws kept it on the water. We admired the emergency planting of the quant between bank and boat to solve the issue.

The boat was moved to Loddon for the winter. Out it came on a pair of massive slings. Do you want it jet washed. I scratched my head the boat was wet. Did it need washing? Guide by more informed than me. Well yes it gets the fouling off while its good and soft. The bits missed were later to prove somewhat harder to remove. All the fixtures and fittings were removed and carefully labelled and photographed. Goodness there is a lot of rope and wires. We fill the outhouse, some small storage facilities and shed. A cover for the winter is needed. Great I can order a tilt on Amazon and save some money. I order one that will cover the fleet going for something in feet that turns up as meters. It lasted

five minutes before a better more expensive cover. The mast and quant goes for a varnish refresh as will not fit in the outhouse (more money). I take the doors off and give the grandson as he knows one side of sand paper and all those odd numbers on the back referring to if its rough or not. Winter sets in and I can put my feet up until next year.

Goodness where did that time go. January lasted forever then over a pint in early March somebody mentions anti foul and getting jobs finished for summer sailing. Jobs finished. What jobs need to be finished I have started none. Right off to the grandson and where are the doors. He has removed the clear leaded perspex and replaced with wood kindly sourced by his father. We got together and stained and varnished them. How many coats do I need? Bill said 8. That seems a lot of varnish. How do I apply that? Youtube visits give some guidance. I'm still rubbing down and varnishing in May.

Now anti foul that sounds horrible. I was right it was. After purchasing a rotary sander and further debate about the grit to use I was ready. I found the power supply at the boat yard and put my overalls, ear protection, goggles and respirator on and laid in the mud. I sourced a pallet and enjoyed the luxury of not getting wet just covered in blue dust. Interesting shade of blue in the water while standing in the shower after returning home looking like a smurf.

The mast and quant materialised back from the boat builder friend all nicely varnished and ready to go on the boat. I looked around the boat yard for eager helpers to lift the mast and counter weights on the boat. Strangely everyone had disappeared. Plan B was established and I thought out a strategy to winch the heavy weights up to the boat. Jeni just phoned the grandchildren and offered dinner at the pub. They threw the weights up by hand. I did do the bolts up though.



Its time to launch. After querying the marina operator if it was okay for the boat to sit in slings for 8hours while I patched all the missed areas of ant foul. The boat was almost immediately plunged into the water with comments and mumblings about ignorant boat owners. Its sinking what about all that water bubbling through planks. It will slow down. Does your bilge pump work? Erm it did! Is it automatic. Erm don't know. A boat yard pump was kindly supplied and connected to the mains. A generous boat yard lodger kindly offered to look over the boat overnight. Water was still coming in and a sawdust bath was mentioned. Okay I was being wound up I'll ask the marina manager. Apparently, it is a acceptable last resort to leaking planks. The dust floats up and fills the voids but not ideal long term solution. Again helped by more knowledgeable people we established my pump was automatic. Good job I had at least charged the battery over the winter.

We motored a bare boat back to Langley. Despite losing Scupper the dog over the back on the Chet and he realising he could not keep up swimming after us we moored at our long term home without further incident.

Now to rig. Okay let's empty the house, outhouse, shed and storage facility and find all those bits. Perhaps a van is more appropriate to return everything to the boat. Somehow we find everything after much muttering and fumbling through to much rubbish we have accumulated in our buildings. Amazingly we untied al the tangled ropes and wires. I am sure they didn't get taken off like that. The labels that had been applied were deciphered and the combination of ill informed questions to our friends, watching them rig their boat and yes Youtube Valkyrie was pieced back together. Luckily the first opportunity to sail was a relaxed float up the Yare. We made some further tweaks but were fairly happy with our hard work.

Coldham Hall Regatta was to be our first real outing after only getting the rigging and test sail done two days earlier. The doors are still being varnished. I am sure all our friends and club members will have much amusement highlighting

the novice mistakes to our rig let alone sailing and mooring technique. Here's looking forward to much sailing and a empty bank balance.

A big thanks to all our friends and club members at Coldham Hall, YSC and fellow river cruiser owners who have been patient while we asked the weirdest questions and gave helpful support/advice.



Hunters Yard, Heritage Open Day

SEPTEMBER 13TH 1000AM - 4.30PM - Hunter's Yard, Ludham, NR29 5QG

Every September thousands of volunteers across England organise events to celebrate our fantastic history and culture. It's your chance to see hidden places and try out new experiences – all of which are FREE to explore.

One to visit is Hunter's Yard also home to the original Amazon, Swallow, Titmouse and Dreadnought of the Swallows and Amazons films. There will be guided tours of the yard, skippered taster sailings, refreshments, games and activities, and benches if you'd like to picnic. Free parking is available.

The Norfolk Heritage Fleet Trust is a charity dedicated to public education, sail training & the preservation, conservation & maintenance of a unique, historic fleet of traditional Broad's sailing craft, the boatsheds in which they were built & associated heritage craft skills



The latest copy of 'Wood & Water', the Trust newsletter, can be viewed at the following link www.huntersyard.co.uk/about/newsletters/ with the invitation on page 11 of the latest edition. (link to all newsletters)

Sailing Section

OOD Duties - August

DATE	ALLCOMERS EVENT	River Cruiser Class	OOD	SECOND OFFICER	THIRD OFFICER
7 th	Downriver (8)	RCC (8)	A Minns	G Harris	J Harris
14 th	Local (12)		D Durrant	M Mace	R Whiting
20 th	CHSC Waveney OD	WOD	D Taitt	B Adams	A Sant
21 st	Local (13)	WOD	D Taitt	M Roll	S Roll
28th	:Local (14)	GWYC Cecil Howard	C Lambert	C Hovey	S Martin

Sunday 27th July, Local Race 8, OOD'S, Nigel, Tony and Jeni.

A pleasant start to the day after a few previous day's downpours, 'it is Latitude weekend', a Northerly breeze of 8mph with some gusts. The OOD'S set a 3-buoy course with an Upriver start into the wind, buoy 3 set Upriver from the Broad entrance to port, buoy 1 also to port about 500yds downriver from the club finally buoy 2 to Starboard set in front of The Tavern, just adjacent to Wherry Maud tied up at the Tavern.

Eight local boats, Seven Yeoman's and the club Wayfarer with Jasper crewing, race one the breeze on the line made it an exciting start, most boats heading off on starboard with a couple taking the chance along the north bank before tacking across hopefully ahead. Kingfisher called back as over the start line, generally a close haul up to the port mark, once rounded it was a run downriver passing the club, the wind seemed to favour the north side, passing the clubhouse it became a beam reach to a close haul to starboard buoy 1, some boats doing a quick turn on the mark trying to point as high as they could, some heading across river to turn and hopefully point up and sail to buoy 2 to starboard. Over the line for a three round race.



After coffee and chocolate cake, back on the water for the same course over two laps for races 2 and 3. All results on the club website.

After lunch some Yeomans took part in the afternoon downriver race.

Sunday 3rd August, Local Race 9, OOD'S, Ian B & Ben, Local 9

Another pleasant day with light winds from the southeast and dry, today's local the OOD'S setting a 2-buoy course with the start downriver, buoy one set to Starboard near the north bank just past TingDene Marina start of Strumpshaw Fen, buoy 3 set Upriver, no middle mark owing to light winds by the Tavern and box.

8 boats, club Wayfarer and 7 Yeoman's getting away together the wind in the middle to north bank, 5 boats reaching the mark together causing some coming together and not enough room for the turn, all safely round it was a tack across river to turn and point up for a close haul some boats needing a couple of tracks to clear the jetty opposite the box, then a close haul and a tack up to the port buoy and abeam reach back to the start line. 3 Races, full results on club website



Today we welcomed 2 junior crew on Yeoman Virago, Chris's grandson Elliot (in the shades) along with friend George who are aiming for their Scout's sailing badge, 'giving up a friendly football match to have a sail'. Good luck Elliot and George.

Sunday August 10th Downriver 7 cancelled owing to extremely light winds.

Sunday 17th August, Local 10. OOD's Trevor, Paul P. and friend.

After a warm and sunny spell today the temperature dropped and overcast. The wind was forecast at 8/19 NNE, unfortunately it never got to that. A smaller fleet with Felspar and Trio heading off downriver for a sail to Oulton week, two Wayfarer's and 6 Yeomans on the water.

With the north, north easterly the course would be an Upriver start, the OOD choosing to pull number 3 buoy back a few hundred yards with the lighter wind than expected. The ebbing tide would play a part in today's races.

The fleet soon realised any wind was in the centre of the river, little on both banks, a steady beat Upriver to port buoy 3, a run back to the pub corner and beam reach to close haul turning to Starboard at buoy one set in the little wind by Heron's Marsh, the ebbing tide taking effect and getting stronger, a close haul to Starboard buoy 2 outside the Tavern. The first race reduced to 2 laps.

Races 3 a change of course removing buoy one reducing to two laps and a lighter breeze and stronger ebbing tide, those taking party getting caught with the strong outgoing tide especially when turning a mark.

The weather playing a part in today's racing. Full results on the club website.

Sunday 24th August, Downriver 9, OOD's Andrew, Tim and Janet.

The prediction for the day was light winds with an incoming high tide of 1422hrs, arriving the club flag remained vertical on the flagpole, the water like glass, 3 boats, two Yeoman's and the club Wayfarer chose to sail, the OOD's set them off for the helms to decide on a suitable turning point, the flooding tide would assist in their return. All three boats hugging the north bank to get out of the tide, using any wind near the bank.

Full results on the club website.

Canoe and Paddle Board Section



Paddling

We welcome our new paddle members to the club, our numbers increasing up to 27 out paddling on a Tuesday evening; we plan to leave the club by 6pm aiming for the tide to help us home. Generally the evenings have produced ideal conditions, any breeze easing, the evening sun popping out before bed. A good exercise opportunity along with wellbeing.

A few photos to enjoy, if you would like to have a go please contact Clare, Vickie or Gary, we may be able to loan a craft to get you on the water. It's very therapeutic.



Photos on Bargate Broad by Mark



Tuesday 5th August, setting off upriver passing Brooms to Marine Power against the tide, turning the current under us on to Bargate where Clare, Vickie and Paul took the opportunity to have a planned dip to cool off, we're told it was lovely and warm, Vickie on her open Kayak and Clare on her SUP showed us all how to get back on their craft's, Paul not so elegantly with help clambered back on his open Kayak to amusement of all.

Tuesday 12th August Paddle, 19 paddlers met on a very still with no breeze lovely warm sunny evening, temperatures 25deg, the tide was ebbing so a decision to paddle upriver.

We entered Bargate going through the channel with the large amount of surface weed on the Broad, no sailing on the Broad this year, heading upto to the river, avoiding the dyke channel with the weed turning left paddling up to Brundall Garden Marina, it was a turn and downriver back to the club, Thomas and Vickie taking the opportunity to cool off in the river on the way back and again near the club.

Craft away we headed to the Ferry for a debrief...of sorts. A leisurely evening with friends, enjoyed by all.

Tuesday 19th August, A rather damper of a day, cool and no sun reduced the evening numbers with 12 paddling together and Clare & Craig catching up. Gary set off with a mission to burn off the day with a speedy paddle to Rockland against the tide with the NNE helping us along, down the long dyke the group joining together on the small broad on the right. Then the long paddle back to the river with the rising tide and wind easing back to the clubhouse. Craft away, head to the Ferry for a snackie social.

Tuesday 26th August

A breezy and overcast day with a few 'white horses' on the water changed to still waters with a lovely sunny evening, 21 paddlers set off upriver onto Bargate 'earlier photo's showing the calm and sunny evening' then onto the main river to Brundall Gardens and return, a distance of 4.83 km on the water for about 90minutes.

Waveney Stardust Open Day at Surlingham Ferry

Many of you would have seen Waveney Stardust cruising past the club over the past three weeks taking passengers groups on tours towards Norwich and down as far as Buckenham, a number of club members carrying out crewing duties. In addition, and by kind permission of Sonia at Surlingham Ferry the Charity held a positive Open Day.

Stardust has now returned to Beccles to continue trips along the Waveney up to December.



Club Notices

The 2025, 49th Yare Navigation Race Saturday 4th October.

Thank you to all who have volunteered to help marshaling this prestigious annual race on the Yare, without your support it would not be possible. All are welcome to pop along to any of the vantage points along the river to observe the Cruisers passing by. If you can spare a couple of hours helping to Marshall especially at Reedham please give Gary a call.

All members are invited to submit articles, photographs, comments, items for sale or anything they feel suitable to be considered for publication. Email to Gary Corbett corbett01@btconnect.com or Dave Durrant davidkdurrant@yahoo.co.uk The editors reserve the right to delay publication or amend/reformat/correct submissions as deemed appropriate.