

O C T O B E R 2 0 2 3

COLDHAM CHRONICLE

Goldham Hall Sailing Club Est. 1951

'The Heart of Sailing in the Yare Valley'

President: Maurice Ward



Club Officers

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Social Secretary: Judith Robertson
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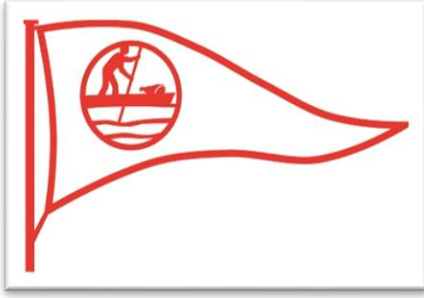
Coldham Hall Sailing Club

Welcome to Octobers Chronicle, yes, where has the last 10 months gone? What a great year it has been at the sailing club with so much available to all our members. A lot of which has been covered in the past Chronicles to look back on. So, it's Autumn, Halloween & Bonfire night just round the corner, but no mention of the 'C*****s' word this month please, the days are getting shorter and the nights getting longer, its feeling chillier and it's getting very damp underfoot. This makes it extremely important for you to have some 'me time' or 'us time', just to relax and recharge and both on the river or just out for a stroll.

The summer racing season has now come to a close, rather quicker than expected. The last planned Race on Sunday 15th October had to be cancelled as the Carncer was flooded to at least knee deep preventing any useful access to the club. The seasons racing scores are all now in for Race Officer Ben to begin to calculate the Trophy winners of the summer series. Could last year's Trophy winners give them a clean and get them back to Ben over the next few weeks, please. The Triple B race was held, and thanks must go to Ben and his team for recommencing this prestigious race. The entry profits being donated to Waveney Stardust Trust. Commodore's Day has been and gone and Commodore David Taitt set an interesting course, so be sure to read the reports of all of these inside.

Gary writes about a couple of mishaps aboard 'Kingfisher' which were fixed on the go meaning they continued to sail.

In 2013, Gary raised the challenge to fellow members to grow a moustache, yes it's that time of the year again, please take time to read his message, reprinted from 10 years ago, about Prostrate Cancer, but most importantly tell others and do something about it and for fun take the challenge and 'grow a tach'.



Notes from The Committee

From the CHSC committee meeting of Tuesday 10th October.

Treasurer, New member applications: - one Sailing membership, one paddle membership. Both applications approved.

Bosun, two collapsed panels have been replaced in the original clubhouse roof. Further issues have been identified in respect of weatherproofing at point where roof pitch changes above the lean-to section. The roof panels of the original part of the roof are at the end of their life and require replacing shortly. David Taittt will look into costs and obtain a quote to be budgeted for.

Dave Taittt raised the option of fitting a removable towing pole and bracket to the rear of the safety boat to give better control of the boat when towing other boats. DT will design and cost a suitable solution to be considered, based on existing designs looked at on other club's tow boats.

The quay heading is deteriorating rapidly and needs urgent repairs. Quotes are being obtained from various organisations to repair/replace. Due to the length being below that required for approval it is believed that planning permission is not required.

Race Officer, Triple B race on Saturday 7th October. Went ahead with 9 boats. Unfortunately, the ebbing tide being later than predicted caused most boats to be timed out leaving only a couple of finishers. Some valuable lessons have been learnt from this race that can be used to improve next years race. £150 profit from entries donated to Waveney Stardust Trust.

Winter downriver series commences at the end of the month and Ben is looking for volunteers to fill the Race Officer duty sheet.

Upcoming Events

November

Sunday 5th WOYBC at CHSC

December

Wednesday 6th AGM
Sunday 10th Christmas Pudding Race

January

Saturday 20th Presentation Dinner (2024)

A full list of all racing and social events is on the club website.

Social Secretary, Judith circulated a copy of the menu choices for the presentation dinner at the Maids Head Hotel. A couple of minor changes were requested which Judith will discuss with the caterers.

CHSC will be hosting the annual quiz against the Frostbites Sailing Club this year. Dave Woolston asked if happy to be quizmaster and Coldham Hall tavern has been confirmed as available.

General, 2023 AGM notices to be prepared and distributed.

CHSC Annual Dinner and Presentation Evening Saturday 20th January 2024

To be held at the Maids Head Hotel, Tombland Norwich.

The evening is open to all members of the club and full details and booking form will be sent out shortly.

CHSC 73rd Annual General Meeting

Wednesday 6th December 2023
Bramerton Village Hall
starting at 7.30pm.

This is when the Commodore, Race Officer and Treasurer give their reports for the year and your new committee is elected, by you. There are still Officer positions to fill, nominations to Emma Crowfoot by Monday 6th November.

Matters for inclusion on the Agenda should be with Club Secretary Emma by Monday 6th November (30 days prior to the meeting). Notice of the meeting and of the Business to be conducted will be sent to all members by 26th November (10 days before the meeting in line with Rules 10.2 & 10.3).

Waveney Stardust Trust Ltd.



As most members will already know, this year CHSC hosted the annual Triple B race. The club committee generously agreed that any profit from the running of this race would be donated to The Waveney Stardust Trust Ltd charity.

Waveney Stardust Trust (WST) is a local organisation, based in Beccles, which aims to provide safe, enjoyable and affordable river cruises for disabled or elderly persons and their family or friends to enjoy a day out on the Norfolk Broads who would not normally be able to due to being unable to board a typical boat.

WST was formed in 1988 and is run entirely by dedicated volunteers who all give their time freely to enable the charity to achieve their aim. WST normally runs two purpose-built and designed fully accessible river cruisers equipped with lifts and ramps to give complete access to wheelchair users or those with difficulty walking.



Prior to the pandemic the two boats operated on both the Northern and Southern Rivers, however since then and with a reduced number of volunteers to crew the boats the Trust has only operated with just one boat. Normally operating out of Beccles on the Southern Rivers additional start points have been used throughout the year with the boat being based for two-week periods at both Oulton Broad and Brundall. The second boat is currently laid up.



A number of club members already volunteer with WST, and we can boast two of the boat skippers and two other are crew who are members of CHSC. It is therefore with pleasure that CHSC was able to donate £150.00 from the profits of the Triple B race to this charitable organisation.

If you would like to find out more about Waveney Stardust Trust Ltd. or would like to charter the boat for a family occasion or to find out more about volunteering with the Trust please either speak to Gary Corbett or Dave Durrant or visit <https://www.waveneystardust.co.uk/>



For MEN ONLY AND WITH A LOT OF SUPPORT FROM THE LADIES.

Gary Corbett

Movember, the month formerly known as November, is when brave and selfless men around the world grow a moustache, and the ladies step up to support them. All done to raise awareness for men's health – most specifically Prostate and Testicular Cancer. Prostate Cancer is the most common form of cancer in men with over 40,000 new cases each year. (2023 The figure is now 52,000).



I won't go into the full statistics, but we are all very well aware of the outcome if not detected and treated early. I am not after a donation to charity simply awareness and for you to act and even better tell a mate.

Why this message from me? Last Movember (2012) I joined in and grew some hair under my nose, much to the annoyance of the wife, but it is only for a month, the intention to raise awareness especially for us over 50 (now 67) year olds to get things checked out. All it takes in the first place is a simple blood test (PSA) which you have to ask your Doctor for as it is not automatic.

I had mine checked, (not the first time) in September, the PSA for a male between 50- 60 years of age is below 3, I'm glad to say mine is 0.6 (just a little higher now). So instead of talking about the weather or cut backs let's mention PSA.

I told someone else, they got checked to find their prostate was a problem. After treatment though the 'all clear' was eventually given and the smile on their face was ecstatic, which made my month all the more worthwhile.

So, on a lighter note please join me for a month of fun, and certainly a discussion point, but more importantly to pass the word around. Throw the razor blade away and start grooming. If you can grow either a Chevron, Salvador Dali, Groucho, Fu Manchu, English, Freestyle, Handlebar, Horseshoe, Imperial, Natural, Pencil, Toothbrush or finally a Yosemite Sam then the challenge is on.



The above was written by Gary in his Race Officer report in 2013 but it is still very much relevant today. There is more help out there now (October 2023) ranging from information to testing. So, if you are in the 'At Risk' group of males over 50 then If nothing else please check this and yourself out. A simple blood test may just save your life.

A really useful website on Men's Health Charity is Chaps <https://www.chaps.uk.com>

CHAPS provides a wealth of information on Men's Health, importantly Prostate Cancer and offers free PSA Blood test screening. The next local event is at Lowestoft on 11th November 2023. (PSA = Prostate Specific Antigen).

I'D LOVE TO STAY AND CHAT BUT I REALLY
MUST DASH 

Sailing Section

OOD Duties November

Date	Allcomer Race Series	Cruiser Race	1 st Officer	2 nd Officer	3 rd Officer
Sunday 5 th	Winter Downriver (2) Yeoman/WOD Team Race		Phil Parker	S Lock	S Lee
Sunday 12 th	Winter Downriver (3)		C Brown		D Shawcross
Sunday 19 th	Winter Downriver (4)				
Sunday 26 th	Winter Downriver (5)				

Coldham Hall Sailing Club – Triple B Race 7th October 2023

Text & Pictures Ben Adams (Race Officer)

Saturday morning at 6.30am I arrived at CHSC to find Nigel Kippin already there and Bill Clark arriving soon after. They set off early in Aidan George's motor cruiser "Lily G" to Reedham to pick up the mooring buoy and head off to the turning point at Berney Arms.

The day was set fine with a fabulous sun rise. By 7.30am there was a light breeze with the prospects of it building up to 13mph. The first boat helmed by Will and Dave Taitt set off downriver, at the earliest opportunity. There followed another at 7.45am and 8.00am. By 8.15am six boats had left with the last boat leaving at 8.45am.



With a favourable wind and tide all boats finished the first leg within two 2 hours. The leading boat being the Wayfarer *Maggie May* helmed by Wilum Johnston and crewed by Seth Futter and in second place Yeoman *Shibboleth* helmed by David Woolston and crewed by Margaret Woolston. The fastest boat over the water was the punt sailed by Harrison Horner and Harry Leveridge.

Most boats then waited tactically before setting off for the second leg, the majority choosing just after 10.30am to head for Berney Arms in anticipation for the tide to turn at that point. A lot of the boats could be seen turning at Berney Arms together only to find that the tide was still flooding out.



They made slow progress getting back to Reedham with a freshening wind now against them and a surprisingly strong tide as well. Matters were not made any better when Yeoman *Kingfisher* helmed by Gary Corbett, Mike Roll and David Greenacre had a shackle failure and a quick repair was needed. The quickest boat on this leg was Yeoman *Trio* with Will and Dave Taitt followed by the Wayfarer *Maggie May* with Wilum and Seth. This gave Wilum and Seth a good lead overall at this stage.

Trying to pass through the Reedham Bridge whilst still battling the wind and tide proved very difficult but help was at hand as the boats can legitimately have a tow between timing points before starting the 3rd leg. Unfortunately the punt had a main sail halyard break which put them out of the race.

Again tactics came into play. Do I set off early and battle against wind and tide or wait for the tide to finally turn?

The first boat away was *Trio* with Will & Dave Taitt followed by *Speedwell* with David Nunns and David Warner and 3rd *Maggie May* with Wilum and Seth. The other boats chose to wait for the tide to abate. Ultimately the timing proved decisive. The quickest boat back on the 3rd leg was Yeoman *Millchic* with Judith Robertson and Emma Crowfoot but to no avail, they were 22 minutes out of time. Yeoman *Sapphire* with Tom Quale and Rhiannon Alger were 2nd quickest but came in 11 minutes out of time. In front of them was *Shibboleth* and *Kingfisher* but the most agonising position was the *Wayfarer* of Wilum and Seth who could have potentially won the race but came in only 4 minutes 48 seconds outside of the cut off time. In fact all boats that finished came in within half an hour of the cut off time.

So, the Triple B trophy was awarded to the boat that left Reedham first on the homeward leg, *Trio* sailed by Will and Dave Taitt and runners up *Speedwell* with David Nunns and David Warner. Their cautious and timely tactics paid off.

Despite the disappointment of not finishing in time all entrants enjoyed the race and after the award ceremony thanked all the volunteers for managing the day. The race also raised £150 towards the running of the Stardust Trust which assist disabled individuals enjoy time on the river.



Winter Downriver Series



© Dave Durrant

Sunday 29th October is the start of the Winter Downriver Allcomer Series of races. Races are open to Dinghies and Half-Deckers, commencing at 10.30am and will take place every Sunday until the final race on December 3rd. It is hoped that sufficient members will volunteer for OOD duties. However, in the event no OOD is present the race can be self-regulating and is conducted under the Racing Rules and CHSC Sailing instructions. A Winter Downriver series trophy will be awarded at the end of the sailing season.

Members are reminded that a safety boat cannot be guaranteed, and it is recommended that competitors should dress appropriately for the weather conditions, wear a buoyancy aid or lifejacket and keep an eye open for other competitors who may require assistance.

Commodores Day 2023

Pictures – Mark Wells

Sunday October 22nd saw this year's Commodores Day. Helms and crews arrived early at CHSC eager to know what Commodore Dave Taitt had in store for them. After a few days of havoc from Storm Babet, who thinks up these names, the sun came out. For most of the Yeoman crews the first task was to bail out and buckets of water were soon being put back into the river. Boats now dry it was time to rig and prepare. David called the crews together and unveiled his plan for the day. Comprising a downriver start, with the tide and into the light south westerly breeze, before heading to the short dyke into Rockland Broad, crossing the broad and back to the main river via the long dyke and back to CHSC.

With the sun shining and the breeze remaining light, nine boats, one Wayfarer and Eight Yeomans came to the line for the 10.30am start. The start signal saw a tight packed group of boats all heading in different directions and with Dave and Margaret Woolston in *Shiboleth* Y180 called over the line. Eventually sorting themselves out the fleet headed downriver with the breeze on the beam to try at getting through Train Reach. The tide helped and the fleet remained tightly grouped with just the club Wayfarer crewed by Paul Parker and Gill Westwood taking an early lead. As the boats rounded the bend by the pumping station they had become more spread out and took advantage of the clearer wind to approach the Rockland entrance at speed to try to gain momentum to turn into the dyke.



Expecting to be 'headed' the Commodore permitted the use of paddles at this point and crews were quickly put to use to maintain way although the ebbing tide was now working against them. Some helms took to securing the tiller and adding their weight to the paddling, with varied results leaving some boats across the dyke or against the bank. Those boats with three crew having a slight advantage at this point. Dave Durrant and Tim Moose in Y116 '*Bluey*' elected to half furl the jib which proved useful as they were able to take advantage of the breeze and tack down the dyke with a some paddle assistance. Turning to cross Rockland Broad brought the fleet back onto the beam wind and allowed the paddles to be stored and with the turn into the long dyke saw boats, with the wind and tide now behind them, begin to pick up speed again.

Turning onto the main river put boats back into the ebbing tide, which by then should have been slackening, and heading back to the finish line. The combination of light breeze, ebbing tide and trees in train reach soon caused the spread out field to bunch up again and with Paul Parker still maintaining a good lead it was anybody's race for second place. Commodore Dave Taitt realizing the struggle that was occurring to traverse Train Reach and with the ebbing tide seeming to be getting stronger instead of turning decided to shorten the race and reset the finish line to a point on the reach.

With all boats safely back at their moorings David held a short presentation of prizes. With nine boats having started and two retiring, seven boats completed the course. The overall winners were Paul & Gill in the Club Wayfarer, followed closely (just 30 seconds between them) by Ben Adams and Emma Crowfoot in Yeoman Y146 '*Felspar*'.

And so another summer sailing season draws to an end.



Are we ready for the 'What if's' when we sail.

Gary Corbett

What do you do when the unexpected happens, especially when you're downriver and maybe with just the two of you in the boat with no others in company? Hopefully you carry spare bits and pieces, sufficient to get you on the move again and to continue sailing. This is what happened to us in Yeoman *Kingfisher* recently when a couple of unexpected challengers came our way for us to deal with. Fortunately, we had the spares on board.

Challenge 1

As you may have already read, our most recent problem happened on last month's Triple B race. Having opted for a later start our Yeomen was made ready and we set off with a fair breeze of about 12mph to Breydon. Most of the trip downriver was on the run with both the main and jib well out, at times goose winging. We were making good time, then suddenly and without warning, as we were passing the floating pontoon at Hardley Mill, we were caught unawares as the jib came away at the top shackle and dropped into the water. Luckily we were able to pull alongside the floating pontoon.

It appeared that the stainless-steel snap shackle had come off the sail. Not a major problem but where is the shackle, still at the top of the mast of course! Questions like; had the halyard broken or was it a sail issue came to mind. Then came what do you do next? We wanted to continue the race and we needed to get home to base (although we did have the outboard with us).

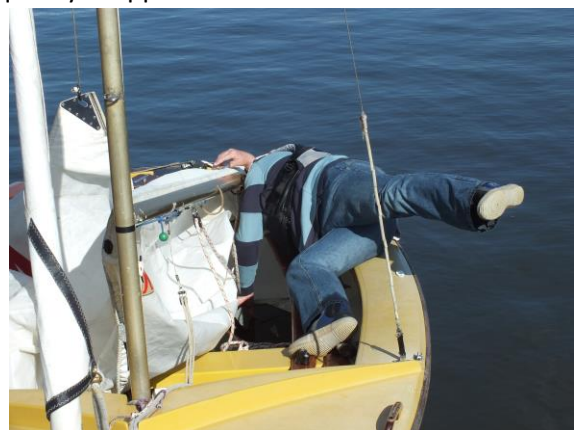
Firstly, we needed to get the sail in and check the shackle ring on the sail, and of course lower the main. Once the sails were in there was no option but to lower the mast to reach the shackle, fortunately there were three of us on the boat to make it easier. With mast lowered, an inspection of the 'snap shackle' showed it had bent out of position and could not be closed. We had a spare standard shackle onboard, so a quick change, pull down the halyard and back up with the mast and sails and we were once again on our way. Impressively from breakage to resuming sailing was 10 minutes, although we still came nowhere, but we enjoyed the day.

Challenge 2

A couple of years ago whilst sailing in a local race 'around the cans' in somewhat lively conditions, on a tack with boats around us, 'no steering'! A bit disconcerting to say the least. After a quick shout of 'keep clear- rudder failure' amongst other comments we managed to get the boat pointed into the wind and quickly dropped the sails.

A check showed that the tiller had come away from the rudderpost. On our Yeoman the tiller is set in a stainless frame which fits over the rudderpost, this is secured with a stainless nut and bolt through both. This bolt had broken and dropped out. Again, fortunately we had a spare stainless nut and bolt so with rudderpost now reconnected, sails hoisted away we went.

The lesson from both of these incidents is that there was no way to know that we would have either failure. The stainless-steel Jib snap shackle was tensioned as usual, it was not under exceptional strain, the rudderpost pin was something totally unexpected and a first for us in 8 years.



Although we can't carry every spare a boat may require, if venturing out on your own it may be worth keeping on board a selection of more common parts, and some basic tools. Perhaps in the spring edition we will compile a list (with your help) of what is good to have on board. What should be carried may be a matter of choice and not every failure can be fixed, but the most important item to take if you're out alone, or just the two of you, is your mobile phone! If you can't fix it then you can at least call for assistance.

Canoe and Paddle Board Section

A recent article spotted in the Eastern Daily Press reports on the opening of The Middle level Fens waterways of Norfolk and Cambridgeshire to paddle boarders. With over 99 miles of dykes, drains and diverted waterways to explore this offers a different option to members who want to venture further afield. So on a nice day why not pack the family and boards in the car and give it a try. To read the EDP article follow the link below.

<https://www.edp24.co.uk/news/23863028.new-access-deal-paddlers-middle-level-fens/>



map by EDP

Autumn/Winter Storms

Text D Durrant, Photos Various

October generally sees the start of the storm season and in the last couple of weeks the papers have been full of the effects of Storm Babet. At CHSC we have been fortunate to have no major problems. The heavy rain and resultant high tides caused some minor inconvenience accessing the club with the Carnser being flooded and leading to cancellation of the last race of the season and although the clubs car park was underwater and parts of the dinghy park flooded it is pleasing that no water entered the clubhouse.

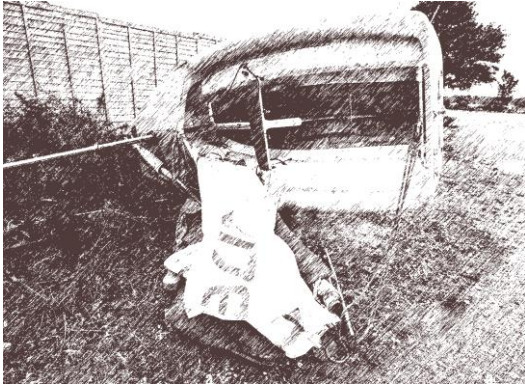


The new pontoons rode the high tides well and there are no reports of any issues with the attached boats. With the winds not quite as strong as first predicted there have been no issues with boats on the dinghy park or with any of the canoe racks. All in all, for the first major storm of the year we got off lightly compared to some.

But we should not become complacent. There are sure to be bigger and stronger storms in the coming months. I've seen boats on the dinghy park lifted at least 12 inches into the air, complete with trailer, by wind gusts and there have been instances of boats blowing over damaging others adjacent to them in the past. So, if you can take the opportunity over the next couple of weeks to prepare.

Make sure your boat cover is properly fitted and secured. Remove any equipment that is not needed over winter such as sails and store safe and dry at home. If you can, tie the boat down to the trailer and fit tie downs securing the boat to stakes in the ground so that it cannot blow over.





Owners of canoes/kayaks on the racks should consider securing them to the frame of the rack with strong rope to prevent them being blown around by high winds.

If you leave anything in the clubhouse then please make sure it is not the floor so that it is protected should the clubhouse flood.

Members are reminded that CHSC are not responsible for damage to members property (Club By-laws dated 2022) as such members are responsible for damage caused to their boat/canoe/kayak or to other members boats/canoes/kayaks or club property caused by failing to ensure a boat/canoe/kayak is adequately secured.

Tree Clearing Train Reach

Text & Photos Gary Corbett

Club volunteers have carried out a further two tree clearing days this month along Train Reach, the first on 5th on the south bank and 26th on north bank on the Strumpshaw reserve, thank you all.

On 26th October we were joined by members of the Yare Sailing Club and RSPB volunteers clearing waterside scrub, riverside of the footpath, a lot of effort and hard work, by all, especially with the high water levels and it chucked it down all morning.

Credit to our club for assisting RSPB conservation, fronted was cleared which will also benefit reserve visitors.

Bill is making 'friends' with the powers to clear and open up the tree line, especially along Train Reach, to improve our sailing, and the habitat.

Importantly, thanks Bill for arranging the butties and to Head Chef Gary. (3 Michelin Stars).



Notices to Members

Property Left in Clubhouse

As the main sailing/Canoeing/SUP season has now finished could members please remove any personal property that has been left in the clubhouse.

Members are reminded that the Club reserves the right to dispose of clothing and any other articles left in or on the Club premises for more than one month, following reasonable attempts to find the owner.

Warning - Carnser water level across road.

Please take care if attending the club over the next few weeks. Water levels are very high across the whole of the area, with the increased rain the Carnser is liable to flood, please check the road before driving down as you can't turn back halfway.

Be prepared to leave the club earlier than expected especially if getting towards high tide.

Also be prepared with suitable footwear (wellies) if you wish to walk the final bit.

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.