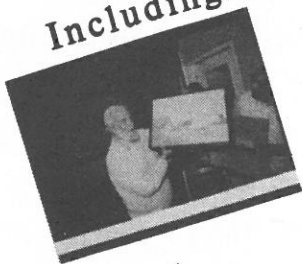


The River CRUISER

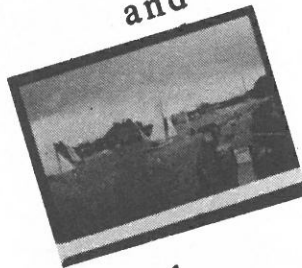
THE JOURNAL OF THE RIVER CRUISER CLASS NUMBER SEVEN : SUMMER 1985

BIG SUMMER SPECIAL

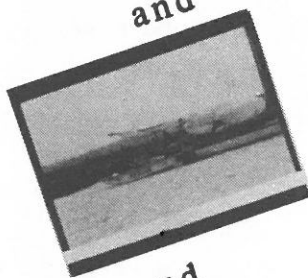
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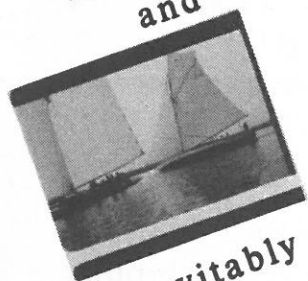
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and



and



and inevitably



CAPTAINS LOG

You will have seen from the AGM circular that vacancies due to resignations have occurred on the Committee. Those resigning include Yare Valley S.C. member, Terry Blanchard, who has served on the Committee for nine years, watching over such developments as the new Breydon Bridge, the Broads Authority and of course the Class finances. During his two years as Hon Treasurer, Terry has re-structured our accounting system and is now prepared to hand over a smooth operation to his successor. Other resignations come from Dick Mace (NBYC & EACC), a long-serving Committee member and Janet Forster from Beccles. My thanks to all of them for their hard work and support.

By the time you read this column, it is possible that the AGM may have already taken place, our magazine deadline being controlled as much by our printers as by our own endeavours. If it has not, then please remember that we attempt, wherever possible, to achieve a Committee of representative balance, so that there is always a Committee member with first-hand knowledge of Class yachts, whatever area or club in which they might sail. However, in the final analysis, it is up to you as members to vote for the Committee you want.

Since the last magazine, your present Committee has been continuing

negotiations with the Great Yarmouth Port & Haven Commissioners on new Safety Standard, monitoring the Maria situation and representing your interests in the Broads Bill debate. On top of that they still have to cope with handicaps!

This is the last time that I shall write this column, so I would like to take the opportunity to thank the current Committee, together with Sarah our Minutes Secretary, for all their work over the year. My thanks as well to all members and friends of the Class for making the last year so happy and successful.

Robin Richardson CLASS CAPTAIN



Made at Thurne

★ First Life Member ★

Elsewhere in this issue appears a double page feature detailing the fun and frolics that were enjoyed by all on the occasion of Cecil Howard's eightieth birthday.

Your Class Committee unanimously decided at a recent meeting to mark this event by offering Cecil the first ever Honorary Life Membership of the River Cruiser Class in recognition of his tremendous contribution to cruising and racing Broads yachts over so many years.

Yare Sailing Club

The Yare Sailing Club (see last issue) has now been successfully re-formed and seems - like it's famous predecessor - to have mushroomed overnight into a flourishing affair.

Within weeks of its launch, the Y.S.C. has 50 paid up members representing ownership of 30 River Cruisers. The lack of a permanent base seems to have been more than compensated for by the attraction of sailing on what must be the finest and least cluttered river sailing reaches in Broadland, and Y.S.C. meetings have already elicited entries in double figures. The Club's first Commodore is Mark Wells (Melody), whilst Gerald Sambrooke-Sturgess has accepted the invitation to become its President. Secretary is Mrs Pam Wells of 7 Nutfield Close, Eaton, Norwich.

THE RIVER CRUISER

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Front cover photo by Water Rat:
'Storm' at Thurne Regatta

PROFILE : BUTTERCUP

NO. 119

"Buttercup" is probably the oldest Broads Cruiser still racing regularly around our local regattas. She was designed and built in 1890 by Ernest Collins for Mr E P Buckworth who called her "Sayonara". Mr. Buckworth was Commodore of the Gt. Yarmouth Yacht Club in 1897, when the famous Gold Jubilee Cup, valued at 100 guineas, was bought, and had some hope of winning it, for "Sayonara" was listed in 'Broadland Sport' as amongst the most prominent boats in 1895-1901, and described as a cutter of 5 tons - one of the smartest cruisers of her day.

Its author did not look favourably on all the newer boats, for he wrote: "The introduction of the racing machine to Broadland has been regretted by many, if not all the prominent racing men, as in this class everything is sacrificed to speed. The beautiful lines of the racing yacht are exchanged for a wooden dish and the stability of old is supplanted by a skin about as thick as an ordinary cigar box, which bends about like a basket and cannot be expected to last more than a couple of seasons."

Were it not for the cruisers which sail under handicap regulations we should not, at the present day, have a real yacht to look upon at Broadland regattas. The cruiser class is made up of racers of ten, twenty and thirty years ago, together with a modern type of boat which certain builders are turning out for the express purpose of competing in the class."

To comply with the increasing regulations governing the racing cruisers, "Buttercup's" counter stern was shortened by 5 foot so that she could compete in the "B" River Cruiser Class, and her overall length reduced to 29 foot. Ernest Collins junior remembered his father going to see "Buttercup" at Woods of Neatishead in about 1912 and later he bought her and raced her himself for some years.

Eventually rising costs caused her degrading into the Hire Fleet at Collins, with her bowsprit removed, mast shortened and rig reduced. She remained as a hire yacht until 1963, when times changed and sailing yachts were no longer such an economical proposition in Hire. Les Mogford of Sheringham then bought her and she was laid up at Weyford Bridge until she was taken to Sheringham and subsequently to May Gurney's in Thorpe. In 1976 Patrick Richardson, Diane Shaw and

Richard Hetherington bought her and removed her to Richardsons' yard at Potter Heigham, where extensive renovations began.

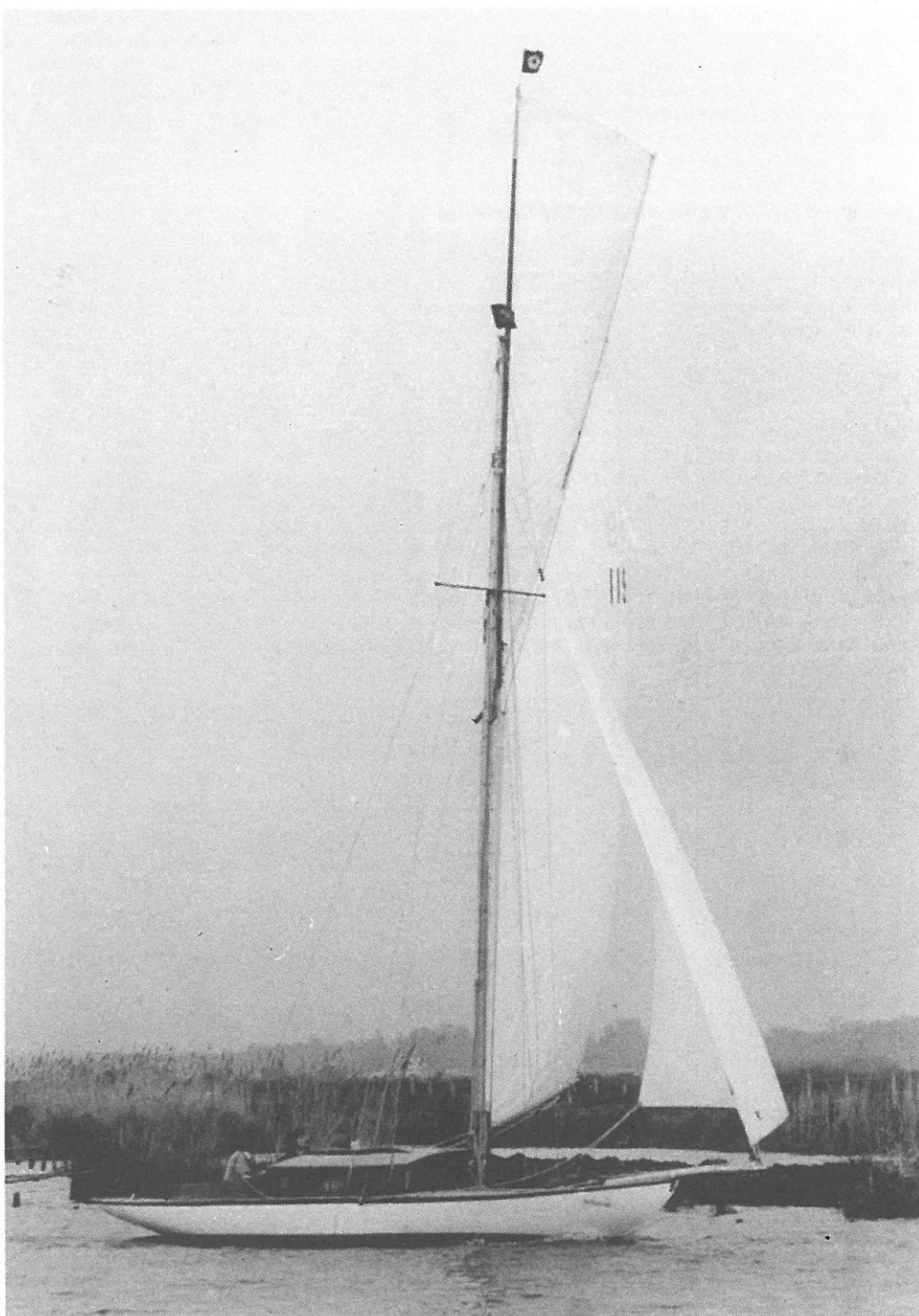
"Buttercup" had suffered during her career, even to the extent of sinking by the Dickey Works on Breydon and being refloated with the aid of a galvanised tin patch, and her years were beginning to tell.

Part of her hog had to be replaced as her back was broken, and 200 feet

of planking and many timbers also had to be replaced. She was re-rigged on the same lines as the original rig, but with a smaller sail plan of 500 sq. ft. to reappear on the Broads looking gracefully immaculate.

"Buttercup's" sailing successes since her rejuvenation have been many, including the Oulton Cup, Coronation Cup, Claret Jug and above all, the Buckworth Trophy in her 90th year. Winning this trophy meant most to Patrick, who has the ambition of repeating it to celebrate "Buttercup's" 100th anniversary in due course.

Ken Lord



RACING AROUND

I-SPY

The first ever race meeting for the newly re-created Yare Sailing Club (see last issue) was a double first, in that it also saw the first blood-ing of No 250 "Storm", designer Andrew Wostenholme's much heralded attempt at creating a Broads Racing Yacht of the 80s.

On the day, "Storm" travelled South for a first chance at real competition and found it.



The YSC's first race fleet was to include "Cuckoo", which since her reballasting is a match for almost any Broads Yacht afloat, and "Madie" which has benefited from remedial work to her keel. The 8 strong fleet which started from Langley also included a number of low handicapped yachts which can turn in a telling result on the river. These included Willy Clark's "Vacuna" (winner at Coldham Hall Regatta) and Doug Dale's "Sun Glory", previous trophy winner at the same event.



On the day, the slower yachts were to be prejudiced by a mistake in judgement which led the Race Officer to set a course which put the fleet to windward and against the tide, through one of Cantley Sugar Factory's Black Holes. But on a fine sunny day with a carrying breeze, all competitors were remarkably forgiving. The Black Hole effectively divided the race into a two division affair, with "Cuckoo", "Storm" and "Madie"

charging off into the distance, while the rest struggled in BSC limbo. The race between "Cuckoo" and "Storm" was a close run thing, with the latter taking first gun by a hand-full of seconds, having been led for most of the race. On this evidence, "Storm" is almost certainly the fastest cruiser ever seen on the Broads but less than the Quantum Leap than had been expected. Her wind-in, wind-out rig calls for constant adjustment and a totally new technique, to produce the full potential. Mark Clark and friends will obviously have their hands full for some time to come.



Third gun went to "Madie", now showing more boat speed and less inclination to hang in the stays. The Old Lady also did enough to take the race, and the Cuckoo Trophy. Of the afterguard, Willy Clark wasted the least time at Cantley, and came through to take third place behind "Cuckoo".

A fine, fresh start for the new, old Club.



This year's Thurne Regatta suffered from wind even before the event. Thursday gales did their best to destroy Thurne's tented centre-piece, but stirring work by EAC volunteers had the celebrated erection up and ready for action by the

weekend. A visit from the South Rivers by "Cuckoo" and "Madie" gave the affair a big boat feel, with no less than 7 boats of 1% or less. "Madie" made the journey worthwhile by winning on Saturday in a fresh S. Westerly.



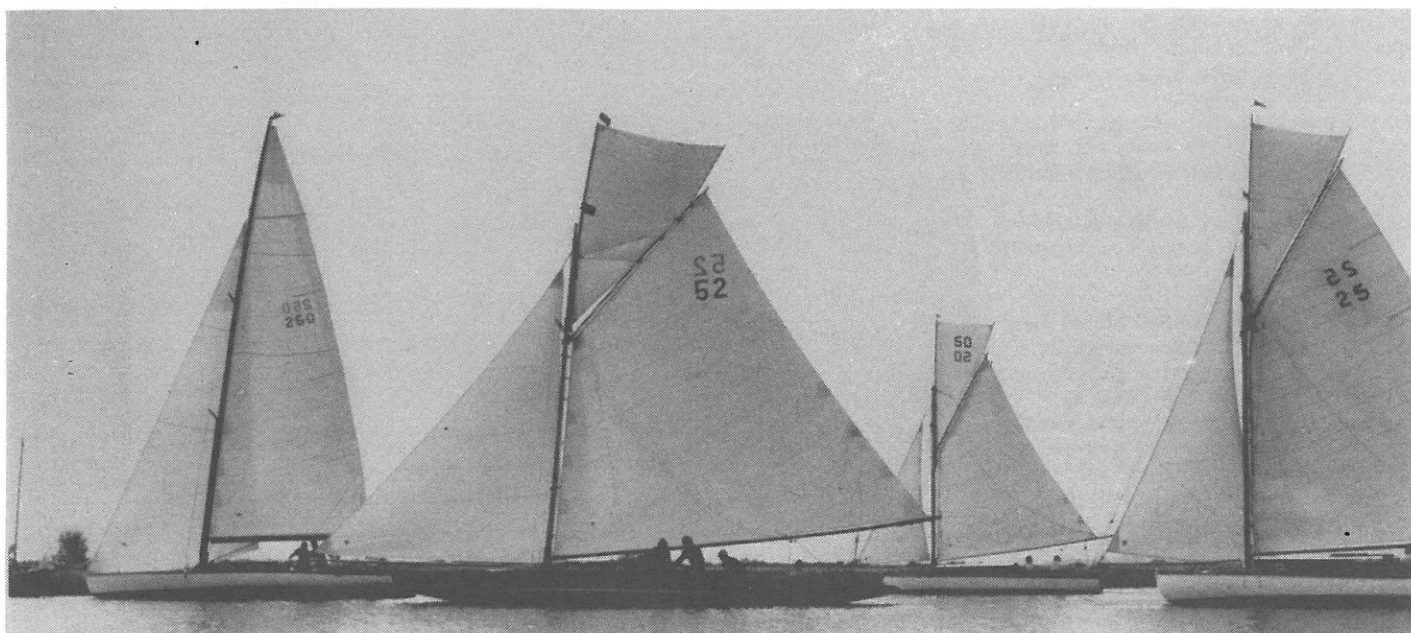
Sunday's Cock Of The Broads Race started with promise in fair breezes and sunshine, with 22 cruisers sharing 3 starts, and bound for Upton Dyke before heading for St Benets. The handicap winner was "Ceres", making a fast time from the third start, with "Achievement" second. "Storm", getting ever quicker, took line honours and the "Ladybird" Trophy.



The afternoon race saw "Madie", "Cuckoo" and "Evening Flight" in an awful tangle of Knitting near the start, but no damage was done and all three finished the race, which was won by "Ladybird". "Storm" again had line honours. An overnite storm of the more traditional variety made things damper than usual in the beer tent, and Monday saw Ted Brewster's "Marilyn Anne" take the Ames Cup in style.



A well above average Thurne.



Storm Madie Vacuna and Melody at the Yare Sailing Club

A partial break in the June Monsoon season allowed the Oulton Broad Cruiser Weekend to take place in near perfect conditions.



A dozen strong fleet was dominated by winning performances from the large rigged Easticks 28s, which won 3 out of 4 races. The fourth race was not really representative, as will be explained.



Neil Hunt took the Saturday race in "Woodpecker", with his sister-hull "Marilyn Anne" a close second. The first race on Sunday fell foul of a situation in which two thirds of the fleet started on the wrong gun, and at least one of those who made a correct start admitted later, that success was due to a late departure from moorings. In the circumstances, a general recall would have been

less wasteful of peoples' time and efforts, but the Race Office went by the book and most of the fleet sailed on in blissful ignorance.



The midday race brought the first of a pair of victories for Ted Brewster in "Marilyn Anne". "Melody" won a level-rating tussle with "Snowbird" to take second place, and the Yare Sailing Club Trophy. Thus Mark Wells became the first winner of the Wells Taxis Tankard. Ted Brewster took the last race in a dying breeze, whilst a second by Robin Stewart in "Sabrina" helped him to become runner-up in the series, ahead of Christine Way in "Satyr".



Thanks are due to W&OBYC for their customary friendly welcome; Neil Hunt for doing all the work, and the ladies behind the bar.



'Marilyn Anne' winner at Oulton

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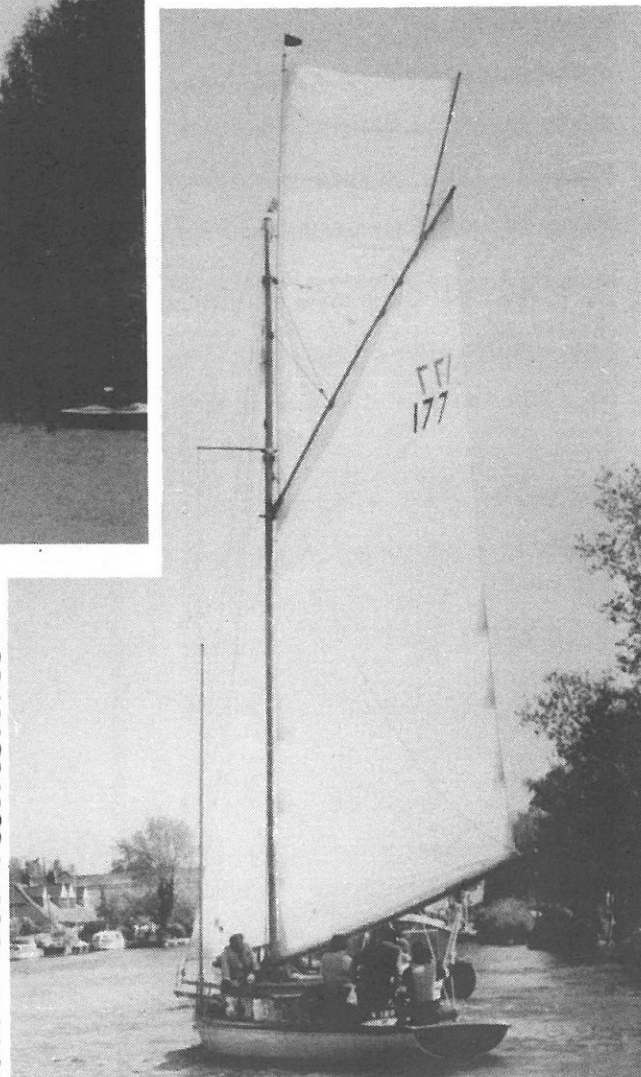
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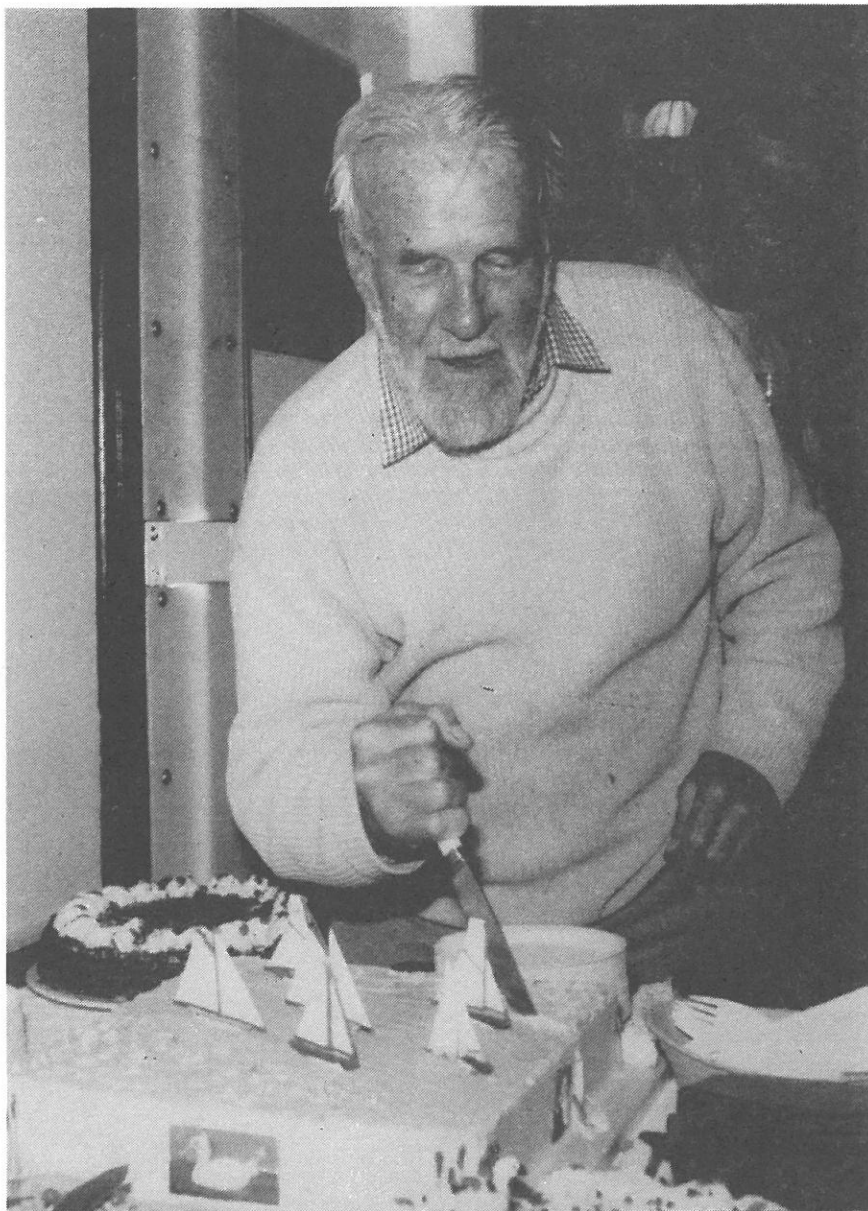
'The Breeze' Horning Three Rivers Race

HAPPY BIRTHDAY

Despite the weather, midsummer weekend was a memorable one for the Green Wyvern Yachting Club and its Commodore, Cecil Howard. It was Cecil's 80th birthday, and 20 boats and over 100 people gathered at Haddiscoe for a weekend rally and birthday party to celebrate the event.

Cecil, his old blue hat firmly on his head and his pipe gripped equally firmly between his teeth, is a familiar figure to most yachtsmen on the Broads. A man of many parts - in his youth a scratch golfer and a first class club cricketer, the author of a fine biography of African explorer, Mary Kingsley - Cecil has been sailing these waters for over forty years.

He founded the Green Wyvern Yachting Club with his elder brother, Bert. They were schoolmasters at two Leicester grammar schools, City Boys and Alderman Newton's, and they started to bring their pupils sailing on the Fens and the Broads just before World War II. Their aim was to instruct the boys in sailing and to encourage an independence of mind and spirit that was not possible within the confines of their 2 traditional schools. The outbreak of war almost put paid to the embryonic club, but in 1946 Cecil somehow persuaded Herbert Woods to let him hire Ladybird and Smuggler, and the club was formally constituted a year later, in 1947.



A WIDE RANGE OF BAR MEALS AVAILABLE
INCLUDING HOUSE SPECIALS

FAMILY ROOM
LEADING TO LARGE GARDEN

EGON RONAY RECOMMENDED

CECIL

Since then, it has never looked back. A conservative estimate reckons that at least 4,000 boys have become members. Many of these members have themselves become schoolteachers and brought their own pupils sailing - these youngsters come from all over England : from London to Norwich, Liverpool to Newcastle, Croydon to Doncaster, Grimsby to Peterborough.

The GWYC acquired its first yachts in the early sixties. Prior to that, they had been hired from a variety of yards, the favourite being Banhams of Horning who provided the Hornets, the Moons and Amorita. Today members own 19 of the registered cruisers, ranging in age from the 80 year-old Sparklet to the brand new Cuckoo.

Cecil himself has owned three : Pan (formerly Pamela), Puck (formerly Summer Breeze) and Satyr (a Sabrina). For many years he scorned racing, but in his seventies his old competitive spirit returned and he raced with some success, winning events at Acle and Thurne, and being the first person to re-capture the Ray Perryman Memorial Trophy.

His 80th birthday was a noisy success in true Green Wyvern style. The drink flowed as freely as the conversation and Cecil was presented with an oil painting of his yachts, a colour television and a leather-bound album of club memorabilia. The Bridge Inn laid on a sumptuous buffet and the club was presented with a barrel of beer by the landlord and landlady. Cecil was observed on Sunday morning - just before the boats dispersed - saying his goodbyes and exclaiming that the beer must have been very

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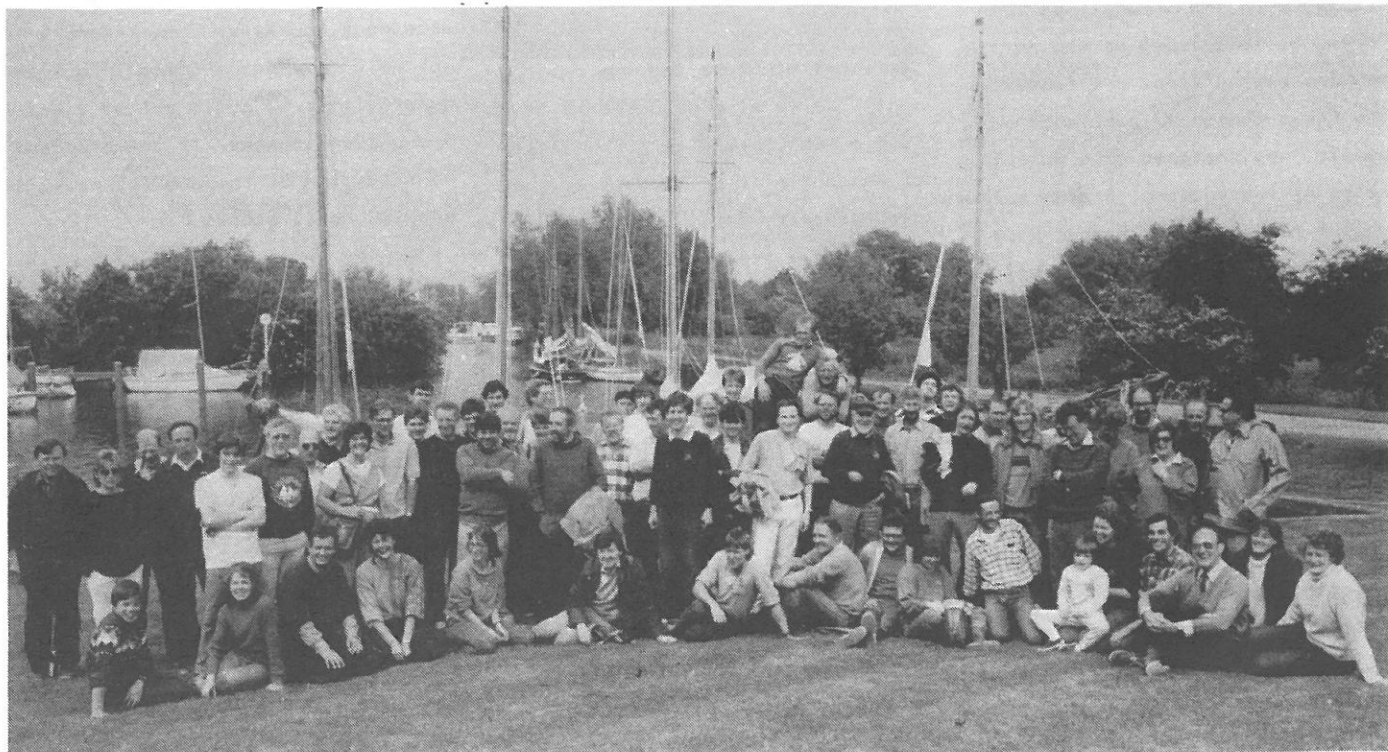
or find us on Buttercup or Pippa
at most Regattas

good as he didn't have a hangover.

Let us hope that he is saying that on his 90th birthday.

In case you are wondering, the club burgee represents the colours of the two founding schools - the red and green of Alderman Newton's and the wyvern of City Boys.

Bill Noblett



A few of Cecil's friends at Rockland Staithe 22nd June 1985

Photos: Brian Holden

THE BROADS BILL

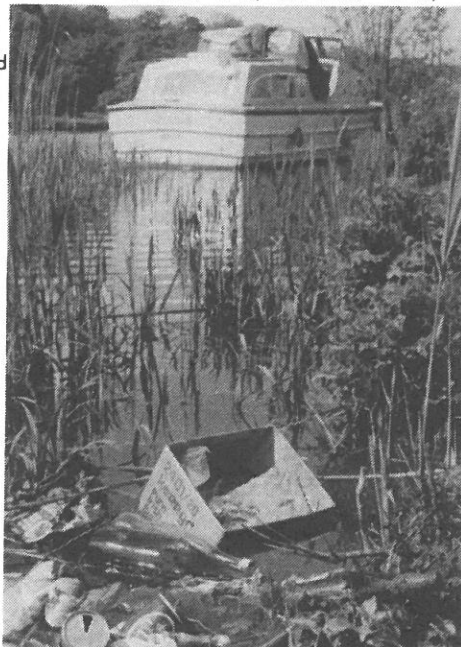
No student of the recent (or even ancient) history of the Norfolk Broads could argue that the creation of a new Broads Authority (the current one is only a caretaker) via an Act of Parliament with sweeping powers, was not necessary. Those who do subscribe to that unlikely view admit that the advent of the Bill was, in many ways, inevitable. The new Bill at least follows one Broadland tradition: its birth is swathed in argument and controversy.

The Bill as presented to lovers and users of Broadland is complex and few will find all its many facets totally attractive, let alone merely acceptable. This was always likely to be the case, but it is in the area of navigational interest and control that the apparent shortfalls become critical.

It is for this reason that the River Cruiser Class, like many other organisations on the Broads, has been forced to take sides as the parliamentary battle lines are formed. The Class response, published opposite, was designed to echo the fears of recreational Broads sailors whilst reminding the Broads Bill promoters that conservation and reparation are the keystone of our own activity. Many of you will have received a postal lobby from the River Commissioners and will be aware that they are struggling to remain the body in charge of navigation.

The sponsors of the Bill are not the existing Broads Authority, but the 2 County Council and 6 District Councils currently affected. The Bill itself has a heavy bias towards conservation and enhancement of the environment. However, these two points

might not be cause for concern were it not for the proposed constitution of the new Authority, which promises an integrated approach in which 'the interests of navigation and conservation go hand in hand'. The 31 members of the statutory body will comprise as follows: 7 nominated by County Councils, 12 by District Councils, 1 by AWA, 1 by GYP&HC, 10 by



Secretary of State for the Environment. It is also proposed to establish a statutory Rivers Committee, of which 7 will be members of the new Authority and the remaining 6 as follows: 1 representative of the RYA, 1 of pleasure craft owners, 2 of private hire boat owners, 1 of private boat owners, 1 of GYP&HC. However, this proposed Rivers Committee with its restrained navigational representation, would only have day to day supervision of navigation on the Broads and would only serve in an advisory capacity for all other matters concerning navigation. All policy-making and executive powers will be in the hands of the main statutory body, and it was this blatant lack of navigational

representation which forced the River Cruiser Class Committee - and many other classes, clubs and associations - to oppose the Bill. The compromise suggested by GYP&HC of a partnership control with the new Authority was considered by many to be a step in the right direction, but was totally rejected by the promoters. The limited consultation period - only 2 months - left no time for negotiation.

Organisations such as the Friends of the Earth have attacked opposers of the Bill for 'scaremongering attempts to foment opposition and create an alliance between people who sail on the Broads and organisations which would profit from the area's further commercial exploitation'. It is a sad comment that, regardless of whether yachtsmen sought such an alliance, the promoters of the Bill have tended to stick us in the same camp as the boat yards. The Committee is well aware that the proffered option of retaining the River Commissioners may well divide the Class in opinion. Nonetheless, we could all be disenfranchised together if the proposed constitution of the new Authority is adopted as it stands.

Should any member have any doubts as to the significance of these arguments, it is worth reminding them that the new authority would have the wide powers long-claimed as vital to the good management of the Broads. Apart from full Town and Country planning jurisdiction, the new body would control navigation, moorings, tolls, safety regulations and the temporary closure of navigation. Although this does not mean main channels of navigation, this last power was one of the major reasons for the Committee's response.

THE RIVER CRUISER CLASS

HON. SECRETARY

AND REGISTRAR: A.D.KNIGHTS 15 SAINT MICHAEL AT PLEAS NORWICH NR3 1EP TEL:616642

16th May 1985

B J Capon MA(Oxon)
Chief Executive & Clerk
County Hall
Martineau Lane
NORWICH NR1 2DH

Dear Sir

The Broads Bill

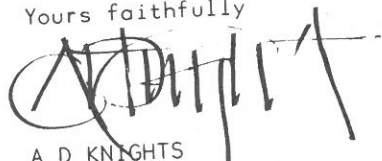
The River Cruiser Class Committee held a special meeting on Tuesday 14th May to examine and discuss the above Bill. I have to inform you that the Class cannot in any way support the Bill in its present form. The reason for this decision is that my Committee feels most strongly that the Bill displays a total lack of recognition and representation of the rights of the present users of navigable waterways in Broadland.

Furthermore, we could not support the creation of a new Broads Authority which did not contain a Statutory Committee with full executive powers to represent our members' interests in Broadland navigation. That Committee could be similar to, or possibly involve the retention of, the Great Yarmouth Port & Haven Commissioners.

It is important to remember that a unique type of sailing craft has evolved over many years for cruising and racing on the Broads and that these activities have continued without hindrance since the early part of the nineteenth century. Our Class Association exists to protect the interests of the owners of over two hundred and fifty of these yachts, many of whom live and work in Broadland, and some of whom travel considerable distances to enjoy the traditional pursuit of sailing on the Norfolk Broads and rivers.

I should be pleased to receive your comments on our views.

Yours faithfully



A D KNIGHTS
Hon Secretary & Registrar

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M C M Boone, Gt Yarmouth Port & Haven
Commissioners
J M Evans, Royal Yachting Association
The Editor, Eastern Daily Press
The Commodore, Norfolk Broads Yacht Club
Norfolk & Suffolk Yachting Association
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As your wringing wet rodent shakes himself free of the residue of an excessively wet early summer and at last begins to dry out, the latest nefarious activities of his chums appear to be well overdue for reportage.

* Naked Envy *

First a salutary tale from a new Mole on the Upper Yare which illustrates the dangers of a highly developed competitive spirit.

Two slightly elderly, but very respectable chums stand in danger of having friendship blighted by unnatural envy.

One, apparently a boatbuilder, consistently produces the most perfect varnish finish. The other; something resembling 60 grit wet and dry. Finally driven beyond reason, the latter dismantles his yacht and arranges the pieces in the spare bedroom, carefully cleaned and vacuumed for that purpose. A deep breath and all is set for that perfect gloss, having taken of course, the final dust-free precaution of removing all his clothes.

The success of our birthday suit boy is best judged by those who care to inspect his yacht. I gather it has now been renamed 'Naked Glory'

* DebAcle Regatta *

Early in the season a random selection of rodents were wont to be found boating about in front of Acle Bridge where some friendly chaps appeared to have organised some sort of race.

The critical moment approaches ... Click! No gun but lots of flags .. Bang! Lots of gun but no flags ... On the third try, a tremendous bang - much heaving of flags, and entire edifice collapses in disarray around the startline.

Exit the Rat Chums up the first beat to gales of familiar laughter! The shock of all this proved far too much for Big John, who whilst attempting to delicately negotiate a corner (and cope with a dozen of Arthur's big ones) fell upon the throttle of his tin flatboat and disappeared into the marshes at a most impressive rate. Last sighting, only the head and shoulders of this Herculean figure were visible above the reeds, as he dwindled in the distance and the rain continued to fall ...

* Engine 'earing *

What fun I hear fellow rodents are having with their various inboard, outboard, electric, nuclear and steam fired Fans at the moment. On the one hand there's 'Jolly Jack' Child, pipe akimbo, rushing round Ranworth in what first appears to be a steam launch, but when the smoke clears, turns out to be one of Port and Starboard's electric numbers, full to the brim with aspiring Miss Anglia contestants and perspiring 'Jolly Jack'.

On a more grandiose scale there is Uncle Billy Bentall's big black boat fresh from Acle's expensive cure for the very latest in social diseases. The Black'un is due for more major surgery - of the inboard hydraulic type - and Uncle Billy (himself a bit of a fast breeder) indicates that there has been some complaint about deliveries to

Cantley (outside the racing season of course).

* Storm Warning *

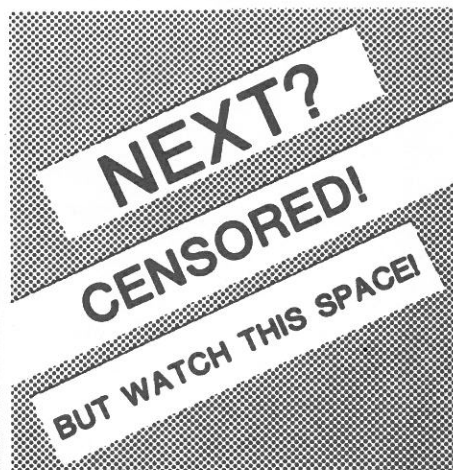
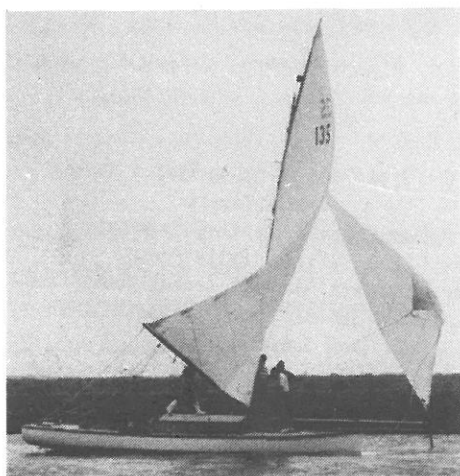
In terms of sheer speed it seems that Storm de vonderyot's performance under power is even more dazzling than under sail. Questions have been asked in the Commissioners House concerning the boat's apparent ability to travel thirty miles in less than the time it takes the owner to sink a pint ... The Rat reveals that for a yacht that can plane on wet grass, anything is possible.

Enough of the fast Fans and sordid Seagulls, save just to mention a unique first on the Yare. Certain indelicate surgical operations have been reported on the rear of White Rose. Is my Mole really right, and is this the first every permanently mounted inboard/outboard transplant? Whatever next.



A few questions still remain unanswered from earlier in the season. Observe if you will, the first two from a set of three 'in sequence' photos from the Rat's handy pinhole camera. Flushed with success from some earlier results, concentration either lapsed or the on-board computer failed, causing 'Satyr' to become firmly established as part of a well-known local ecological experiment. Was it this which caused the EACC Skipper to shave off his slty sea beaver whiskers of many years standing?

In any event, the negatives of the third frame, illustrating the removal of the offending ecological element may be purchased



from Rat-Haven. The price; a couple of Friendly Frank's foaming ones.

* Half Piked ? *

Frank's one man Hop Festival and the enthusiasm which it engenders could well have been responsible for a recent dazzling display of swallow diving in Langley Dyke. Once again it was faithful Rat Chum Nigel Noblett, the thinking man's Brian Phelps.

Disappointed with style marks given earlier in the season, Noblett threw all caution to the wind and went for a double twisting half parrot with four full Stewart & Pattersons (degree of difficulty: 10).



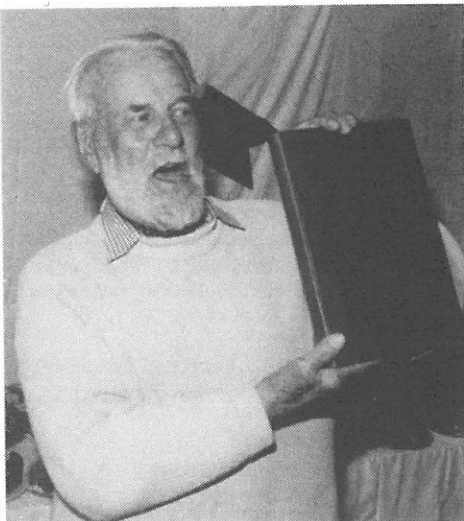
As an amazed judging panel awarded maximum points, the noble Nigel was promptly seized by co-partner Lord Snutch and thrown into the Parrot Stocks for abandoning the yacht without permission - the whole event thoughtfully snapped by a brand new Yare Sailing Club Mole.

Whilst on that particular subject The Rat was attracted by the image of the new YSC after hearing it described as 'a family affair', and elected to join, only to receive a welcome letter from the Commodore Mark Wells, addressed to "Dear Mum and Dad"

This spurious connection is firmly denied, as is any relationship to or with the Commodore's gaily - coloured consort. The Rat suggests that you smarten up the Administration Wells or you're within a fourpenny bus ride of a Palace Revolution!

* Squashed Tomatoes & Stew *

No rodentary would be complete without mention of the ripping fun enjoyed by all Rat Chums at Lord Greybeard's glittering eightieth birthday weekend. The splendid photo elsewhere in the comic portrays just a tiny sample of the many chums (and new moles) who frolicked through the hours whilst Cecil himself unleashed upon us mere rodents such pearls as 'I never look at flags - I'm colour blind.'



*Now hear this.....

To this, a somewhat younger Wyvern (I know - they're all younger) retorted; 'The trouble with sailing with Cecil is, he can't see, read flags, look at the stopwatch or pull the mainsheet. Otherwise it's fine.'



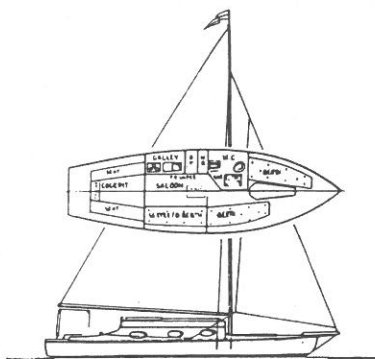
Flew in from Miami Beach B.O.A.C.

Of course you will not be surprised to learn that a discreet veil must be drawn over many of the indiscretions of that weekend, but perhaps just a snippet may sneak through.



By far the longest pilgrimage was made by Dave (Miami Vice) Walker who jetted in direct from Florida to Haddiscoe (well at least via Norwich to collect 'Dryad'). Overcome with emotion and jetlag, the Transatlantic Chum passed a full and friendly weekend which gathered pace somewhat towards the end. On the return leg to Norwich, 'Dryad' which was by now full to the brim with happy Wyverns, was seen to ricochet from bank to bank in joyful but erratic progress up the Yare. The eventual arrival in

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Norwich is thankfully lost to memory, save for the fact that part of 'Dryad's' equipment - the tender - was found to be missing. After a considerable search by those Helpful Commissioners (and Jolly Jack) the errant boat was found abandoned at Bramerton. All Walker now needs to learn is who - during the vessel's absence of course - filled it with two empty Scotch bottles, a gin bottle, one of Vodka (R.I.P.), one hundred and thirty seven beer cans, sixteen fag packets, four wet jumpers and the Skipper's very own woolly bobble hat.



Answers please to any of the above riddles to the Water Rat (on board anybody's yacht with a spare brown ale) at all the forthcoming batch of regattas.

Cheerio Chums!



BREYDON BRIDGE

Cruising Folk be warned.

The new Breydon swing bridge lies in wait for you as you journey from North to South rivers or vice versa. As no road traffic is expected to use the bridge before next Spring, this season provides a timely opportunity to become familiar with some of the problems which it presents. The signalling system for yachts approaching is currently under review, but until further notice, Code Flag 'V' should be hoisted to request the bridge to open.

The bridge should be open in any case during weekends, but advance notice of passage during weekdays can be given on GY 651275. When approaching the bridge under sail or power, it will be vital to obey the red stoplights. Mooring points are provided close to the bridge on both approaches, and on both sides of the channel. Please note that the old red dolphin by the Cobham Shore has been renovated for this use. All yachts are urged to make a safe and speedy passage of the bridge as is practical. 'Dallying around' in the approaches to an open bridge is likely to make the bridge operators less co-operative in future, when they have the additional problems of stopping traffic.

YARE NAVIGATION RACE 1985

Coldham Hall
- Breydon Water -
Coldham Hall

Passage Race

Saturday 21st September 1985
- starts available from 6 am

Coldham Hall Sailing Club invites entries from all traditional Broads sailing cruiser owners for the 10th running of this challenging event. The Race is restricted to 60 entries and is usually over-booked.

Entries close on 17th August.

Coldham Hall welcomes all cruiser folk to Coldham Hall on the day but is regretfully unable to extend mooring courtesies to visitors' craft between Thursday pm and Sunday am.
Programmes available on the day.

Yachtsmen should note that the swing operation of the bridge takes a minute and a half to complete. Please avoid mere curiosity. Sailing close up to the bridge just to get a good look at it when you have no intention of requesting passage, will merely tend to confuse the operators if they're keeping their eyes peeled for yachts in transit.



Elected to serve the Class at the recent Class AGM held at NBYC Wroxham were:

Class Capt - Neil Hunt (Woodpecker)
Vice Capt - Martin Broom (Raisena)
Hon Secrty & Registrar - A. D. Knights (Ladybird)
Hon Treasurer - Jonathan Butcher, The Grove, Matlock Rd, Norwich (Achievement)
General Committee
Arnold Bowcock (Cathleen)
Tim Child (White Wings)
Robin Richardson (Pippa)
Syer Shulver (Picus)
David Snutch (Cuckoo)
Alan Tansley (Reed Robin)
Colin Prentice (White Rose)



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COLDHAM HALL SAILING CLUB

YARE NAVIGATION RACE - 21ST SEPTEMBER 1985

ENTRY FORM

Please complete in BLOCK CAPITALS or type and return to :

A D Dale, 5 The Hedgerows, Bowthorpe, Norwich

N.B. The closing date for entries is Saturday, 17th August.

NAME OF BOAT RIVER CRUISER CLASS NO

NAME OF OWNER/SKIPPER LOA (STEM TO STERN) FT

ADDRESS Details of rig and sails to be used in the race here (see sailing instructions 2.5)

TEL

I/we undertake to comply with and be fully bound by the Sailing Instructions and all rules specified or referred to therein and confirm that the boat will be insured on the day of the race in respect of 3rd party risks for a minimum of £50,000. I/we enclose a cheque for £8.00 (in favour of Coldham Hall Sailing Club and crossed A/C Payee) together with 2 stamped self-addressed envelopes, and I/we understand that the decision of the Race Committee to accept or reject the entry shall be final.

Signed(owner)(skipper) .

Date

photocopies accepted