

NSBA CHAMPIONSHIPS AND TROPHIES

BROADLAND YOUTH REGATTA at Hickling Broad Sailing Club, 31st August 2019



Winners of the Whelpton Cup, Emily and Chris Haslam.
Photo – Robin Myerscough

71 youth and junior sailors in 63 boats from six Broadland Clubs took part in the 26th Broadland Youth Regatta on 31st August at Hickling Broad, hosted by Hickling Broad Sailing Club on behalf of the Norfolk and Suffolk Boating Association. All four races were sailed in a moderate to fresh southerly breeze. Top honours in the fleet racing went to NBYC's Eleanor Barnes in the Optimist fleet, HBSC's Emily and Chris Haslam sailing their Punt in the Fast Handicap fleet, WOBYC's Thomas Betts sailing his Laser 4.7 in the Slow Handicap start and HBSC's Ryan Walford in the Topper fleet.

The combination of especially warm late summer sunshine, good fresh breeze, large numbers of the families of competitors with excellent club catering and the Hickling landscape, with the race course area adjacent the club lawns made for a very happy occasion. As with previous Broadland Youth Regattas, there was a wide range of experience and skill levels of the competitors varying in age from 7 to 18, with some younger competitors very new to racing and making their "open regatta" debut.

The inter-club competition for the Centenary Salver was won by Norfolk Broads Yacht Club with a small margin from Hickling Broad Sailing Club. Waveney and Oulton Broad Yacht Club came third, Beccles Amateur Sailing Club came fourth, Norfolk Punt Club came fifth and Horning Sailing Club sixth.

As in previous years, the Centenary Salver results were not closely related to team size, but depended upon good fleet racing places. Size of team varied from the largest, HBSC, with 24 boats to the smallest, Norfolk Punt Club, with 2 boats. However for 2019, HBSC used the RYA recommended "Sailwave" software, which does require the number of each team's best boat scores to be used. Based on entries received in advance, the best eleven boats from each club were used, putting smaller teams at a slight disadvantage. The NSBA hopes that all host clubs will use "Sailwave" in future, and invites comments on how best to score the inter-club Centenary Salver trophy.

Again, the largest fleet was the Topper fleet, with 29 competitors. The slow handicap fleet included two Splashes, two laser 4.7s, three RS Fevas and one RS Tera Pro. The fast handicap provided additional excitement with

five full rig Lasers, six Laser radials, one hard chine Norfolk Punt, one 470, one Enterprise, one Farr 3.7, one Laser 2000, one Laser2 and one RS Vision.

The Whelpton Cup for the most successful double-handed boat was won by Hickling Broad Sailing Club's Emily and Chris Haslam sailing Norfolk Punt 66 "Grebe".

The Lady Mayhew Trophy for endeavour, applying the greatest effort in a spirit of sport, determination and fun without necessarily achieving a winning position was awarded to John Whitefoot (age-9) from the Norfolk Broads Yacht Club in his Optimist dinghy. John accidentally capsized shortly before each of two races, and self-rescued, no mean feat in an Oppie, and went on to finish all races with commendable results in his first year of helming.

HBSC were supported in the running of the event by sponsorship from Cox's Boatyard (Barton Turf) with T-shirts for all competitors, and by Norfolk Marine (Wroxham) with gift vouchers for the first, second and third places in the fleet racing results.

Brian Wilkins, on behalf of the Norfolk and Suffolk Boating Association, thanked Hickling Broad Sailing Club Commodore Glenn Barker and his dedicated team of club volunteers, led by Race Officer Phil Atherton.

OPTIMIST FLEET (9 entries)

- 1st - Eleanor Barnes, 6299, NBYC
- 2nd - Edward Brightwell, 1642, NBYC
- 3rd - Rosie Pank, 6100, NBYC

SLOW HANDICAP FLEET (8 entries)

- 1st - Thomas Betts, Laser 4.7 143700, WOBYC
- 2nd - Pippa Edwards, Splash 2258, Horning SC
- 3rd - Jamie Dobson, Laser 4.7 16, WOBYC

FAST HANDICAP FLEET (18 entries)

- 1st - Emily and Chris Haslam, Punt 66, HBSC
- 2nd - Benji Jefferies and Juneau Reeds, 470 587, HBSC
- 3rd - Edward Wildman, Laser Standard 206872, Horning SC

TOPPER FLEET (29 entries)

- 1st - Ryan Walford, 45586, HBSC
- 2nd - Rose Ling, 27834, HBSC
- 3rd - Jemima Gotto, 47302, NBYC

RAMUZ TROPHY 2019

at Waveney & Oulton Broad Yacht Club, 9th November 2019

The 2019 NSBA InterClub Championship for the Ramuz Trophy was hosted by Waveney & Oulton Broad Yacht Club on Saturday 9th November, having been rescheduled from 28th September due to adverse weather.

The event was sailed in Squibs, provided by club members, on Oulton Broad. Many of the top dinghy sailors in the Broads area, representing twelve local clubs, took part in the annual event. Four back to back heats were sailed and the top six clubs went on to sail in the final. The event was held in cool but sunny conditions with a light south westerly breeze for the four heats. Officer of the Day Ben Falat set a simple course with the start mark close to the Club, ideal for spectators. In Heat 1, Snowflakes SC represented by Sally Dugdale and Roger Hannant, led after the first round, followed closely by Kerr Sinclair and Geoffrey Ansdell sailing for Waveney Sailability. There was close racing between these two teams with the lead changing several times ahead of the rest of the fleet. Sally did cross the line ahead of Kerr who held on to second place, finishing ahead of Norwich Frostbite SC sailors Jamie Manners and Danny Tyrell in third place.

There was close racing in Heat 2, with the lead changing between home team WOBYC sailors David Gooch with Club Squib Captain Marc Moncrieff and Dave Gentry with Jackie Soards sailing for Beccles ASC. They did finish in that order with third place going to River Cruiser Class sailors James Dugdale and Toby Pearce, who had held that position for most of the race.

In Heat 3 Royal Norfolk and Suffolk YC sailors Richard Sullivan and Sue Harper took an early lead and held their position for the race, closely followed by Waveney Sailability for the duration of the race. BASC edged ahead of Norwich Frostbite sailors to finish in third position. Heat 4 was dominated by the host club sailors finishing ahead of the River Cruiser Class sailors in second position with Jimmy Tubby crewed by Richard Parker representing Norfolk Broads Yacht Club crossing the line in third place.

The six clubs with best results from the four heats went on to sail in the final race.

Sally Dugdale crewed by Roger Hannant, sailing for Snowflakes SC, took an early lead, followed closely by son James Dugdale sailing for the River Cruiser Class. Beccles sailors Dave Gentry and Jackie Soards were just over the line and had to restart. The wind was dropping throughout the race and the positions changed frequently behind the leaders, but the BASC team sailed through the fleet and finished a very close second behind SFSC. Waveney Sailability finished third, followed by the home Club WOBYC, RN&SYC and the River Cruiser Class.



Photo – Janet Gilmour

The magnificent Ramuz Trophy was presented to Sally Dugdale and Richard Hannant (pictured above) by Janet Gilmour, retiring member of the NSBA Committee and Ramuz Organiser. Commemorative glasses were also presented to all finalists. This is the second time Sally has won the award for Snowflakes SC. In 1997 she lifted the Trophy when it was sailed in Norfolk Dinghies at NBYC. Since the Ramuz Trophy was first presented in 1950, only one other lady has won the award. That was Jane Pye, also representing SFSC, when the event was sailed in Wayfarers at RBSC in 2016. Sally has also won the Ramuz Trophy as crew on a number of occasions. NSBA Chairman Brian Wilkins thanked the host club for organising such a professional, friendly and successful event with a great atmosphere and delicious refreshments, and all club members who very kindly lent their equally matched Squibs, and all competitors for participating. We are grateful to Alan Boswell Insurance Group for covering the event.

2019 RESULTS

Heat 1 – 1st SFSC, 2nd Waveney Sailability, 3rd NFSC

Heat 2 – 1st WOBYC, 2nd BASC, 3rd RCC

Heat 3 – 1st RN&SYC, 2nd Waveney Sailability, 3rd BASC

Heat 4 – 1st WOBYC, 2nd RCC, 3rd NBYC

Final

1st – Snowflakes SC - Sally Dugdale & Roger Hannant

2nd – Beccles ASC - Dave Gentry & Jackie Soards

3rd – Waveney Sailability - Kerr Sinclair & Geoffrey Ansdell

4th – Waveney & Oulton Broad YC - David Gooch & Marc Moncrieff

5th – Royal Norfolk & Suffolk YC - Richard Sullivan & Sue Harper

6th – River Cruiser Class - James Dugdale & Toby Pearce

The MARTIN BROOM MEMORIAL TROPHY awarded to MIKE EVANS



The Martin Broom Memorial Trophy was established to honour the memory of Martin Broom MBE who has gone down in Broads history as a wise, unassuming and tireless worker for boating on the Broads. Martin made a lasting contribution to all aspects of boating on the Broads. To honour that contribution, the Martin Broom Memorial Trophy has been awarded each year since 2014 for an outstanding contribution to Broads boating. For this purpose, 'outstanding contribution to Broads boating' is not limited to any particular context or to an individual contribution.

The Trophy can, for example, be awarded on the basis of work behind the scenes, contribution to the commercial sector, contribution to training, or a combination of these things. The judges are the President, Chairman and Vice-Chairman of the NSBA.

The Trophy

The Trophy consists of a finely-crafted presentation case, constructed by Lorne Betts, containing silverware – all of which had been won by Martin at regattas and races across the Broads.

The winners have been: 2014 – Nancy Oldfield Trust, 2015 – Broadsbeat, 2016 – Bryan Read, 2017 – Waveney Sailability, 2018 – Les Gee, 2019 – Mike Evans.

Mike Evans

In 2015, Mike received from the Princess Royal the RYA's top award for national and international services to boating. Those services included serving as the team leader of the GB sailing team at the Los Angeles Olympics, Chairman of the RYA and then Chief Executive for eight years of the International Yacht Racing Union, as World Sailing was then called.

The award of the Martin Broom Trophy, presented by Jennifer Broom, Martin's widow, at the 2019 AGM marked Mike's contribution to Broads boating.

Mike's involvement in the administration of Broads boating began in 1988 when he was appointed to the Broads Authority and to the Navigation Committee. He did 12 years on the Authority and 17 on the Navigation Committee (of which he was for some time its Vice Chairman). He served on both bodies with Martin Broom and David Adler. They made a formidable trio striving to protect the interests of Broads boaters. For over 14 years Mike was also the Independent Chairman of the Broads Authority's Water Recreation Liaison Panel and then served 14 years on the Authority's stakeholder group, the Broads Forum.

Mike's role with the Broads Authority in its early years was particularly valuable as he brought a wealth of local knowledge and experience to its deliberations.

Mike joined the NSBA Committee over 40 years ago, becoming its Chairman in 2003 and its President in 2009. He retired as President in 2015. As committee Chairman Mike displayed the gift of letting everyone participate whilst steering the meeting with a tight rein.

Mike has carried out these various functions with great distinction, astuteness, great enthusiasm and wise guidance. He has displayed impressive vision and leadership, as well as being particularly tactful when dealing with controversial issues and good at calming troubled waters!

Despite his success, Mike, like Martin Broom, is the most modest of men and a most congenial colleague.

The Rules

The award of the Martin Broom Trophy is governed by the following rules:

1. The Trophy is only awarded for an outstanding contribution to Broads boating. 'Outstanding contribution to Broads boating' refers to such a contribution whatever the context.
2. The Trophy may be awarded to an individual, a group of individuals or an organisation whatever the context.
3. A member of the General Purposes Committee of the NSBA is not eligible for the Trophy on an individual basis. The Trophy may be awarded to a group of individuals or an organisation of which a member of the General Purposes Committee is a member.
4. Nominations must be made by a NSBA affiliated club or organisation or two individual members of the NSBA.
5. A nomination must be in writing. It must explain why the nomination is being made and include factual information in support.
6. The closing date for nominations is 30 September in any year. The nomination must reach the Hon Administrator by 11.59 on that day. No extension of time will be granted and a late nomination will not be considered.
7. The Trophy may not be awarded to the same individual, group of individuals or organisation for the same or a similar contribution within five years of its previous award to that individual, group of individuals or organisation.
8. The holder of the Trophy must return it to the Hon Administrator of the NSBA before 1 November in the year following its award.

The TIM WHELPTON TROPHY for Young Achievement awarded to JOE DRAKE

The Tim Whelpton Trophy was donated in October 2010 by Tim's widow, Anne, to honour his memory. Tim, who died in 2009, was one of the outstanding sailors of his generation. A one-time sailor of Norfolk Punts on Barton Broad, Tim qualified at Lowestoft for the 1956 Melbourne Olympics after winning the British Championships in the International Star Class. He was made the official reserve after a more experienced sailor was nominated to represent the country. Hooked on speed sailing, Tim became involved with the efforts of Sir Timothy Colman, the then Lord Lieutenant of Norfolk, to break the world speed sailing record. In 1980, in Weymouth Bay, their craft Crossbow II set a sailing record of 36.4 knots (41 mph) in a force 8 gale. This and other feats were achieved at the same time as Tim and Anne were running the largest fleet of Broads sailing cruisers, most of which Tim built. Crossbow II was completely built at Tim's yard, Eastwood Whelpton.

The Tim Whelpton Trophy is for a sailor under 21 who is considered by the judges to have achieved sailing excellence at international or national level. The judges are the Chairman of the NSBA, the RYA's High Performance Manager and a person with recognised professional experience of sail-racing. If a judge is closely related to a candidate for the award of the Trophy, he/she must recuse him/herself from the process for that year and be replaced by a substitute appointed by the President of the NSBA. The judges will act in consultation with Anne Whelpton.

The Trophy

The Trophy, made of silver, depicts the Spirit of Speed Sailing. It was designed by Andrew Anderson and crafted by Tim's godson, Peter Tillet.

The winners have been: 2011 – Georgina Povall, 2012 – Flip Foulds, 2013 – Bryony Bennett-Lloyd, 2014 – Carol Dugdale, 2015 – *not awarded*, 2016 – William Pank, 2017 – *not awarded*, 2018 – Joe Drake, 2019 – Joe Drake.



Joe Drake

The trophy was awarded to Joe Drake for the second year running. Unfortunately Joe was unable to attend the NSBA's AGM because he is now at university. During last year he attended the Laser-Standard Youth Nationals and achieved six firsts out of nine races. He came second overall at the UK National Championships and was the first British sailor at the Worlds in Croatia. Joe continues to compete at the very highest level, fighting for top spot amongst UK's best; he is in receipt of National Lottery support, and with an RYA appointed dedicated personal coach regularly attends joint training at Weymouth and Portland National Sailing Academy. The trophy will be presented to Joe at his home club in Oulton Broad, at the first available opportunity.

Anne Whelpton was absolutely delighted to hear of such continuing outstanding achievements and indeed for the Trophy to go to the same person on a successive occasion.

The Rules (revised 2020)

The award of the Tim Whelpton Trophy is governed by the following rules:

1. The Trophy is only awarded to a member of a NSBA affiliated club/organisation who is under 21 as at 31 December of the year in question and who is considered by the judges to have achieved sailing excellence at international or national level. The Trophy does not have to be awarded in any particular year; there must be a candidate who truly meets the standard just mentioned.
2. The Trophy may be awarded to an individual on successive occasions.
3. Nominations for the award of the Trophy must be made by a NSBA affiliated club or organisation or two individual members of the NSBA.
4. A nomination must be in writing. It must explain why the nomination is being made and include factual information in support.
5. The closing date for nominations is 15 October in any year. The nomination must reach the Hon Administrator by 11.59 on that day. No extension of time will be granted and a late nomination will not be considered.
6. The Trophy is a perpetual trophy but the NSBA will provide a memento for the winner to keep.
7. The holder of a Trophy must return it to the Hon Administrator of the NSBA before 1 November in the year following its award.

FROM THE RECORDS: THE 20th CENTURY

The NSBA has changed its name over the years as it has evolved; it only became the Norfolk and Suffolk Boating Association in 2002 (in recognition of the fact that the Association now represents motor boaters as well as sailors). The following is an account of a few of the Association's activities in the 1900s.

In 1907, the Norfolk Broads Regatta Association (NBRA), formed with an objective of 'dealing with foul or illegal sailing or any behaviour which may be deemed detrimental to the sport', showed that it was no respecter of person; the first five helms who were publicly 'cautioned and warned' being (1) one of the principal owners on the river, for allowing a lady to waggle her rudder to propel her dinghy, (2) the chief boatbuilder on the Broads whose manager produced one lugsail for the Official Measurer and added a jib for racing, (3) the most respected of all the watermen for foul sailing and (4) and (5) two scallywags of watermen whom everyone expected to be the first culprits. In 1909, the Norfolk and Suffolk Regatta Association (NSRA), as the NBRA had become, suspended two watermen for the remainder of the season. As this meant that the men were deprived of their source of income, these must have been serious cases.

The earliest known Green Book was published by the NSRA in 1911.

In 1913, the NSRA decided that all Clubs and Open Regattas could race under the Yacht Racing Association (now the RYA) rules but in 1914 Horning Town Sailing Club objected and resigned from the NSRA. After tremendous local excitement the Club accepted the YRA rules in 1922 and rejoined the NSRA. The next year the NSRA opened a guarantee fund for fighting for a public right of way over Horning Staithe.

During 1925, a Cruiser handicapping committee was appointed. An attempt by the NSRA in the next year to compel Cruisers to carry racing numbers on their sails failed. It was not until 1951 that Cruisers were required to put numbers on their sails.

The Ramuz Trophy (the Association's Inter-Club Championship Trophy) was presented to the Association by Len Ramuz in 1950 and has been awarded every year since then. The event involves a different double-hander class at a different venue chosen by the Association every year. Only one crew selected by a competing Club (which must be affiliated to the Association) can represent that Club.

In 1954, the NSRA became the Norfolk and Suffolk Yachting Association (NSYA) in recognition of the fact that the Association was spending so much time on the troubles of non-racing yachts, in addition to the normal regatta and racing work. During that year, the association successfully fought the planned closure of Mutford Lock.

Between 1953 and 1955, the NSRA/NSYA successfully opposed the planned closing of the Haddiscoe Cut to navigation. The closing got as far as inclusion in a Bill but was ultimately withdrawn from it.

1957 was a busy year for the NSYA. It successfully opposed the proposed destruction of Potter Heigham Bridge. In addition, it gave evidence to the Bowes Committee of the Ministry of Transport on the future of the Broads. That evidence was adopted practically word for word by the Committee in their Report. This included the introduction of the imposition of differential tolls for hire craft and private craft, which came into force in 1962.

In 1959, the NSYA successfully opposed the takeover of the navigation by the East Suffolk and Norfolk Rivers Board from the Great Yarmouth Port and Haven Commissioners. 12 years later it successfully opposed a proposal that the National Rivers Authority take over navigation responsibilities from the Commissioners, and it repeated the process in respect of a proposed takeover by the Anglian Water Authority.

In 1964, the NSYA and others persuaded the Docks Board (within whose jurisdiction Mutford Lock was) to rebuild it. In 1967, the NSYA and RYA obtained a reduction in proposed increased charges for use of the Lock after a public inquiry.

In 1978, the NSYA supported the setting up of the Broads Consultative Committee, in succession to the long established Broads Joint Advisory Planning Committee, and the appointment of a Broads Officer.

After considerable discussion in 1984 about the reconstruction of the Great Yarmouth Port and Haven Commissioners, in 1985 the NSYA opposed a Norfolk County Council Broads Bill, primarily due to lack of navigation representation and opposition to the transfer of navigation responsibilities from the Port and Haven Commissioners to a new Broads Authority. The Broads Bill failed in 1986 but the Government took it over and re-introduced it. Negotiations continued on the Bill throughout 1987 and the Bill was enacted in March 1988. Under the Act the Broads Authority took over the navigation from the Commissioners. The NSYA and others, however, succeeded in opposing attempts by the conservation lobby to give primacy to conservation interests. They also obtained reasonable representation for navigational interests on the Authority's Navigation Committee. Ever since the 1988 Act, the Association has regularly engaged in a dialogue with the Broads Authority and is regularly consulted by it.

In 1994, the first in the Association's annual highly successful Broadland Youth Regattas was held.

Mud pumping began on Barton Broad in 1996 with the support of the NSYA. When it finished some years later not only was the water quality greatly improved but so was the depth of the Broad and its sailable area. Unfortunately, inadequate weed cutting (because of the opposition by English Nature and the Norfolk Wildlife Trust to cutting) was a problem for navigation on Hickling Broad during this decade. In 1998, the NSYA Chairman stated in his annual report that the future of sailing on Hickling was threatened, as remains true today.

The century ended with a significant rise in tolls to pay for the recovery of the dredging programme and to compensate for a fall in hire craft numbers.