Broadreach

September 2026



Broadwater Sailing Club

Affiliated to the RYA

Editorial

That was quite a summer for sailing!

As it finally starts to cool down I have managed to cobble together another issue of Broadreach with lots of help, as always, from various members - I hope you find it interesting and entertaining.

The two main articles making up this issue will probably appeal most of all to the racing fraternity within the club. Firstly we have regular race winner Andy Wheeler who kindly agreed to provide some background to his sailing career, which interestingly has included some trapeze work.

The other significant piece is from Helen Macvean who has provided a nice summary and loads of pictures from a great week that a group of members from BSC spent in Norfolk. North West Norfolk Week was great fun and pretty challenging in a number of different ways.

The big news for many members is that the Wednesday lunch club is back! And Dave Kinnerley remembers how this all got started.

Open Meetings have been really fun and as we already have some nice reports on the web site I have mostly just included some photos to remind us of these events (Merlins, Solos and Enterprises) held earlier in the year.

Also included are some pics and details from the Phantom nationals where we had three representatives. The principle fleet missing coverage is the Aeros who will get proper coverage in the next issue as their O/M was postponed till November due to a complete lack of wind on the original date in April.

Finally, it's important that we recognise those who sadly pass away and I was pleased to get a lovely obituary for Wolfgang Ansorge provided by Isabel, one of Wolfgang's daughters. Wolfgang was a colourful character and she provides a really interesting summary of his life.



Hope to see many of you over the Autumn and Winter seasons as the club continues to attract good numbers for racing.

Happy sailing. *Andy Cooney*

(Aero 1747 & Merlin 3577)

Commodore's Gybes

Phew……was the summer hot enough for your liking? On some days even a sail on Broadwater Lake wasn't enough to cool down! Anyway, I hope you all had an enjoyable summer with some great sailing days.
Broadwater Sailing Club (BSC) activities continue to be well supported and in addition to regular racing on Sundays, and now Wednesday mornings, Junior Sailing restarts after summer break on the 12th September. We also have the Phantom Open on Saturday 12th October, a revised date for the RS Aero Open on Saturday 7th November and the Nelson Regatta on Sunday 8th November. Non sailing activities are also well supported, a great example of this being Work Parties with on average 45 members joining in. If you haven't paid the Work Party opt-out fee, do come along to the next one on Saturday 3rd October to help keep your club looking great. Several members have joined sailing events around the country and our top helms continue to enter class and national events.
Training activities also continue and I'm pleased to say that a number of members have completed the RYA Powerboat Level 2 Certificate during 2026. More recently those members who hold RYA PBL2 and have some powerboat driving experience, mostly on our FSB rota, have also completed the RYA Safety Boat Course run by HOAC operating from Ricki SC. These courses will continue so please let me know if you are interested.
My own busy year continues. In addition to BSC activities, I continue to crew for yacht owners on rallies, mostly in the Solent. I also joined the GXSA Commodore on a cross-channel rally to Le Havre and onto Cherbourg via several French marinas in the Baie de la Seine. At the end of September, I'm going land yachting (Blokarting) at the World Championships being held at Llanbedr airfield and then joining a bare boat yacht charter out of Rhodes.

Hillingdon Water Sports Facility and Activity Centre (HWSF&AC)

As already reported, Broadwater Lake was purchased by the London Borough of Hillingdon (LBH) at the end of July 2026. BSC Trustees and Flag Officers have regular meetings with the LBH Project Team and, as I write this, we are waiting to see the new 'Tenancy at Will Agreement' that will allow BSC to continue to operate from our current location on Broadwater Lake until the new facility is built. There have already started to be some minor site changes that includes the installation of a new access gate on the track behind the yellow barrier - how this new gate will operate is being discussed. Then over the winter, improvements are planned to the hedge between the canal and access track. We will continue to keep BSC members informed of developments as they happen.



Club Commodore Andy Chaplin

Andy Chaplin

My sailing story so far— by Andy Wheeler



Back in the mid eighties, my parents joined a Level 1 & 2 sailing course, having been inspired by a colleague at work. The course was at Thames Young Mariners which was an activity centre with a small 10 acre lake attached to the Thames. Having enjoyed this enough to continue to pursue this new hobby they then needed both a boat and a place to sail.

Their main interest in sailing was more in cruising as a family than racing and so they were looking for a stable, family-friendly double hander. The usual contenders at the time were in the mix, including Miracles, Enterprises, and Wanderers, but in the end they decided that a Wayfarer would suit us best. After a bit of hunting through the classifieds in Yachts and Yachting they found a Wayfarer Mk1 down on the south coast. It was number 3422 and was a former training boat built in 1972, with a very fetching set of blue and yellow striped sails. This was to become our family sailing boat and would be frequently used throughout my childhood.

At the time we lived in Chipstead, a village just inside the M25 in Surrey near the top of the M23. From here we were able to consider three sailing venues.

Merstham Sailing Club, which sailed on Mercers Lake, a former sand quarry. A nice little lake but we were put off by the relatively long steep slipway. (sailing on the lake was taken over by a private company in the 90's).

Weirwood Sailing Club, a large reservoir (2km long) near Forest Row in Sussex, which sadly recently closed. This was a very active club but my parents felt that a small club with a strong cruising ethos suited them better.



The family Wayfarer in her white sails on one of the early outings from the West end of Hedgecourt.

And finally, the rather grandly named Crawley Mariners Yacht Club, which sails at the rather less grand Hedgecourt Lake, a former mill pond near Felbridge in Sussex, with a sailing area of around 400m by 200m and much of it only around 1m deep. When we joined Crawley Mariners the facilities were sparse. Sailing had started at the lake in the late 60's and launching was from the western end of the lake. Sailors had to get changed in the carpark (the only facilities being a portaloo) and then haul their boats across the road that runs along the dam to launch from the slipway. So, with no boat park, boats had to be towed from home each time you wanted to sail. Fortunately, in 1987 they got planning permission to move to a site at the eastern end of the lake, with a dinghy park and a changing room.

Before the move to the east end of the lake, my experience of sailing was mostly cruising around as a passenger in the Wayfarer, occasionally taking the tiller. However, with the better facilities came more activities, particularly for juniors - with Saturday morning sailing and the Junior Helm Week, which was similar to the BSC Junior Fun days. For Junior Helm Week, Crawley Mariners hired the RYA Prudential sponsored Optibats and Topper fleet, as they didn't have any club boats at the time. This was probably my first proper bit of learning as I spent half a day out in the Optibats and then switched to sail with volunteers who would take kids out for instruction in their double handers.



Can you spot Andy amongst the kids at junior helm week?

Having got a bit of experience on the tiller my parents then invested in a Topper for me, which was a lovely yellow boat (sail number 11425). This allowed me to join in regular junior sailing on Saturday mornings and get my first taste of racing. The Topper was the mainstay of my early teenage years for most of my sailing although the Wayfarer was still a constant throughout as I would regularly join my parents on cruising outings in Chichester Harbour. We also took it to Dorset with us and kept it in the carpark at Studland. Sailing straight off the beach introduced a new dimension to the several previous years we had spent on holiday there. We also had a great time on a houseboat on the Norfolk Broads, with the Wayfarer moored up next to us. We would sail out on expeditions during the day and then motor back using an outboard as evening fell and the wind invariably dropped.



Andy in his lovely yellow Topper.

It was on a family holiday that I also got my first foray into yachting. We joined a flotilla holiday in Wales, sailing out of Milford Haven in a small twin-keeled cruising yacht. The yachting bug didn't really bite though and so we stuck to dinghy sailing. My only other yachting experience was with the Combined Cadet force at school - we sailed a Sigma 38 out of Gosport and across to the Isle of Wight. I also got to do navigation and power boat training with the Cadets, but never managed to get onto the oversubscribed dinghy sailing courses.



In the Cobnor Activity Centre Bosuns in Chichester harbour, with Andy on the helm of the nearest boat.

The sailing club also regularly ran trips away for the juniors to Cobnor Activity Centre for sailing in Chichester harbour. The sailing was in a fleet of Bosuns with steel centre plates. Rather unnecessarily they were also fitted out with trapezes. This did, however, give me my first taste of using a trapeze which was great fun.

However, racing in my Topper would become more and more the dominant sailing activity for me. The club had a full schedule, with racing on Saturdays and Sundays (and also Wednesdays throughout the summer). Because of the origins of the club (focussed on travelling) some races would be on the coast and so I had a few outings to Angmering which meant launching my Topper off the steep shingle beach into the swell.

There were a few other memorable occasions involving my Topper, including; a group of us loading up Simon Hiscocks' car with three Toppers, and heading for an open event at Sheppey; a week away at a Topper coaching camp at Chelmarsh, (the enduring memory of which was lips so chapped that I could hardly move my mouth!); and I also sailed right around Hayling Island in the Topper during the annual CMYC cruise, although I did have to be towed for the last stretch back up to Itchenor when the wind died.



Andy racing his yellow Topper at Hedgecourt. In the background you can see the laser with the red hull sailed by Quentin that would eventually belong to Andy.

I did eventually grow out of the Topper in my late teens and moved onto racing in a Laser which my parents had bought for me off another club member. Once I had passed my driving test, I had the freedom to tow my boat down to the coast, although I still mostly stuck to club racing.



At an open meeting along with some other members of CMYC. Not sure of venue; Perhaps this is a new BSC "where am I?" (or where was I?) challenge.

After my GCSE's, we made use of the early finish to the school year to go to "Sail France", which is on Biscarosse Lake on the west coast. I completed Level 3 in dinghy sailing during our first week there and this is actually the only formal training in sailing that I have ever had. It was a really enjoyable holiday, including a bit more trapeze work on a nice stretch of open water. We stayed on for a second week at the campsite and continued to socialise with the team there and the international school who were resident the second week - although I do remember that their antics included setting fire to the toilet block!

Before heading off to university, my sailing journey came full circle and I ended up running the senior Topper section for Junior Helm Week rather than sailing in it. Crawley Mariners had a strong junior sailing section in my generation at the club and so we could regularly be found at the back of the room in the bar while the grown-ups listened to the talks at the monthly meetings. Some of these sailors would go on to Olympic or Paralympic success. The social scene was also one of the great things about Crawley Mariners - not just the well-attended monthly talks, but also discos and barn dances. Indeed my sister met her future husband at one of these events!

In 1993 I went to Brunel University, where I joined the University Sailing Club. Wednesday afternoons were often spent at Datchet getting out and practicing in the 420's. I was mainly crewing, which probably wasn't the right choice given how light I was. So, when we went to the student nationals and faced horrific conditions, we capsized and couldn't get the boat upright and had to be recovered (along with many others). Towards the end of the first year at university I got drawn into student radio and worked at the student union helping to manage entertainments. It was at this point I really just stopped sailing.

In the intervening years I would still have occasional encounters with sailing as my parents had the Wayfarer and my sister and her family still sailed at Crawley Mariners. Our youngest child did go to the junior helm week for one year, but unfortunately the CMYC stopped allowing the children of grandparents to attend because it was oversubscribed. Then in 2018 I felt like I needed a hobby to regularly get me spending time outside. I therefore looked around at the options in the area for getting back into sailing.

Broadwater seemed ideal in many ways - similar to Crawley Mariners, with an active racing community, freedom to use the lake whenever you wanted, and (most of all) a relaxed and friendly community. I set about looking for a boat and the natural thing was to go back to sailing a Laser. I knew I was a bit light for it, so hunted around for a good value boat with full & radial rigs.



Andy just about hanging on in a blow about a year after joining BSC.

I found one on E-bay with all 3 sail sizes and a trailer. So, we headed off to Rutland Water to pick it up. The boat looked fine, but the trailer had seen better days. Predictably, we got as far as Bedford before one of the tyres gave out completely. It being a Sunday there were no repair centres open and so we tried a squirty repair can from Halfords, but the stuff just oozed out of the holes. I therefore abandoned my wife, Debbie, in a lay-by with the boat and set off all the way back home to get the roof-bars. A couple of hours later I was back and we then flagged down a passing car to help us lift it onto the roof. More help arrived in the form of a Romanian lorry driver, who didn't speak any English. He was in a nearby industrial estate and kindly cable-tied the mast to the roof-bars, and helped us get the failed wheel off the trailer. We hid the trailer in the bushes with the intention of coming back to get it later, but I'm embarrassed to say that we never did. We arrived at the lake just as it was getting dark. There then came frantic attempts to get in touch with Colin (the BSC secretary at the time) as the padlock codes didn't work. We eventually got told the "old" codes (which they thought would have been changed by the time I got my boat) and my Laser 143200 found its way into the boat park, although it was too dark to find its actual berth by this point.



Andy and his wife Debbie in the club Wanderer at the 2022 Chichester cruise

And so began my sailing life at Broadwater. As my main objective was regularly getting outside, I set my focus on series racing. After a few outings I soon found my way back into things and could set about trying to improve. The goal for the first season was really to try to get to the upper half of the fleet. For each race I would judge how well it was going by what time Dave Cherrill would overtake me! If I got to 35 minutes then things were going well. Second year goals were to improve consistency, aiming to regularly get top 5 positions in the races, and then aiming for those top 3 series positions. I have now done 8 seasons at Broadwater in the Laser. Although the racing continues to be competitive and there are always things I can continue to improve on in the Laser, I think it is probably time for me to start to look for something different to break up the routine and introduce new challenges.











Some lovely shots of Enterprises and Solos at their joint open meeting back in March this year. Good turnouts and good weather.





















Merlins back on the lake - providing a riot of colour and plenty of spills!

Phantom National Championships -- Tenby Sept 3rd-6th 2026

By Dave Patrick

Three of the Broadwater Phantom fleet headed off to the land of 20mph speed limits this year. A detailed report can be found on Yachts and Yachting at the link below,including write-ups for each day.

https://www.yachtsandyachting.com/news/299724/PandB-Phantom-Nationals-at-Tenby-overall

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Here is my brief summary of the event.
Tenby: Great little town, good beer. Parking and sailing club access is a pain.
Racing day 1: Brutal 14-20 knots. Big chop. Lots of broken kit. Apparently we were 27 miles off shore.
Racing day 2: Brutal 20 knots . Big chop. Broken kit and broken people. 6 mile dead run to get out. Nasty.
Racing day 3: Champagne sailing. Nice 12 knots. Felt like a rest day.



Racing day 4: Waves, 12-16 knots, bigger waves, rain, sun, surf, big waves.

So a testing event of 10 races with 51 Phantoms and the full range of sea racing conditions.

Final results:
Jeremy 25th
Dave 36th
Hilgard 47th

Juniors at BSC

The season started on the first Saturday in May. It was a breezy afternoon and the assembled juniors were trying to remember how to sail and what they had learnt last year - apart from several keenos who had crewed or sailed through the winter season, including Austin, Harry and Amber. The initial sessions unfolded with the junior squad finding ever more creative ways to tack and move the tiller extension across the boat. My personal favourite was the “behind the head hand-switch with a dropped mainsheet and shoulder twist recovery”. Capsizing skills were also on display including the awesome accomplishment of turtling an oppie by standing up and having the mainsail back onto your chest rendering the sailor unable to duck or extract themselves until they are in the water.

Over the weeks thanks to enthusiasm and perseverance the junior squad improved week on week. Split into three groups; starters, intermediates and “dangerous”, we began working through the various RYA skills for stage levels 1-4, alternating weeks between single and double handers. The dangerous squad raced in Lasers and Teras (or the Laser 2000 or Fevas if double-handing). The starters took out Oppies (or crewed) and the intermediates were in Toppers.

As the weather warmed, capsizing became a regular exercise as did the whistle game with one of the trickier manoeuvres requiring the sailor to go round the back of the boom without falling in - creating plenty of entertainment for the juniors and spectators alike. Life lessons were also learned like “only headbutt the boom once” and be careful on the slipway (the clue is in the name) and, of course, don’t drink lakewater as it doesn’t taste good.



As ever, the sailing was unconventional but instructive! Like sailing a Fever round a short course with five crew members.

Monty, as well as Dave’s Bangor and Tonge, supported by guest appearances from Jon, Steve and Helen all helped to run a great fun week. Four days of sailing saw a huge leap in skills, although unfortunately (judging by the explosion of the rafts 20 feet off the beach) the knot tying lessons hadn’t been quite so successful. As usual we finished with topper turtles where Monty demonstrated great agility making it the entire length of the turtles completed with a graceful swan dive into the lake.

Sailing resumed after the August break with the juniors lucking out on the wind front whilst Sunday racing suffered light fickle winds. The RYA assessments will be on the 3rd October and on the same day we will award the Cadet Cup for most improved junior and the Bosun's trophy for the most improved female sailor.



None of this can happen without a) the juniors, b) their patient parents, grandparents and chauffeurs and c) the Broadwater members who have given up their Saturday afternoons to coach, provide safety and help make sure the sessions are fun.

Thanks to Steve S & Helen M, Dave's B and T, Andy C, Monty and Jon Dyas. Guest appearance from 'old' juniors (now qualified dinghy instructors) in between earning money at Bray and HOAC - include Jocelyn, Beth, Emma, Nick and Seb.

We hope to see more of the juniors crewing and racing over the winter series where they have the benefit of learning from Broadwater sailors.





Junior sailing is the lifeblood of any club and so it's great to see some really active Saturday mornings. Tim even managed to coax Lucy into crewing for him at a club event in the summer.

North West Norfolk Week (8th – 15th August 2026)

(A WEEK THAT OFFERS…. A BIT OF EVERYTHING)

It all started in 2025 when Dave Cherill read an article in Yachts & Yachting about the 75th North West Norfolk Week. He thought that sailing at different coastal clubs between Blakeney and King's Lynn, a very attractive and unspoiled area of the country sounded like a competitive but fun event. He suggested it to us, and, to his surprise, we agreed. And so, the Broadwater 2026 expedition to Norfolk was born! Conveniently, it turned out to be: 2 Lasers, 2 Albacores and 2 Aeros. We were made up of a team of 6 Broadwater helms: Graham Reece, Graham Thomas, Steve Swinchall, Brian Deacon, Dave Cherrill and Andy Cooney; along with 2 crew: Dave Tong and Helen Macvean (and a 2-person support team: Karen Hall and Brian's colleague from work, Gavin, who crewed for the first 2 days for Brian). This was the Broadwater Team that entered the 2026 North West Norfolk Week. What a week it was!

North West Norfolk Week is unlike most regattas. It is impossible to list all the aspects that give the week the character that it has. What I will say is, that it is a unique event in the sailing calendar!

Rather than settling in at one club for the whole week, the event takes you on a mini-tour of the North Norfolk coastline, racing at Snettisham, Ouse Amateur SC (Saddlebow), Wells, Blakeney, Burnham Overy Staithe and Brancaster Staithe.

This means you get a real mix of conditions – open sea, tidal harbours and inland water – all in the same week. No two days were the same. North West Norfolk itself is just a stunning place to sail: big skies, wide beaches, long tidal horizons and saltmarsh make it one of the most scenic parts of the UK.

Snettisham Beach is situated in the Wash and so offers large open sea courses. The Ouse Amateur Sailing Club at Saddlebow, just outside King's Lynn, offers the protection of inland sailing. The largest coastal salt marshes in the world stretch between Brancaster Staithe, Overy Staithe, Wells and Blakeney. From these clubs you sail up creeks to get to open water, which is an adventure in itself!

In order for there to be enough water to sail, the week is always selected based on the highest possible spring tides, usually at the end of July, beginning of August. The week this year started with afternoon/evening starts – switching to early mornings. When I say early, I mean EARLY. Three mornings started at 7.30am, with the briefing being at 6.30am. In Norfolk this is nothing unusual, they are used to going with the tides. They laugh at us inland water sailors being so surprised at such an early start!

We all had a fantastic time. It challenged us in many ways: getting up early for the tides; being organised and remembering to pick up all your kit was another. We became known as the Club that Lost the Most Kit! Remembering to go to the right sailing club was yet another! 2 of us went to the wrong club one morning! Adapting to different start sequences: some clubs use 6, 3 start (unlike our 5,4 1, start). Finding our way round large courses, following lead boats. Tacking back down very narrow, winding creeks with little water.

There were such a variety of club houses. Two of the clubs had NO clubhouse. You park, launch and go. We always went for a nice breakfast afterwards. Brancaster had the most modern, new, up-market club with beautiful views. All clubs were equally welcoming and friendly. The advantage of early starts is that you sail in the most pleasant temperature of the day and experience beautiful sunrises.

Our base for the week was a nice house in Heacham, which is located north east of two of the clubs (Snettisham and Ouse) and west of all the others but it still meant most days started with a 30-40 minute drive.

North West Norfolk is packed with attractions: Holkham Hall and its vast beach, the colourful harbour at Wells-next-the-Sea, the coastal paths around Brancaster, seal trips out of Blakeney, the grand estate at Sandringham, and seaside favourites like Hunstanton. There's enough to keep everyone entertained throughout the week.

We visited Holkham Hall and spent a very nice afternoon there. A couple of us also went for a cycle ride and two others went walking. Karen certainly did the most sight-seeing and she made the most of what beautiful places there are to visit as well as checking out nice places for us to eat.

One morning, at Snettisham Beach, before racing, we were treated to the "Snettisham Spectacular". This event happens when high spring tides cover the mudflats of The Wash and push up to 140,000 red knot birds off the water and into the air, forming massive swirling aerial displays – similar to a starling murmuration. What a treat! It was as though it had been laid on especially for us!

Due to declining numbers, 2025 was supposed to be the 75th anniversary and the last regatta. That was the plan, at least. However, after what was meant to be its final outing, North West Norfolk Week came back for a 76th edition in 2026 – thanks to the enthusiasm of the competitors! We are certainly glad they did! It was an experience of a lifetime!

Anyone who is interested in taking part in North West Norfolk next year and would like further information and advice can contact Alex Gore (who is Commodore of NWNW) for further details: alexandiangore@yahoo.co.uk





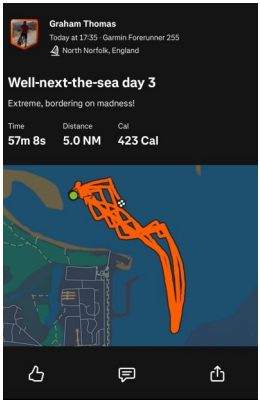












We were for ever packing up boats to visit a real mixture of clubs. We sailed at six beautiful Norfolk venues. Besides battling down narrow and shallow rivers we spent other days on the sea and in wider tidal estuaries. We even had a day of drifting and being towed. The weather could hardly have been better all week.



Prize winners in Norfolk







The BSC team won lots of wine and glass coasters for a whole range of achievements.















The BSC team at Snettisham, Holkham Hall, Brancaster, Burnham Ovary Staithe, Wells next to the sea, and finally back at their base in Heacham

The sailing team included Helen and Steve, Brian and Dave T (in Albacores), Andy C and Dave C (in Aeros) and Grum and Reecy (in Lasers). Gavin, a work colleague of Brians, provided cover as a crew for him over the first weekend. Meanwhile, Karen enjoyed the sights and sounds of Norfolk when she wasn't being accidently locked in their AirB&B!

Wolfgang Ansorge (1940—2026)

Long time BSC member, Wolfgang Ansorge, passed away peacefully at home on 7th July 2026 at the age of 86. Wolfgang lived a life guided by wind, water and an unrelenting spirit of adventure. Sailing was not simply something he enjoyed - it was the thread that ran through his life, shaping his experiences, his friendships and his sense of joy. An experience shared on many occasions with his beloved wife Elisabeth and their two children Isabel and Christian.



In his early years, Wolfgang was a keen and dedicated golfer. But in 1970, after moving to “The Hollow”, a house which overlooked the 12th green in Higher Denham, he made a life-changing decision - to finally pack away his golf clubs and take up a new challenge in the form of dinghy sailing. What began as curiosity quickly became a lifelong passion that would define the next fifty-six years of his life. He started racing sailing dinghies such as Toppers and then Lasers at the Hillingdon and Broadwater sailing clubs every Sunday, embracing the exhilaration of small-boat sailing and winning countless awards year after year. In 1980, friends from the Hillingdon sailing base travelled to Connecticut, USA, to compete in the Centenary Regatta at Larchmont Yacht Club. The trip was strongly encouraged by Wolfgang and proved to be an extraordinary milestone for the club - the first time its members (and also his children!) had taken part in an international team racing event against competitors from around the world.

From these early days, his horizons widened steadily moving from single handed dinghies to yachting, enjoying family flotilla holidays in the Bahamas and the Red Sea, before being drawn to the scale, beauty and camaraderie of tall ships and traditional wooden sailing vessels. This love of tall ships began onboard the Schooners, “STS Malcolm Miller” and her sistership the “STS Sir Winston Churchill”, where he not only found his own passion but inspired many others. He introduced friends, and even his own children, to a life at sea.

Isabel and Christian were taken out of school at ages 14 and 16 to sail for 6 months onboard the Polish barquentine STS Pogoria, an experience that left a lasting mark: Isabel would go on to become a Professor of Oceanography at the University of Cape Town, while Christian developed a lifelong passion for sailing, windsurfing and kiteboarding.

Throughout Wolfgang’s life he sailed on a wide range of wooden ship designs from Barquentines, West country trading ketches, Thames sailing barges and Clipper ships, often competing as part of the annual Cutty Sark Tall Ship Races. Among the vessels he held most dear were Biche, Irene, Phoenix, TS Royalist and STS Pogoria - each representing a chapter in a life richly entwined with the sea. In true adventurous spirit as part of a delivery to the Caribbean in the early 1980’s, Wolfgang crossed the Atlantic onboard Phoenix during the winter months, an experience that perfectly reflected his appetite for challenge and discovery as well as winter storms and heavy, leaden seas!

On land - he was a long-standing and committed member of Mariners International, serving for many years on its committee. He was always eager to encourage others to try new sailing experiences, whether on a tall ship or a traditional Thames sailing barge, and he remained deeply engaged with the sailing community throughout his life.



In later years, he found happiness in spending several weeks each summer sailing along the Brittany coast with close friends. This combined everything he loved - time on the water, strong companionship and the simple pleasures of fresh mussels, oysters and good French wine or beer at the end of a day’s sail.

Wolfgang's sailing life spanned the globe. There was scarcely a continent or great maritime passage he did not visit. He sailed around the Cape of Good Hope and Cape Horn, across the Pacific and Atlantic oceans and marked his and Elizabeth's 60th wedding anniversary with a memorable transit through the Panama Canal on one of the Star Clipper fleets. In November 2025, he shared stories of these voyages in a talk at the Gerrards Cross Sailing Association, watched by fellow Broadwater sailing friends - a reflection of both his storytelling gift, ability to manage PowerPoint at 85, and his everlasting enthusiasm for sailing. His final voyage took place during Christmas 2025, a seven-day sailing holiday around the Cape Verde Islands, which was a perfect closing chapter to a remarkable life at sea.

Even at home, sailing was forever present. His sailing dry suit, thermals, boots, bags of rope and life jackets still hang in the hall cupboard today and the house is filled with wooden ship models, sailing awards and mementos of past voyages - quiet reminders of a life spent doing what he loved most. Even when his health deteriorated and he could no longer sail on Sunday mornings, he remained closely connected to the water, continuing to visit Broadwater Sailing Club to share a pint or two and many stories with old sailing mates - right up until the final weeks of his life.

Wolfgang was an inspiration to all - curious, generous in spirit and fully alive to the world around him. He embraced life to the fullest and continued to inspire others to do the same.

Bon voyage Wolfgang!
You will be deeply missed here on land—by family, friends, and all those whose lives were shaped by your kindness, courage and love of the sea. May your final voyage be blessed with fair winds and following seas, and may you find a new and adventurous life in the eternal waters beyond.

A memorial is planned at his home on the 12th September and all are welcome to raise a glass to Wolfgang's life.

Wolfgang is survived by his wife Elisabeth, children Christan and Isabel, grand-daughters Victoria and Heidi and great-grandchildren Lilia and Cody.

(This obituary was kindly supplied by Wolfgang's daughter Isabel).

Wednesday morning - informal races by Dave Kinnerley

It was about half-way through 2016 that I became fully retired, after having worked my way down from full-time to half-time to one day a week over several years. Karen (aka Mrs Kinnerley) said to me one day “now that you've got plenty of leisure time you ought to do more sailing”. At that time I was regularly sailing at Broadwater, a couple of times a week as well as doing occasional windsurfing events, including trips to France in our motorhome with a windsurfer on the roof and bikes on the back. The club racing programme in 2016 was basically the Sunday mornings all year round and Wednesday evenings during the summer months when there was enough light to sail in the evenings. Wednesday evening racing took place from the beginning of April to the end of September, although by the end of September it was getting rather dark when packing up after the race. So, there was no mid-week racing from the beginning of October to the end of March, and members had to be content with just Sunday morning races.



A recent Wednesday morning gathering

One Sunday morning in October 2016 when I was at the club, I don't remember the precise date, but I said to a few people, “Does anyone fancy a race on Wednesday morning?” I suggested that we go for a pursuit race starting at 11 a.m. Knowing the demographic of the membership I thought that sufficient numbers would be likely to be available and I expected around half a dozen people might want to do it. I don't quite remember but I think that I may have looked at the weather forecast for the coming Wednesday and it looked OK. On that first Wednesday morning in October 2016, when I arrived at the club I was pleasantly surprised to see quite a few cars in the car-park and it turned out that ten boats were there to race, so a course was set. We didn't have David Cherrill's magic timing box then, so we stood in front of the clubhouse and synchronised our watches and everyone was trusted to start at the correct time. We didn't have a safety boat on that date so it was emphasised that we were all responsible for each others safety. However, not long after our first outing, Chis Brooks very kindly volunteered to provide safety cover when he was available - which he often was.

So things continued and became more organised especially when David Cherrill's timing box became available and Graham Reece became responsible for pressing the start button, as well as helping out with results and course setting.

Then in 2022, I think it was, the Club's mid week programme was changed by the Race Committee. The summer Wednesday evening racing programme was shortened to run from May to August, and the Wednesday morning series was extended to run from September to the following April.

The other highly popular change was the addition of a cooked lunch provided after the racing on Wednesday mornings by the sailors. We believe that it was probably Janice and Stewart French (who have since moved away and so are no longer members) who provided the first meal and most weeks we now enjoy lunch outside in the French Barn - which seems appropriate. This change turned the morning into as much a social event as a race day, with all sailors taking it in turns to be chef. David Banger has taken over responsibility for safety boat duties and other sailors step in when he is unavailable. So now Wednesday morning racing from September to April is an established part of the club programme - and those who attend clearly love it!

Pie and beans - comfort food after a hard morning's racing.



Jane's Panetone Marmalade bread and butter pudding

Ingredients

10 fl oz (275 ml) milk	Grated rind of half an orange
1 tub whipping cream (284 grams)	1 measure whiskey
3 large eggs, beaten	3 oz caster sugar

Panetone, cut into slices, buttered both sides

Layer the Panetone slices into a dish.
Mix all the other ingredients together. Pour the mixture over the Panetone.
Cook at 180c for approx. 30 mins. (the filling mixture should be just set).









Some photos from a few years ago when the Wednesday races first started (including lunch under a large gazebo). And below, more recently, in the lovely French Barn.

