



**KING'S LYNN - RIVER GREAT OUSE**  
**HANSEATIC SKI RACE**  
**22ND & 23RD AUGUST 2015**

Borough Council of  
King's Lynn &  
West Norfolk



Marriott's Warehouse



# NO TRICKS OR TURNS

We leave the competition in our wake

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Market Chambers

25-26 Tuesday Market Place

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Welcome to the official bulletin issued by the organizing committee of the Hansatic ski Race event 2015.

For the first time ever we are staging Formula 1,2 and 3 water ski racing in the Historic Maritime Quarter of Kings Lynn. Ready to rival the Diamond Race which is a world renowned water ski race in Belgium, close to the Henseatic town of Antwerp this event will be of a high octane nature with racing speeds of close to 100mph. Watch from the banks of the Ouse whilst competitors race across the choppy water surface. We hope this will be an unforgettable experience and one to continue for years to come.

Many of you will have visited Kings Lynn with it only being 20 miles from Hunstanton where the World Water ski Championships were held in 2005.

Kings Lynn is a historic Market town boasting many Restaurants and shops, and we hope the enclosed information will help you plan your time in Kings Lynn and lead to two full days of exciting Ski Racing.



Marriott's Warehouse



Hi, I would like to take this opportunity to welcome everyone to our very 1st Hanseatic Waterski Race on the Great River Ouse, Kings Lynn Norfolk.

It is about 15 miles from our own club and on the same water but totally guarded by banks so that it takes the element of risk away from the race being cancelled. Water ski racing is a team sport but normally takes place on the sea, with only a few races in the world being held on rivers. The race normally has a duration of between 30 to 50 minutes depending on what race category you are in. In that time the sport demands a lot of skill from skier to observer to driver. Communication is passed on from the skier to the observer through sign and body language, this information is then passed over to the driver normally through a intercom headset in the helmet. The driver then has to deal with this whilst also controlling the throttle, steering and reading the water before it gets to the skier and also negotiating the course amongst the other boats. All this will be being performed whilst trying to control the boat, does the boat need more weight in means of water ballast? if so this can be picked up by a device made to pick the water up and put it into a ballast tank in the front or middle of the boat. This can then be easily dumped out as quick as is picked up by a dump valve. Most modern boats

nowadays also have trim tabs which can be hydraulically controlled from the dash board of the boat enabling you to control the lift of the boat at speed, this is normally performed at speeds of between 50 and 100 mph and all this done in split second timing to enable the best ride for the skier. The skier what an athlete, he or she must maintain maximum control of the ski at all times, this is a matter of balance and physical performance of body and mind, but it does help to be a little bit brain dead. Boats and engines have changed a lot over the years and the categories are now made up from boats from 19ft with 150hp to 21ft boats with twin 300hp totalling 600hp to inboard engines of up to 1300hp they can reach speeds of up to 120mph, believe me that's stupidly quick on water. I have been fortunate over the years to be involved at each level of the team I first started skiing when I was 11 years and started racing when I was 18, I then went from that to the observers seat and on to take the wheel as driver with my own team and boat and then competed at British, European and World level. Along the way I have seen many great places and venues across the world and made a lot of friends along the way, it's been great. As you no Hunstanton has always been one of the best clubs in the country and has had some great skiers and teams

through the years and not forgetting world championship skiers. Many skiers have trained on this water for many years and team Under Pressure did a lot of training for races and was a bonus to World Champion Kim Lumley when it was rough at Hunstanton whilst training for the worlds.

The river is a great venue and being in the middle of town it has an ability to draw a big crowd. It has a number of really nice restaurants and bars and is only yards from the centre of Kings Lynn. Kings Lynn is a historical town with many old buildings dating back hundreds of years, it also has a selection of good shops for those who want to have a look around. We will be having trade stands and kids games along the water front and music from the Marriots Warehouse restaurant and bar, this will be the hub where it is all going on. I would like to take this opportunity to thank Andrew Hornigold and Malcom Catling (proprietors of the Marriots Warehouse) for there support at this event. We can also accommodate motor homes within close proximity and most of the hotels are within a 5 minute walk from the race. It makes a change from organising an event at the club and it has been exciting and a lot of pressure along the way, right back to the start when Tom and myself came up with the idea and went to see the local

council, to which we could not believe the excitement and enthusiasm they showed us. So from that day on it was all systems go and with a good team of helpers that you would expect from Hunstanton club we have really pushed on with it, we have also had a great response in the UK and in Europe.

I would like to thank the British Water Ski Federation for there support in this event and also a big thanks to all those involved from the federation.

Also the kind sponsors who have made this event possible. There are to many to thank individually, but thank you all and last but not least all of the people by my side organising such a prestigious event.

This is a venue that could be the next best thing to the famous Diamond race in Viersel near Antwerp, Belgium. I feel this event has much potential.

I hope this has given you a brief insight into our great sport, it's full of adrenaline and excitement. I hope you all enjoy yourself if you require any more information please contact one of the team thank you all.

Yours

Jason Russell  
Commodore Hunstanton Ski Club

As Chairman of British WaterSki WakeBoard Racing Committee it gives me great pleasure to welcome competitors, officials and spectators to the inaugural Kings Lynn Hanseatic Water Ski Race. It hardly seems a year since Tom Lumley & Jason Russell, the architects behind this innovative race, asked my opinion and the probability of Race Committee calendered approval for this event.

Little could they know that we as a committee have for years attempted to source a venue for a "Classic Water Ski Race" one that we hope will be an annual European event, comparable to the great European race venue's already in existence, i am confident we have found that venue, and that the organisers will be able to build and plan for that annual Classic following this years race.

Of course none of this can be accomplished without the help and partnership of the local authorities, and we are fortunate that the Borough Council of Kings Lynn & West Norfolk have provided invaluable help and support for this venture, together with other local business's without whom this event would not have been possible.

It just leaves me to wish you all an enjoyable weekend, to enjoy some of the most spectacular sights you will ever see as spectators to the "Fastest Stand up Water Sport in the World"

## BARRY FRAME

Chairman  
BWSW Race Committee

### FRIDAY 21<sup>ST</sup> AUGUST HIGH TIDE: 10.39

#### Teams Arrive

15.30 .....Scrutineering & Signing In:  
Training and Testing - By arrangement only

### SATURDAY 22<sup>ND</sup> AUGUST HIGH TIDE: 11.00

08.30 - 09.30 .....Scrutineering & Signing In

08.30 .....Safety Crew Briefing

09.00 .....Briefing

09.30 .....Launching to commence

10.30 .....Race 1 Brit kids A and B  
Race duration 25mins + 1 lap

11.15 .....Race 2 Ladies, Seniors, Juniors  
Race duration 30 mins + 1 lap

12.15 .....Race 3 F1, F2, F3  
Race duration 30 mins + 1 lap

### SUNDAY 23<sup>RD</sup> AUGUST HIGH TIDE: 11.45

09.00 .....Safety Crew Briefing

09.30 .....Briefing

09.30 .....Launching to commence

11.00 .....Race 1 Brit kids A and B  
Race duration 25 mins + 1 lap

11.45 .....Race 2 Ladies, Seniors, Juniors  
Race duration 30 mins + 1lap

12.45 .....Race 3 F1, F2, F3  
Race duration 30 mins + 1 lap

13.30 .....Race 4 Open  
Race duration 20mins

## FORMULA 1

- All hulls must be minimum of 18 feet in length
- Boats can be single or twin inboard engines
- Maximum engine power of 9.420 cc

## FORMULA 2

- All hulls must be minimum of 18 feet in length
- All boats must have single outboards only
- Maximum engine power of 300hp

## FORMULA 3

- All hulls must be minimum of 18 feet in length
- All boats must have single outboards only
- Maximum engine power of 150hp/111.85kw

## LADIES

Open to ladies of all ages

## JUNIORS

Up to and including the year of the 17th birthday

## SENIOR MEN

35 years of age and over

## OPEN CLASS

Any BWS member

## BRIT KIDS A

up to 11 years old on 1st January of the year of competition, and race for 15 minutes plus a lap.

## BRIT KIDS B

12, 13, 14 years old on 1st January of the year of competition, and race for 25 minutes plus a lap.

# EQUIPMENT & CREWS

- The crew consists of a boat driver and one observer only.
- The minimum age of a driver is 18 years of age.
- The minimum age for an observer is 16 years of age.
- Either one or two skis may be used, although skis must be in serviceable condition and must be fluorescent flame orange.
- The minimum length of a tow line is 21 metres, including handles. Maximum length of 75 metres including handles.
- Either single or double handles may be used.
- Life jackets or built-in buoyancy wet suit must be worn by the skier. All skiers must wear a top which is fluorescent in colour ensuring they are visible in the water.
- Driver and observers shall wear a life jacket in an easily visible colour. Life jackets must be equipped with collars and leg straps.
- Skiers must wear crash helmets meeting the British Water Ski regulations.
- Non-skiing crew members must also wear bright red or orange helmets.

# RACING RULES

Before the start of each race every team shall attend a briefing, this enables them to understand the circuit. All courses run in an anti-clockwise direction.

Races are to be conducted over a 5km course where possible.

For a simultaneous mass start, a 3 minute signal shall be given by raising the National flag together with a green flag on a starting boat or dock in sight of the skiers and boat crew.

The 30 second signal is given by lowering the green flag. Skiers may then enter the water from their boats which may then take up the slack in the ski line. The start will be signalled by the lowering of the National flag and the skier must not be in a skiing position until the start is signalled.

# RACE CONTROL FLAGS



## YELLOW - CAUTION

The judges and safety boats will raise the yellow flag when the skier has fallen, when a skier is in the water or in any other case of interference after the National flag has started the race.



## RED - STOP THE RACE

All judge boats will carry a red flag to stop the race on the instructions of the Chief judge. At the completion of the race the red flag will indicate 'return to the pit area'.



## BLACK - DISQUALIFICATION

The black flag is used to notify a competitor that he/she has been disqualified and must retire from the race. When shown it will be pointed at the offender and they must withdraw from the race immediately.



## BLUE

The blue flag is used to signal to all competitors that the leader of the race has begun his/her last lap.



## CHEQUERED - FINISH

The chequered flag indicates the end of the race.



## ORANGE

For use by observers when their skier is in the water.



## BLUE/WHITE

To be used by observer when medical attention is required.



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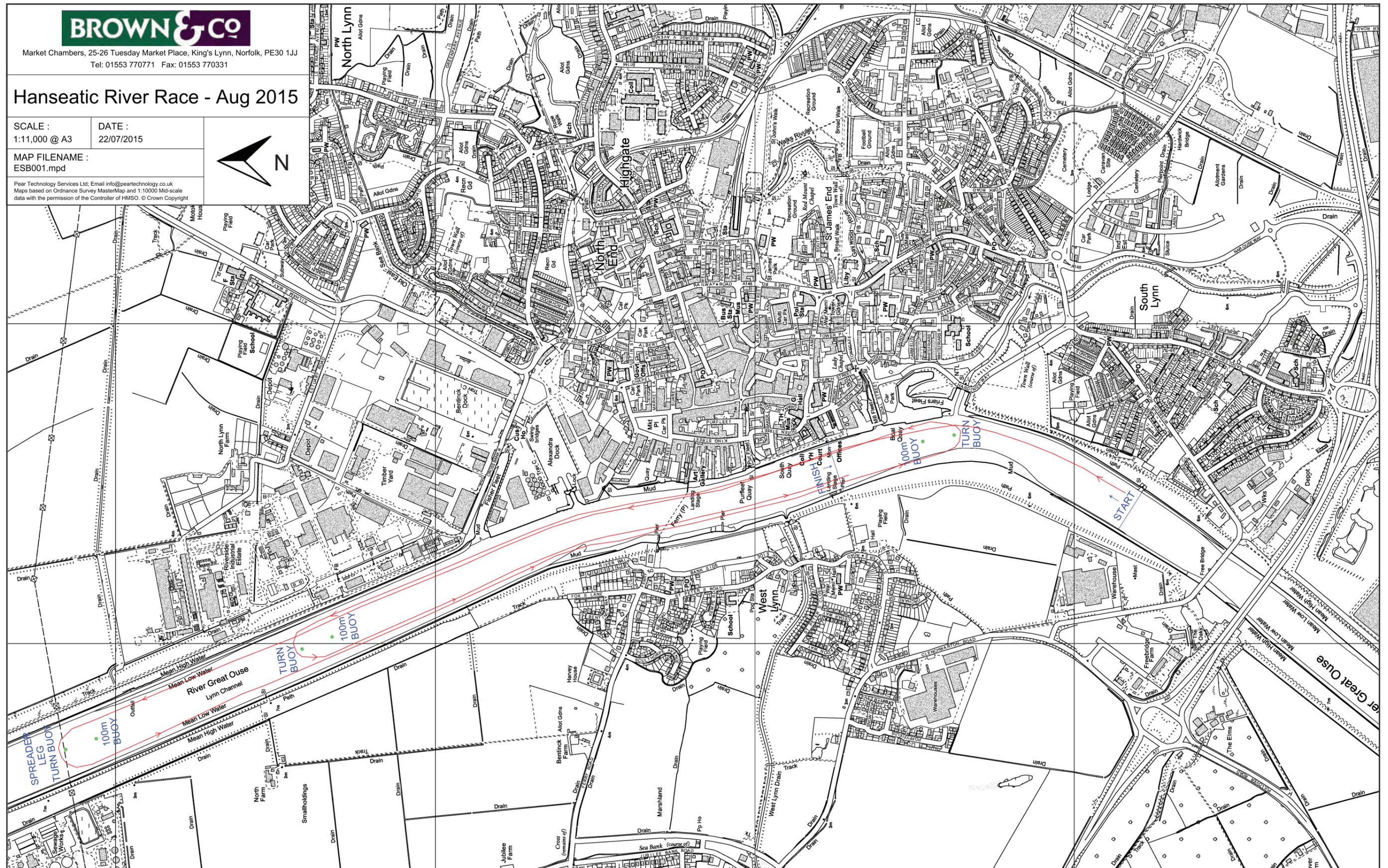
## Hanseatic River Race - Aug 2015

SCALE : 1:11,000 @ A3  
DATE : 22/07/2015

MAP FILENAME : ESB001.mpd



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King's Lynn now stands on the river Ouse, but before the time of King William's Domesday book in 1086 the mouth of the Ouse was at Wisbech. Where Lynn now stands there was a wide estuary, with the rivers Nay and Gay and a number of other streams flowed into an estuarine lake. To the south of the current site of the town was a wide salt lake and marsh area. Salt was a vital commodity in Norman and medieval times, as it was the only known effective and cheap preservative for food. It may be that the town first became important through the production of sea salt, by boiling off the water of the salt lake. It may even be that the deposition of sand, getting rid of what had been separated from the salt, led to the pushing out of the high water mark, creating over the years more land for settlement. The wash ports of Boston and Lynn were only exceeded in importance by London and Southampton in the medieval period. Sea trade with Europe through the Hanseatic League of ports was dominant; the transatlantic trade and rise of the west coast ports such as Bristol had not yet begun. Trade brought great prosperity and led to many fine buildings, some of which survive to today. The hall of the Trinity Guild was rebuilt after a fire in 1421 and the Guildhall of St George in King Street is reckoned the largest and oldest in England. The town was defended with walls and gatehouses, with the South Gate still standing today. Not all was prosperity; the Black Death struck the town in 1349 and nearly half the people of the town died. On other occasions, as with many towns dependent on sea trade, floods and gales led to loss of ships and loss of life.

The Hanseatic League included many ports across Europe, as distant as present day Poland. The merchants of these cities co-operated with recognition of each other and supporting each other in trade. King's Lynn's hanseatic warehouse is a relic of and reminder of the richness of the trade at that time. It dates from the 15th century, with originally room for two parallel rows of warehouses on either side of a narrow court. During the medieval period, Lynn was known as Bishop's Lynn, until granted the name King's Lynn in 1536.



# CONTACT INFORMATION

## RACE ORGANIZERS

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## CAR AND CAMPER PARKING

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