



WIVENHOE SAILING CLUB

MAINSHEET

2009 AUTUMN EDITION

Editor: Roy Crookes

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editor's note

Welcome to the first issue of WSC Mainsheet produced with a new rookie editor. I hope to be able to continue to produce editions at the frequency and of the standard to which you have become accustomed. I am grateful for the help, advice and suggestions that members have been quick to give me and have tried to take this on board. I was trying to avoid sailing metaphors but just failed! You will see that some members have come forward with articles for which I am thankful, others are promised and hopefully there will be many more forthcoming in future. There are a few features that have been introduced that I hope will become established and constructive feedback will be gladly received.

profile: Peter Cobbold

As we know, Peter has decided to retire as editor of **Mainsheet** after almost 10 years of excellent service to the club in that role; what we might not all know is much of the man behind that charming exterior.

Born in Ilford Peter came to live in the area 25 years ago, moving to Elmstead Market from Grays, so he should soon qualify not to be regarded as a newcomer. He left the Navy, in which he had been a seaman, seamanship instructor and ultimately (this is impressive) a PT instructor, Petty Officer and amateur cartoonist, in 1971. He married Linda ten years later and ran a mini-cab business for a while but opted for making money and qualified as an accountant.



ships? I see no ships.....

Peter has been 'gang master' for the club's cruiser lifting group, *bulge* for more than ten years and, since the early 90's, would often be seen sailing his beautifully maintained boat, *Misty Lady* in the waters of the Colne and beyond. Many thanks Peter and good luck in your next venture.

launchin' n liftin'

The lifting group initially suggested some 15 dates for launching this Spring - from 7th April to the end of May, including four Saturdays. There were no takers for the first 5 dates and it was St. George's Day before the first lift-ins took place. All who wanted to launch were eventually accommodated using four extra, non-planned dates with the final boat going afloat in the middle of June. Twenty nine boats were launched.

There is always a high demand from members who can only manage to launch at a weekend but it would certainly ease the pressure if perhaps more could arrange to have a day off for a mid-week launch!

Ian Hunter



all hands - *Music Man* getting ready for action!

for the record

The club has a haul-out and winter hard-standing facility available to members owning boats up to four and a half tons displacement and maximum draught of 5'3".

This facility is run as a strictly self-help group managed by a small team of experienced and dedicated helpers who originally created the **Boat Users Lifting Group** (BULG) as a satellite function of the club. The purchase of the boat hoist was financed by loan-notes from members and much ancillary equipment from donations by the BULG which has now been integrated into club facilities.



...nobody moves till I'm ready!

The group operates on a pooled labour or labour exchange basis. Boat owners wishing to use this facility must clearly understand the self-help nature of the operation. They must be willing to personally participate in boat movements and maintenance of the equipment. They must make a fair input of labour of not less than the total number man-hours expended by others in the handling of their boat: in practice this necessitates full participation in some two or three other sessions apart from on their own boat movement day. Many members give far in excess of this requirement.

Charges levied by the club are for the supply and maintenance of equipment and use of the hard-standing. **These charges do not purchase a service.** Owners must attend to be responsible for their own boat. Except in very exceptional circumstances, proxies, paid or otherwise, are not acceptable. Members with physical difficulties or infirmities of age or health will be given every possible help.

It is absolutely vital that all participants abide by the 'Working and Safety procedures' in the use of any equipment, **including the masting derrick.** Use is not allowed unless they have signed to acknowledge that they have read and understand the same.

All fin-keel boats must have a properly constructed, **adjustable cradle** which will fit within the internal width of the hoist. Shoring-up is not acceptable.

Queries and bookings can be dealt with by any member of the management group: Vice-Commodore, Peter Cobbold (who receives booking forms and payments), Ted Reddish, Peter Cook, Kevin Hosking, Chris Mullins or Ian Hunter.

Club-house notice, Jan 2004.

hack-boat advice

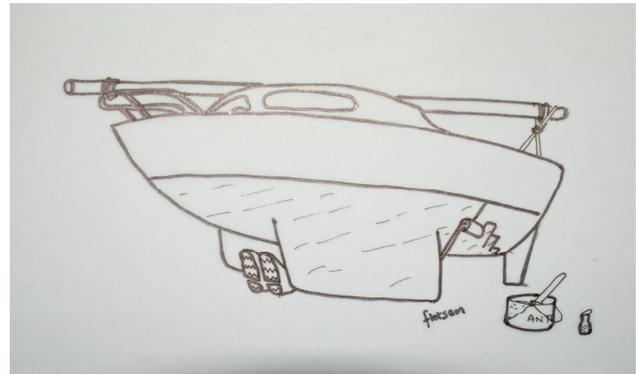
Last year, having given up their cruiser, Pat Ellis and Joyce very kindly gave their simulated clinker GRP tender to the club. She needed a pretty extensive refit but is such a nice little boat that I decided she was worth the work. I got about half of what I would have liked to have done before launching her for use late in this season. I plan to complete the job this coming winter .. some input from members would be appreciated!

A major problem with tenders laying on the pontoons, is them getting trapped under the structure and 'sat on' as the tide falls. This has happened twice with the old boat, resulting in smashed gunw'ls and, having refitted it at least twice, I have now given up on it. Much of this problem would be alleviated if users would be sure to moor the boats alongside one of the pontoon's

floatation tanks, thus preventing them from getting completely underneath. I think I may have found a solution to this problem with the new boat, however, by making a stiff plastic hoop, which fits into the rowlock sockets and fends the boat off. I ask the co-operation of users to ensure this hoop is replaced at all times after use. You will have me growling at you, if you don't!

Sailing committee has decreed that the clinker boat shall be kept on the pontoon, whilst the other one shall live on the old hard for up-river mooring users. I really shouldn't need to point out that it is an act of bad manners and selfishness to use a hack-boat to get out to your mooring and to leave it there whilst you go off for the day; sadly this does happen.

Ted Reddish



"...now was it a clove of garlic or a teaspoon of chilli per litre..?"

the pontoons

Colchester Borough Council has provided WSC with the pontoons in front of the clubhouse using European Union money to improve facilities for visitors to Wivenhoe. They may be used in the summer months by visitors for up to 48 hours and by members for loading, unloading, drop-off, pick-up and filling water tanks etc. Use by members for a longer period or in the winter months must be by agreement with the Vice-Commodore or Mooring Secretary respectively. During WSC boat lifting, members may use the pontoons for up to 48 hours.

A space on the outer pontoon is reserved for the use of local fishermen when the barrier is **closed**. Full-time use by them was agreed by WSC as a short-term assistance, until the wet dock completion has taken place. Members and visitors may use the outer space for 5 minutes, only when the barrier is **open**.

work-boat news

We have hauled Viking ashore for a refit: nothing major but she was beginning to look shabby and one or two details need attending to. It is planned to have her afloat by the end of August, in time for 'Open Day', when a smart launch represents the attitude of the club. Thanks are due to the continuing care from Viking's godfathers, Arnold Handley and Peter Cobbold. The system of checking in with them for availability of use has worked very well from its inception and this, coupled with the input of various skills from other willing members, has all worked very well and prevented any abuse. Thanks to all concerned, the Viking is now well integrated into club activities.

So don't forget: use of the boat must be sanctioned by Arnold, tel: 01206 241725 or Peter, tel: 01206 824570. The continued success of this facility does depend on this arrangement being strictly observed.

cadet news

The highlight of this years events so far has probably been the dinghy regatta and the Viking long ship. (Although the Cadet camp is still to happen...)

One Friday after a couple of beers, someone asked, "So what are the Cadets going to do this regatta?" The last two years we have done pirate related events, but this time I blurted out "we shall do a Viking raid on Wivenhoe. The Vikings will attack the Saxons (again)".

"So what will you use as a boat?".... Hadn't really got that far but "we will build one. Next Wednesday evening" ...simple!

Master builder Ted was roped in and a plan formed. We took two toppers and lashed

them stern to stern, then lashed beams across the boats, gunwales lashed to them then the whole lot covered in hardboard.

10 Cadets turned up and various other adult helpers and within 3 or 4 hours, we had a "Viking long ship" about 26ft long, with shields and assorted instruments of death.

At the Regatta, 24 Cadets turned up, 10 of which were involved with the racing, and then there was the Ladies rowing race with 4 Cadets.

Now it was the turn of the long ship. With great ceremony, it was launched, watched by the Mayor, and the first raiding party took to the water. Would it float? Would it stay together?.

We needn't have worried. With 10 Cadets on board it was fine and a great spectacle it was. In true style and aggression, the raiding party attacked the hard and although stoutly defended by the Saxons, the inevitable Viking success occurred with relatively few deaths. Of course we had to swap the parties around for another go, with the same result!



...sutton who?

We took the long ship out to sea for one final go at a Cadet session a few weeks later, and then it was all dismantled.

What can we possibly do next year? We have 40 Cadets and 10 on the waiting list. They are great kids and very enthusiastic. If you could spare some time to help out, please contact: Steve Hart or Mike Dow.

outside the clubhouse

Things are looking promising after a good spring (no fitting out excuses this year) and fine weather for both the Town Regatta on May 30th and our Dinghy Regatta and Fun Day two weeks later on Sat. June 13th. Since the revival of the Town Regatta, with much more involvement from people who do not belong to the Sailing Club, the work load has been more evenly distributed. Having said that, our resource and people were heavily involved with all the waterborne and some shore based activities from the very beginning. This year we decided to run our own cruiser races with the Town Regatta which proved to work well.

Boats from Brightlingsea swelled the numbers, giving a grand spectacle to add to the traditional craft. A bonus was the sight of *Pioneer* arriving with a crew of Wivenhoe youngsters from WSC and the Youth Club. Our friends at Rowhedge beat us to the best date in July, hence the early time this year, but Richard Barnard made the right, possibly pagan, sacrifices to produce perfect Regatta weather. It was great to see the return of the Sutton Hoo Saxon replica ship *Sae Wyfing*. They obviously like us. Could it be the name *Wivenhoe*?

That brings me to our Dinghy Regatta and Fun Day on June 13th. Again the sun shone on us. Timing was difficult as we planned to revive the highly competitive Ladies Rowing Race for the Black Buoy Rose Bowl. Some of the ladies were also racing in either the slow or fast handicaps so we needed to hold the start of the rowing until the sailing had finished. All this time about a 2000 strong (it seemed so) hoard of Cadets were champing at the bit to launch their Viking, not Saxon, long ship in order to indulge in a bit of pillaging and mud slinging. Some Viking activities were banned! The pontoons soon became like a skating rink and some visitors in nice shiny white boats were smiling, tentatively. Families engaged in the crabbing contest run by Jan Tyne enjoyed the spectacle from a safe distance.

A fantastic day ending with BBQ and music session.

The week before about 8 adults, steered by Ted Reddish and some 800 (it seemed so) Cadets with 1600 litres, (it seemed so on the ground) of brown fence stain, constructed an amazing Viking look-alike ship from Toppers, wood, hardboard and at least 800 screws.

On Sunday 14th June the Old Gaffers Association arrived in various traditional boats at WSC with more glorious weather. A feast of real ales (thanks Tim), hog roast and fabulous cakes was enjoyed by all.

Many complimentary comments came from guests, visitors and WSC members about the spirit and enjoyment for everyone witnessed at these events. Thanks to all the helpers in the galley and bar, cake makers, race officers at Wivenhoe and Brightlingsea, safety and work boat crews, Viking boat builders, old hand and new hand cleaners and anyone else who got stuck in. You made it happen.



.....standing room only!

The Lift Group organisers can take a breather now the cruisers are in. Thanks folks. Anyone can use the facility, under supervision, as long as they do their share of the work and of course, their boats fit the kit. It is for the members, by the members and not a commercial operation.

Thanks to those dinghy sailors who have waited to park in their favourite spot. It is difficult to time everything precisely. My main aim this year has been to try and clear

the car park of boats. Yes, I know we are a sailing club, but not everyone arrives by bike.

The Old Hard is as full of dinghies as I have seen it for years and most of the time it looks a chaotic mess. A good advert for our club? Please, please when it rains could some of you remember a boat is supposed to have water outside, not inside and if you tie it to your trolley it won't float off, tangle up with someone else's or even worse, get holed or rot. The same applies at the new clubhouse. If you move someone else's dinghy, please do so with care. Thank you. You should have sticky ID numbers for dinghies this year. If your number doesn't appear on the boat you may find it moved. We can't clamp boats! Have a great season.

Brian Sinclair, Vice Commodore

it's - (working) party time!

The date you've been waiting for!

Please note it in your diary now: Saturday **24th October**, 09.30h till we're finished.

A variety of indoor and outdoor maintenance and decoration tasks to be done, lots of clearing and tidying (and taking to the dump) and, of course, tending to the gardens:

- opportunities for a bonfire, for those who enjoy that sort of thing
- do look out for more details of jobs, which will be posted on the notice-board and by email
- do turn up with a selection of useful tools/equipment if you can
- refreshments and a light lunch will be provided.

Incidentally, last year we estimated that working parties saved the club more than £3000, or a *tenner* on every single subscription. Alan Tyne, Hon Sec.

WSC winter programme plus

Excel date			HW	start	finish	
September	5	Sat	13:41	11:30		WSC Open Day (Rolls and cakes) Art and Cr:
	5	Sat		11:30	14:30	Cadets help @ open day:
	6	Sun	14:10	12:00		May Mug/Sykes 5 - Haward Cup
	6	Sun		13:00	17:00	Party
	12	Sat		TBA		Cruise in company
	12	Sat				WRYOA Autumn Rally
October	20	Sun	14:01	12:00		Ladies Race (chocolate)
	4	Sun	13:05	11:00		May Mug/Sykes 6 (lunch)
	10	Sat	16:45	13:35	17:30	Cadets - Sailing:
	10	Sat		TBA		Cruise in company
	24	Sat		09:30		Hard Working Party (lunch)
November	24	Sat		09:30	17:30	Cadets - Hard Working Party
	1	Sun	10:46	09:30		Glozier Laying Up
	1	Sun		12:30		Laying up Lunch - please sign up
	15	Sun		08:00	11:00	Cadets - Racing: (bacon rolls)
	15	Sun	10:36	09:00		Winter Series 1 (bacon rolls)
	21	Sat		18:30		Annual Dinner & Prize Giving
	22	Sun		12:00	16:00	Cadets - Racing:
December	22	Sun	15:17	13:00		Winter Series 2
	6	Sun		12:00	15:30	Cadets - Racing
	6	Sun	14:52	13:00		Winter Series 3
	18	Fri		20:00		Christmas Gathering & Grand Draw
	20	Sun		11:30	15:30	Cadets - Racing:
	20	Sun	14:24	12:30		Winter Series 4

WIVENHOE SAILING CLUB ANNUAL DINNER

Saturday November 21st 2009

**At Wivenhoe Sailing Club, Walter Radcliffe Way.
6.30 Reception for 7.15pm**

The Dinner will take place on the Upper deck.
Music on the Lower deck after the prize giving and speeches

Tickets £28.00

Dress: Gentlemen blazer or suit, Ladies lovely as always.

- (1) Fan of Galia Melon with Parma Ham & Parmesan Shavings
- (2) Smoked Haddock and Mushroom Tart

- (1) Braised Pork Chops with Onions, Apples and Cider
- (2) Roasted Mediterranean Vegetable Saffron Risotto with Shaved Parmesan

- (1) Rich Chocolate Roulade
- (2) Lemon Tart

Cheese board & Port

Coffee & Chocolates



Please return this form and cheque, payable to Wivenhoe Sailing Club, by 30th Oct 2009 to The Rear Commodore, Wivenhoe Sailing Club, Walter Radcliffe Way, Wivenhoe, C07 9WS (or put in the box provided at the club).

I/We would like to come to the Annual Dinner and wish to reserveplaces
I enclose a cheque for £.....

Please print all your names and your choice of menu.

FULL NAME	1 st course 1 or 2	2 nd course 1 or 2	3 rd course 1 or 2	Cheese yes/no

I/we would like if possible to sit near.....

house & wines nibbly bits

We've had a busy time in the kitchen this year but what fun! You may have noticed things have been a little quieter in August but with so many of you on your travels it gives us time to plan for the winter and you a chance to regain your figures before we start feeding you again.

Thank you to all who helped with the hard working party back in March, a good 40 members turned out and a lot of work was achieved. If you've not been involved before it's good fun and the next one's in October, we'll even feed you at lunchtime!

The AGM supper was prepared, served and cleared by the cadets who worked well together; thank goodness there's plenty of room in the galley. Proceeds from the evening go to the cadet fund and they earn every penny.

We had a buffet for the Fitting Out Supper this year that proved very relaxing for all of us and naturally we ate most of it.

Carol Newman organised a Curry Night in May which was enjoyed by all along with a short quiz which did get rather competitive at one point.

In the middle of all the events there have been various Sunday lunches. I am learning that as long as there is custard, cream and ice cream on offer with dessert you'll eat anything! If anyone would like to organise a Sunday lunch we could put a few more on as they are very popular and we always seem to end up serving 30 plus!

We also threw a ploughman's together for the Family Sail on 25th of May (bank holiday Monday).

The Dinghy Regatta day was a great success and even the weather behaved. Plenty of people used the BBQ's and some brave souls sat outside most of the evening playing instruments and singing – sometimes under a plastic cover when it started to rain.

The Hog Roast for the Old Gaffers Association back in June was very well attended and this year we used 'Eat In', a Colchester based company who cooked the hog on site. A lot of boats came up from

Brightlingsea and, as always, they ate and drank everything but they really do enjoy coming up and we are one of the main events for their weekend every year.

Thanks to everyone who made cakes for this event and for all the help in the galley and on the bar.



'please sir, can we have some more?'

Your Annual Dinner form is enclosed with this edition of Mainsheet along with dates for your diary. There is room on the House & Wines Committee for a couple more members so if you are interested then please contact me for a chat. Thank you to all my existing committee and helpers for their continues hard work and support.

Nikki Robinson: Rear Commodore

2009 Ostend rally

Any Ostend rally virgins could be forgiven for a slight feeling of apprehension resulting from this years Ostend rally Thursday night briefing. For the first time in known rally history, mildly adverse weather forecasts had initiated a remote possibility of cancellation, this quickly developed into four start times, the planned 03:00 Friday morning start taken advantage of by Curfuffle and Pertwee, a later morning start by Le Bot after the 05:30 forecast (or was it a late 03:00 start!) and a 15:00 afternoon start for the weather shy smaller vessels: Danada, Saphir, Barbary Rose, Flyer, Vagspel and Silver Pearl. T'Bio the only motor cruiser on the rally left at

14:30. Force 4-6 Westerly winds assisted all in arriving safely in record breaking times with only two crew members reporting experience of mild re-gurgitation. All boats had tales of interest to re-count especially Pertwee (which carried additional water ballast of some tonnage in a reefed sail for a considerable period).

No doubt Ed will be pleased to explain the merits of this new innovative system. Adrian's view from Barbary Rose was that after eight hours in a marine washing machine he decided to use his engine which meant he spent less time at sea and the experience became more like a marine tumble drier! Most were able to re-count the expected games of chicken in the shipping lanes, yours truly experienced three lifetimes in less than half a mile at less than 3 knots to say nothing of engine failure in the entrance to Ostend harbour and a less than gentle tow from a Belgian pilot boat! Saphir stayed close on the heels of Flyer for the whole race but was convinced that Robin, Flyer's skipper, who sailed past every ship in the separation scheme with ease, was in discussion with each one to arrange for them to get in the way of Saphir.

The early birds were disappointed to find that their best intentions of an evening beer in RYCO on Friday were foiled by the bar not being open! Despite the variety of start times the rally committee decided unanimously that all elapsed times should count towards the normal fast and slow handicap events.

Thanks to the rally sponsors, Heron Yachts, Easternyachts.com, Grapevine Recruitment, Slumbers and Brightlingsea Harbour Commissioners, the usual mix of shields,

Results

1 st fast h'cap	Saphir - Moody 35	R & M Kickham	H&DYC, HPYC
2 nd fast h'cap	Curfuffle - Westerly Storm	George Wright	HPYC
1 st slow h'cap	Silver Pearl - Sadler 26	Roger Burrows	CYC
2 nd slow h'cap	Vagspel - Hallberg Rassy 26	Terry Swan	CYC
best p'fmnce on h'cap	Flyer - Dehler 34	Robin Impey	CYC & WSC
best p'fmnce by n'cmer	Le Bot - Hanse 41	Ric Wick	CYC
smallest boat on rally	Da Na Da - T24	Mike Dow	WSC
slowest motor cruiser	T'Bio	John Norfolk	CYC
oldest mug on rally	Roger Burrows - Silver Pearl		
youngest rallyist	Joel Burnell - Flyer		

cups and glassware were awarded to event winners as well as a large number of less serious prizes for incidents of note on the rally. The prizes were awarded at the presentation at RYCO on Saturday teatime, which was followed in the evening by a meal at the Vossenhol restaurant in Ostend, both of which were unanimously enjoyed. Consumption of alcohol was admittedly less than typical for the event, but this was more than compensated for, by the cosy ambience of the Vossenhol, a building dating back to medieval times, whose owners provided mouth-watering Belgian cuisine and service that could not be faulted, not to mention a surprise dessert dish in celebration of Bernie and Midge's 39th wedding anniversary.

Departing for the return journey at various times from the early hours of Sunday onwards, 3 boats went on to explore the continent whilst the other 7 set off homewards eventually arriving at their respective home ports, this despite some routes including unscheduled site seeing detours of indeterminate length (has any one else watched the waves break over the north end of the Galloper Sands at Sunrise?)

The two other boats participating were Ed Halsall's Pertwee and Adrian Espin's and Jane Robinson's Barbary Rose, both of whom were worthy winners of prizes associated with incidents on their journey across the North Sea. For anyone interested in participating next year the proposed date is 30 July. For first time participants who may be unsure, it's just a long day sail that should not be missed and a friendly party afterwards to tell the tales and share the fun.

Mike D & Bernie H.

hare today

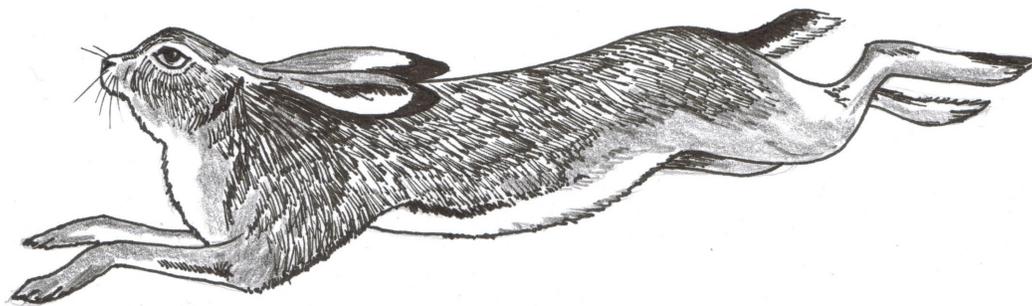
During the first weeks of this season, the crew of Dipper has really enjoyed hare spotting. Sea walls and the sheep cropped meadows inside them are ideal hare country. Although similar in general form and structure to the closely related rabbit, the hare differs in having a longer body, longer hind legs, long ears with those great black tips and russet brown fur on its upper parts, white underneath. The male, or jack is slightly smaller than the female, the doe. The hare does not burrow, it relies for security upon speed, or upon crouching in low vegetation where its russet coat harmonies with the surroundings. Hares for the most part are solitary animals. Each hare makes a form, a depression in a grassy area beneath thickets of gorse or briar or in the open fields if the ground is dry. Here it spends most of its day. It is most active at dusk and through the night. The doe makes no special nursery. She gives birth to three or four leverets in her form. They are born with their eyes open and a short furry coat. She carries each as a cat carries a kitten and places them in their own form. She visits each in turn to suckle them. The Jack takes no part in family affairs. The doe is very attentive at this stage, but after just 4 weeks, she leaves them. She teaches them nothing! Hares travel many miles to feed. (One was tracked for 30 miles in one night) but usually it is a 2 mile radius from their form.

They are careful to break their scent trail when leaving their form by making prodigious leaps up to 15 feet and turning at right angles.

Hares are good swimmers and have been known to cross rivers up to 180 meters wide to reach a better feeding ground, to avoid pursuit or to seek a male. Hares are vegetarian. Their diet includes bark, turnips, lettuce, dahlias, carnations, nasturtiums, parsley and time, so watch out you allotment holders and gardeners.

The expression: 'Mad as a March Hare' refers to the seemingly crazy antics of Jack hares during the rutting season. In spring they loose much of their caution and assemble in groups, the males fighting and chasing females. Male fighting includes kicking vigorously with the hind feet, the result sometimes being fatal! If wounded a scared hare will scream like a child in pain! Hares grind their teeth which serves the same purpose as the stamping of hind feet by the rabbit.

Hares breed all year round and have several litters. Foxes, stoats and several birds of prey hunt the leverets. The does protect their very young offspring regardless of size. There are records of cows being boxed on the muzzle when they inadvertently nose in on a leveret, and of gamekeepers being kicked! Enjoy your hare spotting but watch out!



The Brown Hare
(text Tim Denham -drawing Gill Maloney)

wind-farm windfall for Brightlingsea



Bernie Hetherington, Brightlingsea Harbour Master and WSC member has taken 16 of the sailing club cadets out in the harbour pilot boat *Dracula* to see the Gunfleet Wind-farm at first hand so here's your chance to catch up with what the cadets know already (plus the latest news if you want to get one step ahead of them!)

DONG Energy's offshore wind farm on the Gunfleet Sands supplied its first CO₂-free power to the national grid on Tuesday 18 August. Electricity was generated from the first two of the forty eight turbines, of which the Gunfleet Sands offshore wind-farm will consist, when fully constructed. It is the first electricity to be generated under the entire Round 2 of constructing offshore wind farms in the UK as laid out by The Crown Estate in 2003.

Following a successful construction program that began back in October 2008, 16 wind turbines have now been erected with another 32 left to be installed. With the current progress being made it is anticipated that the remaining turbines will be fully erected and operational early next year, the rest of the erected turbines are currently being commissioned and these too will be

generating electricity shortly. The remaining 32 turbines will arrive directly from Esbjerg in western Denmark. Each turbine comprises 9 basic components, a foundation pile, a capping transition piece to bolt the turbine to, two tower sections, the nacelle, the hub and 3 blades. The total weight of each of the 129m tall turbines is approximately 450 tonnes excluding the foundation and transition piece.

The current activity on the wind-farm is concerned with laying the remaining inter-array electrical connection cables between the turbines. The vessels working out of Brightlingsea carry out monitoring surveys and are continuing environmental studies, they are also ferrying personnel to and from the wind farm construction site.

The Gunfleet Sands project will have a capacity of 172 MW distributed on 48 Siemens wind turbines at 3.6 MW each. It will generate enough clean renewable energy for approximately 120,000 households or approximately 20% of the households in Essex. The electricity cables come ashore at Holland Haven near Clacton and join the National Grid inland at a sub station between Clacton and Thorpe le Soken. The project

will make a considerable contribution to the domestic UK target of reducing CO2 emissions by 20% below 1990 levels by 2010. The wind farm will reach full production during 2010.

And now the Brightlingsea perspective:- even if they aren't your favourite vista and they don't produce cheap electricity, the 48 wind turbines on the Gunfleet sands have given a boost to the local economy of Brightlingsea. The use of Brightlingsea harbour during the construction phase of the Gunfleet wind-farm has not only been of financial benefit to the harbour directly, it has been a recession busting bonus for the businesses in the Town.

Since construction started in October 2008 up to 14 wind-farm crew boats have been based in the harbour and the River Colne off Bateman's tower has seen some of the construction work and been the home to several large barges, jack up rigs and small tugs and multicat workboats. Bateman's tower café has done a roaring trade all last winter with spectators enjoying a cup of tea or all day breakfast as they watched the action in the river!

Two thousand people have undergone the induction course to go out to work on the offshore site and the men working offshore have rented flats and houses in the town and made good use of the shops and pubs. Bed and Breakfast accommodation has been full, taxi companies have been very busy and several properties have been used for offices. The construction phase will be complete by spring next year but Brightlingsea will be host to the wind-farm operations and maintenance team based in their new offices in Tower Street just behind the harbour office. The life expectancy of the wind-farm is 25 years and there will be two maintenance vessels in the harbour to service the turbines for this period. This and the people required to run the vessels and manage and maintain the turbines will ensure a small but steady source of continuing employment and income for the town.

WSC: MAINSHEET



Member Address

stop press:

Will the cadets be back at Mersea Stone next year or will this be the last camp and picnic after 25 years? – watch this space!

October 2009, WSC boat lifting:
trailer day – **Saturday, 17th** – get 'em sorted,
first lifting – **Tuesday, 20th** – watch for
schedule information and meeting notice in
clubhouse.

Next Mainsheet: Dec'09/ Jan 2010

small ads:



Marine Services
Servicing, diagnostics & repairs to all makes & models of two and four stroke outboard engines
Reliable, efficient and friendly service with over 9 years trade experience
No job too big or too small Service available on or off site
Contact Peter Scales
Mobile: 07870 989 422 Home: 01449 720095
E-mail: pbsmarineservices@yahoo.co.uk

stern locker: for exchange or sale etc

Woodbridge Maritime:
Auction & boat jumble – Sunday, 18th Oct.
www.maritimewoodbridge.org

Ed. Roy Crookes
Tel: 01206 824098
WSC Walter Radcliffe Way Wivenhoe