



# WIVENHOE SAILING CLUB

## MAINSHEET

2012 AUTUMN EDITION

Editor: Roy Crookes

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### editor's note:

I can hardly believe that this issue marks the start of the fourth year of my taking on the role of *Main sheet* Editor as new boy! In all that time there has been a regular and enthusiastic amount of input from members and a steady stream of events and epic voyages to report. This time is no exception with regattas and cruising in company, the Annual Dinner, our nature file and a trip down memory lane.

### profile: Alan Tyne

Alan's parents, from the *East End*, moved to a new estate at Barking in 1938, to a house backing on to an area of old gravel-workings, next to the main railway line to Tilbury. After the war, Barking Council acquired the land for a park and flooded the old pits, creating a sizeable lake with islands. In 1950 they launched a small fleet

of clinker *lugsail* dinghies and later some *YW Cadets* - 'all for hire at 1/- an hour - several weeks of pocket money!' Aged 10 and reading the '*Swallows and Amazons*' books, Alan learned to sail - book in one hand, tiller and sheet in the other. Alan has never forgotten that magic moment, when the little boat was pushed out from the land, the wind filled in and he was sailing and still feels just that same excitement now.



Teenage years, taken up with scouting and cycling gave the chance to explore North East Essex pretty well. On leaving school he spent a year with VSO in Borneo and another working in a boatyard in West Mersea. He met Jan at Leicester University, they married, came back to Harwich in 1963 as teachers and then moved to Warrington. In 1973 with a chance to do more studying at Essex, they moved to Wivenhoe and have been here ever since. For the next 30 years Alan worked with a number of voluntary organisations with a focus on disability and rights and then, when self-employed, he was lucky to be able to manage his own time.

WSC is the only organisation Alan has joined in his adult years, that '*didn't have anything to do with work*'. They found the club warm and welcoming and it played an important part for the whole family - each one had something to do. He joined the committee in 1976, and later became Vice Commodore for 4 years, then Commodore. He was moorings secretary for about 8

years and, with Richard Barnard, edited *Mainsheet* for several years. Like most voluntary organisations the committee carried responsibility for all of the club's activities but mostly it is a way of ensuring all the necessary work was shared around and got done. Alan became Secretary in 1994 - the year WSC moved into the current building. *'It's not the most exciting of jobs but I figured it needed doing; and if I did it, others could concentrate on the important stuff like organising the sailing and ensuring our members got a warm welcome and something to do!'* Alan had several boats during this time, including *Tumbler*, a share in a *smack* called *William* and two named *Kitty*, of which one, a *shrimper*, is his current sailing boat.

He finds the club mostly to be pretty self-directing - not so big that people couldn't be face-to-face most of the time, so issues and ideas quickly come to notice and get shared. The 10 commodores he served, set the direction and purpose of the club - each with their own ways of reminding us why we are here and how the club works.

*'I think I've learned that it boils down to about two important things'* he says:

*'to ensure that anyone who wants to, can share that 'magical moment' as I did aged 10 on the Barking Council lake - and can follow where it leads, to different boats and distant seas'* and

*'to ensure everyone has a chance to belong, to share in a common endeavour, to solve difficult problems together, (and to live with the inevitable compromises) and to celebrate.'*

[Thanks to Alan for his contribution to WSC - Ed.]

## club news:

**Lifting Group Meeting** on Friday, 5<sup>th</sup> October at 20.00h in the clubhouse, upper deck, for all those involved in having their boats ashore via the *Lifting Group*. Dates for lifting and helping can be booked on that day.

## haul-out dates for 2012

			HW time/h	Depth/m
27.	October	Sat	1110	3.88
29	October	Mon	1135	4.05
30	October	Tue	1215	4.08
3	November	Sat	1430	3.93
13	November	Tue	1105	4.14
14	November	Wed	1155	4.28
15	November	Thurs	1240	4.38
16	November	Fri	1330	4.40
17	November	Sat	1415	4.35
26	November	Mon	1040	3.78
27	November	Tue	1110	3.86
28	November	Wed	1150	3.92
29	November	Thurs	1225	3.95
12	December	Wed	1040	4.02
13	December	Thurs	1135	4.18

There are 3 Saturdays and 12 weekdays, two in December to maximise the season. Trailers will need to be disentangled and lifted off one another before the first session. 13<sup>th</sup> December will be the last date.

## 'Brothers in arms'



Chris gets his kit on!

It doesn't seem long since we were launching and someone forgot to fix the wind indicator before the mast went up! Not to worry that's a job for that daring young man on the flying trapeze!

Wonderful thing a 'bosun's chair' but you have to have a head for heights and be fit and nimble to use one - thanks Chris.



and up the pole

## WSC cadet regatta



cadets race to rig a *Topaz*

On Saturday 4<sup>th</sup> September, we held a regatta at the sailing club for our cadets. It was a lovely day with a light SW wind. With 14 cadets, we used 7 *Topaz* dinghies. Before getting afloat, we started with a rigging race. The first to have their boat ready, was Daisy Blower/Pia Trevelyan-Ashbury.

A start line down river using our workboat 'Viking' was created and all boats crossed the line within about 30 seconds of the starting gun (a klaxon horn that sounded a bit like a strangled duck!) A quick reach to the first buoy, no.32 saw the first casualty, with Robert Demarkin-Jones losing his rudder! The fleet closed up as they came

hard on the wind and most of them managed the course to the next buoy, no.24, in one tack but the lead changed hands a number of times with Becky Hart using some interesting but dubious tactics to stay ahead.



then race down to *No 24*

From 24, they went to no.21, which was a jibe mark, then downwind to the finish line. Sail trim and concentration made a difference here and the lead swapped again. 1<sup>st</sup> was Harry Mildren/Aylin Demerkin-Jones, 2<sup>nd</sup> was Becky Hart/Alice Roper and 3<sup>rd</sup> was Daisy/Pia. A big surprise was Emma Gibby/Izzy Hassler-Davis who started last but finished 4<sup>th</sup>. Robert/Megan Gordon who lost their rudder, recovered well and finished 5<sup>th</sup>.

After a light lunch on Whitehouse beach, near Alresford creek, we started the second race, which was a short upwind race with a reach, then a jibe followed by a figure of 8 around two buoys, then a run to the finish. Again, the fleet was close at the start but they soon separated on the beat. After the jibe, there was some confusion but they all finished the course. 1<sup>st</sup> was Becky/Alice, joint 2<sup>nd</sup> was Daisy/Pia & Robert/Megan and 3<sup>rd</sup> was Emma/Izzy.



but everything stops for tea!

The race home started soon after the finish of the previous race, as the tide had turned and the wind showed signs of dropping. The course was downwind to no.32, then a reach to the finish that was moved closer (and closer!) to the fleet as the wind dropped. For this race, the helm and crew swapped over and the winner was Alice/Becky, 2<sup>nd</sup> was Megan/Robert and 3<sup>rd</sup> was Pia/Daisy.

We finished with cakes and drinks and the prize giving. 1<sup>st</sup> overall was Becky/Alice, joint 2<sup>nd</sup> was Becky/Pia & Harry/Aylin and joint 3<sup>rd</sup> was Emma/Izzy & Rob/Megan.

### cruising in company

While the high-profile voyagers of the *Armada* were journeying across the Bay of Biscay and beyond (of which we hope to have more in the next issue) those left at home were also engaged in their own epic voyages.

Though there was no Ostend Rally this year from the club, in excess of a dozen club yachts set out one August weekend, to make a weekend passage together round to Bradwell marina and back. Though there were lone sailors and first-time passage makers, a clean sweep of finishers was logged and a good time had by all.

Also in early September, a group of club boats went round to Heybridge on the regular Rowhedge and Wivenhoe joint weekend outing.

These club cruises are a good means of confidence building for newer or less experienced club members who are not yet ready for setting out on solo voyages. They also provide a means of learning the essential skills for safe local as well as the more extensive passages.

### the Wivenhoe *pocket* submarine

Knowing my wish to collect topics of a nautical nature, to do with Wivenhoe and of interest to Mainsheet readers, a friend recently passed me an article by a Les

Stockdale, found in some old papers, about a mini-submarine.

The article, condensed below, had no date or publication title but Ted R found reference to the subject in *River Colne Shipbuilders - a portrait of shipbuilding 1786-1988*, by John Collins and James Dodds, Jardine Press 2009\*, where more details and a technical drawing may be found.

‘Top security measures were taken in 1904 and 1905 to guard a project under construction in a Wivenhoe shipyard, near Colchester. The shipyard owners, Messrs. Forestt & Co., were building *under wraps* the first ever, all-electric midget submarine and important claims were made for it by inventor Mr. A. Hilliard Atteridge.

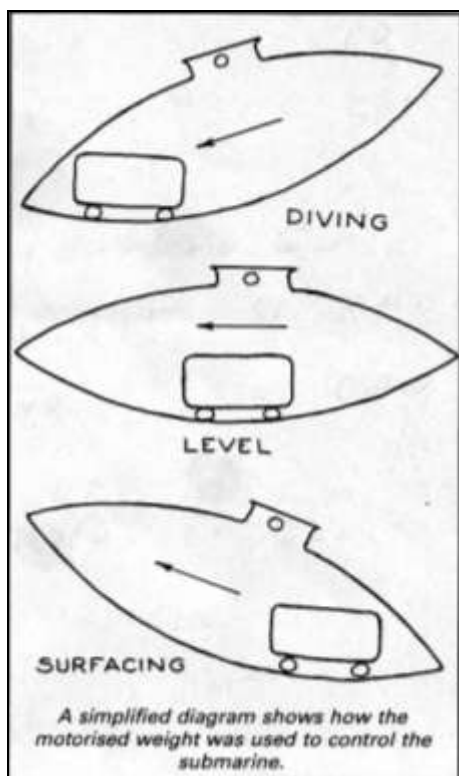
The vessel named *Volta* was designed to be small enough to be carried on the deck of a battleship used for harbour defence or be transportable by railway wagon to any part of the country. 34 ft long, with diameter of 6 ft:9 in it displaced 17 tons when fully submerged. Top speed was about 8 knots, with range of 40 miles and the power unit was a pair of powerful electric motors connected in tandem (and having an 80 volt battery\*).



*Volta* launch in 1905

The method of controlling the attitude of the vessel was ingeniously simple. From stem to stern inside, was a narrow track along which moved a motorised weight. In the neutral (level) position the weight would be amidships; when diving, the weight would be moved forward thus tilting the vessel nose downwards; when surfacing the weight would be moved to the stern tilting the vessel nose upwards. By movement of the weight, along with the blowing and filling of the ballast tanks, the

submarine was made to submerge and surface.



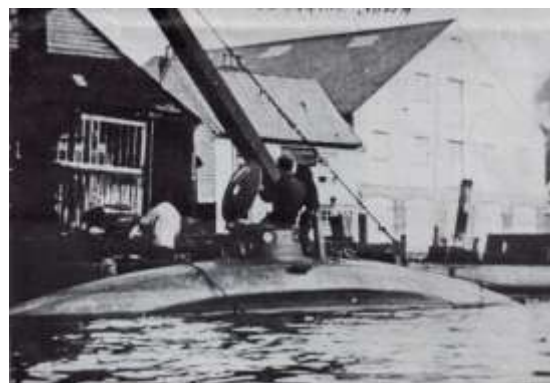
#### diving and surfacing control

The captain stood on a tiny deck over the main ballast tank and from this position was able to steer the vessel and control the hydro-planes. Standing on this deck with head and shoulders in the conning tower the captain would be able to see out of the port holes fore and aft on port and starboard. There were two other crew members, an engineer and a torpedo-hand. The engineer sat below at the main control panel but torpedo gear was never fitted.

Inside this *Jules Vernesque* creation, the noise of the machinery was tremendous, and normal conversation was impossible, so speaking tubes were installed connecting the three main operating stations. A huge circular weight was attached to the underside of the hull as a safety device. Should the vessel get into underwater difficulties, the weight would be released and the submarine would bob up to the surface like a cork!

Shortly after the launch-date, June 5 1905, trials were made on the River Colne. The first diving trials took place in the dry dock then at Wivenhoe, later part of Wivenhoe Port of *coal storage* fame. Emergency surfacing drill by releasing the heavy

weight was carried out in mid-stream and found to be successful.



and at the quay at Wivenhoe

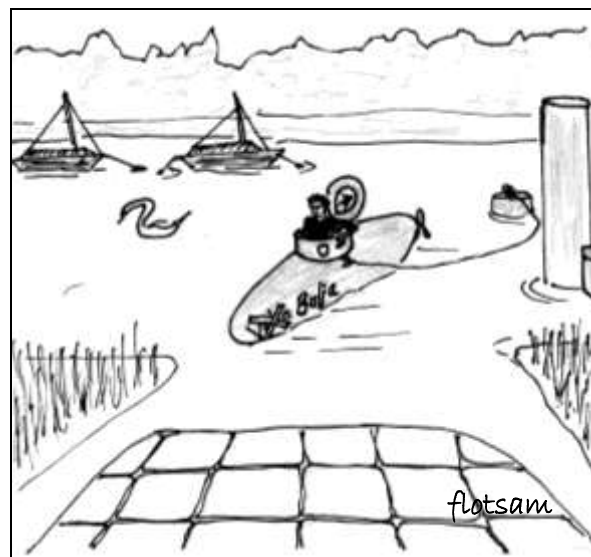
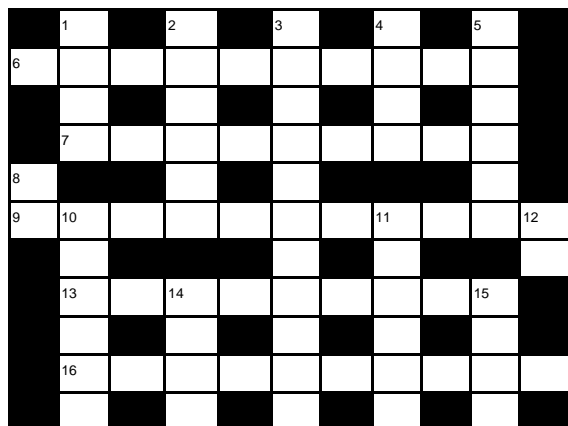
It was reported in the *Daily Mail* (also credited with the 'pocket' label\*) of June 15 1905: 'As the vessel neared completion certain Government officials took an increasing interest in what was going on and kept a vigilant watch on the shipyard. When at length the submarine was ready to be moved - a Customs House officer, representing the Foreign Office, placed himself on the narrow platform and resolutely refused to move until he received a written assurance - that the vessel would not leave the country without due notice being given to the authorities.'

The vessel contained several new electrical inventions, each covered by patents taken out by the British Submarine Company. Among the equipment were nine electric motors which produced a very serious draw-back. The magnetic fields generated by so many motors in a confined space made it impossible for the magnetic compass to work and a predetermined course could not be steered. The Gyro-compass we know today had not been invented.

An article in the *Engineering Gazette* of November 10 1913 showed that whilst the contractors were the British Submarine Company, the real sponsors were Marryat and Scott (Electrical) Ltd., of London SW19. The final resting place of *Volta* is not known. It is known that there was some intention to offer it to a foreign government. There is no *Volta* on the Admiralty records of the period 1905-11 nor is there any reference to an un-named electrically powered submarine.' (In fact

Peter C does have a memory of a sighting near his granny's, but that's another story!)

Mainteaser



'this should speed-up lifting lads!'

clues across:

- 6. wandering aimlessly or a planned manouver? 5 5
- 7. sounds like news for a mainsail 9
- 9. do they both wait for Norman? 4 3 4
- 13. securing with a hook? 9
- 16. end of the watch - not the first dog? 5 5

clues down:

- 1. could knock you through the barrier? 4
- 2. sustainable tuna caught on the internet? 2-4
- 3. did they get strength through the mail? 6 5
- 4. it's not wanted below the water line 4
- 5. firmly spoken about a dynamo 6
- 8. goes with gin on the superhighway 2
- 10. they're seen through a lens 6
- 11. wraps around like strands of rope 6
- 12. abbreviated, for example 2
- 14. meshing in the gear-box 4
- 15. force 8 on the *Beaufort* scale. 4

(solution on p11)

**WIVENHOE SAILING CLUB ANNUAL DINNER**  
**Saturday November 24 2012**  
**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 £29.00**

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

\*\*\*\*\*

1.Homemade chicken liver and cherry brandy pate, with plum chutney, salad and cobber toast

2.Bespoke 10 year anniversary prawn cocktail with flat bread shard

3.Creamy garlic mushrooms on a brio

\*\*\*\*\*

1.Chorizo wrapped chicken breast on a bed of smoked paprika Patatas Bravas, green beans and a herb butter sauce

2.Baked salmon and presto strudel, on a bed of ratatouille and herb butter new potatoes

3. (V) Tomato, Quorn and butternut squash strudel, on a bed of ratatouille and herb butter new potatoes

\*\*\*\*\*

1.Banoffee Brulee with Biscotti Biscuits

2.Lime and Gingernut cheesecake

3.Apple crumble topped pie with custard and blackberry ripple cream

\*\*\*\*\*

Tea and Coffee

Cheese board & Port

Coffee & mints

**Please return this form and cheque, payable to Wivenhoe Sailing Club, by 2 November 2012 to The Rear Commodore, Wivenhoe Sailing Club, Walter Radcliffe Way, Wivenhoe, CO7 9WS (or put in the box provided at the club).**

I/We would like to come to the Annual Dinner and wish to reserve .....places

I enclose a cheque for £.....

Please print all your names and your choice of menu.

FULL NAME	1 <sup>st</sup> course 1, 2 or 3	2 <sup>nd</sup> course 1, 2 or 3	3 <sup>rd</sup> course 1, 2 or 3	Cheese yes/no

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

**Please make a note of your selections and return form to Rear Commodore, Gary Jobber**  
**Wivenhoe Sailing Club, Walter Radcliffe Way, Wivenhoe, CO7 9W**

### *Sailing*

			HW	Start	
16	September	Sun	13:07	11:30	Open Day
30	September	Sun	13:07	11:30	Haward Cup
14	October	Sun	12:00	10:30	May Mug/Sykes 5 / Capriol Capstan
21	October	Sun	17:04	15:00	Rat Race
28	October	Sun	11:05	09:30	Glozier Laying Up Trophy
4	November	Sun	14:44	13:30	Winter Series 1
18	November	Sun	14:57	13:30	Winter Series 2
2	December	Sun			Winter Series 3
16	December	Sun			Winter Series 4

### *Social*

			HW	Start	
30	September	Sun		12:30	Sunday Lunch
12	October	Fri		19:30	Chinese Supper & Quiz
13	October	Sat		09:30	Autumn Hard Working Party
28	October	Sun		12:30	Laying Up Lunch
4	November	Sun			Bonfire & Hot Dogs
24	November	Sat		12:30	Annual Dinner
8	December	Sat		12:30	Cadet Supper
16	December	Sun			Children's' Christmas Party 2012
16	December	Sun			Mince Pies & Mulled Wine
21	December	Fri			Christmas Gathering
30	December	Sun	13:22	11:30	Row and Ramble to the Anchor
31	December	Mon		20:00	New Years Party

## WSC 2012 calendar of events

### I n and around the club

What a busy start to the year! Firstly a big thank you to Louise for all the work she has put in as Rear Commodore. It's helped pave the way for what is proving to be another successful year for the club. The spring hard-working party has seen the redecoration of the upper deck and very nice it looks too! The second Sunday in June, we had our annual visit from the 'Old Gaffers', a great day all round. Colchester Hog Roast did a fine job, along with the bar, so everybody was well fed and watered, even the rain held off (despite the appointment of a drought minister) happy days!

Peter Goldsmith organized a beer tasting evening attended by local breweries, in

conjunction with a constant supply of hot snacks (well done Wendy). The promise of free beer and food proved too much to resist and you turned out in your droves. While you were there, most of you found time to nominate your favourite beer this turned out to be *Maldon Gold* which has subsequently been a guest beer at the club. These events are not only sociable but also give the membership a chance to provide us with some feedback about what you like to drink in your bar, so keep us informed and we will do our best.

We had a quiz and fish&chip evening back in June. Carol Newman did a great job as quiz mistress with a diverse range of questions and managed to keep order (you're a competitive lot!) By the time you read this we will have had our annual open day event so thank you to Nikki for



organizing the catering side of things on my behalf and thank you to all those who have helped out with cakes and volunteering etc.

We still have a busy program ahead of us both on and off the water so here's a quick reminder of some of the social stuff.

There will be a Sunday lunch on the 30<sup>th</sup> September: roast dinner and a pudding, vegetarian option available, see sign-up sheet in the lobby for details. Following on from the success of our last quiz evening, we will be running another one along with chinese food. This will be on Friday the 12<sup>th</sup> October - 7 for 7.30pm start - there will be a sign up sheet in the lobby a bit nearer the time.

Don't forget there's a hardworking party on Saturday the 13<sup>th</sup> October - food and drink will be provided for all those attending.

You can email me for details about any of the above events at:

[rearcommodorewsc@gmail.com](mailto:rearcommodorewsc@gmail.com)

It's been great to see so many of you at the club, both helping and attending. It's good to know that, as tough as things are with the economy, we still have a thriving and happy club, of which I'm proud to be Rear Commodore.

Thanks for your support – Gary Jobber

PS does anybody know what happened to the last 6 months of my life ?

Answers on a postcard.....

### aboard *Balmoral* to Tower Bridge

It's Saturday, July 15, a cold rainy early (summer) morning in the Ipswich docks and about a dozen or so WSC members arrive for a voyage to Tower Bridge, down the east coast aboard *Balmoral*.



leaving under the Orwell bridge

(photo VC)

On the way we picked up more passengers at Harwich and Clacton, passed the wind-farm, saw a barge race off Mersea Island and made a final call at Gravesend.

There was plenty of eating, drinking, joking and laughing but also many bird sightings and even a porpoise was seen.

By the time we entered the Thames, it had stopped raining and we had a glorious trip up the river, where we passed through the Barrier and the specially opened Tower Bridge before landing at the pier to be bussed all the way back to Ipswich.



Tower Bridge opening for us aboard the *Balmoral* (photo PW)

one for the diary:

### getting knotted with Chris

By popular request Chris Mullins has offered to give a 'knotting and splicing' demonstration in the clubhouse during the winter months probably early next year.



just put your finger on that  
two sea-wall weeds

Take a stroll along the seawall after a day's sailing in early summer-East Mersea stone is an excellent place-and you can't help but notice, between the sea-wall and the barrow dyke, in amongst the prolific vegetation, large dandelion like clock seed-heads, standing one or two feet high, and three inches in diameter. These are the seed-heads of 'goat's beard', its leaves and narrow woody stems are grass-like. The plant's name refers to the long silky 'parachute' hairs which appear when the flower re-opens. The flowers only open in the morning and particularly on sunny days, close well before noon. The daily opening and closing of flowers, helps to distribute the seeds in the wind. This early closing of the flowers gives the plant one of its popular names, *Jack-go-to-bed-at-noon*. The other is *shepherd's clock*.

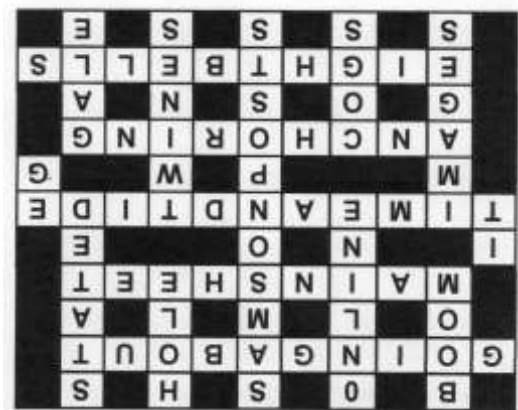
There is an almost identical plant that can be found in the same habitat but instead of the yellow flowers of *shepherd's clock*, this plant has purple flowers and its popular name is *Jack-by-the-hedge*. Its proper name is 'salsify' and it can be grown as a root vegetable. The seed-heads are even larger than those of 'goats beard'. Other habitats where these plants can be found are railway banks, roadsides and rough grassland mainly in the SE of England.

**Tim Denham**



Gill Moloney

solution to *Mainteaser*:



**fault reporting at WSC**

In an effort to maintain our clubhouse and keep on top of repairs I have devised a simple '**Fault Report Sheet**' which will shortly be available in the lobby or from the website.

If you notice something is missing/damaged/ leaking etc, inside or out, please complete one of these forms and put it in our letterbox, outside on the wall.

This is checked regularly and the information will then get to the right person to be actioned, as soon as possible or dealt with at the next hard working party.

Many thanks, Nikki Robinson, Commodore

marine watch

## WSC: MAINSHEET

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Barbara Knott from Colchester Police station is setting up a "Marine Watch" organisation run on similar lines to Neighbourhood Watch. Its main purpose will be to exchange information between the police and individual sailors.

Members will register with their email addresses and would receive emailed warnings of any local marine related thefts, vandalism and suspicious events etc. Individual members would have an avenue to feed in any similar information that may be of benefit to others.

We have registration forms available in the clubhouse foyer. Just complete the form and send it, fax it or email it to Barbara Knott. We are also planning an information evening at the clubhouse; date to be confirmed.

### clubhouse WiFi

We now have WiFi at the clubhouse. The WiFi zone is 'Wivenhoe Sailing Club' and the WiFi password 'wivenhoe7125'. The password is also displayed on the foyer notice board. The service is provided by BT and there is no hub level filtering at present, so parents should be aware of the potential to access potentially harmful websites.

### stern locker:

**Wanted:** a computer, for the general use of members, in the club-house.

Does any member have a suitable computer that is currently surplus to requirement?

Member Address

### stop press:

**Sunday, 30<sup>th</sup> September - Sunday lunch:** roast dinner and pudding, vegetarian option - see sign-up sheet in the lobby for details.

**Friday, 5<sup>th</sup> October - Lifting Gp Meeting:** 20:00h.

**Friday, 12<sup>th</sup> October - Quiz evening** with chinese food: 7.00 for 7.30pm start.

**Saturday, 13<sup>th</sup> October: Hard-working party** - 9.30 onwards. Tea, coffee and a light lunch will be served.

**Saturday, 27<sup>th</sup> October:** First haul-out.

**Saturday, 24<sup>th</sup> November:** Annual Dinner.

**Thursday, 13<sup>th</sup> December:** Last haul-out.

Next Mainsheet: Dec 2012/ Jan 2013

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### 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

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Ed. Roy Crookes

Tel: 01206 824098

WSC Walter Radcliffe Way Wivenhoe