



WIVENHOE SAILING CLUB

MAINSHEET

2014 AUTUMN EDITION

Editor: Roy Crookes

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editor's note:

As a remarkably dry September draws to a close, a new cycle of *Mainsheet* starts and there's usually something new to report. This time we have a bumper festival of sailing, voyages, boat launching and club news. There is the *themed* club dinner menu to be returned and a topical nature-watch but, regrettably, an obituary too, for a well-loved member.

profile: *Elise* - with Robin Maloney

A feel-good story, of an old abandoned boat, not forgotten and then resurrected, a *WOD!*



then, *Elise* as she had become



and now *Elise* taking centre stage



with Robin (reluctantly) in the limelight

oOo

As reported earlier this year in *Classic Boats*: 'Wivenhoe One Design, *Elise* No. 17, was relaunched on 17 May (appropriate - Ed) after a complete rebuild. It was one of nineteen built to the 1935 design of Dr Walter Radcliffe and, built in 1937, was named after Colchester fishing smack CK299, later broken up. They were owned by the Green family, a well-known Essex fishing family and relatives of the original owners attended the launch.*'

[*historical note from *Classic Boats* 2014]

oOo

Robin 'got into boats' as a child, learning to sail with grandad (known to us as Denis) on his boat, *Seaholly*, a 17ft Lysander, often coming to Wivenhoe from London to stay over weekends and school holidays. He liked to get out on the water and go sailing or rowing and thought it great when he took the boat out on his own. When he was 17, Robin bought and restored a Nottage dinghy which he still owns. Denis eventually sold *Seaholly* to Ian Rayner but still looked after it and they continued to use it till it was replaced by *Athena*, an Achilles 24. Robin sailed this too for a couple of years till he got his own boat, *Millie*, a 17ft Mk2 Silhouette, kept in Brightlingsea Creek for the first season and eventually on a mooring in Wivenhoe.

'I have been sailing her in and around the east-coast rivers and creeks since'.

Robin worked as a green-keeper but made a career change in 2010, completing the boat-

building course at IBTC in Lowestoft, then working for the *Pioneer Sailing Trust* for 18 months. There he was introduced to *WODs*, first fitting a new deck and sheer strakes on *Dorothy*, No.9. He then took on the abandoned *Elise*, No.17, in need of a complete rebuild. After helping him rebuild a *BOD*, Malcolm Goodwin offered Robin a workshop in St John's Road and in 2013, he set up business, building, restoring and repairing wooden boats (mostly *BODs* and *WODs*).

'I've had a constant flow of work ever since and hope it will carry on!'

He is currently rebuilding a *BOD* for a customer from West Mersea and refitting a dinghy for Griff Rhys Jones.



let's get this show on the road!



so far so good!



and away we go!

lifting group activities:

lifting group meeting - there was a well attended meeting at 20.00h on the upper-deck of the clubhouse on Friday 26th September. Kevin chaired the meeting, explaining the procedure for haul-out, whilst Ted went into further detail of conduct and new and proposed developments. Chris explained the continuing need for maintenance of the equipment and the importance of group help. Tony concluded with an account of the mooring situation which was now in hand.

haul-out dates for 2014:

Date	Month	Day	HW/ht	Start time
8 th	October	Wed	12.35/5.3	09.00
9 th		Thur	13.18/5.4	09.30
10 th		Fri	14.00/5.5	10.00
11 th		Sat	14.41/5.4	10.30
23 rd		Thur	12.32/4.9	09.00
24 th		Fri	13.07/5.1	09.30
27 th		Mon	13.55/5.2	09.45
28 th		Tues	14.35/5.0	10.15
6 th	November	Thur	11.13/5.1	08.30
7 th		Fri	11.56/5.2	08.30
8 th		Sat	12.37/5.3	09.00
11 th		Tues	14.37/4.9	09.30
12 th		Wed	15.13/4.7	12.00
22 nd		Sat	11.37/5.0	08.30
24 th		Mon	12.58/5.3	09.00
25 th		Tues	13.41/5.3	10.00
26 th		Wed	14.25/5.2	11.00
5 th	December	Fri	10.53/4.9	08.00
6 th		Sat	11.38/5.0	08.30
8 th		Mon	13.00/5.1	08.30
9 th		Tues	13.39/5.0	08.30
10 th		Wed	14.17/4.9	09.15
11 th		Thur	14.55/4.7	09.30

Trailers will need to be disentangled and separated, tyres checked and wheels freed before the first session. Please arrive in good time; 11th December is the last date.

And please ensure your vessel is ready for recovery: engine starts, sails removed and mast ready for lowering; remember the cake!

club outing to Bradwell

Whilst the trail-blazers of the club were away cruising distant seas such as the Mediterranean and Baltic and some were enjoying themselves, making leisurely channel crossings to Ostend, others remained close to home and the local shores of the North Sea.

Of these, eight club boats made the return trip-in-company to Bradwell, early in August and enjoyed a group meal in the marina restaurant. After a very pleasant outward journey and rafting-up in the Blackwater, drinks and nibbles were served on *Lily Jane* before dinner (but don't mention Eric's selection!-Ed)



all hands on deck

Those taking part were *Sprite*, *Misty Lady*, *Jisme*, *Proteus*, *Finishing Touch*, *Malindi* and *Windsong* as well as *Lily Jane*. The return journey was a bit more challenging, either with some motoring element involved or seemingly a sequence of endless tacking, without much advance! Rumour has it that a repeat fleet trip was also successfully completed a month later!

Cruising in the Sun

WSC members Tom Fenton and Faith Ressimyer keep their Albin Vega, a 27ft long keel cruiser, in the Mediterranean. Year by year they make their way eastward, as they explore its coast and islands, sailing from mid-May to the end of June and in September and October. Here they describe some of the practicalities of owning your own boat in the Med, rather than chartering.

Why would you want to sail in the Mediterranean? Because the cruising grounds are spectacularly beautiful, the weather is

reliably warmer than the UK, the sea even more so, fresh food is good, wine and beer cheap and there is everything you could want for entertainment and interest.



Beowulf in Calas Covas, Menorca

Excellent though charter boats are, there is nothing like having your own boat, the confidence you gain from knowing it well. You can fit it out with the gear you want, and leave your personal things on board so you don't have to pack for a holiday every visit. When you arrive at the boat to find your own things waiting for you, immediately, you feel at home.

It need not be expensive. Marina costs can be horrendous in July and August, but anchoring is possible and free and in May /June and September/October marina costs come right down. Annual marina contracts compare well with the UK, as does the cost of laying-up ashore. A berth for a 27 ft boat for a year in Calasetta, southern Sardinia, costs £1,030. You can fly cheaply to almost anywhere in the Med.

We sail for three months of the year in two chunks. We lay-up for the expensive and hot months of July and August, and expect to pay about £600 for the lift out and hard standing. Many people keep their boats in the water for the winter, but we lift out again, and expect to

pay about £1,000 for the hoist in and out and storage. When we are afloat, marina charges average about £15 to £20 per night, with water and electricity. If you don't need either there are cheaper options: town quays, transit berths, moorings, bargaining and anchoring.

There are two ways to get started: take your own boat there, or buy one that is already in the Med and where you would like to be. Taking your own boat there can be an adventure in itself. That was what we did, two years ago. It took us three months to sail from Wivenhoe the 2,000 nautical miles to the Mar Menor, a little south of Alicante. It need not take so long. We were learning the ropes; for all except Biscay there were only the two of us; and, being little more than beginners, we decided only to sail by day in passages of no more than 30 - 40 n.mi whenever possible. With a larger and more experienced crew, it would be possible to average say 100 to 120 n.mi/ day and reach Gibraltar in well under a month. But you'd miss a lot of interesting and enjoyable places on the way. For those who like motoring and are happy to send their mast separately, we hear the French canals can be fun.

The only disadvantage we found in taking our boat from the UK is, a boat needs to be fitted out differently for cruising in the Med. First, you must have an adequate black-water holding tank. You will also need a *bimini*, a good bow anchor and a kedge anchor, both with plenty of scope, quite probably an electric windlass, a fridge, multiple sources of electricity generation and a rigid, long swimming ladder.

There is no tide to speak of in the Med, and you very soon realise that the idyllic anchorage would be a lot less idyllic if people like you were free with the head pump. Many British yachts don't have a holding tank. Last winter we had a 45 litre stainless steel tank custom made for ours at a cost of about £1k.

A *bimini* is a large rigid sun shade over the cockpit that can be kept up when sailing. Last year we did not feel the need for one. This year, after a spell of ten days of good, settled weather in June, we have changed our minds. July and August would be unbearable without one. A spray hood is no substitute. Trouble is, you cannot fit a *bimini* on a boat as small as

ours when the mainsheet is rigged to the end of the boom.

Your ground tackle must almost certainly be more robust than you would have in the UK. Some bays and beaches prohibit anchoring within the swimming area, and in Italy, for example, it is illegal to anchor anywhere less than 300m from the shore. This means you are sometimes anchoring in 10m to 15m or more. We have 90m of scope on our bow anchor and 60m on the kedge. You need a kedge to keep the bow into the swell that comes into even the most sheltered bay, and to berth 'bow to' in harbours that don't have laid mooring lines. Owners of more modern boats seem to prefer to moor 'stern to', using their bow anchor, so they can step gracefully off their sugar scoop stern or natty *passerelle* onto the quay or pontoon. But they sacrifice their privacy, and sometimes there is an underwater shelf against the quay, when 'bow to' can be the safer option. It is also more suitable for boats like ours that do not reverse with confidence.

When you are trying to haul in the anchor against a force 6 or 7, you become painfully aware of your limitations. I now think a windlass is a necessity and an electric windlass for any boat over about 9 metres.

A fridge is at the very least highly desirable and would be a necessity if we ate meat. A fridge imposes a burden on the batteries, as does your chart plotter, tiller pilot, windlass, etc. You don't want to be running the engine in your idyllic anchorage. You need to think about solar panels and perhaps a wind generator and ensuring that all your navigation and cabin lights are LEDs.

All the above I consider essential. Bicycles may not be essential, but we would not be without our two. Shops, chandleries, even marina facilities, can be quite a walk away and the bikes cut out a lot of tedious trudging. Perhaps the most significant lesson we have learned in the last two years is that a small boat may just suit the two of you but when you are having such a good time, your family and friends will want to join you. And when you are spending three months rather than three weeks on the boat, you will want to be able to stand up straight in the cabin, and have more elbow room and stowage. So we are

thinking about trading up, looking for something around 30 to 32 ft. We are faced with that choice again: buy in the UK where we can inspect boats more easily but will have to budget for a considerable range of enhancements or buy in the Med where the boats are far more likely to be fitted out with the right kit.

Tom Fenton.

27th Ostend Rally – 2014

The 2014 Ostend Rally was an exciting event with 13 boats from 6 clubs participating. Two of the original boats which entered had withdrawn before the start due to a poor weather forecast for the return combined with their time constraints which proved to be a wise decision!

Just before the start at 04:00 with an inkling of dawn in the eastern sky *Little Wing* - HPYC got its anchor fouled round its lifting keel off Mersea Stone and *Epona* - CYC had overheating problems due to weed in its filter. At 04:00 *Flyer* - CYC/WSC lead over the start line and stayed ahead until passed by *Scimitar* - MLSC off the Naze.

Meanwhile having completed committee boat duties, I was busy on *Desire* - WRYOA/WSC/CYC helping *Little Wing* to remove her fouled anchor. This was achieved after 20 minutes and we were pleased to hear 15 minutes later that *Epona* had cleared her filter and was back on the rally.

With a fresh breeze from the NW all boats flew across the North Sea without serious mishap although *Saarena* - CYC jammed a spinnaker block causing an exciting broach to port at about 09:30 and *Curfuffle* took a closer than necessary look at the surf breaking on that Long Sand Head sandbank.

Line honours off Ostend went to *Scimitar* in just over 13 hours, quickly followed by *Caritas II* - HPYC, *Flyer*, and *Hoppetosse* - TSC/TCC. All the fast boats finished in sight of one another and all the slower boats finished within one and a half hours of the leaders and well before sunset, leaving time for a few pints and yarns in the bar at The Royal Yacht Club of Ostend who provided their usual excellent hospitality.

When the handicaps were allowed for, Ed Halsall's ferro-concrete smack *Pertwee* - ACBOA/WSC/WRYOA was the clear winner

overall. Jack Jennings's *Alize* from Brightling sea was first in the slow handicap, as she has been many times before.

Ken Elman's *Caritas II*, a first time rally participant, was first in the fast handicap. Despite only having a crew of two, she flew a large cruising chute, which the crew refused to take down until a few metres from the finish, despite broaching 17 times.

The most important trophy, the best performance by a newcomer went to *Warratah* - BSC - Blackwater Sailing Club's Commodore, Richard Pusey, a good effort from a skipper who says he gets sea sick whenever he goes below and whose boat was also the smallest boat in the fleet.

Caritas and *Little Wing* left on Saturday morning, before the excellent dinner and presentation of trophies, glassware, and fun prizes at RYCO because of time constraints and impending bad weather.

Alize and *Curfuffle* - HPYC left on Sunday morning and bashed homeward taking 22 hours for the journey in very rough conditions. *Pertwee* set sail for Holland on Monday and had more adventures as usual - but that's another story! *Saarena* also left on Monday and took 11 hours to get to Calais! At least 10 crew members went home by Eurostar.

Tuesday's weather was little better, *Epona* and *Serenity* left but *Serenity* returned after 7 hours battered and beaten with the crew having to return to the UK by Eurostar. *Epona* bashed back to the UK and *Scimitar* crept away unnoticed to continue their holiday further west.

The only boats left in Ostend by Wednesday were *Hoppetosse* left deliberately for family reasons *Serenity*, waiting for her crew to return from the UK with a weather and time slot to suit, *Desire* and *Warratah* who's crews, having sampled the delights of RYCO's excellent Bo Fort restaurant for 3 days, returned to the Colne and Blackwater undertaking a peaceful and pleasant motor-sail. Hooray for retirement and no time constraints!

Bernie Hetherington

Please return this form and cheque,
payable to Wivenhoe Sailing Club,
by 12th November, 2014
to Veronica Alexander,
Wivenhoe Sailing Club,
Walter Radcliffe Way,
Wivenhoe, C07 9WS
(or put in the box provided at the club)
And don't forget to make a note of your
selections!
Thank you.

WSC 2014 calendar of events

Sailing Programme

			HW	start	
Sat	13	September	15:45		Cadet Regatta
Sun	14	September	16:25	15:00	Haward Cup
Sun	21	September	11:15	09:45	May Mug/Sykes 5/Capriol Capstan
Sun	12	October	15:15	13:00	Rat Race
Sun	26	October	13:15	11:30	Glozier Laying Up Race
Sun	9	November	13:15	11:45	Winter Series 1
Sun	23	November	12:15	11:00	Winter Series 2
Sun	7	December	12:15	11:00	Winter Series 3
Sun	21	December	11:10	09:30	Winter Series 4

Social Programme

Fri	10	October		19:30	Fish & Chips & Quiz Night
Sat	25	October		09:30	Autumn Hard Working Party
Sun	26	October		13:00	Laying Up Lunch
Fri	31	October		19:30	Beer & Curry Night
Fri	7	November		20:00	Beer Tasting Evening
Fri	21	November		20:00	RNLI Evening
Sat	22	November		18:30	Annual Dinner & Prizegiving
Sat	6	December		18:30	Cadet Supper & Prizegiving
Sun	14	December		13:00	Children's' Christmas Party
Fri	19	December		20:00	Christmas Gathering & Prize Draw
Sun	21	December		12:00	Mince Pies & Mulled Wine
Wed	31	December		20:00	New Years Eve Party & Buffet

Wivenhoe Town Regatta

This year the town regatta was a glorious event in August, both in terms of the weather and the turn out. There were spectacular exhibitions of sailing, racing and manoeuvres and an impressive show of sail on classic craft. Plenty of stalls with all sorts of goods and food were available!



There were many designs on parade, from WODs and BODs to smacks and classic yachts. Gigs, kayaks and rafts also entertained and the band played.

Much to enjoy and savour and photograph, as did Alex Tzirinis, with these two action shots, with sail at full thrust!

sail 14

One of the highlights of the year was undoubtedly the well-organised and highly successful *Sail 14* in June. This took a lot of planning and much co-ordinated effort before and during the event(s) and many volunteers. There were many activities including eating, drinking, dancing, talking, laughing as well as some water-bourne: sailing, rowing, kayaking and picnicing etc.



getting ready in the galley



are these low fat?

The weather was great, apart from when it rained and, according to Alan, architect of the event, about a third of our members, and a third of our sailing fleet took part:

40 sailing boats (plus canoes, kayaks, rowing boats etc) at the 'floating picnic' and parade of sail; 15 boats took part in Race Day (8 *WODs*, 7 others); 8 Cruisers took part in the *Fast Handicap* Race; about 20 cadets sailed a short course in a rising wind, watched by an appreciative crowd; 140 people attended the buffet and ceilidh (about 130 members and visitors).



after the picnic- the rain!



and a parade of sail



job well done - and tee-shirt to prove it! and – nearly 100 people volunteered to help, some of them in several capacities. A great

deal of feedback was received from individuals - almost all of it positive:

‘Coming up the river, there was just a forest of masts ahead..’; ‘It was great fun, despite the weather..’; ‘It was very well organised..’; ‘There was always something to watch..’; ‘As soon as you stepped ashore from one event, there was something else happening..’.

* and as a spin off from the sail14 week-end: here are recipes for two of the most popular dishes:

*** Olga Jaques' Quinoa, sweet potatoe & chickpea salad:**

Dressing:

- 2 cloves garlic, crushed
- 1 tsp honey
- 1 tbs Dijon mustard
- Juice & zest of one lemon
- 1/2 cup extra virgin olive oil

Whisk these ingredients together in a bowl, and set aside.

Salad:

- 1 medium sweet potato (yam)
- 1/4 cup sunflower seeds
- 1/4 cup pumpkin seeds
- 1/2 cup quinoa + 3/4 cup water (or cook according to the instructions on packet)
- 1 large carrot, grated
- 1 red bell pepper, cored, seeded, chopped
- 1 cup spinach, chopped
- 1/2 cup parsley, chopped
- 1 14 oz tinned chickpeas, drained
- Greek feta cheese, crumbled (optional)

Pre-heat oven to gas mark 5/400°F/200°C

Put quinoa and water into a small pot and bring to a boil, then turn heat to low, cover, and let simmer for 15 minutes. Remove cooked quinoa from heat and allow to cool (important – it's sticky if handled hot!).

Prick sweet potato all over with a fork and roast for about 25 minutes, until you can pierce with a fork, but not mushy.

At the same time, put the pumpkin and sunflower seeds over medium low heat in a small non-stick pan to toast for about the same time. (Give the pan a toss or shake every so often)

When sweet potato has cooled, slip off the skin and cut into cubes.

In a large bowl, toss together all salad ingredients with dressing. If you put it in the fridge for a few hours, it will taste even better. Before serving, you can add some crumbles of feta cheese if you like.

Notes:

1. The recipe calls for quite a lot of garlic, one can put less of course.
2. For the Middle Eastern flavour, I add a spoonful of cumin and smoked hot paprika or ras-el-hanout to the dressing, leaving mustard out.
3. Sweet potato can be replaced with a sweet-tasting squash (e.g. butternut)

*** Phil Moakes' Chocolate mousse:**

100g Dark Chocolate

70ml Double Cream

3 Egg Whites

1 1/2 Egg Yolks

80g Caster Sugar

2-3 shots of Tia Maria

1. Break up the chocolate and microwave for a few seconds, then stir and repeat until just melted.

2. Beat egg whites, add sugar and beat to soft peaks

3. Add the egg yolks to the chocolate and beat continuously, while adding the Tia Maria until smooth

4. Beat the cream until stiff and add to the chocolate mixture

5. Fold into egg whites with metal spoon (gently)

6. Divide into serving dishes/glasses and place in fridge for a couple of hours.

7. Option to add white chocolate version as a top layer. (Just substitute dark chocolate for white.)

* and if that were not enough!

*** the sailing year - WSC Calendar 2015:**

If you liked the ‘Sailing Year’ collection of pictures taken by members over the year, you can have a permanent reminder.

We're having them printed in an art-quality, limited edition, A4 size, spiral-bound engagements calendar. They'll be on sale in the club during October at £5 each. Its first come first served, so buy before the Christmas rush!

AT

successful open day at WSC

Wivenhoe Sailing Club has been holding an open day every year since 1988 when the RYA asked clubs to do this in order to show people that sailing was not a pastime confined to the wealthy with large yachts, fashion clothing and gin palaces.

Wivenhoe is more mud and wellies. In the early days it was not so easy to get people on board the boats at the upstream site with no jetty, especially if they had not experienced boating before, but the newer facility of the visitor's pontoons at the main site below the tide barrier makes boarding easy now.

Each year towards the end of summer, depending on tide and weather, the Club opens up to the public to offer the chance to get afloat and experience our wonderful river and estuary. Everyone is provided with buoyancy aids and in the capable hands of experienced skippers and crew.



doubling up to take visitors for a trip

This year at the end of August, the weather was kind with a gentle breeze. A variety of sailing and motor boats took well over a hundred people of all ages, families and individuals, on trips as far down as time and tide allowed before returning them to a BBQ, bar, tea and cakes at the clubhouse.

A good time was enjoyed by hosts and guests.

Brian Sinclair

a new trophy for new sailors

When her husband Frank died tragically in an accident on holiday Ann Watkinson suggested we might accept a model yacht in his name, as a trophy for WSC to add to its sailing prizes. Frank had been a keen sailor over the years and the model had been made in the 1950's by Ann's uncle as one of a pair for Broxbourne Sailing Club coincidentally, also this year celebrating its 90th anniversary.

The committee accepted the offer and Tim Denham applied some skilful restoration and polished up the brass/copper trophy, hopefully to be presented to the *best improver*, in the prize-giving at the club's annual dinner.



the original thought to be a *Thames Rater*

high water at the club

High tides and barrier closures have resulted in some spectacular riverscapes at the club, with the hard barely visible and tenders almost making it to the footpath!



where's me' trolley?

A lone member contemplates his next move, wait, jump or wade and where did that trolley go? It was high and dry when I left it!

Mosquitoes/Gnats

Many of us have laid snug in our bunks in a quiet creek listening to the chuckle of the tides and the call of the birds on the mudflats and marshes when suddenly we hear the dreaded humming sound of a mosquito in the cabin and you are discovered and under attack. It's action stations and you attack back. The tiny creature has to go!

There are some 50 species of insect called mosquitoes or gnats. There are however two common ones found in the stagnant waters on the marshes around here. The common gnat is one, the female of which sucks mainly birds' blood and the spotted gnat. It's the spotted gnat that interests us most because it carried the British strain of Malaria, called 'ague'. The last case of this in Britain occurred here in Peldon in the 1920's! For generations this area of NE Essex was said by others to be covered in mists, harboured the ague and where the fair sex decayed (men had up to 15 wives or more for they brought them here from the higher, healthier hinterland and within months they died) and even God forgot! During the Napoleonic wars when the Martello towers were built and manned, the soldiers had to be billeted inland away from the marshes for fear of the ague. A soldier's

grave in Weeley churchyard is engraved with the word 'murdered' as the local youths resented the soldier courting one of their girls! Male mosquitoes have hairy antennae with which they can hear the humming sound made by the dusk-flying females. After mating, the females fly off, to take at least one meal of blood before they lay their eggs! That's obviously where we come in, drat them! The eggs are laid in any still water from cattle troughs to marshland peats. The common gnat lays them in rafts, the spotted gnat singly. The eggs of each float, until they hatch. The larvae then swim by wriggling, busily filter feeding the water for planktonic plant life until they hatch. Only the female gnats have mouth parts sharp enough to pierce skin and suck blood. Males feed on nectar – good lads! Warning, don't spray with mosquito/gnat repellent aboard your boat as it contains geet that destroys varnish and plastic. Get them with an old sock! **Tim Denham**



the biting midge

Jill Maloney

a message from the Commodore

Dear Member,

In order to make the management structures of the club more visible and to encourage members to join in as committee members, we would like to invite club members to come along and observe meetings.

General Committee meetings are on the first Wednesday of the month and Sailing Committees are on the third Monday. If you would like to come along and see how we work, please email me or Bruce in advance and we would welcome you on the night.

The mammoth task of finishing the club manual is nearly done thanks mainly to Tony Higbee, Midge and Nel. This will be out soon and we will also be making available descriptors of the various roles in the club.

As you know elections are conducted at the AGM but we would like to give all members as much information as possible to help them decide whether to join in the work of running the club. It can be hard work but is also very rewarding. Ideally we would share the work of the club throughout the membership but inevitably work, family and life make demands but it would be good to see some new faces on the committees and let those who have been shouldering the work get back to sailing again!

Best, Stuart



'...stop snoring!'
'it's not me!'
'...pass the swatter!'

obituaries

Margaret Handley, March 1929 – July 2014

Sadly Margaret, who was much loved, passed away in July having fought against cancer for several years.



She was born in Hull but moved to Brantham with her family when aged eight. She later attended Colchester Girls' High School which was then at Greyfriars (where in her seventies she returned to attend Spanish and Yoga classes). She eventually became a meteorologist working at Dunstable. After her marriage to Arnold, they started a garage business together as well as bringing up a family (Judith and Paul) of whom she was very proud.

Margaret defied age by sailing two or three times a week. She logged well over a thousand miles in small boats and crewed Viking on open days and the safety boat for the Rat race and crabbing contests. As crew she did most of the physical work – sitting on the bow to pick up a mooring or when anchoring. She complained only once, dinghy sailing in the Deben, as she scrambled across to windward to release the jib sheets:

'...a Grandma should not have to do this!'

Her favourite anchorage was Pyefleet.

'I do enough cooking at home' she said – so her on-board recipe was: *'chuck everything in the pan and...er... that's it!'*

She was hard on incompetent skippers– when the spark plug fell out of their decrepit Seagull *'what shall we do?'* Arnold cried. Margaret replied *'have you thought of sailing?'* and when he tried man overboard practice by throwing a fender out and shouting *'that's me in the water!'* she said *'tough!'*

Margaret's patient, thoughtful and humorous personality endeared her to the Club's Lifting Group members by ministering to them with hot drinks and food, even in the foulest weather. She always seemed to be there with her cheery smile and laugh which I am sure will be missed by many members of the Sailing Club.

With thanks to:
Dave Reynolds and other contributors.

oOo

late news:

Return of the Stig

On his visit early in the year, the Stig set a challenge - sail a Topaz to Alresord Creek and back, in a time quicker than his amazing 33mins 45 secs. (Full rules on the notice-board). We've had one noble effort so far but surely there are others with enough spirit to give it a try? The Stig will appear in person at the Annual Dinner to award the prize.

small ads:



Marine Services

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Sat. 25th Oct. 09.30h - **Autumn Hard-Working Party**

Sun. 26th Oct. 13.00h – **Laying-Up Lunch**

Fri. 31 Oct. 19.30h - **Beer & Curry Night**

Fri. 7th Nov. 20.00h - **Beer Tasting Evening**

Sun. 9th Nov. 11.45h - **Winter Series starts**

Sat. 22nd Nov. 18.30h - **Annual Dinner & Prize-giving**

Next Mainsheet: Dec 2014/ Jan 2015

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