



# WIVENHOE SAILING CLUB

## MAINSHEET

2016 AUTUMN EDITION

Editor: Roy Crookes

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### editor's note:

As yet another summer season ends, with a feeling of some regret for the loss of sunny days afloat but pleasant memories of those we enjoyed, we look to the colder winter months and shorter days and think of social events. The Annual Dinner and Prize Giving is the first of these and the booking form this year is not in this issue of *Mainsheet* but on-line or at the clubhouse. Herein, we are treated to first-hand experiences of days, nights and weeks afloat, by members with different perceptions. There is a caption competition and reports of local events and activities on the river, as well as of a more international character. The nature watch, as usual, highlights a topic of interest and the Commodore expresses his thoughts. You may have noticed that the editor has not yet been replaced and the position is still open for a good candidate!

profile: Michael E White

the 'shoe-string' sailor:



Michael White

*'What! 75,000 rupiah, just to go half-way up the lake and back? I could make a boat for less than that!'* [£1 = Rp 3,000 then.]

Michael and Caroline's three children wanted a boat ride and according to Michael, that's how it all started.

The next year he took a couple of tins of paint and a few meters of thick cloth and Dwight, the MAF pilot picked them up in his 6-seater *Cessna* and flew them the 200 miles up to Lake Poso, a beautiful lake about 40 miles long, in Indonesia.



So Michael built his first boat in about 3 days, 'just painted cloth, stretched over a bamboo frame' he says. 'The bamboo grew at the side of the lake; a few drawing pins, a couple of out-riggers; what could be simpler? Off we paddled up the lake - I was hooked!'

Later he built a 12ft sailing dinghy, using the stitch and tape method. Indonesia, he says, is a world producer of plywood and he was able to get the fibreglass, just 10 hours bus ride away, in the 'big city'. Tools and equipment were no problem, as he was teaching engineering in a large technical school in the little town where they lived, in South Sulawesi.

Making the boat was one thing, getting it to the lake was quite another. The Trans-Sulawesi Highway, through the jungle, was under construction. When finished it would take only 12 hours to get to the lake! That first year, it took him 36, but that's another story.



After more than 20 years in Indonesia as a missionary engineer they came home and joined 'Friends International', a Christian Charity, to work with International students at Essex University. He joined the club in 2012 and remembers 'I was delighted to find a muddy river here, to sail up and a very friendly sailing club' and says 'if I wanted to build another basic boat, I'm sure I would get plenty of help and advice from the members.' However, he thinks the bamboo would be too expensive here!

'I will just stick to taking international students up to Brightlingsea and back, in my little cruiser, 'NANTI' (meaning 'later' or 'soon' in Indonesian)' he says 'and perhaps see you on the water.'

He's made about 30 trips this year matching last year's tally with some 90 or so happy and



satisfied visiting student passengers, many from far off lands.

from the commodore:

The end of the season is upon us already, I'm sure the clock moves twice as fast in the summer than it does in the winter. I hope that you have all had a good summer and managed to fit in plenty of sailing.

The support for most of the dinghy races has been a bit lack lustre over the summer. With the amount of dinghies in the dinghy boat park you would think that it would be pandemonium on the start line on a race day. However, the dinghy part of the regatta weekend was quite well supported and a really good day. Thanks to the OOD, safety boat crews, all the helpers and to Rob Maloney, our hard working Sailing Secretary, for organising it. The cruiser part of the regatta was amalgamated with Rowhedge Regatta's cruiser race. Only four Wivenhoe Sailing Club Boats took part, which was a pretty dismal turn out, but a great time was had by all. Those cruiser owners who didn't take part don't know what you missed. The WOD's raced at Pyefleet week again this year and a few of them also ventured to Aldeburgh Festival of Classics weekend, where I believe 'Elise' finished sixth on handicap, out of around sixty boats.

By the time you're reading this, the last cruise in company of the year, the Laying Up Cruise to Bradwell Marina, will have taken place. Three boats took part in the first cruise in company of the summer, eight the second and hopefully the best part of quite a few will go to Bradwell.

All is not yet doom and gloom, as we still have the winter series to look forward to

before the year is out. I'm sure all you dinghy owners, who have been resting up over the summer months, will be keen to get out there and have a go and hopefully some of the cruiser owners, who have tucked their cruisers up for the winter, will also join in.

If anyone has any suggestions and ideas for club events for next year, please let me or another committee member know. After my first summer of recycled Commodoreship, I think it went not too bad but, if I was to get an end of summer report, it would probably say, 'could do better!' So next year, I'm hoping the moorings and the dinghy park will be nearly empty at the weekends.

I always like to think that Yacht Clubs are for yachtsmen, who talk a good sail and Sailing Clubs are for people, who actually go sailing! I must be right; mustn't I? All the best, Bill.

### lifting group activities:

#### Autumn Haul-Out:

Start	Day	Description
10/31/2016 08:00	MONDAY	HW Wiv 12:23: ht 5.1
11/01/2016 09:00	TUESDAY	HW Wiv 12:54: ht 5.1
11/02/2016 09:00	WEDNESDAY	HW Wiv 13:27: ht 5.1
11/03/2016 10:00	THURSDAY	HW Wiv 13:59: ht 5.0
11/16/2016 09:00	WEDNESDAY	HW Wiv 12:58: ht 5.6
11/17/2016 10:00	THURSDAY	HW Wiv 13:45: ht 5.6
11/18/2016 10:00	FRIDAY	HW Wiv 14:34: ht 5.4
11/19/2016 11:00	SATURDAY	HW Wiv 15:25: ht 5.1
11/30/2016 08:00	WEDNESDAY	HW Wiv 12:30: ht 5.0
12/01/2016 09:00	THURSDAY	HW Wiv 13:05: ht 5.0

### WOD news

It has been another great year of racing for the WOD's. We have taken part in both Wivenhoe and Rowhedge regattas and club events with as many as 8 boats out racing. 4 WOD's raced in Pyefleet week again this year, 7 days of very close racing off Brightlingsea. Nic Blower in *Coretta* took 1<sup>st</sup> overall, Nigel Cook in *Alcyone* 2<sup>nd</sup> and Rob Maloney in *Elise* 3<sup>rd</sup>.



In early September the WOD's were invited along with other local *one designs* to the Aldeburgh yacht club classic weekend, racing on the River Alde.



2 WOD's went, *Elise* and *Brunette*. It was a very wet and breezy weekend with only 1 out of 3 races completed but definitely worth the effort of going. The WOD's raced in the day-boat and keel-boat class with much bigger and faster boats but *Elise* managed to finish 6<sup>th</sup> and *Brunette* 9<sup>th</sup> on handicap.



The WOD's plan to return, next year. Any dinghy or keelboat designed before 1965 and built before 1985 could enter. Other boats racing included Dragons, Loch longs, Brightlingsea *one designs*, international 14s, lapwings and many more. Rob Malone

## dinghy, kayak & canoe owners

Do you have a RED TAG on your vessel at the club? If not, it's likely that you have not yet paid your storage fees, which were due in April.

As usual, we will be having a 'blind auction' soon of all boats that do not have a red tag. This is not a threat, it's the RYA recommended system of making sure all members pay and it also ensures that abandoned boats are cleared to make room for paying members.

As per each year there is the usual collection of members, who are late in making payment. If you are one of them, please complete the form below and send it to Toby Roberts, the address is on the form.

For those with boats on moorings, please also complete and send the form.

We now prefer bank payments via BACS:

Sort code: 089299

Account number: 65301485

Reference: dinghy, membership no., surname

Wivenhoe Sailing Club  
Walter Radcliffe Way  
Wivenhoe Essex CO7 9WS



### TENDER & SAILING DINGHY HARD SPACES SEASON 2016-2017

NAME			
ADDRESS & POST CODE			
Telephone No.		New Application	Yes/No

Dinghy Space (up to 3.0 metres) or Canoe		Dinghy Space (over 3.0 metres in length)	
Name		Name	
Type e.g. Canoe		Type	
ID Mark/ Tag No.		Sail No	
Hull Colour		Hull Colour	
Old Hard		ID Mark	
New Hard		Tag Number	
Cruiser Tenders	Price included in mooring charge - please complete & send form	LOA(M)	
On inside of Club House pontoon	£25.00	Old Hard	£9.50/Metre
		New Hard	£9.50/Metre
Trailer *	£17.50	See table overleaf for new rates guide	
Late payment supplement	After April 30th add £10 per boat	Late payment supplement	After April 30th add £10 per boat
Total		Total	

Please note: All boats using Moorings and Hard Spaces should be clearly and permanently identified. Please complete this form as fully as possible. You will subsequently receive a label tag which must be attached to your boat/trailer somewhere visible to identify that the appropriate fee has been paid. It is the committee's intention that any boats not registered with the club will be removed. Unregistered boats will be disposed of in line with RYA guidelines and the monies raised set against outstanding fees. Any enquiries about hard spaces should be made to Toby Roberts on 01206 524598.

I agree to be bound by the Wivenhoe Sailing Club Conditions of Tenancy for Dinghy Trots, Cruiser Moorings and Hard Spaces. I agree that my dinghy may be moved to a winter storage location after the Laying Up Race.

Please make your payment by cheque, all cheques made payable to 'Wivenhoe Sailing Club'.

I enclose £ being the sum of all fees for hard spaces requested.

Signed .....Date.....

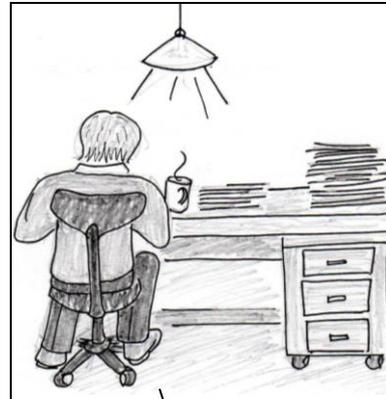
Please return with payment to:-  
Toby Roberts, 12a Recreation Road, Colchester, Essex, CO1 2HE.

Please make sure you let Toby know once you've made a transaction.

Contact Toby if you have any doubts or questions:

e-mail: [dinghyregwsc@gmail.com](mailto:dinghyregwsc@gmail.com)

telephone: 01206 524598



what are you doing?

just shortlisting the applications for Mainsheet editor!

### TENDER & SAILING DINGHY HARD SPACES SEASON 2015-2016

Dinghy Type	LOA		Fee
	Feet	Metres	
420		4.20	£39.90
Bosun	14' 0"	4.27	£40.56
Canoe			£15.50
Dinghy up to 9'			£15.50
Enterprise	13' 3"	4.00	£38.00
Flying 15	20' 0"	6.10	£57.95
GP14	14' 0"	4.27	£40.56
Gull	11' 0"	3.35	£31.82
Heron	11' 25"	3.43	£29.16
K1	15	4.5	£42.75
Kayak			£15.50
Laser	13' 10"	4.23	£40.18
Leader II	14' 0"	4.27	£40.56
Mirror	10' 10"	3.30	£28.05
Rowing boat up to 9'			£15.50
Sport 16	16' 4"	4.99	£47.40
Topaz	12' 8"	3.86	£36.67
Topaz Xenon	14' 9"	4.50	£42.75
Topper	11' 1"	3.38	£32.11
Torch	12' 1"	3.68	£34.96
Trailer*			£17.50
Wanderer	14' 0"	4.30	£40.85
Wayfarer	15' 10"	4.83	£45.88
WOD winter storage			£25.00
WOD summer storage			£25.00

\*Trailer fees (and a separate trailer tag) are required for any trailer that is NOT usually stored under a boat. Trailers stored underneath a boat DO NOT require a tag, being covered by the tag issued for the boat which is stored on it.

## around the Gunfleet: the official version:

Last winter, around the time I was considering standing for Commodore, I was mulling over ways to convince our affiliated members from Wivgigs and Wivenhoe Canoe and Kayak Club, that although canoeing and rowing were fine and admirable pastimes, sailing was even better. I came up with the idea of organising another ‘*Around the Gunfleet Race*’ but this time, rather than being a race for individuals, it would be an inter-club competition. We would have boats crewed by Wivgigs members, boats crewed by WC&KC members and boats crewed by Wivenhoe Sailing Club members. Then I thought why not also have entries from the other local sailing organisations, Wivenhoe and Rowhedge Yacht Owners and Alresford Creek Boat Owners Association. On the spring hardworking party I approached Eryl Foulkes, having been informed that she was a mover and shaker in both Wivgigs and WC&KC and asked her if she could come up with some names of people who would be interested in taking part. Eryl supplied a list of willing victims, a suitable day was decided upon and the ball was rolling.

What could go wrong?

I had originally hoped to have all the entries on boats of a similar size and performance and had visions of being able to finish the race on the sailing club line at Wivenhoe, with crowds of supporters from the participating clubs, eagerly awaiting the finish and fervently willing their club to win. After the race we would have a riotous event in the club house and all go home feeling pleasantly half-cut and content. Such things are what Commodores dreams are made of!

Over the weeks leading up to the race enthusiasm dwindled slightly and we were down to an entry of four boats. The Wivgigs entry was ‘*Tara*’ with Clare and Heather from Wivgigs and Steve and Rob Gordon, Simon for WC&KC was aboard ‘*Edith Kate*’ with me, Rob Maloney and Nigel on ‘*Windsong*’ the smallest boat in the fleet were the sailing club representatives and Ed and Bernie on Ed’s Ferro Smack ‘*Pertwee*’ sailed for ACBOA. If you can’t have quantity you can make up for it with quality.

As I motored from the mooring to the sailing club pontoons to pick up Simon, early on the Saturday evening before the race, it didn’t seem that another ‘*Around the Gunfleet Race*’ was quite such a good idea after all. I had been avidly watching the weather forecast all week and it had been one of those weeks when the forecasters weren’t quite sure what was going to happen. Early in the week it looked as though it would be a nearly flat calm on race day and a reach along both sides of the Gunfleet Sands; by Saturday it had changed to quite breezy with a run from the Swin Spitway buoy up the East Swin Channel and an on the nose beat back down the Wallet. I had visions of sea sickness and misery among the crews. However, when Simon turned up cheerful and full of enthusiasm, the outlook improved and, on top of that, he brought dinner which just needed heating up, always a good sign. At the same time as Simon was joining me aboard ‘*Edith Kate*’, the brave ladies of Wivgigs, Clare and Heather, were joining Steve and Rob aboard ‘*Tara*’. Both boats motored down river and we rafted up in the Pyefleet. Clare and Heather seemed as keen as Simon and I began to feel even more cheerful. We had a combined meal aboard *Tara* washed down with a couple of beers and settled down for the night.



The start was to be at 09:00 hrs on an imaginary line between the North West Knoll buoy and the Colne Bar buoy. The start was signalled by a ‘start boat’, an idea stolen from the late, great Tony Williamson, an organiser of many past club races. The race starts when the ‘start boat’ crosses the line. Prior to the start the ‘start boat’ flies an ensign; to indicate when she is making her final approach to the line, the ensign is taken down. Any boat that

crosses the line ahead of the 'start boat' is deemed to have made a false start.



Rob Maloney's boat 'Windsong' was the designated 'start boat'. They, with the benefit of their shallower draught were able to come down river early on Sunday morning. I had not quite got over my feelings of impending failure, so was relieved when I saw 'Windsong' on the way to the start line and also relieved to see Ed's Smack approaching; four boats had entered and four boats turned up.

The course took us anti-clockwise around the Gunfleet Sands. The turning mark at the end of the sands was the North East Gunfleet buoy. The run up the East Swin was very pleasant but fairly quick, so quick that when we reached the North East Gunfleet buoy, the tide was still ebbing quite strongly, so we didn't make much ground on the first tack. Eventually the tide slackened and turned and we had a good 'ole thrash back down the Wallet to the Colne Bar buoy, most of the time in quite close company with 'Tara'.



Sometimes we'd let them get ahead, sometimes we were ahead. Although I set the course, I had a moment of severe brain fade; I forgot that I'd put the Inner Bench Head buoy to port and left it to starboard, therefore we were disqualified. The finish line was the Bateman's Tower line.

The results, after handicap were: Wivgigs on 'Tara' first; WSC 'Windsong' second; 'Pertwee' retired; 'Edith Kate' disqualified.

As soon as there was enough water in the river we motored back to Wivenhoe where Nikki had very kindly cooked some food and Brian had volunteered to open the bar.

A few members of Wivgigs, WC&KC, ACBOA and WSC came for the evening and I think Nikki kidnapped a couple of visitors who were staying overnight on the pontoons. The trophies were awarded to the crew of the winning boat and a good time was had by all.

I would like to express my sincere thanks to Heather, Clare and Simon who after having sailed very little, or not all before the event, were prepared to take part and have a go, they were absolutely brilliant! They would be welcome aboard 'Edith Kate' anytime. Thanks also to Ed and Bernie, seeing 'Pertwee' racing in a club event again was just like old times. Thanks to Rob and Nigel, it looked at one time that we wouldn't have an entry for the sailing club, which wouldn't have been very good at all. Thanks to Steve and Rob for a close race back down the Wallet. A really big thank you, to Nikki and Brian, for the meal and the bar, which contributed greatly, in changing the event from a likely failure, into a success. Hopefully we can all have another go next year, with loads of boats, masses of crew and a really good night afterwards. Bill

around the Gunfleet on Tara:

#### **another view:**

Being given the opportunity to experience some sailing in a largish yacht, was an opportunity too good to be true for Heather and I and we had our first induction to Tara, at the WSC open day, the previous week, benefitting from a short outing up river. So the following Saturday evening we set off from WSC with Rob, the fourth member of our crew, to moor up overnight in Pyefleet marking the beginning of this amazingly exhilarating adventure. That evening we shared food and laughter with Bill Kippen and Simon Page (WCKC), who moored next to us and then settled for the night on calm waters, expectantly wondering what was ahead! Steve had given us an excellent briefing and

shown us maps of the area including the route of the race itself, which was really useful.

We woke to a wonderful Essex morning and set off to reach the starting point, some two hours away. On this stretch, we both had the opportunity to improve our helming skills and tackled a knot or two! Both Steve and Rob were such calm, patient and courteous coaches, so that by the beginning of the race we both felt secure and confident that we were in very safe hands.



During the long race itself, we experienced all kinds of conditions on the water and in the air, which has definitely made us even more aware and respectful of both the boat and the people who make the decisions about how to respond to the conditions. What really left an impression on us, was the speed at which decisions have to be made during a race, something we had not previously realised. There are so many lasting memories of the ten hour race that day which might be most easily and for the sake of brevity, best described with a few adjectives: exhilarating, fun, exciting, learning, friendly.

On returning to the sailing club that evening, we were given such a warm welcome by members and families and enjoyed a wonderful chilli and salad cooked by Nikki. Then, quite unexpectedly, we were also presented with a lovely engraved glass by Bill Kippen who had conceived and organised the event.

We can, without a shadow of a doubt, say that the whole experience is up there on our list of the most magical and memorable ones in our lives. Thank you to anyone and everyone who helped it to happen and especially to Steve for giving us the opportunity and trusted us enough, as mere amateurs to be a part of it!

Clare Kendrick Robinson & Heather Edwards.

after all that!

#### **and yet another view:**

It was with more than a degree of trepidation that I threw my sleeping bag and kitbag aboard and embarked the sailing yacht '*Edith Kate*' on the evening of Saturday, 27th August, to take part, as the Wivenhoe Canoe and Kayak Club representative, in the annual round Gunfleet race. We slipped the lines from WSC pontoon at 7pm, and, waving goodbye to my wife, who was standing on the quay in the gathering dusk, we quietly meandered downstream with the Wivgigs entry yacht, '*Tara*' following closely astern. There was not a breath of wind and the motor thrummed beneath the cockpit floor as I sought to calm my apprehension by chatting to my skipper for the weekend, Bill. I quickly felt reassured as he told me of his extensive sailing experience, including a single handed trip to the Azores and back in this very same boat. Even though I knew I would be in safe hands, I still felt unprepared for the journey ahead, given that my own experiences aboard a masted vessel were cruising up and down the pubs of Windermere in my brother's Beneateau 37 or a day aboard a gin soaked catamaran whilst on holiday in Santorini!

An on-board safety briefing ensued, including a lesson in operating the sea toilet in the head with multiple levers and handles that should be deployed in specific order to ensure the boat trim was not affected by personal waste ejection! An important lesson, or so I thought, for the ensuing adventure!

That evening, we rafted up in Pyefleet channel and shared our bolognese and chilli with a glass or two of whiskey, whilst listening to the curious sound of migrating birds and watching the distant lights of Brightlingsea gradually warm the night sky. I began to feel that this was going to be a very memorable experience, even though I knew none of the people sharing this unfamiliar thirty foot of fibre glass and rigging. My bravado was nurtured by the food and beers in my belly and for the first time, I began to really look forward to the race ahead tomorrow. I fell gratefully into my bunk in the saloon aboard *Edith Kate* and slept fitfully, until awoken by the east coast sun through the skylight and the smell of bacon

cooking at around 6am the next morning!

Thinking ahead, I swallowed a couple of sea sickness tablets with my morning tea and, whilst the early morning sun was beginning to warm the decks, I decided to follow my skippers example and donned my Musto BR2 wet weather gear, before we pulled up the anchor and set off for the start line. I felt like the typical 'all the gear and no idea' first time sailor, and even though our first few miles were a bit 'lumpy' as we set sail and turned eastwards towards the North Sea, I was completely unprepared for the full force of what was yet to come, still thinking that I could look forward to a sunny cruise up the east coast accompanied by the beers, crisps and dips that I had smuggled aboard in my cool bag!

We circled the start line whilst waiting for the other two race competitors to arrive from Alresford and then, at 9am sharp, we turned north east and commenced the first leg of the race out towards the Gunfleet sands and the huge wind turbines that were gracefully turning in the distance. *Edith Kate* had a strong start with Bill trimming the sail for every half a knot advantage and we had to call the Wivgigs boat on the vhf to let them know they had missed the first buoy, which put them behind us by a good ten minutes and my expectation of a WCKC victory was suitably bolstered, requiring (in hindsight, prematurely) tea and Kit Kat celebrations!

We followed the ebb of the tide and the wind turbines north-eastwards up the coast as the sun shone down and the boat heeled steadily to starboard for a couple of hours until I could last no longer and, with urgency overcoming embarrassment, finally asked my skipper if it was safe to go below for a call of nature? I realised this was no pleasure-cruise when Bill offered me a cut-off two pint empty milk carton, which was obviously the safest relief in these bucking seas!

So much for the prosecco cruise!

When we finally turned south east towards home, Bill warned me that the wind over tide could make things a bit more hairy, and, whilst I thought this was probably an understatement, I dared not show a hint of fear as the water washed over the gunnels and

the winch handle almost went overboard with my second two pint milk carton!



I can only liken the experience that followed to being strapped to a circus bucking bronco whilst buckets of water are thrown ungracefully in your face for three hours, as the coast progressively gets closer and closer, then further and further away as each tack is feared and yet elated when it finally comes! Meantime, the clearly faster Wivgigs boat had closed the distance and as we approached the final buoy, it was neck and neck as the two boats heeled incredibly close to each other. I did my best to snap a couple of pictures on my phone before we turned sharply to starboard on the final leg back to the finish line at Batemans tower.

Bill passed me the hand held sighting compass and, as the waves continued to crash over the bow, I checked my Seamaster carefully to record *Edith Kate* as she raced across the line at 18.05 exactly, just over nine hours at sea since we started that morning, and in all that time, not a sight of my crisps or hummus! Glad that the ordeal was finally over, we pulled in the sails and watched as the Wivgigs boat followed us over the line behind us. Shortly thereafter, there was the sound of static as the vhf crackled into life and Bill went below to answer the call from the boat behind us.

**After all that!** we had apparently missed the final turn around the finish buoy marker and as such, Bill conceded that *Edith Kate* should be disqualified from the race! We dropped anchor in the upper reaches of the Colne for a couple of celebration stubby beers with our competition, whilst waiting for the tide to rise and bring us home to Wivenhoe, for a much needed meal at the clubhouse. My limbs were

aching from constantly bracing myself in the upended cockpit of *Edith Kate* but I felt the elation of survival that probably only a sailor can know and the unerring knowledge that I would be better prepared for my next trip into the North Sea aboard a sailing yacht; until that time, I will content myself with my kayak!  
Cheers, Simon

things you don't expect to see on the Colne:

Some unusual sightings were fortunately caught on camera this summer by alert WSC club members and sent to the editor. First, we see an unlikely addition to the WOD sailing fraternity, with a seal looking very comfortable, as it relaxes on the bow of one of the moored fleet, across the river!



I've just deleted my captions to these two photos and we are going to have a *Main sheet* competition, for the best ones to be submitted by a reader. Send to:

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

While probably nowhere near as unexpected as the preceding, some will no doubt have been surprised to see the two old lads out together yet again, in one of their red and white boats, cleared of cobwebs, with Arlesford Creek in sight - no caption please!



ahoy there you seniors!

### Atlantic snapshot

Oh sh\*#! - what's happening - dark - bright light in my eyes - shaking - can't hear anything - heart pumping - where am I - sleeping bag - boat - b#\*\*^r, it's my watch - 'OK Nigel, I'll be up'. When I volunteered for 0200-0400h I'd just meant the first night, not every night! Stay awake Bruce! Crawl from pit, stand up against bulkhead, hold on, slide along to heads, pee, back to bunk, quick swig of water, boxers off, pants on, trousers on, socks, shirt, fleece - still doing mental checklist, not fully awake - feet into boots, oily trousers up, wriggle into braces, zipper, poppers, towel on neck, jacket on, more poppers, hood up, life-jacket on, hood down, woolly hat on, head-torch round neck, gloves into pocket, bottle into the other pocket, clip leash on, out into saloon, hold on tight, up companion-way. In the cockpit, 'Hi Nigel', look over stern, following swells above my head, auto-helm on, 'Hi Bruce, all OK here, we're running by the lee to keep the genny full' then he's gone. Oh sh\*#! I'm on my own, I don't want to be here - running by the lee, force 6, full sail, big swells. Keep going, clip on, check the preventer (so what - we've broken two already - and imagine broaching with a tight preventer), try to relax. Awake now, swig of water, calming down a bit. Lovely night, warm (lots of S in the wind), auto-helm seems to be coping fine, swells are 2-3m but quite long. Visual check, no lights out there. It was a phone call 'Hi Bruce,

Nigel here, could you help me sail my boat back from the Azores?' – 'Yes, when?' – 'June is best from the pilot chart, beam reach all the way, 11 days' – 'I can do that - what kind of boat?' – 'Ovni 43.5, you can have your own cabin' – 'Excellent, who else is coming?' – 'Should be four of us, not fixed yet' and so it turned out. Better check the nav, down to saloon, quiet as Jack is asleep. AIS says nobody there, plotter says we are on course, just a few miles from the great circle and going the right way, pick up an apple and back out, clip on. Wind's dropped a bit, 24 knots or so true (lots of electronics), feel a bit safer. Check the wind generator, which sometimes needs help to point in the right direction, and is important as the auto-helm uses power all the time and we aren't running the engine. Compass OK, need to check as the auto-helm is steering to the wind. No way I'd hand-steer this course in these conditions at night. Just hit 10 knots on a wave. Getting lighter now, only half an hour to go. No need to wake Jack, he always turns up on time. Eighteen years old, lots of *Ovni* experience, all energy and smart-phone. Perhaps he's why we need the generator. Watching the light grow - as we head north, it gets light earlier but I never saw the sun rise over the sea, sky too grey. Lovely time of day though, all shared mysteries and new beginnings. 'Morning Bruce, what's the story?' Jack is up, so I tell him the situation, give him the course, unclip and head down. Do the log, position, distance reading (just under 15 miles in two hours - best day was 168 miles), battery percentage (hope for sun tomorrow). Another pee, gear off and stowed (all dry!), into pit, earplugs in, eyeshade on, zonk out. Six hours to my next watch so enough time for a good sleep and some breakfast and a quick planning session with the skipper. Just hope it's not too bumpy. Asleep in no time. I did nine of those watches, as we turned in on the tenth day at about 0130h, moored up in Dartmouth. Low cloud in the Channel, first land spotted was Start Point, sailed along the coast and then engine on and sails off in pouring rain. Main halyard stuck – 'I'll go', stand on the granny bars, stowed fenders banging round my feet, slipped but held on, just about got it down. Solved in the morning

- it was flipped round the spreaders. A final little adventure. I was sad to be back. We'd turned into a good team, understanding each other's strengths and weaknesses. Our days had rhythm and purpose. No discussions of where to tie up and whether to go out for dinner and where to go next and when to get up. The sea was there all the time, different colours, different patterns, different moods, our homeland.

Bruce Anderson

## the cadet section

WSC cadets have had a great sailing season. Numbers have been down but certainly not the level of enthusiasm. We have gradually downgraded our fleet of *Topper* dinghies and replaced them with *Topaz* dinghies that are slightly larger and more suitable for two people. We even squeeze 3 of the smaller cadets in! They are also faster and have a jib to give the crew something to do. Over the years they have proved durable and relatively maintenance free. We now have 8 of them.

This year, we were also very lucky to have the generous donation of a *Wayfarer* dinghy. We have updated it with a new launching trolley and cover. The boat is really useful for the new cadets who have limited or no sailing experience as they can be tutored by an adult who is in charge.

We generally meet about twice a month when the tides suit, which usually coincides with the evening series races. Often some of the more experienced ones will participate in the race. I think this is important for the club, as the more experienced adult racers sometimes get a surprise and have to up their game, and the cadets get to learn from the adults.-.win win!

The annual cadet camp at East Mersea in July is always well supported and this year was no exception. The cadets sailed the boats down to Mersea Stone on Friday night, where we hauled the boats up, anchored the *Viking* and safety boat then walked to our campsite at Ivy farm. On Saturday, the wind was a bit on the fresh side, but with reefs in, they coped very well and we sailed up Pyefleet Creek as far as the divide of the channel to the Strood, then anchored *Viking* and had a packed lunch. In the evening Tony and Mandy came to join us

and cooked us all a lovely BBQ followed by a bonfire and silly games. Sunday saw us having a mud race before rigging the boats and sailing back to Wivenhoe.



The Cadet Regatta, in September is an event where we organise races for the cadets. We use *Viking* and have a start line just downriver of the moorings, using the normal starting sequence. It's good experience for the cadets and there was some really close racing. We finished the day with a life raft moored off the hard (thanks Bernie), to give them the chance to experience the difficulty of entering and surviving in such a confined space. We finished the season with a night sail. The weather was perfect and we sailed down river as far as buoy 22, all the cadets had head torches and it was very atmospheric.



All this could not happen without the selfless help from the adults. I would like to thank Pauline, Nikki, Tony, Rob, Mathew, Gary, Linda and Ken, Alice, Martin and those who help maintain *Viking*.

For details of the cadet section, please contact Steve Hart, 07816128932, email [hartcraft@hotmail.com](mailto:hartcraft@hotmail.com)

music? at the club:

After much discussion about empty Monday nights at the club, it was agreed that some of us could try and have a bit of a music session,

on the fourth Monday of each month. The aim was for those trying to learn a bit of folkie, poppie, bluesy stuff, we could work together, share knowledge, help each other and enjoy making songs and tunes. Some months down the line things are coming together and we even manage to all finish a tune or song at the same time sometimes. Experts may find us a bit limited!

The start of the session is to go through some simple old standard folkie things and then after a break we go round the room to let anyone have a go at their own thing and build confidence. Punk, ska, hip-hop and rap have yet to appear, dare I say thankfully, but a bit of old sixties/seventies rock sneaks in, as well as a couple of numbers written by members.

It is difficult to adapt the right keys for all instruments, especially for those who blow into things and can read music whilst the others are flailing away on guitars and ukuleles and banjos. We are getting there and hopefully no one feels excluded except for perhaps our Commodore, Bill, who plays a mean Gerry Lee Lewis style piano, which we can't keep up with. The aim is to help, encourage and prosper and while it isn't always easy to involve all fairly, we do our best! Fourth Monday of the month but check with Brian: 01206 823301

[bandjsinclair@btinternet.com](mailto:bandjsinclair@btinternet.com)

### Black Hunter

A Hunter 19, our club boat is available for the use of club members. It's a fantastic facility for those of you who perhaps don't have your own boat or who are thinking of getting a boat and want to gain some experience.

She is 19ft long and draws 3ft with a fin keel. Don't be put off by the keel, it's quite a moderate draft and she can be heeled over if



you do get stuck on the mud. She is moored off the hard so is quite accessible. We do not

have any fancy gadgets on board, but the sails are good (new mainsail 2 years ago) and she sails very well, being able to short tack down river against the tide like a dinghy but without the worry of capsizing!

Any help with maintenance would be much appreciated. For details of her use and to book, please contact Steve Hart 07816128932 or Alan Tyne, 07986538228.

## sailing and social programme

<b>Title</b>	<b>Start</b>	<b>Description</b>
Cruiser Haul-out	10/31/2016 08:00	HW Wiv 12:23: ht Wiv 5.1
Cruiser Haul-out	11/01/2016 09:00	HW Wiv 12:54: ht Wiv 5.1
Cruiser Haul-out	11/02/2016 09:00	HW Wiv 13:27: ht Wiv 5.1
Cruiser Haul-out	11/03/2016 10:00	HW Wiv 13:59: ht Wiv 5.0
Hard working Party	11/05/2016 09:30	Autumn hard working party to clean up after the sailing season.
Winter Series 1	11/06/2016 14:00	HW 15.42
Cruiser Haul-out	11/16/2016 09:00	HW Wiv 12:58: ht Wiv 5.6
Cruiser Haul-out	11/17/2016 10:00	HW Wiv 13:45: ht Wiv 5.6
Cruiser Haul-out	11/18/2016 10:00	HW Wiv 14:34: ht Wiv 5.4
Cruiser Haul-out	11/19/2016 11:00	HW Wiv 15:25: ht Wiv 5.1
Annual Dinner & Prize Giving	11/19/2016 18:30	Catering by The Event Catering Company, Music by OO LA LA (Duo)
Winter Series 2	11/20/2016 14:00	HW 16:10
Zeppelins over Essex by Peter Jones	11/25/2016 00:00	Friends of the Nottage talk at the Nottage.
Cruiser Haul-out	11/30/2016 08:00	HW Wiv 12:30 ht Wiv 5.0
Cruiser Haul-out	12/01/2016 09:00	HW Wiv 13:05 ht Wiv 5.0
WINTER SERIES 3	12/04/2016 13:00	HW 14:46
Christmas Flower Demonstration	12/09/2016 00:00	Sally Lewis, Christmas flower demonstration, 20:00 on Fri 9 December.
Cadet supper and prizegiving	12/10/2016 18:30	
Childrens Christmas Party	12/11/2016 13:00	Organised by Lynn Button, details later. Please note change of date, previously scheduled for 18th Dec
WINTER SERIES 4	12/18/2016 13:30	HW 15:05
Christmas Gathering	12/23/2016 20:00	
Row & Ramble	02/01/2017 12:00	HW 14:30 Destination still being researched.

## nature watch: - the rat

which, understandably, is not on many members list of favourite animals. From our school days we learnt that the creature played a major role in the history of Britain through its links with the plague and black death. From our parents we learnt how when cornered, a rat might jump for your throat and

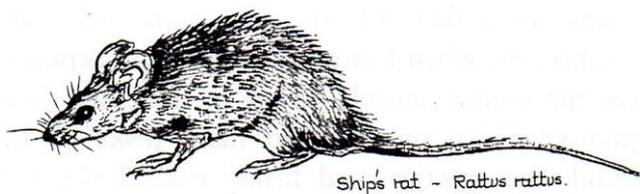
the bite could be fatal! As a boy I can remember Colonel Tidswell's gardener shooting them in the grounds of Ballast Quay House and George Mitchell (he looked just like a pirate) sitting aboard his smack 'Ethel Alice' in 'Stink Hole Bay', taking pot shots at

those that ran around the foreshore on the Folley. George had woken up one night to find one sitting in his cap washing itself and was determined to exact revenge. In the past, several of the quayside residents kept weapons of some sort or another handy tool to deal with them.

By nature the rat is a shy, nocturnal animal that will eat almost anything from cereals and fruits to animal food, soap and plaster!

Dumped rubbish, which abounds these days around Wivenhoe – on the river bank, in the ditches and along the lanes – is a happy hunting ground for rats. They breed throughout the year with peak periods in summer and autumn. Now read this – there are seven young to a litter and three to five litters a year! The young can then breed after three months. Fortunately, although prolific, their high mortality rate, of about 95 per cent saves us from being overrun by them. A rat's life span rarely exceeds 18 months.

There are two kinds of rat, neither really native to Britain. The black or ships rat *Rattus rattus*, the carrier of bubonic plague, is a native of SE Asia. It arrived in Britain in the early middle-ages, possibly in the baggage of the returning Crusaders. It lives in the top stories and roofs of buildings. It nests in rafters or behind pipes being able to climb wires, ropes and beams. The brown rat or common rat, *Rattus norvegicus* (good name) hails from central Asia. It first arrived in Britain in the 18<sup>th</sup> century as a result of increased shipping activity.



Through competition for food and living space this large, tough, aggressive rat slowly drove the black ship rat back to the coastal towns and villages. The common rat is big with a heavy body 9 inches/22cm long and a

tail 7 inches/18cm long. This rat is a burrowing animal living in cellars, stables and sewers. It lives wherever there is undisturbed shelter or stored food. It loves our sugar beet fields and scavenging along the river and sea shores. It swims very well. It is predicted that because of the sheer numbers and success of the brown rat, the black rat will be the next mammal to become extinct in Britain. As yet no-one has suggested a plan to save it from extinction!  
Tim Denham.

## 2016 Americas cup World series:

It was in April that, along with a group of friends in Portsmouth, I came across an unexpected front-row view of a covert trial.



There in front of us was the Land Rover BAR vessel, complete with crew and, I believe, Sir Ben Ainslie. We were fascinated and captivated, when it was hoisted out of the dock



(unmanned) on a crane, dismantled and secreted away in the hanger, one of the crew having scaled the foil, prior to hooking up! Then in July Simon and Torrun Bacon were among the observers at the practice day races. Apparently, one of these counts, if a series-race does not go ahead. Simon says -‘it was a lovely day, with light winds, a well-stocked rum stand and the boats were serious kit’!



Results that day were as follows:

- |                          |         |
|--------------------------|---------|
| 1. Land Rover BAR.       | 1 1 3 3 |
| 2. SoftBank Team Japan.  | 3 4 1 2 |
| 3. Emirates Team NZ.     | 6 6 2 1 |
| 4. Oracle Team USA.      | 4 2 6 5 |
| 5. Groupama Team France. | 2 3 4 6 |
| 6. Artemis Racing.       | 5 5 5 4 |

In the end, a second-place finish in the final race earned the British team victory in the Portsmouth leg of the America’s Cup World Series. The finish to two days racing climaxed with the Land Rover BAR edging out the defending America’s Cup champions.



the team

## regattas and open days:

Just a reminder of a few of the club and visiting craft in Wivenhoe this summer



first the dinghies



I say, that dinghy's rather low in the water

Then the cruisers and smacks:



Mick



Mike



Bill



Steve



Still they came, putting on an impressive sail-past in the sunshine at the Wivenhoe Regatta.

In contrast the weather on the Open-day nearly swamped the event but, just in time, the sun came out and many visitors got a sail (or motor) down the river with club members.

small ads:

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[pcohen763@hotmail.co.uk](mailto:pcohen763@hotmail.co.uk)

or phone 0758 330 4572.

### Lost or found:

does anyone know of the location of a book and folder, belonging to Chris Mullins? The red folder contains detailed drawings and photos of Sadler 25/26s and the book is 'Hunter 19 across the Atlantic with David Blagnol' by W Griffin.

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### Keeping The Wivenhoe Boatbuilding Tradition Alive

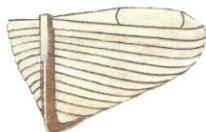
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07901624341

[robmaloney9@aol.com](mailto:robmaloney9@aol.com)



Or you can find me in:

St John's Road,  
Wivenhoe  
Essex  
CO7 9DR

### stop press:

Wed. 31<sup>st</sup> Oct. HW 12.23h – **Boat-Lifting**  
see schedule inside.

Sat. 05<sup>th</sup> Nov. 09.30h - **Autumn Hard-Working Party**

## WSC: MAINSHEET

Member Address

### continued:

Sun. 06<sup>th</sup> Nov. 15.42h - **Winter Series starts**  
see schedule inside.

Sat. 19<sup>th</sup> Nov. 18.15h –

### 2016 Annual Dinner & Prize-giving

£29 per head

Guests arrive from 6.15pm.

Meal starts prompt at 7pm

Welcome drink on arrival

#### MENU CHOICES:

**STARTERS** - served with bread & butter:

- 1) LEEK & BACON TART WITH BABY LEAF SALAD
- 2) LAYERED CRAB & SMOKED SALMON, PICKLED CUCUMBER SALAD WITH A DILL-YOGHURT DRESSING
- 3) ROASTED BEETROOT & GOATS CHEESE SALAD WITH PEA SHOOTS & A BALSAMIC & OLIVE OIL DRESSING

**MAIN COURSES** - served with seasonal vegetables:

- 1) FILLET OF SALMON WITH CRUSHED NEW POTATOES, SPINACH & A CREAMY CHIVE SAUCE
- 2) ROASTED LEMON CHICKEN BREAST, DAUPHINOISE POTATOES & A THYME SAUCE
- 3) HALF ROASTED BUTTERNUT SQUASH STUFFED WITH TOMATO, SAGE & MOZZARELLA (V)

#### DESSERTS

- 1) CREME BRULEE WITH BUTTER SHORTBREAD
  - 2) STICKY TOFFEE PUDDING WITH WARM TOFFEE SAUCE
  - 3) APPLE & CINNAMON CRUMBLE WITH CUSTARD
- COFFEE AND CHEESE BOARDS FOR ALL TABLES TO FINISH**

**Booking form: at WSC or WSC website**

**Next Mainsheet:** Dec 2016/ Jan 2017

Ed. Roy Crookes

Tel: 01206 824098

WSC Walter Radcliffe Way Wivenhoe