



WIVENHOE SAILING CLUB

MAINSHEET

2012 SPRING EDITION

Editor: Roy Crookes

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editor's note:

Spring is in the air and we're all ready (well almost) for launching and another glorious season of sailing in and around the Colne and beyond in some cases (for the adventurous – always glad of the articles!) As well as some new club officers finding their feet, we have a few new features like the stair lift to the gallery and the now operational tractor shed - and there's a prize to be won for a design of yet another.

Excellent social events have carried us through the winter months and now we have a full calendar of sailing and social activities listed in this issue. Have a good season.

profile: Jan Sinclair

Jan 'found' dinghy sailing 30 years ago and wishes it had been sooner. Having lived inland in colder northern climes, she moved to Alresford and walking down to the creek, would gaze in wonder at dinghies drifting by, thinking what a delight it would be! The

chance came when she acquired a sturdy little Mirror with a trailer and enrolled with a friend for a beginners sailing course at Ardleigh Reservoir with Bernie Hetherington. The fun began; they would venture down to Alresford Creek, well before high tide, getting up to Thorington Mill, Wivenhoe and even down to Rat Island and back, learning the hard way about the changing winds, cloud formations, strength and turn of the different tides and sometimes needing a friendly tow back to shore! They soon got to know the local sailors, yarning and enjoying a drink or so, on their mud-creeping cruisers, maybe waiting for a suitable weather slot, as the two innocently frolicked by!



They eventually dared to race from the Old Hard, despite being on full public view from the quay and the WSC 'parliament' in the upstairs window, as they clumsily made their way back on to the hard or cadged a tow, before the club bar closed ! Jan even braved sailing in Pyefleet Week, with her over-zealous new crew, insisting on putting up a spinnaker on a reach with a strong breeze. They capsized, turned turtle with

Jan underneath but still undeterred! Her limited sailing experience gave Jan the opportunity to race in Pyefleet Week, with a fleet of 9 WOD's, in *Duet* with Brian, the restorer and owner of it and a lone sailor! An exciting week, ending with them in a hilarious cabaret and *Duet*'s crew 'tying the knot', though Jan capsized her, in a small squall, up the Geedons the following week! In 1983 Jan joined the *Soren Larsen* in Falmouth, with the newly formed *Jubilee Sailing Trust*, sailing with disabled and able bodied crew on a 10 day voyage, getting the tail end of the weather of the disastrous Fastnet gale week. She had a fabulous time, making many lasting friendships and signed up for voyages around the U.K. and in the Canaries on the *Lord Nelson*, built in Wivenhoe for the *JST*. Jan also did maintenance weeks and was recommended to train as a watch-leader and spend time, shepherding, encouraging and being a link with the permanent crew! Maybe this helped her take on being Rear Commode a while later? Jan joined a local fundraising group for the *JST* and *Lord Nelson*, to get equipment and sails by James Lawrence of Brightlingsea. He later shared a musical sailing week on a Thames Barge, showing them how these strong old boats coped with every kind of weather, out off Clacton, no other boat in sight, in a hooley, yet safe and sound! Jan couldn't resist signing up on Captain Cook's replica *Endeavour*, sailing up the East Coast into Whitby, near to her birthplace and Cook's. She was getting into a 'life on the ocean waves', swinging up the rigging in costume for a historic TV documentary whilst doing watches, as in days of yore! '*That's your number mate*', she heard, facing access to the highest hammock of all.

No quarter for the vertically challenged!

Memorable sailing moments:

on watch on a tall ship in a storm and experiencing the surreal stillness and light on entering its epicentre, the eye – the calm before the storm again and reflecting on how sailors survived and how crew put complete trust in the skipper and ship.

the Millennium Parade of Sail, dressed overall and sailing her *Mirror* alone with 100 dinghies and cruisers, a perfect breeze and unintentionally overtaking bigger boats – '*what me?*'

2008, welcomed at the Banks islands, with music, singing and garlands delighted with the annual arrival of the *Soren Larsen* and UK crew, from Vanuatu (where Brian and Jan joined the ship) experiencing how it might have been for Cook, then sailing by the constellations, under the clear night skies of the Southern Hemisphere.

Jan says '*you can't beat the feeling of nurturing a Mirror along, taming the sails with the wind, testing body skills and wits – with your fingers crossed! What good fortune I've had, with so many special folk, who helped me fulfil my dream!*'

Baltic cruise - sculptures and hot rocks:

February and people ask, 'where are you going in *Kea* this summer?' Chris hasn't said but I want somewhere warm and sunny and say hopefully- 'France? Spain?'

'How about Oslo?' comes the reply!

Last time we were in the Baltic it was hot and sunny – most of the time – we started to plan! *Kea* is our lovely Nicholson 32 (thirty four years old this year–the design celebrates its 50th anniversary next year) and she had a new engine last winter, a 30 hp Beta. It had its first oil change en route from Walton to Cuxhaven. With son Nick aboard, it was a good passage until we got to the Elbe, which can be rough and 6th May was no exception. Nick left us there and we went on to transit the Kiel Canal, busy as usual with everything from oil tankers to Swedish stealth warships. Next day we had a splendid sail, seven hours with a beam wind in bright sunshine, to the lovely anchorage at the north of the island of Ærø, where we had a rendezvous with friends from Schlei Fjord. *Kea* and their beautiful varnished yacht were the only boats in the bay. I wrote in my diary: '*Back in Denmark!*' The next two weeks were spent visiting the pretty towns of southern Denmark, with their half-timbered houses. By 26th of May we were in Ebeltoft, for the ceremony '*bringing in the new potatoes from Samsø*'. The uni-

formed sailors on the old potato boat sang traditional songs to the strains of an accordion and the good burghers were on the quay to welcome them, huddled in winter coats, scarves and woolly hats. It was freezing!

At Grenå, our last stop in Denmark, the boat alongside woke us at 0500h as she got under way. So, on a fabulous morning promising blue skies and bright sunshine we followed, heading for Varberg on the Swedish coast. We had a splendid run, 68 miles in 11 hrs, moored beside the white-painted tyres on the quay and explored the town. This early in the season much was closed, also the harbour office-no sign of the Harbourmaster, not even an honesty box! So we bought our stores and left, to work our way slowly northwards up the Swedish coast. That evening we enjoyed a first G&T in the cockpit in the lovely anchorage of Mönster, surrounded by rocky hillsides and small islands. We had a little difficulty with anchoring (weed, which was to be a problem this summer, more for Germans and Scandinavians with their light tackle and rope, than with our heavy CQR and chain).



an isolated anchorage in '*Paradis*'

We were soon in among the low, humpy islands of the Swedish Skärgård. Little towns and villages and isolated houses often have wooden walkways down to the water's edge, where speedboats take place of family cars! We stopped at places with romantic names like Krokholmen and Nävärkärrskilen and slipped into the tiny anchorage of Trossö, just beyond Havstensund.

In the rain next day we watched the Council boat empty waste bins at Trossö, one of many nature reserves. A man took two poles from

the cabin side and stuck them down through purpose-built tubes in the hull, into the soft sand and stepped ashore onto the rocks—a simple and quick way to 'anchor' for the short time they were there.



a charming approach to Mollesund

We then had a force 7 out to the attractive island of Ramsö in the Koster and were getting used to the extremely narrow leads between the islands. Nearer Oslo there was more traffic and we shared the passage of Droboksundet with alarmingly large cruise ships and many small boats, sailing through the open ended fjord of Hanko, where the Norwegian king has his summer residence. The capital is a magnificent city and the harbour was very busy when we motored over to Aker Brygge, the city centre marina, handy for the shops and amenities. It was also busy ashore – Oslo Race Week! Next day we motored off, across the harbour and through the narrows between Grimsøya, Ostøya and Borøya. Tønsberg was a really good little harbour to visit. It has many fine restaurants along the old waterfront and they were building a new Viking ship, using only Viking tools. It was nearing the summer solstice, known as Sankt Hans and the beautiful enclosed natural harbour of Hemskilen was a good choice from which to watch the celebrations. By morning almost all the local boats had slipped away.

Sandefjord, the whaling capital of Norway, was quite near. We had a friend aboard *Kea*, whose flight home was leaving from there next day. The Norwegians are proud of the men who risked their lives in such a hard and dangerous way, and the town has beautiful

statues commemorating them. There is also a preserved whale ship (the last of 200 built at Middlesbrough in the 1950's) which is still in full working order. We sailed past the strange long raised beach-*Molen*, with Viking burial mounds, to places with such evocative names as Barkevika, and Langøya, from where we made our passage back to Svangen, through rough water (the chart actually marks 'dangerous waves'). We were retracing our steps through the narrow, tortuous leads of the Swedish western Skärgård.

The weather was fine, the season advanced so behind every little islet and along the steep sides of narrow channels, boats were tied up to rings in the rocks, as if they were jetties, and people scrambled ashore to sunbathe on every hot, bare ledge. No wonder they don't have anchors and chain! One of our last anchorages in the Skärgård was 'Slubbers – holmen', where the circular, rock-fringed anchorage contained a surprise– not just a British boat (very few seen all summer) but a Nic 32 to boot! It was *Oosta*; we had a jolly evening in the sunlit cockpit and I picked Annie's brain over some of the local flora – the rocks were covered in flowers throughout this part of the Skärgård. We met John and Jackie Worsp in *Aquilegia* at Halso and had a brief sojourn with them there at Lilla Bommen, the pleasant marina in the centre of Gothenberg before making the return trip from Mönster to Grenå.

We passed north of the island of Anholt, at one time occupied by the Royal Navy (and that's another story!) The hot, sunny weather had been left behind in Sweden and the rest of the cruise had sun or torrential rain as we retraced our route through the islands of Denmark. The tides would be optimum for pushing on from Cuxhaven in Germany on August 19th. We hadn't had to contend with tides for most of the summer. We had a last sail in the Baltic in fitful sunshine, to Kiel. We motored out of Flemhudersee at 0830 on the August 16th and entered an incredibly busy canal, mostly big ships but a few yachts. We had a jury-rigged gear lever because, while entering the canal, the old one sheared off! Chris improvised with the spare handle from the bilge pump! Locking out at Brunsbittel,

with 6-7 other yachts, we had a fast trip down the Elbe with a strong fair tide under us. [Cuxhaven was full but we found a sociable berth.] A frustrating sail to Norderney followed; the wind all over the place and every force from '6 gusting 7' to 'dead calm'. The Harbourmaster saw Chris and said 'Ah, Kea! – we were on the computer from five years earlier! Overnight then, to Den Helder and a short respite before the fast passage home, mainly hard on the wind. We entered the Walton Channel 27 hrs later at 0940, August 26th to enjoy a late traditional English breakfast – of Danish eggs and bacon!

We'd logged 2,150 miles.

Jill Guy

boat launching this Spring

On Sunday morning, 4th March there was a meeting of members in the clubhouse about using the club's boat-lifting facilities. The usual matters of procedures and a chance to book suitable dates were covered.



Viking raid or press gang?

Additionally there was an explanation of changes that will affect the management and future working of the boat lifting group. Ted Reddish (who 'wants to spend more time with his family') and Ian Hunter were retiring to the back benches - we'll see? Mention of routine and crucial preparatory work to be done to gear was made by Chris Mullins. Kevin Hosking gave a short report on safe working. The operating protocols were reiterated, including the need for those being launched to provide cakes!

Helpers should be there 3–4 hrs before the HW time shown. Boats to be launched should be ready: eg. engine tested and

ready, mast prepared, rigging screws greased, trailer ready prepared, brakes working and tyres inflated. The earlier the date chosen increases the chances of getting the one requested, as there always seems to be a rush towards the end.

Proposed launch dates are as follows:

Day	Date	Water	depth/m
Fri	23 rd March	12.50	4.04
Thurs	5 th April	12.00md	3.95
Fri	6 Good Friday	12.45	4.13
Sat	7	13.30	4.23
Wed	18	11.30	3.85
Thurs	19	12.10	3.92
Fri	20	12.50	3.96
Sat	21	13.25	3.99
Mon	23	14.25	3.95
Tue	24	14.55	3.92
Fri	4 th May	11.20	3.94
Sat	5	12.15	4.09
Thurs	17	10.50	3.69
Fri	18	11.40	3.78
Sat	19	12.20	3.85

There are 4 Saturdays planned. Please consider whether, if possible, a weekday could be chosen to relieve pressure on the weekend lifts.

Ian Hunter



refitting the boat hoist

Winter nature walk 2012

Despite the forecast and look of the weather, cold, misty and the last of the snow lying around, a good body of members assembled outside the club at 10:00 hrs. I counted 32 as we set off. After two weeks of north-easterly winds, snow, ice and bitterly cold nights, the birds would be suffering in their search for food and reluctant to fly. Those usually seen on or

near freshwater, now frozen could well be seen on the river. It could be a day for a good count-and so it was! With the usual rules applying on the exact same 3 mile walk as in previous years 50 different species of bird were seen with 2 additions to our cumulative list. Our previous best sightings total was 47. After adding our 2 new first time sightings, the mistle thrush and little owl, the club's cumulative life list of birds seen on this walk now stands at 69 species.

Birds seen on the walk:

Little Grebe, Cormorant, Grey Heron, Brent Goose, Shelduck, Mallard, Teal, Wigeon, Tufted Duck, Pheasant, Moorhen, Grey Plover, Lapwing, Turnstone, Dunlin, Redshank, Black-tailed Godwit, Curlew, Avocet, Black-headed Gull, Lesser-black-backed Gull, Herring Gull, Greater-black-backed Gull, Woodpigeon, Collared Dove, Little Owl, Green Woodpecker, Great spotted Woodpecker, Skylark, Meadow Pipit, Pied Wagtail, Wren, Dunnock, Robin, Blackbird, Redwing, Song Thrush, Mistle Thrush, Long-tailed Tit, Blue Tit, Great Tit, Yellowhammer, Chaffinch, Greenfinch, Gold finch, Starling, Magpie, Jackdaw, Rook, Carrion Crow.

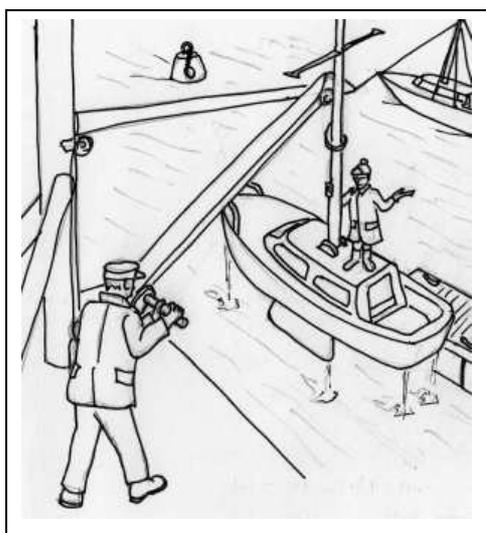
The little owl:



the little owl **Gill Maloney**

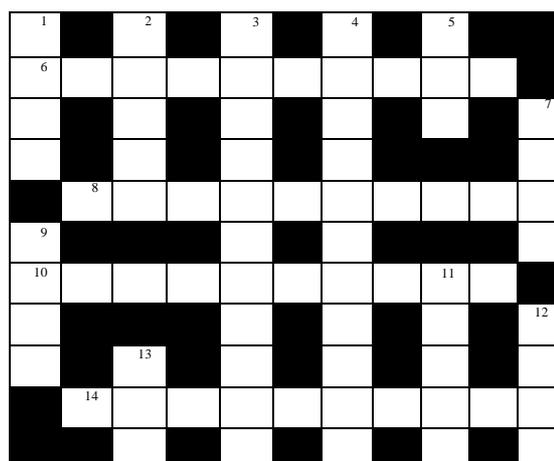
Here are a few words about one of them, the little owl. The species became extinct in Britain during the last ice age and was not reintroduced until the 19th century. It is now wide spread. It first bred in Essex in 1901 and multiplied rapidly so much so that by 1919 it was considered a really common bird and a bit of a pest by poultry farmers. However, numbers fell away due to the use of pesticides and severe winters in the 1950's/60's the birds recovered and are today common over the country away from built up areas.

Little owls need an open agricultural landscape edged with mature hedges as they are very sedentary and like abundance of perches from which to hunt prey and watch for danger. Their numbers may fall again as we lose hedgerows, individual old trees and farm buildings. (The little owl some of the walkers saw was sitting low down on a branch of an ancient willow at the bottom of the chase just before you cross the water meadow). They nest in a long, narrow hole in just such a tree, in a bank or a building. They have one brood in May – July, laying 2-5 eggs, feed mostly on small rodents, small birds, large insects and earthworms all taken from the ground. Little^{owls} stand about 9 inches high and have a 22 inch wingspan. They are much smaller than tawny owls and are commonly seen mating during daylight hours. **Tim Denham**



'don't you think the hull should stay in the water?'

Mainteaser



clues:

across:

- 6 she sets the course (6,4)
- 8 where you first saw 6 across? (10)
- 10 reptile headed lad? (6,4)
- 14 rotating land areas? (10)

down:

- 1 stand on it to raise the mast (4)
- 2 show Navy style in emergency (5)
- 3 sounds like Mick Jagger's from Liverpool? (6,5)
- 4 not quite a chicken butty (4,2,5)
- 5 no rain for wine making? (3)
- 7 fair enough but not too much (4)
- 9 exhausted with blue jokes at the *olde tyme* music hall? (4)
- 11 not as cold as a weasel? (5)
- 12 like 7 down but less reliable (4)
- 13 in a boat, no it's got water in (3)

-o0o-

Pages from the past – AGM 1928

Members may be interested to note that the minutes from the AGM 1928 record that the club balance sheet show a profit 9/11d (49p) for the year! A far cry from today's figures! That the possibility of racing on a Sunday was discussed and that adult male members pay 2/6d per race, under 16s pay 1/- and that ladies in the crew sail free! A 9ct gold stop-watch competition be held, where members guess the time it stops (hr, min, sec). It was sealed in a box, to be opened at the annual 'Presentation & Smoking Concert'. Some event! All meetings in those far-off early days of the club ended with a hearty vote of thanks: rather nice don't you think? **TD**



Wivenhoe Sailing Club

Annual Report 2012

(Including the year up to December 2011 and the prospects for 2012)
Presented by the officers of the club at the 86th AGM on 9th March 2012

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- Membership Report.
- Treasurer's Report. (Annual Accounts on back page.)
- Names and contact details for club officers and committee.

Commodore's report.

It has been a productive year with plans that have been in place for some time now being completed. With the new tractor shed in use one of our safety boats has now been moved to the old tractor shed creating more space in the boat shed for restorations and other boat work. A new bike rack near to the club entrance and a mast rack are all in place and being used. Plans for canoe and dinghy storage improvements are underway. A stair lift has been installed, new curtains are on the way and the club house decorated downstairs.

The lifting in and out of cruisers has increased, creating challenging work for the volunteers who help. We had many visitors to the pontoons including a couple of cruises in company from other yacht and sailing clubs. Open day was well attended and working in conjunction with the Environment Agency's Barrier Open Day made a great day out for many people. Over 100 visitors were taken out on the river by our members. Races have been well supported, particularly the Rat Race with a large fleet on the start line.

Wivenhoe stepped up to organise the Wallet Ball & Shield Race this year due to a problem with another of the clubs, the ball was a huge success and we hope that many of our cruisers will take part in the Wallet Shield Race later in July.

Wivenhoe Sailing Club continues to be a club run by the members, for the members and could not continue without the support of you all.

Nikki Robinson.

Sailing Reports

Interest in the Wivenhoe One Design dinghies has been rekindled thanks to regular monthly meetings. This has led to various ideas to help promote the class. Space in the old club hut as well as the new boat shed has been set aside for restoration work for up to three boats. In time it is hoped that this will lead to more of them out on the water.

The sign of a successful club is the number of actively used boats, and this can lead to storage problems during the winter months when they come ashore. Consequently the Sailing Committee is working to try and make the best use of our limited available space. We'll be

changing the way space is allocated to cruisers and to dinghies, eliminating some unfortunate clashes, and also introducing rack storage where possible.

We invested in a new motor for Raven 2 and together with improvements to the launching trolley our safety boats are now up to a good standard, and should serve us for a good few years to come.

Visiting clubs are becoming increasingly aware of our pontoons. Eight boats from Bradwell Quay enjoyed an overnight stay during the summer and the next morning were treated to a cooked breakfast in the club!

The annual inter-club cruiser race for The Wallet Shield was closely contested and as is often the case Wivenhoe graciously conceded to allow one of the competing clubs the privilege of winning. But that's enough conceding, this year will be different.....If only I can persuade Señor Hart to call back his Spanish Armada in time for the race?

Phil Thompson – Vice Commodore

Dinghy racing this year proved to be as competitive as ever with the silverware being shared among several members. At the start of the season it was decided to take all the classes back to the RYA Portsmouth handicaps. This has led to some close results. The number of boats competing has been down a little this year. However, the Rat Race proved very popular with twenty entrants, due perhaps to the unseasonal hot weather we had during October. It would be good to see numbers like this more often as it does make the racing more exciting for everyone. This season we are running a few 'social sailing' sessions on Saturdays which are aimed at getting people on the water who do not enjoy racing or feel they need to improve their confidence before taking part. If they prove popular then more can be added to the program. A big thank you must go to everyone who has helped throughout last season by doing rescue boat and officer of the day duties. Please sign up again this year; it is good fun, and plenty of people are around to help you out.

George Brown- Sailing Secretary

House report

We have had some excellent social events over the season, culminating in our Annual Dinner in November and the 2012 Wallet Ball where we entertained all 6 "Kindred Clubs" (110 guests!) in sparkling style. The clubhouse is showing signs of the steady programme of investment in decoration, furniture and furnishings – and there is more to do. It continues to be a welcoming, friendly and accessible place – the base for so many of our activities. For the Annual Dinner we seated 92 members and friends, and on Burns Night 80 to a splendid home-cooked traditional Scottish meal. The Old Time Music Hall was a veritable triumph. Use of the facilities by members, families and friends, and by local groups, is increasing again. The bar has been reorganised by Peter Goldsmith with Bob Baldwin assisting. Everything is set to make 2012 a great year.

Louise Woods- Rear Commodore

Cadet Report

The Cadet section is very popular with 40 cadets aged from 10 to 17. There are also 11 on the waiting list. Membership is restricted to 40 due to the number of helpers, and also the physical restraints of launching and recovery on the hard. Our current fleet of boats consists of 7 Topaz dinghies and 8 Toppers. We are actively seeking another Topaz and that should be the maximum that we need. The subs are very reasonable, currently standing at £6.50 for members and £16.00 for non members. We also charge £1.50 for each session.

Last year we sent two of our older Cadets on the RYA Powerboat Level 2 course. This has proved beneficial to both the club and to the cadet section, as they have taken part as safety boat skippers for races and training sessions. Following on from last year, we will again be having a training day at Alton Water and, being able to transport our own boats there keeps down the

cost. The annual camp was held for the first time at Ivy Farm, East Mersea. This worked very well and the campsite is booked again for this year.

Assistance in running the Cadet section is always welcome. Please speak to **Steve Hart**.

Membership Report

At the end of 2011 there were 242 memberships. They comprised 14 Honorary Life members, 8 Life Members, 2 Country Members, 3 Young Adult Members, 97 Adult (single) Members and 118 Family Memberships. There were in total 360 members (about 2 thirds of whom live in Wivenhoe itself). During the year 2011 there were 34 resignations and 26 new memberships so membership has stayed fairly constant. Since 1st January 2012, there has been 1 resignation and 2 new members have been approved. By the end of February, 56 memberships have still not renewed – if you are among them, you will be receiving a letter from me soon.

Midge Hetherington.

Treasurer's report:

Year 2011 was a better year for the club's finances than anticipated. Expenditure was similar to the previous year but income was down, mainly due to the drop in bar sales. I believe that the type of outside event (shown as Use of Clubhouse) in the first half of the year was mainly responsible for this.

Income from dinghy storage is down by £1693. This is partly as a result of the new policy of including the cost of storing a tender within the cruiser mooring-charge; and partly to a new and more equitable scale of charges for all dinghies.

Capital expenditure of £15878 (before depreciation) included:

Outboard for safety boat £5363

Cadets – Topaz dinghy £992

Stair lift – deposit & planning £2765

(total cost £7324 – balance paid in Jan 2012)

Pressure washer £492

Tractor shed £6533 (final cost approx. £7500)

Cycle & mast racks £755

Cash at bank and on deposit is down £6000 and now stands at £48551.

I am grateful to Anne Hunter who at very short notice carried out the checking of these accounts, Keith Gillibrand being unable to do so. I recommend adoption.

Guy Ward

Names/contact details for 2012/13 Officers, Committee members and others:

(All 01206 nos unless shown otherwise)

Commodore: Nikki Robinson 305043

Vice-Commodore: Phil Thompson 827786

Hon Treasurer: Guy Ward 823221

Sailing Secretary: Vacant

Committee Members:

Roy Crookes ('Mainsheet' editor) 824098

Ray Meddis: 827966

John Ashworth: 822256

Rob Gordon: 820267

Non-committee posts:

Bar Manager: Peter Goldsmith 823016

Moorings secretary: Tony Higbee 542193

President: Tony Higbee 542193

Rear Commodore: Gary Jobber 824970

Hon Secretary: Eric Strudwick 822679

Membership Sec: Midge Hetherington 825639

Naomi Cunliffe: 827786

Chris Smith (Dinghy spaces) 822336

Andrew Raven: 827014

Bruce Anderson: 824677

Bookings: Jane Valentine 820236

Cadet leader: Steve Hart 826318

**Wivenhoe Sailing Club, Walter Radcliffe Way, Wivenhoe, Colchester. CO7 9WS.
01206-822132. <www.wivenhoesailing.org.uk>**

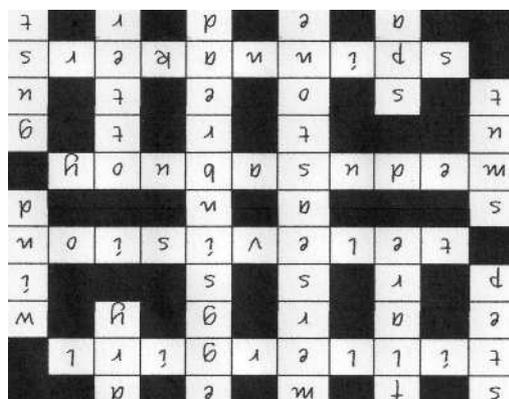
Wivenhoe sailing club: sailing and social events

	2012		HW	start	
7	April	Sat	13:29		Malson Little Ships Cruise
8	April	Sun	13:58	12:00	Glozier Fitting Out Race
8	April	Sun	14:12		Malson Little Ships Cruise
8	April	Sun		12:30	Easter Sunday Fitting Out Lunch & Egg Hunt
22	April	Sun	13:42	12:00	Sainty Memorial Cup
1	May	Tue	20:37	17:30	Cadets
6	May	Sun	12:52	11:00	Can Race
6	May	Sun		12:30	Sunday Lunch
7	May	Mon	13:40	12:00	Bank Holiday Cup
12	May	Sat			WSC dinghy Regatta
12	May	Sat			Regatta Party
14	May	Mon	19:52	18:30	Evening Pursuit 1 / Cadets
20	May	Sun	12:41	11:00	Stuart Pawsey Cup
26	May	Sat	16:07	14:00	Social Sail
27	May	Sun	16:52	15:00	Scaly Capstan
30	May	Wed	19:56	18:30	Evening Pursuit 2 / Cadets
2	June	Sat			W.R.Y.O.A – Spring Rally
3	June	Sun	11:39	10:00	May Mug/Sykes 1
3	June	Sun			W.R.Y.O.A – Spring Rally
4	June	Mon			W.R.Y.O.A – Spring Rally
5	June	Tue			W.R.Y.O.A – Spring Rally
9	June	Sat	16:35	14:30	Social Sail
10	June	Sun	17:19		Old Gaffers
13	June	Wed	20:08	18:30	Evening Pursuit 3 / Cadets
17	June	Sun	11:34	10:00	Upstream Race
17	June	Sun		12:30	Sunday Lunch – Upstream on Old Hard
23	June	Sat	15:20	13:00	Social Sail
23	June	Sat	16:02		WSC Cruiser Regatta & DIY BBQ
23	June	Sat			DIY BBQ & Party
29	June	Fri	20:31	19:00	Evening Pursuit 4 / Cadets
30	June	Sat			W.R.Y.O.A – Gooseberry Pie Rally
1	July	Sun			W.R.Y.O.A – Gooseberry Pie Rally
6	July	Fri	14:53		Cadet Camp
7	July	Sat	15:35		Cadet Camp
7	July	Sat	15:35		Rowhedge Regatta
8	July	Sun	16:14		Cadet Camp
13	July	Fri	20:19	18:45	Evening Pursuit 5 / Cadets
14	July	Sat	09:02		Wallet Shield
14	July	Sat			Wallet Shield Party at Colne Yacht Club
21	July	Sat	14:26		Wivenhoe Town Regatta
22	July	Sun	15:07	18:30	May Mug/Sykes 2 / Halfway Cup

22	July	Sun		12:30	Sunday Lunch
27	July	Fri	06:23		Ostend Rally
5	August	Sun	15:12	13:30	Ladies Race
5	August	Sun			Afternoon Tea (after the Ladies Race)
19	August	Sun	14:08	12:30	May Mug/Sykes 3 / Bostock Cup
27	August	Mon	21:22	18:30	Evening Pursuit 6 / Cadets
1	September	Sat	13:33		Cadet Regatta
2	September	Sun	14:08	12:30	May Mug/Sykes 4 / Farran Cup
8	September	Sat			W.R.Y.O.A – Autumn Rally
9	September	Sun			W.R.Y.O.A – Autumn Rally
10	September	Mon	19:37	17:30	Cadet Night Sail
16	September	Sun	13:07	11:30	Open Day
30	September	Sun	13:07	11:30	Haward Cup
13	October	Sat		09:30	Autumn Hard Working Party
14	October	Sun	12:00	10:30	May Mug/Sykes 5 / Capriol Capstan
14	October	Sun		12:30	Sunday Lunch
21	October	Sun	17:04	15:00	Rat Race
28	October	Sun	11:05	09:30	Glozier Laying Up Trophy
28	October	Sun		12:30	Laying Up Lunch
4	November	Sun	14:44	13:30	Winter Series 1
4	November	Sun			Bonfire & Hot Dogs
18	November	Sun	14:57	13:30	Winter Series 2
24	November	Sat	13:50	12:30	Annual Dinner
2	December	Sun			Winter Series 3
8	December	Sat	13:56	12:30	Cadet Supper
16	December	Sun			Winter Series 4
16	December	Sun			Mince Pies & Mulled Wine
16	December	Sun			Children's' Christmas Party 2012
21	December	Fri			Christmas Gathering

Burns' night

solution to *Mainteaser*



In the 'bleak mid-winter' what we needed was something warm and cheery to raise our



a wee dram to start

spirits. Rabbie certainly does the trick and this year's event was no exception – a full house enjoyed competitive poetry reading of verses of *Tam O'Shanter*, Scottish dancing, good food and a *wee dram*.



stirring up the tatties



fasten your seat belt for take off!

It also was an opportunity to christen the new stair-lift 'from galley to upper gallery!' The evening was masterly choreographed by head waiter, Stuart Bannerman, who

managed the *Selkirk grace* and mercifully edited the poetry reading scripts before releasing them on the diners!



for a' that an' a' that

Wivenhoe mayor Bob Needham stepped up to the mark for the address to the Haggis witnessing the *gushing entrails bright* in customary fashion!



to the *chieftain o' the puddin' race*

olde tyme music hall

Another event guaranteed to warm the cockles was of course the music night which packed out the club, with as many cast as audience (who knew the distinction between the two by the end of the night?)



welcome to the show

This was admirably compared by Mike Mitchell and accompanied by the versatile Joe Richardson, on piano, with lighting by Dave Sleightholme.



settle down

Talented singers, dancers, jokers and musicians were cheered to the rafters. They were joined by an outrageous acrobatic French duo who plumbed new heights, a dummy in a box, who bore a striking resemblance to a local tractor driver and two intrepid sailors playing the furniture and crockery over breakfast.



a couple of swells



a gottle o' geer



brunch-ogramme

We turned out into the falling snow full of the joys of spring and *bon homie!*
 hard working party 24 March

There was such a good turn out, in the glorious sunshine early Saturday morning, that we ran out of coffee mugs! Members were clearing out long overlooked Aladdin's caves, gardening, cleaning, poking, painting and cooking.



it come off in mi'and guv



stop makin' a puther



don't get housemaid's knee

The cadets too were there in force getting all their gear sorted and making ready for the new season's sailing programme.



choose a caption!



the cadets getting sorted out



Mainsheet ed.- using film this time!

Commodore's award: Squire's clock

In recognition of his work for WSC '*above and beyond the call of duty*' the award of the *Squire's clock* this year, and not for the first time, went to Ray Hall. Ray has been regular O-o-D for races and taken much of the responsibility for keeping pipes cleaned in the club bar. He's trained his successor in this bar duty and also offers training for race officers in the starter's hut at the first races of this season. See the programme inside.

design competition

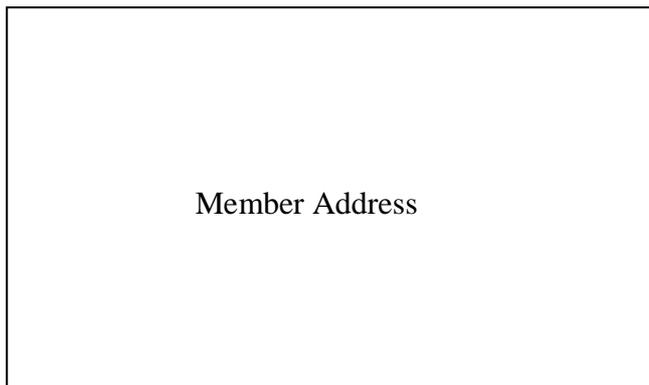


view of club-house entrance

Fancy producing a prize-winning design for a new porch over the club-house entrance? Members have long considered the need for something that could enhance the appearance and enable the lobby to be free of boots etc in inclement weather. Since the entrance and lobby are to be refitted it might be the right time. It could be any design providing it is weatherproof, attractive and in keeping with the building.

Why not have a go and submit your effort to the committee by 31st May? **Alan Tyne**

WSC: MAINSHEET



Member Address

stop press:

8th April 12:30h Easter Sunday

Fitting out lunch & egg hunt

12th May Sat

WSC dinghy regatta

10th June Sun **Old Gaffers**

23rd June Sat

WSC cruiser regatta & DIY BBQ

14th July Sat

Wallet Shield party: Colne Yacht Club

16th September Sun **Open Day**

Next Mainsheet: August 2012

small ads:



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Ed. Roy Crookes

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WSC Walter Radcliffe Way Wivenhoe