



WIVENHOE SAILING CLUB

MAINSHEET

2016 SPRING EDITION

Editor: Roy Crookes

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editor's note:

This concluding issue of the current season of *Mainsheet* (the 21st edition since I took over from Peter Cobbold seven years ago) was to be my last, as I had given notice of my intention to stand down at the AGM. However I am now holding the reins (or 'sheets' as it were) till a new recruit comes forward. Consider this as an invitation. It has even been suggested that someone might like to be phased into the role, as I phase out, with a collaborative issue or two!

This issue has news and views of past and coming events, the dinghy registration form, ads. and late notices and a pull-out-supplement for your diary of activities. There are the reports to the AGM, with the annual accounts and the outcome of elections of the new officers and committee, with introductions to some of them, should you need one.

The sightings in the 'nature walk' are listed, a sailing club member is featured and highlights from recent social events and working party.

a message from the re-cycled, nearly new Commodore.

First and most important of all I would like to thank Stuart and all of the members of the various committees for the time they've given and the hard work they've put in over the last few years. It's a great honour for me to be able to have another crack at being Commodore of what is undoubtedly the best sailing club on the East Coast and probably in the whole world.

For those of you who don't know me, I'm the miserable old git who owns the old navy blue Arpege called *Edith Kate*. I have been a member of Wivenhoe Sailing Club for thirty plus years now and I owe the club members so much for the help, advice, encouragement and friendship that they have given me over the years. I first joined the club just after I had bought a small plywood cruiser called *Albion* which was on the club moorings opposite the old hard. I found out afterwards that it was supposed to be done the other way around. I should have joined the club, then arranged a mooring and then got a boat to go on the mooring. Anyway the rules were bent slightly and I became a member. The plywood cruiser turned out to be a bit of a wreck, but with lots of sound advice from club members I made it into a half decent boat and with lots more advice, my sailing and seamanship slowly improved.

Getting better at sailing is something that you don't really notice at the time. Gradually instead of getting tangled up with your mooring lines every other time you leave the mooring, it becomes only three or four times in a season; instead of running aground three or four times in a weekend it reduces to maybe three or four times a year. Running

aground in *Albion* was never too much of a problem, as you could always jump out and push her off. There's a lot to be said for starting with a small boat and working upwards. I sailed with my Dad as crew in those days and we visited most of the local rivers from the Roach to the Ore.

Eventually I got a bigger boat, a Cheverton Caravel Mk III called *Carabella of Wight*. She sailed a lot better than *Albion* so we went a bit further; I found that I was able to get all the way around the course on Regatta days before the tide turned and also did my first trip to foreign parts with the Ostend rally. Arriving on the other side the first time is a real buzz. You've been out of sight of land for hours, you've started to wonder if the compass is telling you fibs, then you make a landfall in roughly the place where you thought you were going, all under your own steam, or in our case sail.

I continued to get a bit better at sailing but I still had an affinity with terra firma and I managed to run *Carabella* aground right on the top of the highest tide of the year. The next high water didn't come anywhere near the boat and there she was stuck lying right over on her ear for the whole world to see. After several weeks my Dad and I managed to get two sheets of ply, with loads of grease between the ply, under the boat and got her to move a tiny bit with a Tirfor winch. The trouble was we couldn't get anything to hold in the mud sufficiently well to have something to winch against. I was married with a young family by then and after weeks of dedicating all my time while not at work in trying to get the boat somewhere near the water again I was well and truly in the dog house. The following weekend it was the wedding of my wife's sister and it was more than my life was worth not to go. I was at my wits end; I didn't know what I was going to do. I thought poor *Carabella* was stuck there forever, but Wivenhoe Sailing Club came to my rescue. My fellow members went down the river mob handed and pushed and heaved *Carabella* back to the water. I got back from the wedding and she was on her mooring - what a relief! I'm sure it wouldn't have happened at any other club. With the boat back on the mooring things didn't seem quite

so bad, so I decided that perhaps I wouldn't give up sailing and eventually I got over the embarrassment of it all. I hardly ever run aground at all now, honest, and I think with another twenty years or so of practice I might have got the hang of it.

I suppose what I'm trying to convey is that if you are new to sailing, the only way to truly learn is to have a go. You'll make lots of mistakes (hopefully not as many as I did) but if you're a member of Wivenhoe SC you'll get lots of help, advice and encouragement and eventually you'll get the hang of it.

The town of Wivenhoe has a history of producing fine sailors; a fact that can be confirmed by a walk around the Nottage Institute.



large wintering yachts at Wivenhoe after the 19th C earthquake – a nearby river scene, presented by Frank and Olwyn Best and displayed at WSC. [Ed]

Wivenhoe Sailing Club has continued the trend. We have members who have been multiple world champion dinghy sailors, who have won the 'Around Britain Yacht Race', who have won their class in the 'Fastnet', who have been the first to finish in the 'Jester Challenge' for sailing single handed from Plymouth to Newport Rhode Island and members who have cruised thousands of miles. So as a member of Wivenhoe Sailing Club you not only get help, advice and encouragement but inspiration too!

To me a sailing club is a group of people who have got together to make it easier, more enjoyable and affordable to indulge their passion for sailing. If I wasn't a member of the club I wouldn't be able to afford to go sailing and it wouldn't be half as enjoyable. However to be a club you have to get together

and communicate, e-mail is brilliant, it's convenient quick and cheap but it's not as good as meeting and talking to someone face to face. The main club night is a Friday night and for those of us who want to participate fully as a club member it's good to go down the club on a Friday, where although you're not sailing you can at least talk about it without the fear of boring the pants of someone. If you are a new member, it's especially important; please come and make your face known and get to know the other members.

This year there will be three or four club cruises organised, all fairly local, but some nearer than others. For those who don't feel up to taking their own boat or who haven't got a boat of their own there will be plenty of opportunities to crew. As usual there will be a full programme of dinghy races. With the amount of dinghies at the club I'm looking forward to seeing some big fleets of dinghies racing this summer.

In my time as Commodore I will endeavour to ensure the club continues to be managed in a reasonably competent fashion (after all it's a club run by volunteers, it's **not** a business), to encourage you all to go sailing (if you can't go sailing I suppose rowing or canoeing is probably almost as good) and that the club remains affordable for anyone who has the desire to go sailing. I'm at the club on most Friday nights, if you have any suggestions which you think will improve the club, ideas for events or anything you want to bend my ear about, come and talk to me. I promise to listen.

Thanks, Bill.

Bill Kippen, Commodore

profile: Hanna de la Rue

Hannah has been a member of Wivenhoe Sailing club since 2004, where she joined as a student with her partner Robert. Her love of boats started from a young age, growing up in Cambridge, most of her free time was spent on or in the Cam and any other water body she could find. Building dams, bridges, rafts and river-side tree houses. Hannah got her first boat at the age of 7, an inflatable dingy named '*HMS Spitfire*' (**H**annah's **m**agic **s**hip *Spitfire*). This was her prize possession and went everywhere with her, including visits to

her Nanna in Fordham Heath, Colchester, where they would go on day trips to Dedham, West Mersea and Walton-on-the-Naze.

In 1992 Hannah moved to Fordham Heath, and found a new river to be her playground, the River Colne. But she did not discover Wivenhoe until going to University. The first time she visited she fantasized about one day owning a boat here. She didn't have to wait too long! Their first boat was an e-bay buy in 2004: a 19ft wooden construction, West Coaster, *Spring Breeze*. They collected this from Burnham-on-Crouch and brought her round by water to Wivenhoe.



This was their first experience of yachting, the first of many. Their next boat was bought after graduating University, a Cobra 850, *Heron's Venture*. On this boat Hannah learnt a lot more about boat maintenance than sailing! In this year Hannah also built her own stitch and tape canoe, in her mum's garden, which she brought here by river, launching at Cooks Mill in Fordham Heath and making her way to Wivenhoe. This was quite a maiden voyage for the canoe, the river was very high and difficult to navigate with a 13ft canoe, however the trip was successful and Hannah realised she preferred paddling and rowing to sailing.

In 2011 Hannah and Robert got married and having to sell *Heron's Venture* to cover costs, found themselves boatless, for the first time in years. Missing river life they found out about The Pioneer Trust's vision to start a Gig

rowing community on the East Coast. The apprentices at Pioneer were building 24ft pilot gigs, and encouraging communities to take them on. Hannah got involved with the plans to start a gig-rowing club in Wivenhoe and Wivgigs was born. *Audacity* was the 3rd gig to be built and there are now 12 along the east coast. There is a fantastic rowing community, where all the gigs meet for races with each other and the wider rowing community too. Rowing has become a very popular sport.

Hannah got her own rowing boat, an 18ft Heybridge skiff *Redfin* as a birthday present, now her pride and joy. She and Robert enter local races as a coxless double skull and have won races (12 and 7 mile races in Manningtree) in their category. [They were however the only ones in their category but it still counts!] They have also entered races further afield, the Great River Race from London Docklands to Richmond (21 miles), where they came 50th out of 350 boats. Their most recent adventure was to Scotland where they rowed from Fort William to Inverness in 3 days, the longest across Loch Ness, in one sitting (32 miles). On this trip they discovered that the Caledonian Canal is twinned with a canal in Sweden, 4 times its length; could this be the next trip? The weather would certainly be more favourable!

In between setting up Wivgigs and getting into rowing, we accidentally bought 2 more yachts. The first was a Fiesta 19, bought from Tony Higbee. She was a bit of a challenge and sat on our drive for a couple of years, before we were brave enough to start work. After a complete rebuild of everything other than the shell, she was named *Little Egret*. The second was bought just as we were completing the work on *Little Egret*. It was a 21ft Challenger Scout, named *Scout*, arguably the best yacht we have owned to date and currently resides in Pin Mill. In Wivenhoe Hannah and Robert have a Miracle dingy, *Redfin* and have recently added a new kayak to the fleet, covering all their boating needs. As well as being a member of WSC, Hannah remains a member of **Wivgigs and will be joining Wivenhoe Canoe and Kayak Club**. She enjoys the diversity these individual clubs offer and is looking forward to getting on the water with them all in the Spring.

Lifting Group Meeting

The meeting to discuss the 2016 cruiser launching programme was held in the club house on 20th March; 23 members of the lifting group were present. Apologies were received from another 7 members.

The management committee of the lifting group reports to sailing committee and is elected from and by the members of the lifting group. The chairman asked if any wished to be considered for a position on the management committee. No candidates were forthcoming and as the present members were willing to continue: Kevin Hosking (Chairman), Peter Cobbold, Ted Reddish and Chris Mullins were unanimously re-elected.

The Chairman then set out the requirements for the launching season. Each owner is to attend the launching of his or her own boat and be in attendance as a helper on at least one other occasion. However, if members can help on more than one occasion then it does greatly help. The chairman was reminded of one of the most important aspects of launching and that is that those whose boat are being launched have to provide the cake for coffee time.

An updated copy of the lifting schedule will be placed on the club notice board. It will also be listed on the cruiser section of the club web site, where there is a link to the schedule.

Ted then explained the use of 'tractor speak' as the means of communicating with the tractor driver. This is the same sign language used for directing crane operations but in our case it is obviously in the horizontal plane not the vertical. Ted then went on to explain the importance of positioning the rear sling on boats with "triangular" shaped keels, such as Folk Boats, to prevent the sling bearing on the lower rudder pintle. Members were encouraged to mark the sling position on the side of their boats and the boat's position on their trailers, to speed up the lifting process.

Peter spoke about the booking process and the importance of returning the forms. There was a discussion about whether the lifting charge and storage charge could be combined. The committee will look into the ramifications of such a change.

Chris talked about the work that had to be carried out on the tractor during the Working Party and thanked those who had been involved. He then explained about a proposed new gear storage area at the side of the kitchen so that the old tractor shed could be cleared for dinghy maintenance. As there are planning issues this is not a short term project.

Following discussions during AOB the meeting finished at approximately 12:00 and the members retired to the bar. Kevin H

Launch Dates 2016

April	HW Wiv	Ht Wiv	Start
Thurs 7	12:59	5.4	08:59
Fri 8	13:43	5.5	09:43
Sat 9	14:28	5.5	10:28
Thurs 21	12:55	4.8	08:55
Fri 22	13:27	4.9	09:27
Sat 23	13:58	5.0	09:58

May

Sat 7	13:21	5.4	09:21
Mon 9	14:52	5.4	10:52
Tues 10	15:38	5.2	11:38
Sat 21	12:57	4.8	08:57
Mon 23	14:03	4.9	10:03
Tues 24	14:37	4.9	10:37
Thurs 26	15:48	4.7	11:48
Fri 27	16:28	4.5	12:28
Sat 28	17:16	4.3	13:16

Notes on applying for inclusion in boat lifting activities:

In recent months, some confusion has arisen relating to the procedure for joining-in the Lifting Group activities. I hope the following will clarify the situation.

HAULING OUT

The Group's management team usually call a meeting in late September, where preparations for the forthcoming lifts ashore and an update on hard-standing issues and operational procedures are discussed. At this meeting, booking forms for those wishing to participate are distributed by the Booking Secretary (Peter Cobbold), who will check

that your boat meets the parameters of the lifting gear and hard standing. The booking form is important to the organisation of the Group's activities, for it allows working days to be arranged, helpers to be organised, boats of various types to be scheduled, on a mix and match basis, to allow a full day's work, within the limitations of tides and, importantly, payment for the facility received, so that the need to chase people for late payment doesn't arise. A booking requires payment to secure: 'No payee - no liftee!' This payment also includes the re-launching fee, thus reducing paper-work.

If you cannot get to the meeting, it is important that you contact Peter Cobbold, to obtain a booking form and return it within a reasonable time, say three weeks, for there is a waiting list and space ashore is limited. Last year's users are given priority. All vessels using the facility must have suitable insurance cover.

LAUNCHING

A meeting is usually called in March, where launching forms are issued and similar matters to those noted on the haul-out meeting are discussed. It will be noted that Hauling and Launching dates are issued prior to activities; in Mainsheet and on the club's website. Please note that the importance of the booking information and the known number of forms issued, is very necessary, for without it, efficient lifting sessions and the wants and needs of members are very difficult to organise. It must also be understood that your particular needs and dates may very possibly clash with someone else's and have to be rescheduled. Your boat's position on the hard standing and access to it, is all part of the organiser's difficult task. Your input and co-operation all help to make things work.

Finally, please remember that the boat-lifting sessions are an exchange of labour and you should expect to get out of it, only as much as you put in; there are quite a few people who's input exceeds anything they themselves gain from the activity and they consider their contribution as part of the club spirit

- be grateful!

Ted Reddish, Lifting Group, Jan. 2016



pre-launch-programme view of the pressure on space, in a packed, winter storage of members' boats, at WSC.

and a message from the new Vice-Commodore:

hello WSC members

This year's AGM has seen a change of faces on General Committee, as officers and committee members complete their terms and stand down, to take a well earned rest! Thank you to Bruce Anderson for the work he's put in as Vice-Commodore over the last two years, not least in strengthening the relationship between WSC, Wivgigs and Wckc. I would like to see this continue into the future:



a quartet of gigs and a 'doggie paddle'

Both myself and our new commodore are keen to see our club members out sailing their boats and making the most of our beautiful east coast and superb anchorages. To this end we will be reintroducing 'cruise in company' events to our calendar, which can be viewed on our club website. These cruises will be geared towards encouraging members, who maybe a little less experienced, to venture a little further afield with their boats, whilst in the company of some of the more experienced sailors in the club. Please come and support these events if you can. We would also like to see more of our dinghy fleet out on the river, taking part in the racing and the joint events we will be running.

As I'm sure your aware storage space is limited at the club and we are trying to organise dinghy storage to allow our active sailors easier access to the water. So please could I ask those dinghy owners, who have not used their boats for some time, to consider storing their boats off-site or perhaps consider offering their space, either temporarily or permanently, to the active sailors in our dinghy fleet. We hope this will help strengthen and build our active dinghy fleet and thank you in advance for your co-operation.

I look forward to seeing you on the water and swapping stories of our sailing adventures. Please come and support the club and help to make it thrive.

Happy sailing!

Gary Jobber, Vice-Commodore.

Wivenhoe Sailing Club

Annual Report 2015

(Including the year up to December 2015 and the prospects for 2016)
Presented by the officers of the club at the 90th AGM on 4th March 2016

Commodore's report for 2015

This is not just the usual end of the year round up but also the end of my period of being Commodore. There is still a lot to do but I will be passing on to the new team a Club which is financially secure and which continues to provide a wide range of services to its members and offers excellent value.

I don't think it will come as a surprise to members that the composition of the General Committee was not a match made in heaven when I took up the role as Commodore. For the good of the club we pulled together and learned how to work with each other. This pragmatic approach has meant that very little innovation has taken place, much less than I would have liked, but any that has occurred has been through a thorough testing process.

You will also be aware that for a large part of my two years I have also operated as Rear Commodore. That meant dealing closely with the running of the club in very hands-on way and did not leave a lot of time for being Commodore but it did allow me to spend lots of time with members from across the club. I said this at the Annual Dinner and it is worth saying again, that we don't necessarily share the same values and we certainly don't all share the same politics but we do share a love of boats and particularly sailing boats. If there is something which members have strong views on, in addition to this love of boats, it's how they want the club to work for them. And it's at this point I begin to see the similarities between being a Commodore and a Vicar. So I would like to ask members to think not just about what they want from the club but also to think about what other members might want too. If we focus on giving our fellow members the space and time to pursue their boating activities, we will have a much happier club. There are some real issues around space and storage but on the whole we manage to rub along, though there are hotspots which arise which need not.

A year ago the most pressing issue facing the Club was how to halt the financial decline, which has been achieved. This has largely been done by the raising of fees and, in the last year, a focussed effort on making the bar work better for the club, as it is the main earner of additional income. Raising subs. can only be done so many times and maintaining an active social calendar requires a lot of commitment and participation from members. There is no guarantee that the income achieved can be maintained as the clubhouse use, by members, is not increasing.

The club does not make clear to members, what the status of the club is and what they are signing up for, in terms of responsibility and it certainly does not put in writing, what the responsibility is on the officers themselves. In legal terms there is no club. Anyone who signs a contract or lease for the club is the leaseholder or accountable person and these only change if they re-assign it. Any action taken against the club can either be against all members or individual officers, which means, as an officer you are putting your house, savings, and in extreme cases, your childrens' funds at risk, as they may be pursued post mortem. As an individual member the risk is possibly less but does not go away. At the information meeting before Christmas, much confidence was placed in insurance, which may pay out in some circumstances, eventually but will not for events that are foreseeable or if there is negligence involved. My personal liability and the other officers is actually unlimited. This is not the time to debate this further and while there is a good chance it would never be tested, it is not something that I think officers should be risking. It is down to you whether this is taken on by the GC and I would recommend that this be looked at afresh by the new committee.

You are all probably keen to hear why the GC updated the rules last summer. It would be fair to say that it came as a surprise to many

Club members and communication could have been better but at the same time most members would have been surprised to learn that the previous rules, before they were updated, still permitted smoking in the building. There was a particular incident which triggered the rule change. Either we have rules or we don't have rules but selective bending of the rules, depending on who you are, is something we should not be putting up with as a club. Ideally we have as few rules as possible and avoid the temptation to impose personal preferences on the club. As members, you are free to recommend whatever you feel is right to the GC for rules but, since we made the rule change, we have not received any complaints about dogs or e-cigs.

To return to why we are here and our love of sailing and boats: this year saw us build on the success of Sail 14 last year with 2 picnics, also involving our growing membership base, including the Wivgigs and Canoe and Kayak club. We have had the first *Sailing Saturday* which will complement race days for those who just want to get out on the water and would like the security of having other club users and safety boats around them. WODS have dropped in number a bit this year but still provide the dinghy racing fleet of the club, a position which, if anything, will be more pronounced this year. We have a bigger demand than ever for keel-boat space and had a good turnout at the *Wallet Shield* this year with the best individual effort, even if we didn't win the shield.

Our treasurer will deliver his report later but one of the things we promised the membership was a capital spend plan. This is still emerging but it is an urgent priority, as the club is now holding substantial funds and some of this needs to be invested back in the club in a planned way. I would have preferred to see this process well underway but without an agreed plan this is not possible. There are a number of plans that have been drawn up in the past and not carried forward. The clubhouse is not well designed with an intrusive staircase and no proper lift. The upstairs has a major storage problem and, although it provides the best views of the river, is seriously underused and

the toilet and changing facilities are not what would be expected in a sports clubhouse. There have been plans to put all of these things right but there appears to be little appetite for change amongst the membership. More pontoons and covered work space on the hard would also be very useful as would a dolly to recover boats up the hard. If you like the sound of some these ideas or you have ideas of your own, then bring them forward. Nothing will happen however without the desire to see change happen.

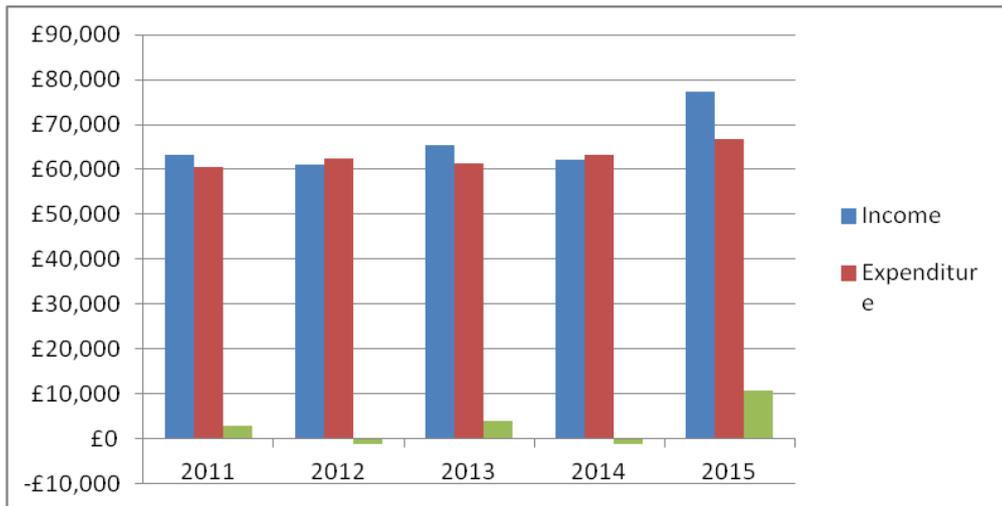
It will be the new team who will be looking after you after tonight but it has been a pleasure and a privilege to be your Commodore for the last two years and I look forward to seeing you on the water. I would like to thank you all for your support and goodwill over the past two years and I'm sure you will extend the same to the incoming officers. There will be an opportunity on the 8th April to join me in a cocktail on the upper deck, for the President's reception and I look forward to seeing many of you then.

Hon Treasurer's report on the 2015 accounts.

I am pleased to report that 2015 was a strong year for the Club financially. After making a nominal loss in 2014, our operating surplus recovered to £15,063 in cash terms or £10,680 when depreciation is included. On a like-for-like basis (that is, adjusting to allow for moving clubhouse event costs from income to expenditure side of the accounts), income grew 18% year-on-year; while costs were flat compared to the previous year.

Membership income grew strongly in 2015, as did fees relating to dinghy storage. It was particularly pleasing to see a robust recovery in bar income, which reached its highest level since 2012. This reflects well on the hard work of the Rear Commodores, House Committee, staff, volunteers and willing drinkers of the Club. Members will be aware that every penny we bring in through bar takings and lettings income (which increased to a record high this year) is money we don't have to raise through members' subscriptions and usage fees.

Wivenhoe Sailing Club, income, cost and net profit/loss, 2011-2105



On the expenditure side, the upward pressure on rates/water, tractor/hoist, alarm/security and bar costs, was offset by constraint in other areas of spending. However, not all reduced costs are necessarily good for the long-term health of the Club. Members will note that we spent only 40% of the 2014 total on repairs and renewals (that is, approximately £3,000). This is at a time when the Club has almost £74,000 in our bank accounts (at the end of 2015), or 120% of the entire cash costs of a typical year.

In my view, this is beyond prudent. While we should clearly maintain some reserves to deal with contingencies, members have a right to expect our funds being invested in the Club rather than sitting dormant in our accounts, earning (low) interest rates. I will be encouraging the Sailing and Buildings/Maintenance committees to bring forward plans for investment over the next 24 months to improve the member experience.

Finally, I would like to thank those volunteers whose accurate record-keeping makes the job of Honorary Treasurer that much easier: particularly those involved with Cadets, House & Bar activities, the Sailing Committee and the Lifting Group.

The following were elected as club Officers at the AGM on March 4th:

Commodore: Bill Kippen,
 Vice Commodore: Gary Jobber,
 Rear Commodore:
 Myrna Ekeroth & Carole Newman,
 Hon Secretary: Eric Strudwick,
 Hon Membership Secretary:
 Midge Hetherington,
 Hon Sailing Secretary: Rob Maloney

At an extra General Committee meeting on March 4th Richard Bowyer was co-opted as Honorary Treasurer.

Elected as General Committee members were:

Rob de la Rue, Nikki Robinson,
 Bernie Hetherington and Tia Reddish

The accounts, proposed by Ian Hunter and seconded by Peter Goldsmith, were adopted by an overwhelming majority.

There were two motions for discussion:

"Dogs are not to be allowed in the clubhouse. House Rules to be amended accordingly. Guide dogs are to be exempt from this rule."

Proposed by Kevin Hosking and seconded by Brian Sinclair.

There followed contributions, both for and against the resolution, with members saying why dogs should (or should not) be allowed into the clubhouse, depending on their point of view.

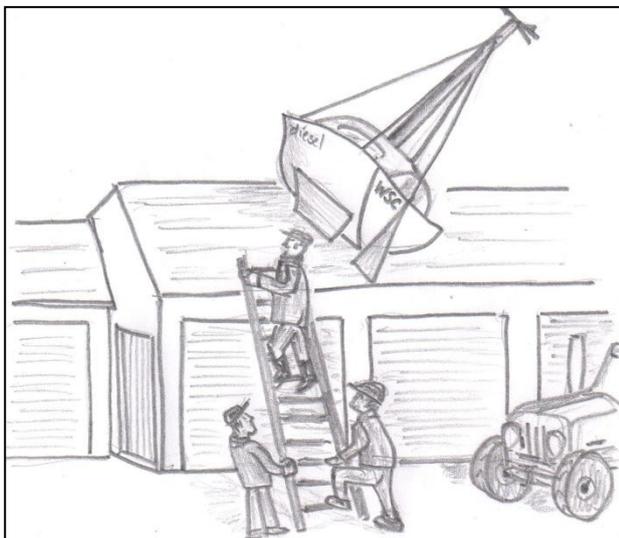
After considerable debate, the proposal was carried by a majority of approximately 5 people, with 5 abstentions.

The second proposal was a technical motion to amend the Constitution to clarify the position and make it easier for the club to deal with **abandoned boats on club premises**. This was proposed by Bruce Anderson, Vice Commodore and seconded by George Brown, Honorary Sailing Secretary.

The motion was passed unanimously.

Full minutes of the AGM should be available on the club website in a couple of weeks or so.
Eric Strudwick, Hon Sec

ooOoo



the lifting group felt somewhat challenged by storm *Katie's* ferocity!

Reflections:

The picture on the wall in the clubhouse depicts a winter seen from the late 1800's, when large yachts used to shelter here, anchored close to the riverbank, in the vicinity of where the club stands today.

Today the scene is much changed, with hardly any boats on the moorings in winter but a variety of vessels taking every possible place in the summer months. As we can see, from the earlier photos taken in winter, accommodation in the club yards and pontoons is chock-full.

The credit goes to the self-propelled, owner-volunteer *lifting group*, which manages and, twice a year, transforms the scene from one to the other!



an artistic impression of boats moored on today's river mud (courtesy Alex Tzirinis)

The painting shown here reflects a misty morning with the sun breaking through on a tranquil scene, with the river just too low to float the line of boats. Can you identify yours? I can!
[Ed]

All the information you are likely to need is to be found at:
<http://www.wivenhoesailing.org.uk/>



Wivenhoe Sailing Club Events 2016

<i>Useful contacts:</i>	<i>telephone/email</i>
Moorings: Tony Higbee	01206 542193 tonyhigbee@hotmail.com
Cruiser Lifting Group: Kevin Hosking	01206 827429 kevin.hosking@mypostoffice.co.uk
Cruiser Captain:	to be advised
Cadet Leader: Steve Hart	01206 826318 paulinestevehart@btinternet.com
Dinghy & Hard Space: Toby Roberts	01206 524598 dinghyregwsc@gmail.com
Mainsheet Editor: Roy Crookes	01206 824098 r.j.crookes@qmul.ac.uk

Dinghy Races Please make a note of the dates for your ODD and/or Safety Boat duties in your diary. Would race officers and safety boat crew please ensure that they arrive at least 45 minutes before the published start time. If you have a good reason for failing to meet your commitment, it is your responsibility to find a replacement and to advise the Club. Any boat preparing to race whose crew volunteers for safety boat or OOD duty will be awarded average points for that particular race.



Officers

President: Stuart Bannerman 01206 820971

Commodore: Bill Kippen 01206 825762
thecommodorewsc@gmail.com

Vice Commodore: Gary Jobber 01206 824970
thevicecommadorewsc@gmail.com

co-Rear Commodore: Myrna Ekeroth/Carole Newman
rearcommadorewsc@gmail.com

Hon. Treasurer: Richard Bowyer

Hon. Secretary: Eric Strudwick 01206 822679
clubsecretarywsc@gmail.com

Membership Secretary: Midge Hetherington 01206 825639
wscmembershshipsec@gmail.com

Sailing Secretary: Robin Maloney 01206 823012
wivenhoesailingsec@gmail.com

General Committee members

Rob de la Rue

Bernie Hetherington,

Tia Reddish, Nikki Robinson

Wivenhoe Sailing Club
Walter Radcliffe Road
Wivenhoe
Essex CO7 9WS
Tel. 01206 822132

Club Opening Times:
Sunday 12:00 - 14:00
Monday 20:30 – 23:00
Thursday 20:00– 23:00 Carpet Bowls
Friday 20:30 – 23:00 Main club night

Sailing calendar

Event	Day	Date	Start Time	Notes
Cadet: Dinghy rigging and dry capsizes practice	Fri	1/4/2016	17:30	
Cadet: Alton Water practice session and picnic	Sat	9/4/2016	11:00	
FITTING OUT RACE	Sun	10/4/2016	13:30	HW 15:07 Start 13:30
Cadet: Sailing	Fri	15/4/2016	17:30	HW 14:23 Start 12:45
SAINTY MEMORIAL RACE	Sun	24/4/2016	12:45	12:45
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UPSTREAM RACE	Sun	22/5/2016	11:45	HW 13:25
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STUART PAWSEY / LADIES RACE	Sun	5/6/2016	11:30	HW 12:57
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WOD Wine Tasting	Fri	6/5/2016	20:00
Curry Night	Sat	21/5/2016	19:30
WWW Autumnwatch Upper Deck	Fri	30/9/2016	19:30
Old Time Music Hall	Sat	22/10/2016	
Laying Up Lunch	Sun	30/10/2016	12:30
Annual Dinner	Sat	19/11/2016	19:00
Childrens Christmas Party	Sun	18/12/2016	13:00
Christmas Gathering	Fri	23/12/2016	20:00

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.

SignedDate.....

Please return with payment to:-

Toby Roberts, 12a Recreation Road, Colchester, Essex, CO1 2HE.

TENDER & SAILING DINGHY HARD SPACES SEASON 2016-2017

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.

Dinghy registrations:

REMINDER: It's that time of year again when we ask you to dig deep and pay up your dinghy fees. Please complete the dinghy form on page (13) of this edition of Mainsheet and send it to Toby Roberts along with your payment.

Bank details for dinghy fee payments:

Sort code: 089299

Account number: 65301485

Reference: dinghy, membership number, surname

Please also complete & send the form if you have a tender that goes with a mooring as we want to tag ALL dinghies.

Any questions, please contact Toby Roberts.

Please detach this centre-fold and retain the *2016 Events Calendar* and information leaflet for your convenience, when you separate and return the registration form to Toby.

WIVENHOE SAILING CLUB –ACCOUNTS 2015

1. Profit and Loss Account for year 2015 showing details of previous years

INCOME	2015	2014	2013	2012	2011
Subs/Joining Fees	19422	15696	16123	15261	15065
Mooring Fees	9253	8053	7905	7061	6609
Dinghy Storage	3195	2649	2298	2084	1945
Cruiser Hardstanding	4083	5272	3186	4336	3332
Cruiser Lifting Group	1744	2152	1130	503	881
Sailing Events	-109	-369	-294	-267	-545
Clubhouse Events (incl of costs)	4243	-685	406	277	-735
Lettings	6999	6662	6760	3867	5306
Sundry Income/Donations	376	412	597	606	1259
Bank Interest	781	502	1050	437	663
Cadet Funds	1405	982	1159	400	775
Bar	25979	20786	24972	26558	28797
Total Income	77371	62111	65290	61122	63351

EXPENDITURE					
Rates/Water	3989	3597	3563	3401	3524
Electricity	4422	4303	3728	3627	3415
Insurance	4213	4157	4105	4432	4642
Clubhouse Events	3834				
Repairs/Renewals	3261	8162	3775	7879	3255
Cleaning/Wages	9484	8856	7909	6478	5297
Tractor/Hoist costs	1080	972	785	817	365
Moorings	5946	5622	5622	5463	5194
Boats/Engines	1694	2468	2343	1553	2413
Alarm/Security	2819	1907	3031	1326	2337
Phone Print Post Stat'y	1448	1754	1831	1257	1561
Donations/Subs	475	615	630	595	430
Sundry/Flag Officers' Exps	748	1099	902	1497	666
Bar Costs	18895	14978	17427	16632	21824
Total exp before depr'n	62308	58491	55651	54956	54924
Depreciation	4383	4794	5808	7329	5566
Total cost	66691	63284	61459	62285	60490
Net Profit/Loss	10680	-1174	3831	-1163	2862

2. Balance sheet at 31 December 2015

	2015	2014
Property	874	920
Rescue boats including outboard	1455	1940
Cadet boats	345	1614
Furniture and fittings	191	285
Lease	16532	16666
Tractor	25	50
Stair lift	1494	2230
Plant and machinery	66	99
Tractor shed	5997	6313
Crane (hoist)	1726	1918

Boat shed	9058	9535
Cycle and mast racks	160	214
Projector and screen	178	266
Canoe and kayak racks	928	1237
Topaz dinghy rack	382	509
Total fixed assets	39413	43795
Reduction in assets in 2015	4383	
Stock		
Bar	2245	2351
Clothing	0	0
Petty cash		
House committee	320	632
Cadets	1671	271
Bar till	200	271
Bar cage	87	121
Bank & investment	73173	57635
Total current assets	77695	61558
TOTAL	117108	105354
FUNDED BY:		
Profit and loss	10680	-1174
Reserves	89582	90756
Lottery grant	14678	14678
WOD fund	2169	1093
Total	117108	105353

3. Notes/management accounts

	2015	2014
Bar revenue	25979	20786
Gross profits	7084	5808
% profit on sales	27.27%	27.94%

Note regarding depreciation of assets: The assets are depreciated over 3 to 20 years depending on the type of asset. Generally equipment is depreciated over 3/4 years, buildings over 20 years. The lease on the clubhouse over 125 years as per lease.

Signed on behalf of the General Committee of Wivenhoe Sailing Club.



Richard Bowyer

Hon. Treasurer, Wivenhoe Sailing Club

I have examined the records of the Wivenhoe Sailing Club for the year ended 31st December 2015 and confirm the above statements are in accordance therewith.



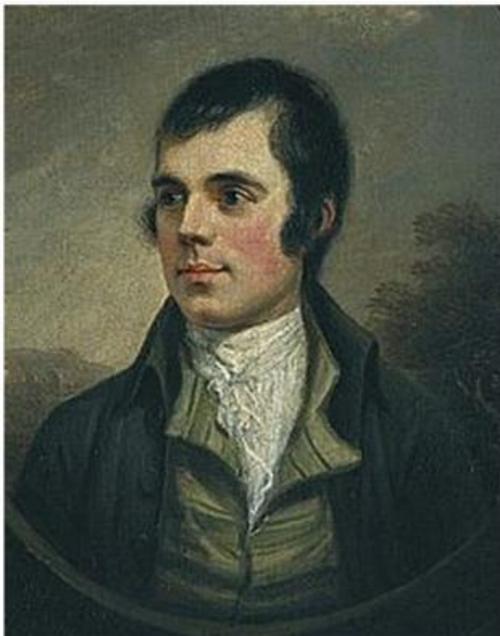
Martyn Lewis
Independent Examiner

4/3/16

Burns night

This year's Burns night was held on Saturday 23rd January, with the usual fine *soncie* fare and traditional details, such as the 'Selkirk Grace' and 'address to a haggis'. Speeches, an appropriate celtic linguistic quiz, some drinking and much exhausting Scottish dancing completed the thoroughly enjoyable winter break.

Robert Burns, also known as Rabbie Burns or the Bard of Ayrshire¹ (and various other names) only lived some 37 years. He was a Scottish poet and lyricist, born in 1759 (on 25th January) and widely regarded as the national poet of Scotland, though he is celebrated worldwide. He is probably the best known of the poets who have written in the Scots language and in English and celebration of his life and work became widespread in the 19th and 20th centuries on or around 25th January - Burns night!



Robert Burns by Alexander Nasmyth (1787)

Burns also collected and adapted folk songs from across Scotland and his poem *Auld Lang Syne* is often sung on the last day of the year (Hogmanay). Poems and songs of Burns are well known across the world:

'A red, red rose', 'A man's a man for a' that' and 'Tam o' Shanter' for example. This last poem describes a farmer who often got drunk with his friends in a public house and after one late-night's revel on a market day, rode home on his horse Meg, with a storm brewing. Tam saw a church lit up, with witches and such dancing, with the devil playing the bagpipes and one wanton witch, called Nannie Dee, in a short dress excited him to shout 'weel done, cutty-sark!' (meaning a short shirt). As the dancing stopped the creatures lunged after him and he turned and fled, driving his horse towards the River Doon, as the creatures feared to cross a running stream. But they did chase him and the witches came so close that they pulled off Meg's tail as she reached the *Brig o' Doon*¹.



Tam and friends 'down the pub'

A *tam o' shanter*² (in the military often abbreviated to *ToS*) is a name given to the traditional Scottish bonnet, worn by men. The *Black Watch*, 3rd Battalion, Royal Regiment of Scotland, wear a red hackle in their *ToS*. Above, Tam can be seen sporting such a distinctive hat.

*Cutty Sark*³, was a British clipper ship, built on the Clyde in 1869 for the Jock Willis Shipping Line. One of the last tea clippers to be built and one of the fastest, coming at the end of a long period of design development, when

sailing ships gave way to steam propulsion. Tea carried from China later gave way to wool carried from Australia. The figurehead is a stark white carving of Nannie Dee with long (black) hair, holding a grey horse's tail in her hand.

Sadly the *Cutty Sark* does not appear in the sailing ships featured earlier in the picture mounted on the club-house wall!

(1, 2 & 3 for details see Wikipedia)



Cutty Sark now to be seen at Greenwich

row and ramble

There was a good turn out last year's end, for the annual row and ramble to the Anchor at Rowhedge. In fact there was a full house and a need to overflow to the Albion for those preferring it or unable to get a table. The weather was glorious and for those who walked from the landing on Ferry Road at Fingeringhoe to Rowhedge (the ramble), it was a brisk sunny outing.



pay attention, you're rowing back [photo: MH]

The journey there and back, either by dinghy or larger craft (the row) was also most enjoyable. Tribute must be paid to George Brown for tirelessly manoeuvring Viking into impossible moorings and unselfishly providing a shuttle service for those unable or unwilling to take their chances with the elements and lesser craft.

and another lunch

WSC members could be found doing what they do best, at the Nottage last month, for the AGM of the kindred and much overlapping organisation WRYOA, with a buffet lunch fitting (as it did) to rival *Mothers' Day!*



'eyes down, look in'- such concentration!



somebody mention seconds?

[photos Albert Scott]

hard working – it's no party!

The first joint activity of club members since the AGM was an encouraging demonstration of communal spirit on Saturday 19th March, with a huge turn-out for the 'hard-working-party'.



but many hands make light work



where's that hosepipe got to?



that's the way to do it!

Tea and biscuits and a terrific sandwich lunch kept the energy levels and spirits up –photos courtesy of GJ.



Katie's legacy next to the barrier

There was some damage and upturned dinghies in the club yard but the full force of the Easter weekend gales were more evident a little further upstream!

Ammersee 24h

I was sorting through some old boxes of papers to clear out, when I came across a folder relating to when we were living in Germany some 25 years ago. In it was a strip of four 35mm film images, taken by a friend in Stuttgart, where I was working at the time. They were of a summer weekend we spent at Ammersee, when we entered a 24-hour sail race for all-comers round and round the lake, in one of the small company boats – they told a story.



the starting line-up

It was a glorious sunny day as the boats circled round the start line and we had a seasoned skipper, though we three crew were less experienced. We set off and were well

placed in our class, to check in at the markers and complete the first lap – oh yes, I remember it well! [Ed]



taking a refreshing drink, underway

Still sunny, the skipper put on his waterproof jacket and told us to and our life-jackets!



in wet weather gear now

Then we headed out into the lake, it went dark and the storm hit. He'd seen it coming in the peaks, wouldn't risk us on deck to lower the sails and they thrashed about in the wind and rain. Eventually it was over and fine again and we headed for the start line and the boat shed.

There we learned we carried spare sails:
- I had mixed feelings about that!



one of the original sails – after

The mast lights were gone though and we couldn't continue – shame about that, better watch from the bar.

Later we heard that other craft and crew had been less fortunate!

Wivenhoe sailing club: sailing and social events 2016

Sailing calendar

Event	Day	Date	Start Time	Notes
Cadet: Dinghy rigging and dry capsizes practice	Fri	1/4/2016	17:30	
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WWW Springwatch Upper Deck
 WOD Wine Tasting
 Curry Night
 WWW Autumnwatch Upper Deck
 Old Time Music Hall
 Laying Up Lunch
 Annual Dinner
 Children's Christmas Party
 Christmas Gathering

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Fri	6/5/2016	20:00
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Sat	22/10/2016	
Sun	30/10/2016	12:30
Sat	19/11/2016	19:00
Sun	18/12/2016	13:00
Fri	23/12/2016	20:00

nature walk 2016

This year's nature walk took place on Sunday 4th February. It was a cold overcast day with a little hazy sunshine around lunch time. There was a chilly NE wind blowing F 5/6. Whether it was us, the weather or the fact it was St. Valentines' Day, numbers were down – 20 souls set off at 10.00 h, usually its nearer 40. It was very quiet spotting the birds at first for the mudflats were unusually empty. However, once we reached the end of the seawall and were making our way along the edges of the fields, through the lanes and down the chase things picked up. Early spring flowers were blooming and now the birds were singing and we were twitching. We were treated to 5 sightings of green woodpeckers – 3 in view at the same time, two were on a tree trunk and a third on a fence post, in front – beautiful! We arrived back in the clubhouse around 12.30 h and altogether 42 species had been recorded. Nothing unusual was about so no addition to our accumulating club 'life list' could be made. It remains at 73.

A welcome hot dinner was gratefully received by the walkers and watchers when they arrived back in the clubhouse. Our thanks must go to Myrna, Carol and helpers in the galley and Paul behind the bar, catering with the needs of the thirsty.

birds seen:-

Little Grebe, Grey Heron, Cormorant, Brent Goose, Mute Swan, Shelduck, Mallard, Teal, Wigeon, Buzzard, Moorhen, Oystercatcher, Ringed Plover, Grey Plover, Lapwing, Dunlin, Redshank, Black-tailed Godwit, Bar-tailed Godwit, Curlew, Avocet, Black-headed

Gull, Herring Gull, Greater Black-backed Gull, Woodpigeon, Green Woodpecker, Dunnock, Robin, Fieldfare, Blackbird, Redwing, Song Thrush, Blue Tit, Chaffinch, Greenfinch, Siskin, Goldfinch, Starling, Magpie, Jackdaw, Rook, Carrion Crow.

the green woodpecker

When seen, what a bird! The Green Woodpecker is the largest of our three woodpeckers and most numerous, 24000 pairs and now rising, after a dramatic fall in the 1950s. This was as a result of the removal of sheep grazing and the introduction of the myxomatosis virus to the rabbit population that robbed the species of the many anthills and marshland/grassland habitats. The removal of old timber on this land making way for cultivation did not help.



Green Woodpecker Gill Maloney

The bird naturally loves deciduous woodland interspersed with areas of grassland and here it feasts mainly on adult and larval ants. Nature has equipped it with a very long sticky tongue for this task. Green Woodpeckers are present all year round, nesting in a large hole in a tree and having one brood after laying five to seven eggs from May to July. The species is very sedentary. Most birds ringed in Essex are recovered in Essex. Outside the breeding season they are solitary birds often difficult to see, as its habit is to sit very still for many minutes. In flight, it calls as it leaves the perch. Look out then for the deep undulations, burst of fast undulations, between closed-wing glides. Its local Essex name is 'Yaffle' from its call but others include 'Rainbird' and 'Whetile' (wet-tail) from its appearance after rain. **Tim Denham**

club messages:

Launching

Owners please check your moorings are correctly rigged, your engine is functional and that your vessel is insured.

Work parties muster 4 hours before high water.

Please decide on the date that you wish to be launched and advise me, mark your launch calendar and return the chit. In the event of over-booking of your preferred date, I will offer you an alternative or you can suggest other dates available to you. But whatever you do, please return the form as soon as possible in order that we may make an early start on organising the first launches.

Remember to give:

name, boat name, draught, launch date preference and alternatives, tel. number, e-mail address and any dates that you will be helping other launches.

Have a good sailing season! Peter Cobbold

On-line computer appeal

The Club Lifting Group has an International tractor 956 XL. The members who maintain and keep this machine running, find they are badly in need of a full workshop manual and so far their efforts to find a copy, anywhere, have drawn a blank.

As there must be many skilled Internet users among our membership, it has been suggested that some kind soul could possibly be of help and find a source of supply.

We do have a somewhat abridged manual but we are missing:

- 1: cooling system
- 2: braking system
- 3: clutch system
- 4: electrical wiring diagram + fuse rating.

If there is a computer WIZ-KID among us who could help, would you please contact our Vice Commodore, Gary Jobber or Chris Mullins, who would love you for ever-more!

In hope - Ted Reddish, Lifting Group.

small ads:

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Contact me on:
 07901624341
robmaloney9@aol.com

Or you can find me in:
 St John's Road,
 Wivenhoe
 Essex
 CO7 9DR

WSC: MAINSHEET

Member Address

stop press:

Fri	8	April	Commodore's Receptn
Sun	10	April	Fitting Out Race/Lunch
			Fish and Chip Supper and Quiz
Fri	22	April	and Quiz
Fri	6	May	WOD wine tasting
Sat	21	May	Curry Night
Sat	25	June	WSC Regatta (Yachts)
Sun	26	June	WSC Regatta (Dinghies)
Sat	2	July	Cruise in company
Sat	2	July	Gooseberry pie rally
Fri	8	July	Cadet Camp
Sat	9	July	Wivenhoe Tn Regatta
Sat	16	July	Wallet Shield

Next Mainsheet: August 2016

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