



WIVENHOE SAILING CLUB



MAINSHEET

2009/10 WINTER EDITION

Suggestions to the editor please.

Editor: Roy Crookes

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editor's note:

Welcome to the current issue of Mainsheet (my second as editor) and once more I am grateful to the many members who have contributed articles. You may notice recurring themes and some new features appearing as the house-style develops! One such theme is the spreading of the wealth of knowledge accumulated over decades by the club's many long standing members, which might be documented somewhere but which is not immediately obviously accessible to new members. Don't worry it won't flood out all at once and overwhelm you but a little at a time, so hopefully it can be digested.

A seasonal message from the Commodore

Well it's that time of the year again, when we put our boats away (apart from a few hardy souls doing the winter series!!) and think about doing all the jobs at home we have put off all summer!

I hope you have had a great time on the water this summer, with fond memories to last over the winter. For me, as my first year as Commodore, it has been a privilege to work and play with so many people that make the club what it is – a fun place to be.

At the annual dinner this year, I recited a WSC version of Rudyard Kipling's "IF" and, whilst writing it, I could not help but think of all the groups and individuals that make this club tick, far too many to mention, so for those of you that could not join us – read on!

*If you can sail around the Fastnet rock (Stan)
and keep your heads working when all about
blame it on you.*

*If you spend days and days with the lifting
group (Kevin) putting boats in and out of the
water without getting the tractor tyres wet
and when finished wrap it up, put it back in its
pen and treat it like a pet.*

*If you can take 30 plus cadets and teach them
how to sail only to find at the end of the season
they're faster than you*

*- your only consolation (Steve) is they capsize
quicker too*

*If you can have 60 bookings for Sunday lunch
(Nikki) and feed 83 without complaint
or get bar staff every Friday night (Jan) without
the rear commodore having a faint.*

*If you dream of owning a boat and not make
that dream your master – throw lots of time and
money at it only to meet with triumph and
disaster.*

*If you can converse with common crowds (on a
Friday night) and keep your virtue with you
or walk with Kings (on a Monday night) and not
get smoked and pickled, stewed,*

*If you can manage the committee meetings (Alan)
without too much doom and gloom*

*and make sure you finish early enough for the
Vice Commodore (Brian) to get his pint at the
Horse and Groom.*

*If you can fill every forgiving minute on your
boat with sixty seconds agreed with the wife or
partner –*

*to repair a WOD – rebuild a smack – or just sit
on the hard waiting for the tide- and leave all the
house work undone.*

*Then yours will be the Colne and everything in it
and which is more you could be the Commodore
my son!!*

*Thank you for allowing me to be your
Commodore this year, it's been great fun.
From me and mine to you and yours –*

**Have a very happy and
loving Christmas and all
the very best for the
New Year**

Tony, Mandy and family.

Profile: Don Smith

Don was born, bred, wed and lived most of his adult life in Wivenhoe. Fitting then, that after more than 45 years as a member and officer of WSC, he should be given honorary life membership 1995. As a boy he washed the mud off the road by the hard for the Fingringhoe ferry and recalls the Rowhedge ferry, the tollgate building and Wivenhoe people going across the river to work.

After leaving school, Don first went to work at the Colchester Lathe Co. and joined the army towards the end of the war. On returning and marrying Jean he worked at both Cook's and the Wivenhoe shipyards and also at the Tendring Hundred Water Co. which, at the time, had the pumping station down Queen's Road. He remembers clearly, not only the '53 floods, which reached up to his workbench and his failed attempt to board a mine-sweeper off Brightlingsea but also the bad winter, deep frosts and standpipes of '63.

Don built a dinghy at the Nottage and there developed the interest in local history, for which he is still well known today. The elder of his two sons, Peter and Colin,

joined the sailing club, as a cadet, before Don joined in 1963. As well as sailing his small boat he crewed for Tony Frostick and later got a motor day-boat. He was a motivator for social activities of the sailing club: first Friday nights in the Rose and Crown and then at the old club over the British Legion, to keep interest high through the winter. He did two stints as Rear-Commodore, one during the transfer to the new clubhouse.

He was Commodore in 1974-6.



just taking it easy

With Tim Denham, he developed his extensive archives of Wivenhoe's industrial heritage and together they delivered many talks over the last couple of decades, in which many unique images that he had gathered were shown for the first time. During this period he received many accolades and became involved in academic research projects.

One speciality I (ed.) remember joining was the walking tour of the Wivenhoe pub sites! Not too many left now.

vice commodore's report:

Well that was nearly a better sailing season. At least we had a good spring so we couldn't blame the weather for late fitting out.

Brickbats: We do need to get the prime dinghy spaces clear of large boats in good time next year for the start of the racing programme because those members have paid for their spot. Those of you who rarely look at your dinghies gave us and the boat lifters a real problem this year. It is not fair to expect other members to try and move your water laden, flat tyred (caused by several tons of water weight!), often ill kept boat when we need to. Obviously if there are exceptional circumstances for the latter we will willingly help.



autumn cruise in company to Ipswich

Fitting-out: Good luck with this and please, please leave your site tidy. Do it before you launch as it is soon forgotten in the excitement of being afloat

Bouquets: Thanks to all the doers for racing, lifting, rescue boating, cadetting and work partying. You are what makes the club a success in spite of my grumbles above. Participation in racing has been better this year so far, as has I believe the cruising. With so many options for organised cruising via WSC, WRYA and ACBOA (a kindred club) it is difficult to

fit our programme in. Hopefully the clubs can liaise better next season.

Support: We are keen to help and encourage those of you who are new to the river or sailing, either in dinghies or cruisers. What do you want, if anything? We could organise short cruises in company for those who don't feel confident to go far.

Viking: It was resolved at the November meeting of the general committee that the use of Viking should be restricted, except with the prior consent of the Vice Commodore, to the River Colne, up to buoys 9 and 10.

Security: We are looking into aspects of this. When you lay up, don't leave nicely placed ladders or box steps near your boat for easy access.

Next year: Programme: and duty sign-up sheet will hopefully be arranged by Christmas and the New Year.

Wanted: For 2010. A Vice Commodore!

smooth sailing:

Marine growth adds weight and drag to ships and boats - up to 20% drag from bio-film and 60% from barnacles. The result for the US Navy is speed reductions of around 10%, up to a 40% increase in fuel consumption and so about £600 million annually in added fuel costs and maintenance.

Research work shows promise in finding eco-friendly alternatives to conventional antifouling. A shark's skin pattern prevents bio-fouling and a patented technology called Sharklet creates billions of raised diamond-like shapes on hulls that disrupt microbial colonisation and bio-film formation. In another approach, mixed-charge compounds (which alternate between positive and negative charges) resist bio-molecules and micro-organisms and may repel barnacles. (*from DTI magazine July/August 2009*).

The US Navy would not comment on rumours that they were also purchasing large amounts of curry powder!

Bruce Anderson



.....'yes, I nearly had to go shopping today'

for the record:

When you join the club there is much to find out about how we tick. Some of the information you receive straight away and the rest you gradually find out!

The day to day running of the club is organised through a number of functional committees. These are shown here in the organisation chart which can be found on the WSC web site at:

www.wivenhoesailing.org.uk.

The site is worth a visit and contains useful information and links to specific topics.

The membership of the general committee is shown and the respective areas of responsibility of each of the various other committees indicated under its heading.

Here is some further clarification:

Commodore is effectively the Chairperson of the General Committee and overall leader.

Vice-Commodore is in charge of everything outside to do with sailing and runs the Sailing Committee, which in turn oversees boat parking, lifting, sailing programme and moorings and pontoons.

Rear Commodore is responsible for House and Wines Committee, social

activities and generally oversees everything to do with inside the clubhouse. **Sailing Secretary** organises sailing and racing programme.

Hon Secretary and **Treasurer** are elected officers of the club and deal with the essential hands-on management and finance of the day to day administration.

Anyone can join the two sub-committees and members are elected to the General Committee at the AGM in March: a notice will be issued nearer the time.

The main clubhouse access is restricted out of hours to key-holders but the lobby and shower block are accessible to all who have a front door key, obtainable from the Hon Sec. or Flag Officers (commodores) for a deposit of £5 (these are kept in a locked cupboard in the club house). They are numbered and booked out to recipients. Keys to the boat house and oar store are available in the lobby. Oar Store/Starting Hut and Old Hut/Hard keys are available from behind the bar for a fee of £5.

The current officers and members of the general committee are:

Officers

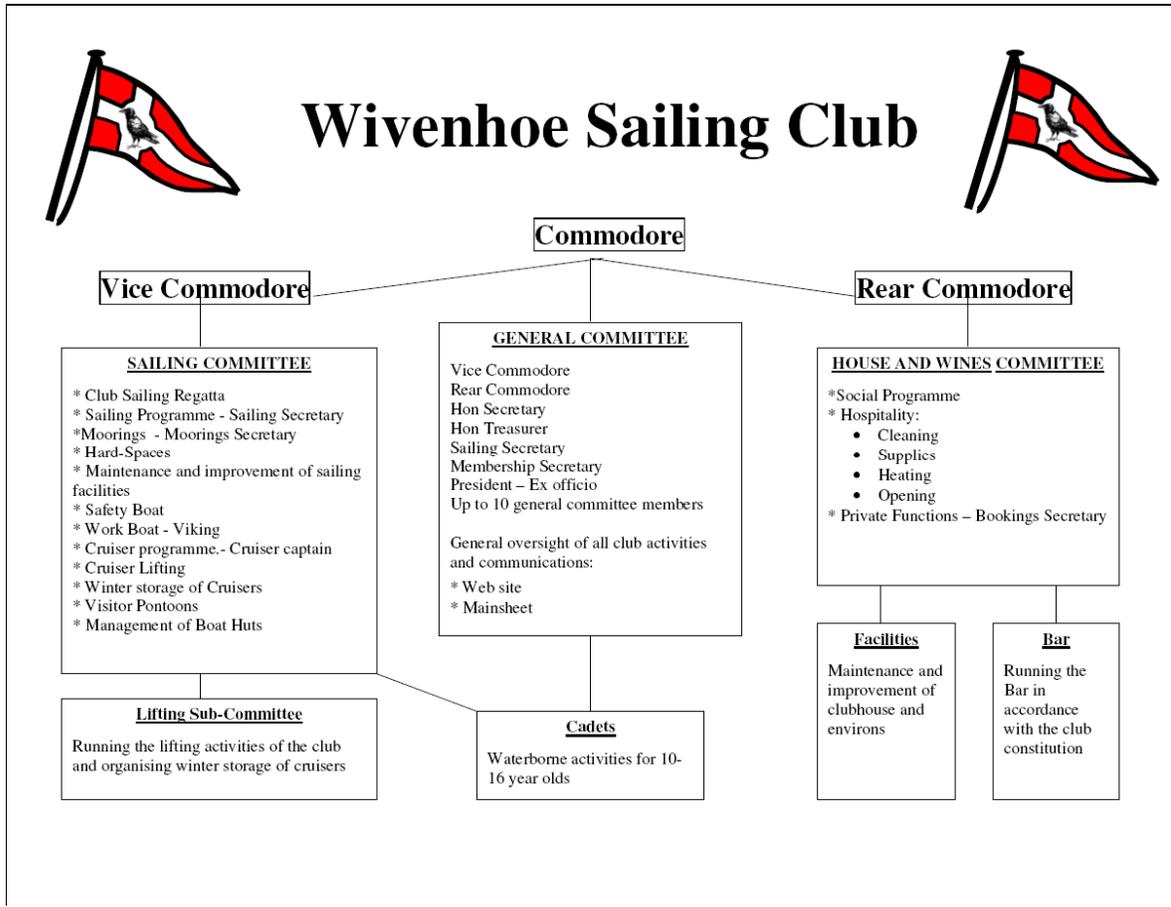
President:	Pauline Hart
Commodore:	Tony Higbee
Vice Commodore:	Brian Sinclair
Rear Commodore:	Nikki Robinson
Hon Treasurer:	Guy Ward
Hon Secretary:	Alan Tyne
Sailing Secretary:	Adrian Green
Membership Secretary:	Pauline Hart

Members

Mainsheet Editor:	Roy Crookes
Webmaster:	Grahame Hill
Communications:	Ray Meddis

John Ashworth, Stuart Bannerman,
Naomi Cunliffe, Ken Jordan,
Linda Morgan and Chris Smith.

Some upcoming events and activities on the club programme are listed below the organisation chart.



WSC winter programme

Month	date	day	high-water	start	finish	event
December	2	Wed		19:30		WSC committee
	6	Sun		12:00	15:30	Cadets - racing
	6	Sun	14:52	13:00		Winter series 3
	12	Sat		19:30		Cadet supper
	13	Sun		12.30		Children's Christmas party
	18	Fri		20:00		Christmas gathering & grand draw
	20	Sun		11:30	15:30	Cadets - racing:
	20	Sun	14:24	12:30		Winter series 4
	31	Thu		20:00		Commodore's New Year's Eve party and buffet (fancy dress optional)
January	3	Sun	13:49			Row & ramble to Rowhedge (Anchor)
	8	Fri		20:00		WOD evening
	23	Sat				Burns night
February	21	Sun		10:00		Nature walk and lunch

Trinity House

Trinity House are the General Lighthouse Authority (GLA) for England, Wales, the Channel Islands and Gibraltar and are responsible for the provision of Aids to Navigation (AtoN) to assist the safe navigation of all vessels in some of the busiest waterways in the world. Trinity House currently maintain around 600 AtoNs, and are funded by a fee (known as light dues) levied on commercial shipping calling at UK ports.

The origins of Trinity House are thought to date back to the 12 Century with Archbishop Steven Langdon establishing the charitable Guild of Sea Samaritans. Official records start with a Royal Charter granted by Henry VIII in 1514 (as the Guild of the Holy Trinity). For hundreds of years the types of AtoNs have comprised of day marks and lights. The range of the lights were greatly improved in the Victorian era using focused lenses, consequently modern lighthouses only require a relatively low energy lamp of around 30W.

Offshore where power use is a real issue, has seen major developments in LED technologies, consequently power generation is now predominantly by (photovoltaic) solar panels instead of continuously running diesel generators. The last few decades have seen major advances in computing and electronics being incorporated into AtoNs. This has allowed their status to be constantly monitored from a central control station at Harwich. Not only does this provide a check that the light comes on when required, but it also allows position monitoring for the larger buoys and light vessels with an on-board GPS receiver.

Trinity House also provide a GPS enhancement called Differential GPS or DGPS. This service gives greater accuracy and integrity to regular GPS and is free to those with a suitable receiver. It operates as a radio network of 14 ground based reference stations covering a range of at

least 50 NM around the coast of UK and Ireland.



Coquet Lighthouse,
Coquet Island, Northumbria

The recent mandatory fitting of radio transponders to ships over 300 gross tonne (Automatic Identification System - AIS) has proved a great benefit to the mariner. It's given the capability to 'see' other ships as targets on an electronic chart display (or chart plotter) and the ability to display the vessel identity heading, speed etc. In a similar way AIS transmitters are being fitted to AtoNs to provide the mariner with real time information, such as the light status and position information.

In future more features will be added such as meteorological and hydrological information. One of the novel applications for AIS is for virtual AtoNs, these are buoys which don't physically exist but can be created electronically. When broadcast, they appear on the local user's electronic chart.

Two useful applications are:

- Near instantaneous wreck marking

- A substitute for physical buoys, which may be uneconomic.

An example being, a foreign country had problems with an enterprising local population recycling batteries and solar panels of newly deployed buoys.

As well as deploying and maintaining the floating AtoNs, the buoy tenders are involved with survey work and wreck removal, the most recent being a 1st world war submarine in the Dover- Straights area.

Paying for this lot is not easy, with the ship owners applying pressure to keep their costs down, so far the leisure sailor has not had to pay anything and long may this continue... Phil Thomson.

Rampage in Norway

The forecast was southerly 6 - 7 decreasing 5 when Alan Tyne and Steve and Pauline Hart arrived at Titchmarsh Marina with their gear at 1400 on Saturday, 16th May. Everything was as ready as it was ever going to be and so after a cup of tea we said goodbye to Jan, the driver, talked through the safety equipment, and Mike gave the order to cast off. There was spray on the deck as we rounded up to hoist the main at the entrance to Hamford Water. Then under double reefed main and staysail we left the Backwaters and were soon dashing across the shipping lanes off Harwich Harbour. Three hours later we were passing Orfordness Lighthouse and Mike was finishing off the pork chops we had started to cook in the marina. After a delicious meal, we began the rolling watch system: everyone had 3 hours on and 4.5 hours off but one person changed over every 1.5 hours. This meant that the 3 hours seemed to go very quickly as there was someone new to talk to half-way through. When it was time to go off watch there was the delicious feeling of no responsibility and a warm bunk to crawl into for 4.5 hours if you wanted!

The wind eased as predicted and both reefs were shaken out during the evening. By

midnight we were between Lowestoft and Great Yarmouth and having to gybe to avoid shipping. It was a starlit night and as we were running due north it should have been possible to steer by the Pole Star, however, in the rolling sea the view of the stars was frequently obliterated by the mast and sails. By morning we had left the English coast behind and were surrounded by gas-rigs and it was raining hard. Later in the day the sun came out and the wind came back and we were doing 6 knots again in big seas; the day's run was 133 nautical miles. By Monday morning we were in the middle of the North Sea: over 100 Miles from England, Denmark and Norway and at 1300 hours we passed the half-way mark to Bergen.

We saw 2 fishing boats on the Dogger Bank, where once there would have been 100s, but otherwise it was an empty sea and still pretty rough. Rampage rolls like a pig in these conditions and Alan saw the end of the boom dip into the water. Mike produced a splendid hot meal every evening which was a good social occasion and lifted the spirits in more ways than one. Second day's run was 147 miles. After a very cold night Tuesday was sunny and a bit warmer. By now everyone was in the swing of being at sea and we were all well rested. We lost the reading on the echo-sounder as we reached the Norwegian Trench with depths of well over 200 metres. Third day's run was 141 miles. That evening was very grey with poor visibility and we ran up the SW coast of Norway with no land in sight. Once it was dark the first light appeared: Gettingham Lighthouse at 2330. Then the lights of the island of Utsira were seen and when I came on watch at 0300 the flat low island was fading in the grey early light. In the next hour a magical scene of 100s of rocks and islands appeared and with a very gentle following breeze we slipped into Norway.

Having made the crossing in such good time there was now time in hand for Steve and Po to see something of Norway and so

we made the landfall off the entrance to the Hardanger Fjord. The chart-plotter showed the E39 main road south from Bergen to Haugesund crossing this famous fjord with no navigable bridge...was it on a causeway or was it a tunnel? (The fjord is 300m deep here). There was much discussion, but the way was clear for us, and the cruise liners. (Actually it was a tunnel, which Steve and Po went through on their way to the airport.) As we motor-sailed deep inland we were thrilled to see the sun gleaming on distant snowfields and splendid waterfalls crashing down the vertical cliffs. At a particularly pretty spot we were hailed by a local in a motor-boat with a broken engine. We took him in tow and rather cheekily he directed us to take him several miles back down the fjord to where his wife was with the car. We motored as far as Norheimsund from where we could see the Folgefonna ice-field and distant glaciers; we had a comfortable berth in their Guest Harbour with hot showers.



Rampage in Norheimsund

Thursday 21st May turned out to be Ascension Day but it took us a while to realise why Norheimsund was so quiet and all the shops and bank closed. It was grey and raining hard but Steve, Po and I decided to walk to a nearby, famous, waterfall mainly for the exercise. Steinsdalsfossen was impressive particularly because there was a walkway behind

the fall which gave an unusual and dry perspective. The sun came out as we motored down the fjord giving fabulous views for a few hours and then we drove into a bank of fog which soon turned to cold, steady rain. By 1800 Mike was passing out whiskys to those in the cockpit who claimed they were warming their hands on the glasses! At 2000 we entered the tiny keyhole of a harbour, Limavagen, on the island of Sotra: a bay in the rocks surrounded by 8 charming red and yellow-ochre wooden fishermen's houses. Sausages and the cabin heater soon warmed us up and we were not long to bed.

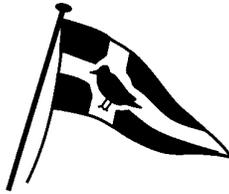
It was still raining as we motored the 3 hours into Bergen threading our way through pretty channels between the spruce clad islands. As we reached the city the density of housing increased till every piece of flat land had a chalet or house built among the trees. We drove right into the centre and moored at the head of the Vagen next to Torget where the famous fish-market is held.

Exploring the quays, Alan came across the Trinovante from Colchester and recognised her as the steel schooner which John Shores built over many years in the old coal-yard in Wivenhoe. He spoke to John and learnt that he and his wife Sue now run the boat as a business, taking paying passengers, and this is their 2nd voyage to Norway. That evening we met them in the town and were invited back on board to be shown their "continuous-wear immersion suits". Sue was quite insistent that we would need these as we sailed north and we could get them at a chandlery in Kristiansund.

We spent the next day sight-seeing in Bergen, including the funicular railway for a fantastic view over the city, on what was a lovely sunny, warm day. On Sunday 24th May, Steve and Po left us and we set off towards the north for the rest of our cruise.

Liz Taylor-Jones

Wivenhoe Sailing Club



Walter Radcliffe Way
Wivenhoe
Essex
CO7 9WS
Tel. 01206 822132

Membership Renewal 2010

Dear Member, December 2009

After careful consideration the General Committee has decided to keep the membership subscriptions for 2010 at the same level as for 2009.

Annual membership fees are due on 1st January 2010. Please pay promptly. As an incentive to get your cheque to me as soon as possible, you will receive a discount if your payment reaches me by the end of January. If you decide not to renew, it would be helpful if you could let me know so that I don't bother you with unnecessary reminders.

You will appreciate that it is important to keep records up to date so could you please complete the attached form and return it with your payment. During the year, if you move house or your circumstances change then please let me know as soon as possible. Our constitution requires that we keep a list of the names and addresses of current members in the clubhouse.

What makes WSC special is that it is run by the members for the members, and to keep this up we need everyone to help in

whatever way they can. Can I therefore please ask you that you sign up to help with the bar, in the galley, in the rescue boat, as a race officer, or in any other way that will assist club activities.

Email is by far the cheapest way of communicating with members. If you are happy to receive WSC communications and newsletters by email, please enter your current email address (es) on the form. For family memberships you might find it helpful to let me have email address for both partners to ensure that you know what is going on.

Cadet membership is managed by the Cadet leader, Steve Hart, who should be contacted direct at the same address as below but email:

hartcraft@hotmail.com

Thank you for your co-operation, and good sailing in 2010.

Yours sincerely,

Pauline Hart

Membership Secretary.

01206 826318

pauline@hartfam.fsnet.co

Membership Subscriptions 2010	Before end of Jan	After February 1st.
Family	£68.00	£76.00
Adult	£55.00	£64.00
Young Adult (student 16–23 years)	£20.00	£25.00
Cadets of club members (9– 16 yrs)	£5.00	£5.00
Cadets of non-members (9 –16 yrs)	£10.00	£10.00

WSC MEMBERSHIP RENEWAL 2010

Family name: **Title:** **Forename(s):**

Tel: **Email address:**

Additional Email address:

I would like my mail addressed as follows:

NAME(S).....

ADDRESS.....

.....

.....

.....

Membership: Family **Adult**

Young Adult

Payment enclosed £

Cheques made payable to Wivenhoe Sailing Club

Please complete and send with payment to;

**Pauline Hart
52 The Avenue
Wivenhoe
Colchester CO7 9AH (or to the Clubhouse)**

I would like to volunteer for the following duties;

Bar duty: **Race Officer:** **Rescue Boat:**

Help in Galley: **Gardening:** **DIY:**

Anything else?

(For Race Officer and Rescue Boat please indicate your experience/ qualifications. The club may be able to arrange/ provide training. Please indicate if you would be interested in this.

Training can also be provided for helping behind the bar.)

For family members:-

Partner's name:

Children's names and ages (if under 18 yrs.)

.....

Signature

the pied wagtail

Most of you will be familiar with this jolly little black and white bird with its bobbing tail nipping around busily searching for insects outside the sailing club buildings. Some of you may have been privileged to have had your boat selected as a nesting site! I know of one pair that built its nest between the halyard cleats aboard a varnished dragon out on the river at Burnham-on-Crouch, one of three varnished ones on a trot of seven. The crew arrived one weekend to find just a nest being built so went for a sail. The second week the nest was complete with two eggs! It was such a beautiful day and the bird was not an endangered species so they went for a short sail. The following weekend six eggs laid so no sail. They stayed away from their dragon for the next two weekends. It is interesting to think of the capabilities of that little pair of birds to locate their nest aboard one of identical boats that swung round twice a day on the tide and on one occasion went missing!

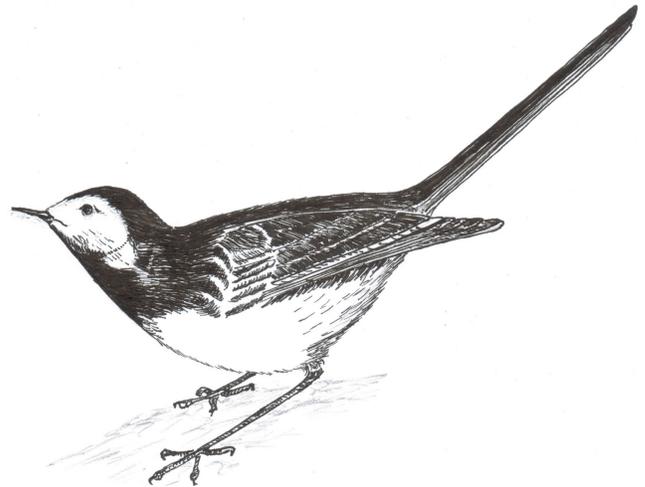
The pied wagtail is a common resident and a passage migrant. Some birds do move south for the winter, some as far as Portugal and Morocco. It is the most familiar wagtail in Essex, wide spread throughout the country provided there is water nearby.

It has two nicknames 'Nanny Wagtail' and 'Dishwasher', as its bobbing movement is similar to the action of washing clothes by the waterside! Our ancestors had good imaginations!

The Pied Wagtail often breeds in close proximity to man in farm buildings, stables, sewage-farms, greenhouses, disused trailers and farm machinery, outhouses and walls, wood stacks and building yards. It copes well with human disturbance. Its nest is made up of mosses, grasses and dried leaves lined with feathers or wool. Five or six grayish-white, brown speckled eggs are laid and incubated for fourteen days.

All wagtails are insect eating birds and gamble on finding an ample supply in winter rather than risk the hazards of migration. Its secret for survival lives in the ever-replenishing supply of insects to be found at the waters edge. During the winter months, pied wagtails have their own individual feeding territories only allowing juveniles to occasionally share them. When the weather is bad however, individual territory holders vacate their plot and join a flock. Outside of the breeding season, pied wagtails always roost communally often in reed beds, leylandi, laurel bushes, factory roofs and one time even in the turbine room at the Bradwell power station - nice and warm there!

A delightful little bird, always a joy to watch.



the pied wagtail

(text Tim Denham; drawing Gill Maloney)

house & wines nibbly bits

I'd like to start with a thank you to all of my committee who have been working quietly in the background to make sure that everything comes together. Currently we have Carol Mitchell, Carole Newman, Midge Hetherington, Jan Tyne, Louise Woods, Rebecca Rocket, Becky Blower and me, on the House & Wines. Rebecca

will unfortunately be leaving us due to her busy life and other commitments but she will be missed – hopefully you can still cook for us on occasion Rebecca? So I have a space for at least one more committee member – and don't you chaps be put off by all of us ladies. Please contact me if you'd like to be involved, niknak68.robo@virgin.net we meet once a month to discuss our plans and try to spread the work load, so you would not need to be available all year.

Club open day:

Our Open Day at the club on 5th September was well received and we were blessed with lovely weather which seemed to bring most of Wivenhoe down to the club.



a good turn out

I hope I managed to thank the huge number of helpers involved with this day either on the water or on land, over 45 members helped out and we just about sold all the cake!



all aboard the 'saucy Viking'

Another lovely day on Sunday 20th September, a perfect time for lunch – over 60 of you turned out so thank you so much for your support – my only slight grumble - please can you sign up a little earlier (some of you) as I had around 20 additional people contact me Saturday and even on Sunday morning. I really don't like to turn anyone away. Food can always be frozen if you can't make it but I really had to work miracles on that day to feed everyone. As you can see below the weather was glorious again and there was a lovely relaxed atmosphere, even in the galley!

Two weeks later we did it all again, Louise Woods organised the lunch on 4th Oct and even got her mum to help out – you didn't scare her off and again she cooked for over 60! 'Eat In' provided our Laying-up lunch of roast beef and loads of vegetables and potatoes. As it was cold and rainy outside and the club was, once again, packed out.



some of our regulars greeting a new arrival

It's not often that I get to write about anything other than house and wines but I feel that I should mention our dear Commodore; his boat was attacked by the hard as he was sailing onto the pontoon one lunch time in mid October. I won't name and shame the crew on board but you know who you are! Having joined in the giggling and wickedly taken a few pictures, I felt it only fair to help rescue the boat later on that night. Another little social event followed by hot chocolate and

biscuits in the club after 1am – but it was fun.



sorry Tony, I couldn't resist! NR

Ruth from the RNLI visited us again this year on 13th November with her selection of goodies and we invited ACBOA over for the evening. Ruth assures me she had a very successful night but I've not had a total raised that evening as yet.



dining at the Ritz?

Our Annual Dinner and Prize Giving was a wonderful event. 'The Lemon Tree' in Colchester provided the catering and were very attentive all evening. A big thank you to everyone who helped prepare on the Saturday but also to Jan and Alan Tyne who were down there first thing on Sunday morning clearing up, they had done the worst by the time I arrived.

Looking ahead we have several events coming up and I will continue to send email alerts and put up posters nearer the time. There will be a couple of parties next year to celebrate the 85 years of

Wivenhoe Sailing Club and the 75th anniversary of Wivenhoe One Designs (WODs) – we'll wait for some warmer weather though.

Children's Christmas Party: Sunday 13th December – Upper Deck - 12.30 until 3pm - £2 per child.

All children and grand children of members are welcome at this increasingly popular event for all ages. Party food, entertainment from Captain Pete, the Magical Pirate, face painting and games are all provided! Parents need to provide a labelled present for Santa's sack (on the day) and he will arrive towards the end of the party to give them out. Parents are encouraged to stay (particularly those with tiny tots) and the bar will of course be open. Please complete the form at the club and leave in box in lobby so that we have an idea of numbers.

Christmas Gathering, Ugly Mince Pie Competition & Grand Draw: Friday 18th December

Carole Newman has once again waved her wand and you can purchase your draw tickets by entering your name on the huge board by the bar in the clubhouse - £1 per square and lots of prizes to be won.

The Ugly Mince Pie competition only has two rules; it must be ugly but edible! Prizes - for best child and best adult entry.

Commodore's New Years Eve Party

Buffet: sign up in the lobby - 8pm onwards - £5 per head (£2 for children).

Fancy Dress (optional) – no theme, be whoever you'd like to be! Prizes for best adult and best child costume. Come and join in the fun and games at this family event, everyone welcome.

Row & Ramble to Anchor at Rowhedge: Sunday 3rd January 2010

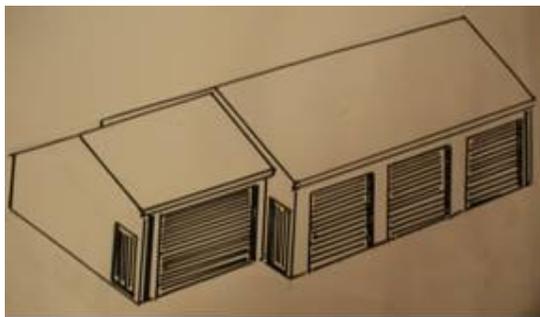
Row or walk up to Rowhedge from the old hard – please help ferry the walkers across the river before rowing up as we do not have a ferryman that day! The Anchor staff are preparing a separate lunch menu

for us and we look forward to seeing many of you there.

WOD Evening: Friday 8th January – 8pm
Did you know that it's the 75th Anniversary of the 'Wivenhoe One Design' next year? Naturally we can't let this pass unmarked. Join us for an evening of slides, photographs, memorabilia and some free nibbles. We are also hoping to have a few short talks from various people involved with the WOD's over the years. If you have any information, records or memories and would like to be involved then please contact Don Smith, David Tournay or myself as soon as possible. For any further information, questions or requests about events please don't hesitate to contact me. May I take this opportunity to thank you all for your support over the past year and to wish you a wonderful Christmas and New Year.
Nikki Robinson, Rear-Commodore (01206 305043)

a future tractor shed

Following staged funding approval by the general committee of a proposal to erect a building to house the club tractor, a working group has been established to take the project forward. The group will include Kevin Hosking, Gary Jobber, Chris Mullins and Ted Reddish.
The artist's impression shows the proposed location in relation to the existing boat shed.



artist impression of tractor shed
(courtesy Chris Mullins)

The garage will accommodate, as well as the tractor, all the essential tackle for boat lifting and launching, which needs secure storage ie. chain-blocks, shackles, strops, cables and steering bars etc. This should free up the current garage for alternative club use as well as some storage.
Planning permission is to be sought once agreed design drawings are completed.

seagulls over Wivenhoe

When motoring downriver past the mooring in early November, I chugged close by my Yachting World Dayboat, sitting on its mooring opposite the Club. I'd put her on the mooring a couple of months earlier so that I could go for the odd sail during the winter, without the strain of rolling what is a fairly heavy dinghy up & down the hard. Before she went out I had a new cover made that sat low over the whole open area of the boat, stretched over the boom & made fast around the gunwhale. So that there would be no worries of winter gales lifting it off or it flogging in the wind, I designed it carefully so that it stretched tightly in place & was held down well with shock cord and lines. It sits low, with a gentle incline to let the rain slide off to the side decks and thence to the river. Perfection.

As I chugged past & looked to make sure all was well, I noticed a mass of muddy hand marks all over the cover - kids had been trying to get inside! There were slithers of muddy prints, but the cover still seemed tight, so I left it for the time being and continued on my way. The next day I rowed out near low water to explore further.

As I approached I couldn't see any footprints in the mud & it became clear that no-one had lifted off the cover. Checking inside, everything was still there. I looked again at the mud prints - someone had been rubbing their hands down the cover, smearing a thin layer of mud in patterns all over, especially from top to bottom. It was then that I spotted the webbed print. It was a big, muddy, webbed

mark. And there were more, some turning into smears. It was gulls! Gulls had been sitting on the boom ridge-pole and had taken advantage of the taut cover to slide down it to get in the river rather than make the effort of flying! They may have even started to enjoy the slide. That was it.....my cover was an enormous, smooth, tight and muddy slide for gulls to spend their leisure time enjoying themselves. No other explanation!

I washed it all off in a few minutes & there was no harm done. But I'm now not sure how to stop these pleasure-seeking, Wivenhoe gulls from treating my dinghy & its cover as a giant slalom. A looser cover would stop them, but that would be more likely to flap in the winter winds. I think I'll have to accept the fact that I'm providing the entertainment for river bird life. I feed the garden birds and entertain the river ones. I should get a grant from the RSPB. Richard Barnard.



..don't worry, they'll blame the kids

the old hut

When the barrier was built across the Colne, the centre of gravity of our activities shifted to the new club house that we received as compensation for the restrictions that the barrier made to our sailing activities. The Old Hut and Hard were not given up but there was an inevitable tendency to concentrate on the new site and the old became somewhat neglected. The Hut in particular showed serious signs of decay and needed more

than routine maintenance. This has now begun. The pillars that support it have been rebuilt and strengthened by Bill Kippen and new lengths of railway track have been acquired to replace the old ones that are rusting away. During the winter the Hut will be jacked up and the old track will be taken away and the new inserted – a slightly nervous-making undertaking. The scene will then be set for a complete refurbishment of the fabric and, some are suggesting, a reinstatement of the walkway that was taken away last year when it became dangerous. This is still only a suggestion and not a plan but we clearly need to think of the long term future of the Hut. At the very least it needs a good spring clean and some of the old equipment and unused oars that clutter it up need to be removed.



the old hut, old hard and scrubbing posts

Work has also been started on tidying up the Old Hard. Derelict and unaccounted for dinghies were removed at the end of the season as part of this year's hard working party. We probably need to extend and/or replace parts the existing concrete standing area and a new storage facility for canoes

needs to be erected. The mooring chains are in a bit of a muddle, some need replacing, and we probably need to put in some more to make maximum use of the space. So all in all it looks as if this winter will be Old Hard and Hut time. As always volunteers will be needed and anyone interested in helping is asked to contact the Commodore Tony Higbee.

John Ashworth

Coming soon, to a river near you, the 75th anniversary of the WOD.

the scrubbing posts

There are scrubbing posts on the Old Hard for the convenience of members – who are welcome to use them but at their own risk. It's not that difficult to do! To use them, make a booking in the '*Scrubbing Posts Calendar*' in the foyer of the clubhouse.

Members should not occupy the scrubbing posts for longer than two tides unless they have previously obtained permission from the Vice Commodore. Members may only make one booking at a time and cannot make block-bookings. If you haven't done it before ask someone who has to help!

Note: WSC accepts no responsibility for loss or damage to any craft occupying hard spaces or moorings. The owner of a craft is liable for any damage caused to or by that craft howsoever arising. Insurance is the sole responsibility of the owner.

Excerpt from *WSC Conditions of use: 6.2*.

stop press:

Would you like to help the club by joining the happy band of volunteers who so ably staff the bar on Friday nights? Thanks to all who have helped so far but additional recruits are welcome. All necessary training given – ring Jan Sinclair 823301.

The wind-farm has 40 of the 48 generators installed and about half of them delivering.

Liz Taylor-Jones will be giving a talk in the New Year, Friday, 29 January, 7.30 pm *Rampage to Norway's North Cape*.

WSC: MAINSHEET

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

Member Address
(upside down if posting in
a window envelope)

members' letters:

I would just like to say a **big thank you** to everyone who took part (and their families) for helping make *the art and craft exhibition* a great success. The whole upper deck looked fantastic! We have many creative members with wonderful talents.

I hope this won't be the only exhibition held at the club, maybe next year on *open day*? We raised over £64 for Colchester night shelter. Well done everyone.

Julie Bowes

Next Mainsheet: April 2010

small ads:



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