



WIVENHOE SAILING CLUB

MAINSHEET

2015/16 WINTER EDITION

Editor: Roy Crookes

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editor's note:

I would like to extend seasonal greetings to all club members and readers in the winter edition of *Mainsheet*. Inside are regular features: membership renewal and reports of club meetings and business, special events and news, the nature feature and next year's calendar. We also have the sailing race results and award of trophies at the Annual Dinner. There is an encouraging profile for the more mature would-be sailors and a report of the Ostend Rally but also the sad loss of a dear club member.

First, as is our custom:

Commodore Christmas Message

Dear Member,

Another Christmas Gathering is upon us and this year Albert has done us proud again with his Christmas Squares. It sometimes seems the boats are no sooner

launched than they are being hauled out again with an occasional assault on the barnacle population in between. Yet it only takes a good weekend sail however to leave behind domestic and work concerns and to enter the rhythm of the marine world. I have had too few sailing days over the last two years and before my family forgets who I am it is time to hand over to a new hand at the helm of the club.

It is a major feature of the club that much of the work is done by a relatively small band of volunteers and the General Committee is giving a lot of thought to make sure how the work of the club can be carried out to provide a good service to members and at the same time to make sure the official roles of the club are kept manageable. There will be a good number of posts coming up this year on the General Committee and I would urge all members to think hard about whether they can offer the club the benefit of their time and energy. Many of you have given much in the past but if you haven't now is your chance!

May I take this opportunity to wish you and your families a very happy and merry Christmas and great sailing in 2016!

Best, Stuart

profile: Fiona and Derek Emms

Over 30 years ago, having lived locally all their lives, Derek and Fiona found a property they liked and bought. It just happened to be in Wivenhoe and wasn't ideal for travelling to work in Chelmsford. However, when the children were born, they decided to stay; Wivenhoe was a good place to raise a family. They had been sailing occasionally and in

1999, on the recommendation of a friend, did a RYA level 2 dinghy sailing course at Alton Water. The lasting memory is of sailing *Toppers* solo, on a windy morning and it was fortunate that the water was warm because Fiona capsized 5 times!



It wasn't until they retired that they purchased a boat and decided the obvious thing to do was to join the Wivenhoe Sailing Club and sail off down the Colne. What could be easier? Sailing on a river with a tide, an unfavourable wind, narrow channel and various obstacles was very challenging to the novice sailor. The first few attempts were disheartening. Derek would attempt to get off the hard and either crash into the pontoon or be dragged upstream, through the barrier past the Rose and Crown, leaving Fiona waiting impatiently on the shore, hoping that when the tide turned he would be back, which he was. He made the *Sail 14* picnic just in time, after the safety boat towed him back through the barrier. Their boat is called *Dove*, a *Mark II Gull*.

Derek and Fiona gratefully acknowledge the help and advice given by and for the opportunity to crew for other people. The best piece of advice was to 'sail 2 to 3 hours before high tide and return before the tide turns'. The best purchase to date has been dinghy boots. With some perseverance, they are now able to sail together in the same boat (which seemed unlikely in the beginning) launching and landing with some degree of confidence. Derek even managed to helm *Dove* alongside a moored cruiser for coffee on the river!

Derek and Fiona have learned to use tell-tales to set the sails, are becoming now adept at getting out of the mud and tend to sail during the week, when it is quieter. This year they took the dinghy out over 40 times and got as far as Rat Island, only once failing to get back. The wind died, the tide turned and despite getting out the oars, they got stuck opposite the sand quarry and were thankfully towed back by a fellow club member. Now they have a secret new but untested strategy in the event of getting stuck again!

They found 'simply joining in', the best way to get to know other club members and have supported hard working days, enjoyed a 'pie and a pint' and attended social events such as the quiz night, music night and the cadets fund raiser and volunteered for bar duty at the Regatta. 'It wasn't as daunting as it seemed, training was provided and there is always someone about who can help if you are unsure.'

However, Derek and Fiona's first love is the water. Not keeping their kayaks at the club, the old hard has proved to be a good place to launch for trips up the Roman River 'brilliant early on a sunny morning', to Rowhedge 'great cakes in the hut on the green' or to Colchester.

Having attended the safety-boat training last spring and learnt about *ribs* and *Viking*, Fiona decided to develop her skills further. She completed the RYA level 2 powerboat licence and the RYA safety-boat training certificate – 'two very enjoyable week-ends with nice people'. She up-righted capsized boats, pulled boats off lee shores and rescued a real man-overboard. She went along-side a moving vessel and transferred crew and towed other boats in both a rib and a displacement boat. This has given Fiona more confidence with the ribs and *Viking* and she is now sometimes spotted on the ferry. However, she feels 'there is nothing like experience' and she is always pleased to take the opportunity to crew or helm the support boats and ropes Derek in to crew, when he is available.

This winter she has been volunteering on the safety boat at Alton Water and for someone used to sailing a tidal river, 'same time next week?' takes some getting used to! To gain

more sailing experience they hope to sail within the races more often next year and are keen to crew more often for other people. Fiona wants to progress from being ‘ballast’ and to helm Dove confidently and Derek wants to sail a ‘bit further’. Having taken part in the two social sails this year to Whitehouse beach and the Saturday sail they are keen to take part in regular social sailing – as possibly would others (Ed).



the little blue boat

‘So if you sail a dinghy and would like some company, we’re the little blue boat with the red and white sails.’

Sinterklaas is coming to town

A foreign vessel is sighted nearing Wivenhoe!



who’s that with a white beard sailing on the River Colne?

Sinterklaas made an early visit to Wivenhoe this year, on the 29th Nov. His boat was

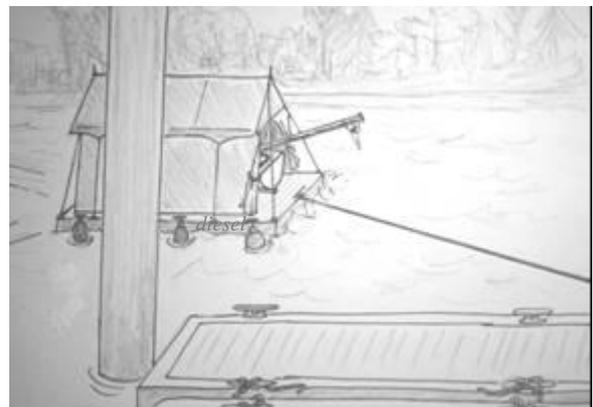
moored at the sailing club and from there he made the voyage to the town Quay; it was a very high tide but luckily the barriers opened just in time!



is this the Wivenhoe custom shed?

After a welcome on the Quay, Sinterklaas led the procession to the church where he talked about the meaning of St Nicholas and handed out sweets to over a hundred children. It was a great success again, thanks to the support of the sailing club, the ferry trust, St Mary's church and the Town Council charity fund.

Nel Mooy



at last the Commodore got more covered work-space!

the Ostend Rally 2015:

The Rally was founded by two members of WSC Brian Turner and Gordon Priestley and Ian Parks way back in the mid 1980's, it has been held every year since under the Burgee of WSC and was organized by Tony Williamson for many years before the reins were passed to Mike Earley and then to me. Sponsorship has always been forthcoming from local marine businesses. Heron Yachts have been our longest serving sponsor and

French Marine and Eastern Yachts have both been main sponsors with Morgan Marine helping this year.

The aim of the Ostend Rally is to encourage yachtsmen with limited experience to join those with more experience to make a North Sea crossing in company and to celebrate their successful crossing in Ostend. It has always been intended that the Rally will be sailed with the enjoyment and safety of the participant's paramount and that those of a competitive nature will sail keenly and in a sportsmanlike manner. Appropriate use of engines has always been permitted and adjustments to corrected times of crossing made as necessary.

In recent years, yachts from various Clubs in the area have joined the fleet. For 2015 the weather was very pleasant and 11 crews enjoyed a convivial cruise to Ostend with the wind enabling a sail at the end for some as they approached the Belgian Coast. The Rally starts when everybody arrives at the Colne Yacht Club on the Thursday night to partake of a 'last supper' and meet the other entrants and discuss 'tactics' before boarding their boats for a very early start on Friday morning. The weather forecast was duly delivered on Thursday promising light winds for the whole journey.

The vessels taking part were:

- *Scimitar*, a Bavaria 44, Maldon Little Ship Club,
- *Caritas II*, Hallberg Rassy 36, Haven Ports Yacht Club,
- *Curfuffle*, Westerly Storm 33, Haven Ports Yacht Club,
- *Little Wing*, Beneteau Oceanis 311, Haven Ports Yacht Club,
- *Flyer*, Dehler 33, Colne Yacht Club,
- *Triss*, Hallberg Rassy 37, Colne Yacht Club,
- *Esther*, Saltram Saga 30, Colne Yacht Club,
- *Salicet*, Nicholson 32, Colne Yacht Club,
- *Alize*, Caribic 40, Brightlingsea,
- *Vanadis*, Dufour 40, WSC and CYC with the Askew family,

- *Desire*, Finsailer 30, WSC and CYC with myself, Midge, Tom Canfield and Anthony Vickers on board, completed the fleet; *Joris*, WSC with Barry Moss joined in Ostend.

After appropriate banter and sustenance, the water taxi transported the crews to their vessels and by 2330 all was quiet on the pontoons. The sailing start was set for 0430 and the eleven boats entered mustered on time for the start. There was a fair tide and a light breeze and surprisingly sailing was possible. The turning mark at the Long Sand Head buoy proved to be the limit for most of the fleet for sailing and iron topsails were the order of the day. Times of arrival varied from about 1700 to 2300 and the bar at the Royal Yacht Club of Ostend our traditional destination benefitted from the evening arrivals, whatever time they arrived.

Saturday was spent 'at ease' in Ostend before the crews gathered for the traditional welcome drink, prize giving and dinner. Thanks to our sponsors all crew members received a 'fun' prize appropriate to their behaviour or actions (embarrassing or amusing) associated with their vessel or the event. Our oldest and youngest participants were awarded prizes and six people were awarded certificates for losing their 'North Sea Virginity' on the Rally.

The main prizes were awarded to *Scimitar* for 1st overall, *Triss* for 1st in fast handicap, *Esther* for 1st in slow handicap and *Salicet* for best performance by a newcomer.

After the prize giving and a welcome from the Commodore and Officers of RYCO, the club provided a sumptuous meal, which was enjoyed by the participants, who continued to mix and mingle together and with RYCO members well into the early hours. From midnight onwards crews went their separate ways although most waited until Sunday morning to make their move.

We headed for Flushing and the Netherlands in company with *Vanadis*, *Joris* and *Flyer*, where we enjoyed good company, good sailing and mixed weather, returning to the UK just before August Bank holiday. If you are interested in joining the Rally in 2016 please contact me for more information.

Bernie Hetherington

Minutes of the 89th AGM held 6th March 2015, 19.30 h at the clubhouse

1. Apologies for absence

Apologies were received from Pat and Dudley Lean, Tony and Mandy Higbee, Carol and Mike Mitchell, Ann and Andy Diggins, Kevin & Julie Hoskings, Jan Sinclair, Naomi and Phil Thompson, Ivan Frost.

2. To note the minutes of the 2014 AGM

The minutes were noted

3. Commodore's report

The first thing to say is that it has been an immense privilege to be the Commodore of Wivenhoe Sailing Club for the past year. Now in its 90th year it is a major feature of the town and has now provided both access to the water and a social focus for many generations of sailors. This was particularly evident when the Wivenhoe one design Elise was launched last summer. To see some of her original crew present with those who had helped keep the boat going through the years was illustrative of the role these small wooden boats had played in the life of the community and continue to play.

The Vice Commodore had rashly promised champagne for all if there had been 10 Wivenhoe One Designs at the start of any one race and this was very nearly achieved. This did not quite happen in 2014 but there is every danger of 2015 providing an opportunity for 10 WODs to make it over the start at one time. There have been some discussions around the club as to where the Wivenhoe One design Association sits, but it is clear to me that this association is a special interest group firmly located within the Wivenhoe Sailing Club. This year the association created opportunities for many new faces to get on the water, some very close one design sailing and of course much food for discussion in the bar afterwards. It would be excellent to see the revival of this class continue this year and for many years to come.

The fantastic turnout for Sail 14, even in somewhat inclement conditions, showed that across the club the interest in getting on the water is undiminished and everyone involved in that event needs to be congratulated for showing the true spirit of the club in running a very well organised event, resulting in our very own armada dominating the River Colne. Of course the old adage of "if in doubt read the instructions" would have made it more obvious to me why several enthusiastic individuals were dangling off the side of a large boat in the middle of the river waving lunch bags at us as we passed.....

It can't pass without notice that we have been rather shorthanded this year among the general committee and the absence of a rear Commodore and in particular has been keenly felt. On the positive side it meant that the organisation of events had to be looked at very carefully and I would personally like to thank all of those individuals who came together to form teams around events to ensure that the social calendar was largely intact and continued to provide a highly enjoyable and often very tasty programme. The enthusiasm with which club members embrace opportunities to dress up never fails to amaze and the 1920s AGM was no exception. As we count the decades off, one a year, to our Centenary I look forward to many more such opportunities in the years to come continuing with the 1930s in 2015.

We have a new cruiser captain who has already started to bring the cruisers together again around organised events and connecting with the Wivenhoe and Rowhedge Yacht Owners is a good sign that we will continue to have a buoyant cruiser section. The turnout for last year's Wallet Shield is not what it has been but then the racing itself appears to have stepped up a gear in terms of the kind of boats and equipment used to gain competitive advantage. While the BCROSS series of races is possibly eclipsing the Wallet Shield it would be good to work out a strategy whereby Wivenhoe

yacht owners could continue to join in such events and to be as competitive as possible. It is not so long since the Wallet Shield was in Wivenhoe hands and it would be good to see it coming back to Wivenhoe at some point in the future.

The AGM in 2014 tasked the general committee to carry through several actions which have certainly been taken on but there is still much to do. Part of this process, which is necessarily slow, is considering carefully what kind of club we want to be for the next hundred years. I don't think we want to change shape to chase grants or for administrative convenience but the world of the 21st century is very different to the first part of the 20th century and we need to make very sure that the sailing club is not at a disadvantage to similar organisations or is unable to take advantage of what support there is. The General Committee therefore has begun a series of information sessions which may result in some proposals coming forward but rest assured the decision for a change lies as always with you the members.

Best wishes and have some really good sailing in 2015!

4. Report of the Treasurer

The Club has still managed to keep its expenditure below its income, although when depreciation is applied, the accounts show a loss. An increase in fees to Members for 2015 has been applied in anticipation of unavoidable increases in expenditure which will occur in 2015, principally loss of our 50% rate relief and increase in electricity charges.

I am concerned for the future by the considerable drop in bar receipts; the % profit on bar sales is also down, so compounding the problem. It is fortunate that over the years the Club has managed to build up a fair financial reserve to meet the replacement of some fixed assets in the future. The Budget Sub-Committee will this year be preparing a schedule of replacement for those items which may be coming to the end of their life.

The 2015 accounts will show some slight changes to their presentation, in that Clubhouse Events will be shown in both Income and Expenditure, thus giving better information as to the turnover of the House Committee. Last year, the House Committee, in spite of no Rear Commodore, did absolutely sterling work!

The item "Use of Clubhouse" which will in future be referred to as "Lettings" has held up well. Cruiser hard standing, Lifting Group and Dinghy Storage have all performed well and it is gratifying that the Club is able to generate such funds from these operations. Members will note that the cost of moorings charged by Colchester Council is the same as in the previous year; Colchester did not increase charges in 2014 and the result is we have a double "whammy" in 2015.

I now come to my personal position as Hon Treasurer. I am seeking to be elected again for the coming year 2015/6 but this must be my last year. I am therefore now asking for a member to step forward to take up these reins. It is an interesting job and I hope someone will come forward in the next few months so that we can work alongside one another until he/she feels ready to take over. This has been my third stint as Treasurer, my first commencing in 1979 – 2 years after joining the Club. I believe I have now completed 22 years in total as treasurer.

Guy Ward

The Hon Treasurer highlighted the loss the club made after depreciation of just over £1,000.

The Hon Treasurer made available a list of responsibilities a treasurer of the club currently has.

1. Income and Expenditure Account for year 2014 showing details of previous years				
INCOME	2014	2013	2012	2011
Subs/Joining Fees	£15,696	£16,123	£15,261	£15,065
Mooring Fees	£8,053	£7,905	£7,061	£6,609
Dinghy Storage	£2,649	£2,298	£2,084	£1,945
Cruiser Hardstanding	£5,272	£3,186	£4,336	£3,332
Cruiser Lifting Group	£2,152	£1,130	£503	£881
Sailing Events	-£369	-£294	-£267	-£545
Clubhouse Events (incl of costs)	-£685	£406	£277	-£735
Use of Clubhouse	£6,662	£6,760	£3,867	£5,306
Sundry Income/Donations	£412	£597	£606	£1,259
Bank Interest	£502	£1,050	£437	£663
Cadet Funds	£982	£1,159	£400	£775
Bar	£20,786	£24,972	£26,558	£28,797
Total Income	£62,111	£65,290	£61,122	£63,351
EXPENDITURE				
Rates/Water	£3,597	£3,563	£3,401	£3,524
Electricity	£4,303	£3,728	£3,627	£3,415
Insurance	£4,157	£4,105	£4,432	£4,642
Repairs/Renewals	£8,162	£3,775	£7,879	£3,255
Cleaning/Wages	£8,856	£7,909	£6,478	£5,297
Tractor/Hoist costs	£972	£785	£817	£365
Moorings	£5,622	£5,622	£5,463	£5,194
Boats/Engines	£2,468	£2,343	£1,553	£2,413
Alarm/Security	£1,907	£3,031	£1,326	£2,337
Phone Print Post Stat'y	£1,754	£1,831	£1,257	£1,561
Donations/Subs	£615	£630	£595	£430
Sundry/Flag Officers' Exps	£1,099	£902	£1,497	£666
Bar Costs	£14,978	£17,427	£16,632	£21,824
Total exp before depr'n	£58,491	£55,651	£54,956	£54,924
Depreciation	£4,794	£5,808	£7,329	£5,566
Total cost	£63,284	£61,459	£62,285	£60,490
Net Profit/Loss	-£1,174	£3,831	-£1,163	£2,862
I have examined the records of the Wivenhoe Sailing Club for the year ended 31st December 2014 and confirm the above statements are in accordance therewith.				
Anne Hunter - Independent Examiner				

2. Balance Sheet as at 31st December 2014			3. Notes/Management Accounts		
	2014	2013	Bar	Yr 2014	Yr2013
FIXED ASSETS			Revenue	£20,786	£24,972
Property	£920	£968	Gross profit	£5,808	£8,142
Rescue boats incl outboards	£1,940	£2,587			
Cadets Boats	£1,614	£2,659	% profit on sales	27.94%	32.60%
Furniture and Fittings	£285	£425			
Lease	£16,666	£16,800			
Tractor	£50	£99			
Stair Lift	£2,230	£3,329			
Plant and Machinery	£99	£148			
Tractor Shed	£6,313	£6,645			
Crane (Hoist)	£1,918	£2,131			
Boat Shed	£9,535	£10,037			
Cycle & Mast Racks	£214	£285			
Projector & screen	£266	£397			
Canoe & Kayak racks	£1,237				
Topaz dinghy rack	£509				
Total Fixed Assets	£43,796	£46,512	(value after depreciation)		
CURRENT ASSETS					
STOCK					
Bar	£2,351	£2,572			
Clothing	£0	£0			
PETTY CASH					
House cttee	£632	£737			
Cadets	£547	£372			
Diesel float for tractor	£0	£150			
Bar till	£271	£175			
Bar cage	£121	£254			
Vice Comm float	£0	£50			
BANK + INVEST	£57,635	£56,476			
Total Current Assets	£61,558	£60,786			
TOTAL	£105,354	£107,297			
FUNDED BY					
Profit and Loss	-1174	3831			
Reserves	£90,756	£86,924			
Lottery Grant	£14,678	£14,678			
WOD Assoc - temp	£1,093	£1,863			
TOTAL	£105,354	£107,297			

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.

I have examined the records of the Wivenhoe Sailing Club for the year ended 31st December 2014 and confirm the above statements are in accordance therewith.

Anne Hunter - Independent Examiner

The Secretary explained the changes in rate relief – Colchester Borough Council has closed the scheme we used to take advantage of and replaced with new scheme; unfortunately we do not qualify for the new scheme. However, we do now qualify for Small Business Relief on our premises to the value of approximately £2,000. We will not receive rate relief on the old hard.

The bar manager responded to a question on details about the reduction in bar takings – noting the footfall is much reduced. It was clarified that we cannot open the bar due to licencing rules during Sunday Morning racing

5. Adoption of the accounts

Accounts proposed Ian Hunter and seconded by Ewan Alexander . There was one abstention (Robin Calvert).

It was confirmed the accounts are available online and were posted on the board as per constitution

6. Nomination of the Election of Officers

The nominations were taken en bloc and all were approved.

	Nominee	Proposer	Secunder
Commodore	Stuart Bannerman	Guy Ward	Ewan Alexander
Vice Commodore	Bruce Anderson	Lyn Button	Sue Goldsmith
Rear Commodore	Veronica Alexander	Stuart Bannerman	Guy Ward
Hon Treasurer	Guy Ward	Ted Reddish	Rod Terry
Hon Secretary	Eric Strudwick	Guy Ward	Ewan Alexander
Membership Secretary	Margaret Hetherington	Myrna Ekeroth	Ann Vickers
Sailing Secretary	George Brown	Nel Mooy	Bernie Hetherington

7. Nomination for the election of General committee members

The nominations were taken en bloc and all were approved.

Nominee	Proposer	Secunder
Ewan Alexander	Stuart Bannerman	Bruce Anderson
Maureen Peck	Brian Sinclair	Ewan Alexander

8. Report Back re 2014 AGM Resolutions

a. Motion 6.1 Members Handbook

The commodore explained that the Handbook has been produced, but is still very much in draft as certain elements not completed. It will most probably be available online. Ted Reddish noted an error in the draft handbook; that the club does not have a Bosun.

b. Motion 6.2 Explore the adoption of the RYA constitution

The Vice Commodore presented a summary of the work done including comparison on some known grey areas in our constitution (Liability/Disposing of boats procedures/Criteria for membership).

He reported that, in general , the RYA constitution was more specific and clearer than the current WSC one.

This issue will be included in the current discussions about club structure and possible incorporation.

The Secretary added that following a meeting in Jan on our structure a further meeting will be held in 2 weeks time, led by Keith Phillips

The Commodore added that a representative of the RYA has also agreed to visit to further discuss our options as well as approach to potential funding requests

c. **Motion 6. 3 Interiors and bar**

The Commodore reported that although no significant process has been made, it is planned to create a proposal in the coming year

d. **Motion 9 Increase Membership**

The Commodore reported that he was striving to make the club outgoing and the clubhouse banner was the first step in this process. We now have two Group memberships: Wivgigs and Wivenhoe Canoe & Kayak Club. During the last year WSC had 22 new memberships giving 238 in total (1 Young Adult, 78 Adult, 141 Family, 2 Country, 4 Life, 12 Hon Life). Of these, 52 memberships were currently unpaid.

It was mentioned that we now also have facilities available to members (Hunter, Sport 16).

Mr Brian Sinclair congratulated the club on gaining group memberships

e. **Motion 10 To approve role descriptions**

Work has started, but as these have not been concluded they will be submitted for approval at a later date

f. **Motion 12 To report back on progress**

As above

A query was raised if the club has done a risk assessment. The secretary explained that there is a responsibility on the club for a fire risk assessment which is completed annually. Documents are available. Furthermore, a health and safety risk assessment is performed, which is wide ranging - including premises and procedures.

Following a question on record storage, it was commented that although no consistent procedure, documents in general are stored in cloud facility and locally backed up, which include the key club documents. Some other documents are not centrally stored, such as the lifting group document.

9. Appointment of Independent Inspector of Accounts

Ann Hunter has indicated she is happily to continue this year. Proposed Julie Ward, seconded Jane Valentine

10. AOB

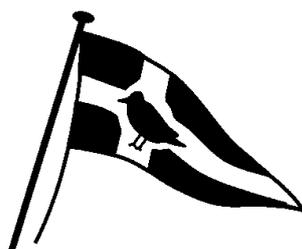
- a. As this is the last AGM for the long standing Hon Treasurer, a bottle of whisky was presented
- b. Tim Denham read an extract of the minutes of the very first AGM, held in the Black Buoy
- c. Janine Ford-Bowyer noted that next week a Tapas night will be held, including musical accompaniment
- d. The vice commodore noted the spring hard working party on the 28th of March

Meeting ended 20.25



These minutes were approved as a true record at the General Committee meeting of April 1st 2015.

**Wivenhoe
Sailing
Club**



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

Membership Renewal 2016

Dear Member, December 2015

After careful consideration the General Committee has decided to complete the two-part increase on 2014 membership subscriptions introduced in 2015, for 2016.

Annual membership fees are due on 1st January 2015. 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 above but email:

hartcraft@hotmail.com.uk

Thank you for your co-operation, and good sailing in 2016.

Yours sincerely,

Midge Hetherington

Membership Secretary.

01206 825639

midgehetherington@gmail.com

Membership Subscriptions 2016	Before end of Jan	After February 1st.
Family	£85.00	£95.00
Single Person	£68.00	£78.00
Young Adult (18–25 years)	£25.00	£30.00
Cadet (non-family member)	£22.50	

Note: for BACS, please quote: WSC-MEMBERSHIP - sort code: 08-92-99; account number: 65704736

WSC MEMBERSHIP RENEWAL 2016

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;**

Midge Hetherington

Brown Oaks

Alresford Road

Wivenhoe CO7 9JX (or to the Clubhouse)

[Note: if you use BACS please do so at WSC-MEMBERSHIP –
sort code: 08-92-99; account number: 65704736]

I would like to volunteer for the following duties;

(Please tick at least one.)

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.)

.....

WSC MEMBERSHIP & FEES (late fees payable 28 days after due date)	FEE/ CHARGE	LATE FEE
	2016	
Family Joining Fee	£35 (includes door key)	
Single Person Joining Fee	£35 (includes door key)	
Annual Subscription, Family	£85.00	£95.00
Annual Subscription, Single Person	£68.00	£78.00
Annual Subscription, Young Adult (16-23)	£25.00	£30.00
Annual Subscription, Cadet – Club members	£6.50	
Annual Subscription, Cadet – Non club members	£22.50	
HARD STANDING		
Canoe, and Dinghy up to 3m		
Old Hard & New Hard	£15.50	£21.50
Inside Pontoons (Senior members)	£25.00	£31.00
Trailer only charged for trailer not usually stored under boat	£17.50	£23.50
Dinghy Storage – Over 3m		
Old Hard, New Hard (per metre). Late payment per boat.	£9.50	Add £10 per boat
WOD Winter storage	£25.00	Add £10 per boat
WOD Summer storage	£25.00	Add £10 per boat
Cruiser Storage (per metre)		
Cruiser Winter Storage – Ashore	£16.50	
Cruiser Winter Storage - Pontoons	£16.50	
Penalty Fee for cruiser overstaying (per day)	£2.00	
LIFTING (per metre)		
Haul out and launch	£6.00	
MOORINGS (per metre)		
All moorings. Late fee per boat.	£19.00	Add £19.00 per boat.

WSC AGM, March 4th 2016

This is the last Mainsheet before the 2016 Annual General Meeting. At the AGM, the club accounts are submitted for approval, the General Committee is elected and resolutions debated. The General Committee is responsible for running the club and is made up from the club Officers

(Commodore, Vice Commodore, Rear Commodore, Honorary Treasurer, Honorary Secretary, Sailing Secretary and Membership Secretary) and 4-8 other club members. The constitution requires that all club officers are elected each year. Other General Committee members serve for two years and at this AGM, there will be six vacancies to fill.

The Commodore, Vice Commodore and Sailing Secretary have all indicated that they will not be standing for re-election. Also the club does not have a Rear Commodore at present, so we need new candidates to come forward and stand for election. All adult club members are eligible to stand provided they have been members for at least two years. The club relies on members taking on these roles. If you want to find out more please contact me or any other GC member.

Nominations for election and Resolutions must be submitted by 5th February (28 days before the AGM). Nominations forms are available now from the website (under Members/Club Documents) and paper copies will be in the clubhouse foyer in the New Year.

Maybe you haven't thought about serving on the General Committee before, or maybe you thought that it wasn't for you. If you haven't considered it before, then please do so now; your club needs you!

Eric Strudwick – Hon Secretary

club social news:

A number of successful events were enjoyed in the autumn. As well as the start of the winter series of races and the Christmas festivities and 'row and ramble' to come there was a hard working party and

a packed lifting schedule. Which, as ever, ran with good humour and co-operation, to accommodate an ever increasing demand.

hard working party



'come on Dad keep up!' (photo TH)

annual dinner 2015

As usual the Annual Dinner was the highlight of the social calendar, with a full house taking a revised seating layout in its stride. There were some notable converts to the 1930's themed dress code, with Midge Hetherington acclaimed supreme with her 'fox-fur' stole. Wine was taken with whoever in normal style and the prizes were awarded at gale-force speed by the vice-commodore.

WIVENHOE SAILING CLUB PRIZEGIVING: I - 2015

Dinghy races

Cup	1	craft
Glozier Fitting Out Cup	Adrian Green	No Name
Glozier Laying Up Cup	Adrian Green	No Name
Sainty Memorial Cup	Nigel Cook	Alcyone
Rat Race Trophy	Nigel Cook	Alcyone
WOD Rat Half model	Nigel Cook	Alcyone
Haward Cup	Adrian Green	No Name
Can Cup	Adrian Green	No Name
Farren Cup	Adrian Green	No Name

Bank Holiday Cup		Tom Taylor-Jones	<i>Blue Velvet</i>
Upstream Race		Rob Maloney	<i>Elise</i>
Capriol Capstan		Rob Maloney	<i>Elise</i>
Cousin Jack			<i>Blue</i>
Tankard	Evening Series	Tom Taylor-Jones	<i>Velvet</i>
May Mug		Adrian Green	<i>No Name</i>
Sykes Trophy		Rob Maloney	<i>Elise</i>
Winter Series		Bruce Anderson & Steve Hart	<i>Bubbles</i>
Thelma Worsp Plate		Nigel Cook	<i>Alcyone</i>
Moss Cup		Adrian Green	<i>No Name</i>
Wod Cup		Nigel Cook	<i>Alcyone</i>
Laser Cup		Adrian Green	<i>No Name</i>
Cadet Cup			
Geoff Bailey Trophy	Regatta WOD Race	Nick Blower	<i>Coretta</i>
Cruiser events			
Harold Meadows Memorial	First WSC Yacht in the Wallet Shield Race	Tony Higbee	
Ranger Trophy	Individual WSC Yacht Race		
Isaac Stokes	The Yacht to Cruise the furthest.	N. Cook / S. Fenton	<i>Blue-J</i> George Brown

calendar of events 2016:

WSC SAILING PROGRAM 2016

DATE	DAY		TIDE	START
10/04/2016	SUNDAY	FITTING OUT RACE	15.07	13.30
24/04/2016	SUNDAY	SAINTY MEMORIAL RACE	14.23	12.45
08/05/2016	SUNDAY	CAN RACE	14.02	12.30
21/05/2016	SATURDAY	OPEN DAY	12.52	
22/05/2016	SUNDAY	UPSTREAM RACE	13.25	11.45
		BANK HOLIDAY CUP /		
30/05/2016	MONDAY	EVENING PURSUIT 1	19.18	17.30
05/06/2016	SUNDAY	STUART PAWSEY / LADIES RACE	12.57	11.30
13/06/2016	MONDAY	EVENING PURSUIT 2	19.25	18.00
19/06/2016	SUNDAY	MAY MUG/SYKES 1	12.25	11.00
		WSC REGATTA YACHTS /		
25/06/2016	SATURDAY	ROWHEDGE REGATTA	16.15	
26/06/2016	SUNDAY	WSC REGATTA DINGHIES	16.59	
29/06/2016	WEDNESDAY	EVENING PURSUIT 3	19.59	18.30
03/07/2016	SUNDAY	MAY MUG / SYKES 2 HALFWAY CUP	11.54	10.15
09/07/2016	SATURDAY	WIVENHOE TOWN REGATTA	16.23	
10/07/2016	SUNDAY	MAY MUG/SYKES 3	17.03	15.30
14/07/2016	THURSDAY	EVENING PURSUIT 4	20.34	19.00

16/07/2016	SATURDAY	WALLET SHIELD	10.18	
24/07/2016	SUNDAY	MAY MUG/SYKES 4	16.01	14.15
29/07/2016	FRIDAY	EVENING PURSUIT 5	20.47	19.00
07/08/2016	SUNDAY	BOSTOCK CUP	15.53	14.00
12/08/2016	FRIDAY	EVENING PURSUIT 6	19.42	18.15
21/08/2016	SUNDAY	MAY MUG/SYKES 5	15.01	13.15
26/08/2016	FRIDAY	EVENING PURSUIT 7	19.10	18.00
04/09/2016	SUNDAY	FARREN CUP / MAY MUG/SYKES 6	14.48	13.00
18/09/2016	SUNDAY	HOWARD CUP / MAY MUG/SYKES 7	13.55	12.15
02/10/2016	SUNDAY	CAPRIOL CAPSTAN	13.47	12.00
16/10/2016	SUNDAY	RAT RACE	12.45	10.45
30/10/2016	SUNDAY	GLOZIER LAYING UP RACE	11.46	10.00
06/11/2016	SUNDAY	WINTER SERIES 1	15.42	14.00
20/11/2016	SUNDAY	WINTER SERIES 2	16.15	14.45
04/12/2016	SUNDAY	WINTER SERIES 3	14.46	13.00
18/12/2016	SUNDAY	WINTER SERIES 4	15.05	13.30
31/12/2016	SATURDAY	ROW & RAMBLE	13.20	

George Brown

WSC SOCIAL CALENDAR 2016

date	HW	Start	End	Event
12/28/2015	13:52	11:45		Row & Ramble to Anchor, Rowhedge
1/23/2016		19:00		Burns Night
1/29/2016		19:30		Winter Talk 1 Pie and Pint Night
1/31/2016		10:00	12.00	Knots 1 : Chris Mullins
2/06/2016		19:30		Winter Talk 2 Pie and Pint Night
2/14/2016		10:00		Nature Walk & Lunch
2/19/2016		19:30		Winter Talk 3 Pie and Pint Night
2/29/2016		10.00	12.00	Knots 2 : Chris Mullins
3/04/2016		19:30		AGM
3/11/2016		19:00		Friday Supper-Cadet Fundraiser
3/19/2016		19:00		Winter Talk 4 Pie and Pint Night
3/25/2016		19:30		WWW Springwatch – Upper Deck
3/25/2016		19:00		Pie and Pint Night
3/26/2016		12:00		Refreshments Spring Working Party
3/27/2016		10:00	12.00	Knots 3 : Chris Mullins
3/27/2016		12:30		Sunday Lunch
4/01/2016		19:00		Pie and Pint Night
4/09/2016		19:00		Pie and Pint Night
4/15/2016		19:00		Cadet Fundraiser
4/22/2016		19:00		Fish and Chip Supper and Quiz

Stuart Bannerman

it's the festive season:

.... so don't go down to the sea in ships!



from *the scream* by Edward Munch

Terror in the Northwest Passage:

On May 19, 1845 the ill-fated British expedition led by Sir John Franklin left England to navigate the Northwest Passage in the Canadian Arctic*. They were to head through Lancaster Sound, west and south as geography and conditions permitted and complete the transit. There had been no navigable passage discovered to that date between the Atlantic and Pacific Oceans in more temperate locations.

There were two reinforced sturdy ships in the expedition, the *HMS Erebus* and the *HMS Terror*, both of which had already served in the Arctic. These were equipped with steam engines, retractable rudders and propellers to avoid damage and a library and steam heating for comfort of the crew of 24 officers and 110 men. They had three year's supply of preserved food, stopping at Greenland for fresh meat and to send letters home and also where five crew were discharged.

The expedition was last seen by Europeans in Baffin Bay, waiting for favourable conditions

to cross to Lancaster Sound, in July 1845. For over 160 years numerous expeditions have attempted to discover what became of Franklin's lost expedition and its 129 crew. Many reports came back with accounts of findings of relics of the ships and remains of the crew and some stories of cannibalism.

Three men died and were buried on Beechey Island where the expedition spent the 1845-6 winter. They wintered over 1846-7 on King William Island and also 1847-8 being ice-bound for one and a half years, during which Franklin had died in June, 1847. In April 1848 following the death of a further nine officers and fifteen men, the surviving hundred and five set out on foot for the Black River on the mainland. Most died on the island on the way and the thirty to forty, who reached the mainland died far from western civilisation.

In the following years, expeditions on King William Island found documentation in a cairn and some skeletal remains, two in a lifeboat, containing personal possessions and equipment from the lost ships. Much later searches found further human remains in this vicinity and oral-historical reports from local people, of sightings on the route to, but far short of their ultimate destination. There was also word of up to 40 white men who died of starvation near the Black River mouth and others mentioning cannibalism among the dying. Cut marks on human bones examined later were said to be consistent with 'defleshing' and 'pot-polishing' was seen to indicate that some had been heated in boiling water.

It has been suggested however that the evidence rather points towards a combination of malnutrition and inadequate clothing in a cold hostile environment, hypothermia and disease, together with lead poisoning that killed everyone on the expedition. Diseases thought likely were pneumonia, tuberculosis and scurvy. The high lead levels found in the human remains were originally thought to come from badly soldered cans, in the stored food, though a later theory is that the source was the drinking water from the ships' installed distilled water systems.

In Victorian society Franklin was seen as a hero and credited with finding the Northwest Passage despite the content of some reports. Last year however the Canadian Government reported locating the wreckage of one vessel, the *HMS Erebus* on the ocean floor in the Arctic Archipelago – in the Northwest Passage!

And this should provide momentum to find the second, the *HMS Terror*.

[*NB Source Wikipedia - *Franklin's lost expedition*.]

the red-legged partridge:

While wandering around Lidl, after a visit to the dentist (the store was virtually opposite) I noticed in the '*Festive Fayre*' freezer chest: oven-ready red-legged partridges, for £5.00 as an option for your Christmas dinner! What would such a pretty little bird taste like? Dare I buy one? There was nobody around! I did not!

For generations of country folk, partridge has been on the seasonal menu; mostly grey partridge, bred for that purpose in more recent years. Several times in the 1600's unsuccessful attempts were made to introduce the red-legged from France; hence the birds other name, the French partridge. But it was not until 1770 that the species was successfully introduced to two localities in Suffolk. By 1777 a covey of 14 was found near Colchester and 5 were killed by sportsmen.

The bird is most often seen in the eastern counties now but a few are seen as far away as the south coast and the Welsh border. It is interesting to note a count in 1950 when the red-legged partridge was out-numbered by the grey partridge by 20:1. It is now the commoner species! Maybe this is not surprising when annually 800,000 are released and 400,000 are shot in Britain. The released birds run around open farmland for the field sportsmen's sport. In season they can go out and shoot their own Christmas or Sunday dinner.



the red legged partridge (Gill Maloney)

Obviously the red-legged partridge is present all the year round. It is an incredibly pretty bird, beautifully camouflaged in most situations. It has wax-red legs, bill and striped flanks. When disturbed it is just as likely to run as to fly. The sexes are alike and the female lays up to 20 eggs in a grass-lined hollow scrape on ground beneath low vegetation. Once hatched the chicks and parents stay together and walk around in family groups sometimes seen perched on stacks of hay, barns and other farm buildings. They like warm open stony slopes and fields and, around here, light soils in arable areas and the dry areas at the top of the salt marshes. They are occasionally seen on allotments, Wivenhoe's being no exception. They are looking to eat leaves, shoots, berries, acorns and seeds, including beech-mast picked up from the ground; chicks eat insects at first.

Tim Denham

in memory of:

WSC member Faith Ressmeyer died on 12 April 2015. She had lived in Wivenhoe for 35 years, teaching at Philip Morant and then Colchester Sixth Form College. Always a vibrantly active member of the community, she was one of the group that started the May Fair and was involved in campaigns such as CND, Greenham Common and the Miners' Strike. Latterly she devoted much of her energy to supporting and raising funds for the Russ Foundation in Southern India, to which she took expeditions of volunteers from CSFC and the Wivenhoe community.

Faith's first experience of sailing was during family summer holidays in the late 1950s and early 1960s at East Marion on the North Fork of Long Island, when she crewed with her Uncle Joe in a succession of sailing dinghies. Her taste for it was revived by crewing with Mike and Liz Taylor-Jones on *Rampage*. After she married Tom Fenton in 2009 they bought *Beowulf*, a 1979 Albin Vega 27. Faith retired from teaching in 2010. The next spring they headed for the Mar Menor, in Spain, where Faith learned to helm, and that autumn she did her day skipper theory at the Nottage. In 2012 she and Tom set off with *Beowulf* on what was to be a 5,000 mile voyage over three years from Wivenhoe to the Mediterranean and back, crossing Biscay on the way



Faith Ressmeyer at the helm of *Beowulf* off the North Foreland at dawn, October 2011

south, exploring Spain, Portugal and Gibraltar, the Balearics, Sardinia and Corsica, before coming back through the Rhone, the Saone and the French canals.

Faith never felt sea sick. She was an excellent helm, a good navigator, and a fearless sailing companion.

The Faith Ressmeyer Memorial Fund raised £22,000 to be divided between Russ Foundation, St Helena's Hospice and the Colchester Cancer Centre Appeal.

Tom Fenton

wsc late news

an introduction to rope-work 2016:

Next year, (leap-year) returning by popular demand, the highly acclaimed- 'introductory course on rope-work, knots and whipping' with Chris Mullins.

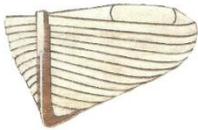
This will take place on the upper-deck of the club-house on the last Sunday of the month for three months, from January to March. Sessions are from 10.00 to 12.00 and all comers are welcome but please bring some short lengths of ropes of different diameters (*a load of old rope!*) to practice the craft. Ed

small ads:

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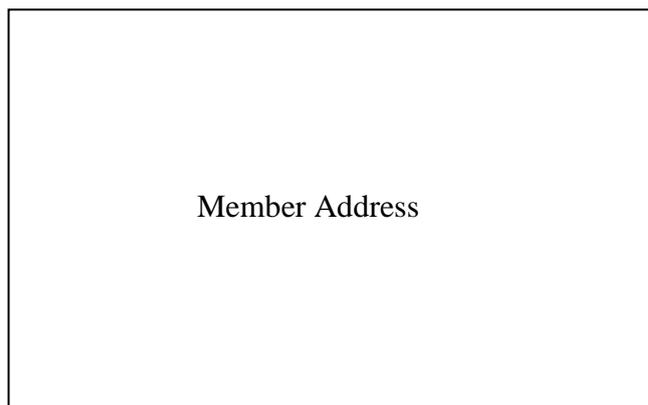
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WSC: MAINSHEET



Member Address

stop press:

reminder – details inside

- Mon: 28th Dec: Row & Ramble
to Anchor, Rowhedge
- Sat: 23rd Jan: Burns Night
- Fri: 29th Jan: Winter Talk 1 Pie and Pint Night
- Sun: 31st Jan: Knots 1
- Sun: 14th Feb: Nature Walk & Lunch
- Fri: 4th Mar: AGM
- Fri: 25th Mar: Springwatch
- Sat: 26th Mar: Spring Working Party
- Sun: 10th Apr: Fitting-out race

Next mainsheet: April 2016

Ed. Roy Crookes
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