



WIVENHOE SAILING CLUB

MAINSHEET

2013 AUTUMN EDITION

Editor: Roy Crookes

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editor's note:

As a remarkably sunny season draws to a close, a fifth year as Mainsheet editor starts for me and I always wonder if there will be enough to make up an edition but something comes along. The old regulars are usually very reliable and there's always something new on the agenda, sometimes things even have to get held over for the next issue. This time we have sailing, boat handling and club news, the club dinner menu and nature-watch but, regrettably, we also have obituaries for two of our highly regarded members.

profile: Wanted – do you know the identity of this man (or woman)? The Mudlark; seems to have an eye on the WOD community activity! Dating back over 25 years to the

1985 *wod* jubilee yearbook, it looks like the current revival has been well trailed!

[Thanks to Robin Maloney for archive text.]



Note: *wod* association meal: fundraising event open to all, please bring partners, friends etc. Saturday 5th October, 7pm WSC.

news from the vice-commodore:

open day: the recent open day was a great success with around 100 guests being treated to a sail on the Colne, a well as some tasty hot and cold refreshments (see later).

old hard boat shed: the boat shed on the old hard has recently been assessed, with the

window frames and the weatherboards on the west facing side being identified for repair or replacement. There are also plans to enlarge the door to allow easier access for dinghies.

club cruiser - Hunter 19: the club has recently purchased a small low cost cruiser; this will be used as a training aid for the older cadets and will also be available for short-term loan to club members (see later).

canoe rack: two new canoe racks are being sourced and will be installed at both the new and old club hards. This will give us the capacity to store 17 canoes, please contact me, to reserve a space.

Viking – carer needed: the club launch Viking is starting to suffer from neglect and it would be ideal if a volunteer would come forward to look after her.

Hard-working party: Saturday 26th October, 09:30 start. Phil Thompson–vice commodore

lifting group activities:

lifting group meeting – date and time to be confirmed (*via alert*), in the clubhouse-upper deck, for all those involved in having their boats ashore via the *Lifting Group*. Dates for lifting and helping can be booked on that day.

haul-out dates for 2013

cruiser lifting out		HW	
Wed	16	October	10:46
Thu	17	October	11:37
Fri	18	October	12:21
Sat	19	October	13:01
Mon	21	October	14:13
Tue	22	October	14:49
Sat	2	November	10:50
Mon	4	November	12:12
Tue	5	November	12:55
Wed	6	November	13:39
Thu	7	November	14:25
Sat	16	November	10:58
Mon	18	November	12:14
Tue	19	November	12:50
Wed	20	November	13:25
Thu	21	November	14:01
Mon	2	December	11:03
Tue	3	December	11:50
Wed	4	December	12:38
Thu	5	December	13:26
Fri	6	December	14:15

There are 3 Saturdays and 18 weekdays, five in December to maximise the season. Trailers will need to be disentangled and lifted off one another before the first session. Please arrive in good time; 6th December is the last date.

lifting group news July - September 2013

After a fragmented launching programme resulting from the ghastly spring weather, with the exception of a couple of boats with problems, the cruiser fleet are all safely afloat. We were delighted to receive a letter of thanks and gratitude from the purchaser of *Centaur* for the efficient and friendly way the group launched the craft and of his appreciation of the club facilities, which were placed at his disposal whilst he lay on the pontoons awaiting favourable weather for this departure for Faversham [see letters].

On Friday, July 5th Chris Mullins, Ian Hunter and Ted Reddish met the engineer from J D Lifting, to carry-out the annual insurance inspection of the group's plant and lifting gear. We are happy to report that it was all found to be in good condition and we were mightily pleased by the inspector's comment that he wished that all the other gear he had to examine in his job '*was looked after half as well as ours!*' - nice to get a pat on the back now and again!

We are publishing a supplement to the group's 'Working Procedures' documents shortly. This will require a signed acknowledgement from all the users, in the group's log book, to confirm that they have read it; a necessity it seems, as we have had some '*I didn't know; nobody told me!*' comments recently. And that won't do! That way leads to calamity.

Tractor: Good news on the maintenance front - we are pleased to report that, thanks to the heroic efforts and an eleven hour shift by John Austen and Chris Mullins, the problems with the tractor's fuel system have been sorted out.

The trouble was found to be the interior paint of our jerry-cans was being dissolved by the diesel fuel and ending up as small particles in the fuel lines and filters which, of course, became clogged-up. The remedial work involved, draining and removing the fuel tank, flushing it out with petrol, and refitting

it, cleaning the filters, blowing out the fuel lines, filtering the fuel and re-filling the tank; a really ghastly and smelly, dirty job, but of course, before the work could be started the tractor back wheel had to be removed and re-fitted on completion. A funnel with a fine filter has been purchased and no fuel should go into the tank except through the filter.

A really splendid effort by John and Chris, which should be appreciated not only by the users of the lifting facility but all club members who benefit in the long run from the group's activities. In light of the above, all users of the club launch, Viking, should take care that any diesel fuel placed into or onto the boat should go through a filter funnel.

Viking: Whilst mentioning Viking the Sailing Club asked Rob Maloney to submit estimates for maintenance work on the boat which will deteriorate if not attended to this season. Rob found a window in his working schedule for this and started the work in early August.

Hoist: Chris Mullins has plans for a serious paint scheme to the under-water parts of the boat-hoist soon after the end of August and will be looking for volunteer painters. This is a very important part of the whole lifting operation and may be summed up with the chant of '*With a little neglect a hoist is soon wrecked!*' Chris is getting to grips with this vital project and if you want to show your appreciation for his work on the tractor, support him by volunteering some time on it [details below].

Mobile Crane: This project is progressing steadily and should be up and working for this autumn's haul-out and will speed up the whole lay-up business. Oddly, in spite of descriptions, even a model being shown at lifting group meetings, many people seem to be completely unaware of what the strange structure being put together under the club's A-frame is or what it is for. Creative imagination would seem to be less common than one might think!

Ted Reddish

Full maintenance on Travel Hoist:

October 2013

Saturday, 5th – 8:30am start;

jack-up rear end of hoist onto bulk timbers, remove both rear-wheel axle-assemblies;

sand/wire brush hoist. **A-frame**, clean top frame with gun/ compressor and prime.

8 to 10 person tasks.

Saturday, 12th – 8:30am start;

paint hoist to water-line (black epoxy); paint above green gloss; do second coat if possible.

Saturday, 19th – 8:30am start;

Replace rear-wheel axle-assemblies; refit for active service in haul-out programme.

Please bring scrapers, rags, wire brushes, sandpaper and old paint brushes. **Chris M.**

wsc cadet regatta: Sat 7th Sept.

This is an annual event we hold for the cadets. 21 took part which meant the 8 club Topaz dinghies and a borrowed one were used.



topaz fleet

It was a bit breezy and a beat down river, so the boats were towed down to the mouth of Alresford Creek, where a start line was set up between buoy 21 and Viking. The rescue boats set a turning mark in Alresford Creek by the old railway bridge. Normal club starting procedures were used. Unfortunately the wind was picking up all the while. The course was 24 to port, Alresford Creek mark to port, (a jibe, but only one boat capsized), 21 to starboard, 19 to port then back upwind to cross the finish line. We had 4 finishers but they were all winners! The results were: 1) Robert Demerkin-Jones with Emily Wrycraft and Oliver Tiller, 2) Alice Reed with Ben Thomas and Hamish Wrycraft, 3) Kieran Smith with Thomas Roper and 4) Chris Sutcliffe with Charlie Bannerman. When the race was finished, we went into Alresford Creek for lunch, mooring on the south shore by the remains of the old railway bridge where it was very sheltered and sunny. The return trip was planned as a fun event, chasing

tennis balls, but by now the wind was gusting force 5 and the tide was ebbing, making it quite choppy. On the run home, only 4 Topaz dinghies made it back without capsizing. Congratulations to them! Back at the club we had prize giving and cakes. A great day.



break time!

It is worth mentioning that without the helpers, Rob Gordon, Bruce Anderson, Simon Demarkin-Jones, Stuart Bannerman, Nikki Robinson and Tony Higbee, we couldn't have held it. If anyone feels they would like to help with Cadets, please contact me.

Also, a big thankyou, to Ted, Kevin, Chris and Tony, who rushed around to launch Viking after her fit-out, so we could use her.

Steve Hart

Hunter 19 club boat:

In an attempt to encourage club members who perhaps do not have their own boat to explore our lovely river and estuary, the club has purchased a small sailing cruiser. The new club boat, a Hunter 19 was successfully launched last Saturday and is currently on the pontoon. This boat is for use by cadets who have reached a level of competence deemed to be suitable and for adult club members who wish to learn and improve their sailing skills and seamanship.

The boat we decided to purchase is an elderly but well proven design called a Hunter 19. She has 2 berths, is 19ft long, with a fin keel, which means she sails well. This was a priority as the intention is to encourage members to practice good boat handling and seamanship. She will be kept basic; there will

be no engine, or electronics. Instead there will be a pair of oars and a sounding pole!



ready for the launch of the Hunter 19

She is a work in progress, and is far from perfect, so we welcome suggestions and help in making this project work. We do not intend to charge for the use of the boat, but will encourage participation in maintenance work during the winter. The club will pay for the materials. The boat will be in the water until the end of November, so please contact any of the below for details on her use:

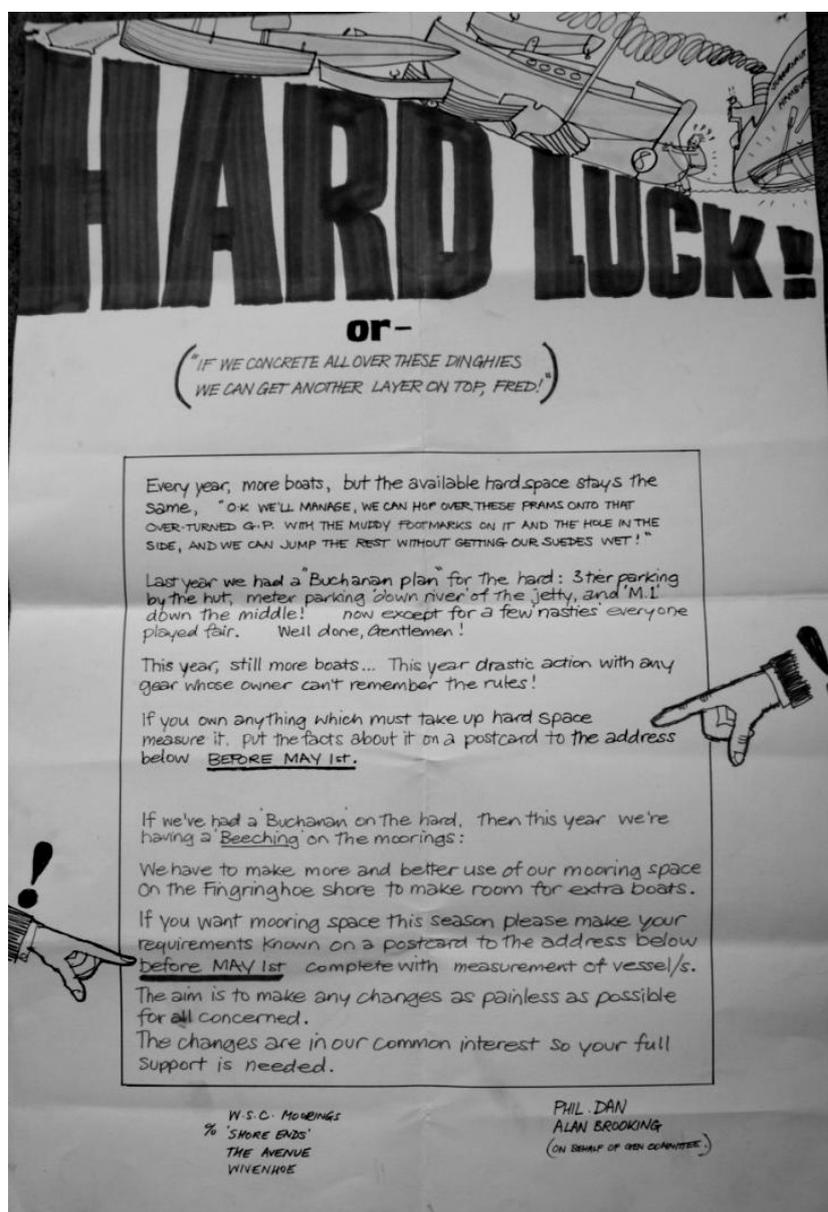
Steve Hart: 07816128932;
Alan Tyne: 07986538228;
Gary Jobber: 07973379641;
Bill Kippen: 07908329767.

do you still owe your dinghy fees?

With the untimely passing away of Chris Smith earlier this year there has been a delay in sorting out the dinghy fees. If you sent us a cheque before May, we will not have cashed it. If you have not received a new blue dinghy tag through the post in the last couple of weeks, it means we have not received your payment. If you haven't yet paid, please remit your payment as soon as possible. An additional late fee of £6.00 will be incurred if payment is received after October 31st this year. Please accept our apologies for the inconvenience if you have to send us a second cheque but we hope everyone will understand under the circumstances. If you are in any doubt or have any questions please contact Toby Roberts: 01206 524598 or toby1kenoby@yahoo.com.

then as now!

So, what's new? Another blast from the past, courtesy of Robin Maloney. This hand-made poster of yester-year illustrates that tight space was a problem requiring ingenuity and cooperation!



26th Ostend Rally – 28 June 2013

This WSC event was first sailed in 1987 as a sail in company from Brightlingsea to Ostend with the aim of encouraging less experienced yachtsmen to sail across the North Sea and explore the sailing waters of Europe. *Sandpiper*, *Bright Star* and *Triss* were our

'Ostend Virgins' although the first two crews have sailed extensively in local waters and *Triss* and her crew could hardly be described as inexperienced.

This year's rally broke the mould for timing in so much as it took place a month earlier than ever before and as luck would have it, heralded the start of the good weather this summer. Participants were wary of commit-

ting themselves to the event because of the bad weather of the last few years however the few stalwarts determined to go whatever and a last minute rush of entries brought 9 boats to the Bateman's Tower line on Friday morning at 04.00 with one other already moored in Ostend. As the fleet made its way out of the Creek against the last of the flood tide, it was daylight with a light westerly breeze and good visibility, perfect conditions and the possibility of completing the passage before dusk.

The boats on the line were *Desire* and *Flyer* from WSC and CYC, *Sandpiper* from ACBOA, *Le Bot*, *Jemini*, *Triss*, *Passion* and *Bright Star* from CYC and *Alize* from Brightlingsea. The vessel moored in Ostend was *Joris*, Barry Moss's motor boat based in Ghent in Belgium but from WSC.

The light airs held and steady progress was made to Colne Bar where spinnakers started to appear as soon as the boats rounded the buoy. *Le Bot*, the lowest handicap boat in the fleet, together with her experienced skipper and geriatric crew sailed off ahead of the fleet making the passage in a credit worthy 13 hours 29 minutes and taking line honours at 17.29 BST. Twenty five minutes later *Flyer* crossed the line in style, despite giving the rest of the fleet a head start at 04.00, which is completely out of character for this race-tuned team. The rest of the fleet stayed fairly close together until *Alize* broke away from it as the wind increased a little and showed the rest of us a clean pair of heels; she finished at 18.40 BST. Next over the line was *Jemini*, followed six minutes later by *Triss* at 19.16; she cleared the main group as the wind increased and following loud attempts to release jammed deck gear with a hammer! Of the rest of the fleet only *Desire* sailed the course although she lost some time carrying a spinnaker for too long and jousting with ships! The other three boats made prudent use of their motors to arrive in good time in Ostend. *Passion* arrived at 19.30 BST, *Sandpiper* arrived at 19.42 crossing the line in company with *Desire*. Lastly *Bright Star* was close behind but suffered overheating problems and sailed up to the line at 20.42 BST. She was met by *Desire* who had waited for her after receiving a radio call about her

problem. *Desire* towed her into Ostend to the Royal Yacht Club of Ostend (RYCO) after having to wait some time for *Goliath*, a very large specialist wind farm construction vessel, to enter Ostend. All the boats had made the passage in daylight.

The welcome at RYCO was as good as ever and appropriate refreshment was taken in the club on Friday evening. Following a restful and relaxed day on Saturday and the arrival of some crew members who had decided that the crossing by Eurostar was a better option than sailing over, the prize giving was held in the RYCO clubhouse on Saturday evening.

The main prizes were awarded to :-

<i>Alize</i>	First overall
<i>Flyer</i>	First fast handicap
<i>Desire</i>	First Slow Handicap
<i>Triss</i>	Best performance by a new-comer
<i>Bright Star</i>	Successful crossing by smallest vessel

Commemorative glasses were presented to all participants and various, less serious, prizes were awarded according to incidents and circumstances which occurred on the Rally. These prizes included incense burners to improve the environment on the most crowded vessel and a special award for the vessel with 'two Skippers'! All vessels featured in the presentations.

The presentation was followed by an excellent dinner in the clubhouse and more 'essential rehydration and refreshment' which appeared to be necessary until the early hours. Everyone agreed that the event had been a great success and had been enjoyed by all.

The fleet dispersed from Sunday onwards some travelling to the Netherlands some to France and some directly back to the UK. The enthusiastic crew on *Flyer* even raced back with the East Anglian Offshore fleet on Sunday. *Bright Star* and *Sandpiper*, our two 'Ostend Virgins', together with *Joris* and *Desire* set off for Flushing on Monday after their crews had participated in a gastronomic fair held on the seafront at Ostend on Sunday. *Bright Star* stayed with the fleet until Wednesday and the remaining three boats cruised in company in South Holland for the following seven weeks visiting many harbours, marinas and island moorings, in

wonderful weather and good company but not without incident but that's another story!
Bernie Hetherington

Saga Cruise on Proteus

It was a dark and stormy night. Well, no it wasn't actually. Keith and I set off on Proteus with a view to sailing up to her old home port of Maldon. First stop Tollesbury Fleet over night then off next day. At some time that morning I heard a whirring noise and Keith disappeared below holding his ear. He had stuck his head in the wind generator blades. Nasty! With some sticky tape and stuff I stuck the top of his ear back and we carried on with the aim of finding a medical centre next day in Maldon. Of course the wind dropped away and went right on the nose as we levelled with Heybridge. It was time for the iron tops'l.

Now, much as we like our new boat there are elements of neglect and one of them showed up right then, *'That engine doesn't sound right Keith!'* Sure enough it wasn't - no water.

'Right' says Keith with dynamic decision. *'They are locking in at Heybridge, so erm what do you think? Shall we call them up?'*

'Hmm! I suppose we could' I replied positively.

'We can pick up one of those moorings while you play with the engine.' *'OK Keith.'*

Like coiled springs we swung into action by turning to starboard and promptly ran aground about twenty feet from the mooring.

Ah! Time for innovation on the rising tide.

'Hey Keith! That short boat hook you have on board with the metal head. I can lash a line to the handle and you can lob it like a harpoon over the marrying line of the mooring.'

At this point an attack of Essex disease crept in and we doubted it would work. It never does with Essex disease. Fortunately we are not natives so we overcame this brief attack. Poised on the deck, like a Greek god with rippling muscles, Keith hurled the javelin straight over the line and we hauled ourselves in. Heybridge. *'This is the last lock in and we are holding for you'*. A man in a yellow jacket was on the bank looking at us. No pressure! I stripped the cooling pipes and

pump while Keith cooked a quick and quite disgusting bright yellow tin of chicken curry and rice. Co-op is definitely better than Happy Shopper. It is great to get your priorities right!

No chance of getting the faulty impeller out as the previous owner had mauled and peened the shaft end over to prevent extraction. Why? Loads of grease and hope later we started up, waved to the lockkeeper and let go.

Problem: the marrying line was between the keels. All right all you single keel, falling over boat owners, we know what you think of triple keelers. More probing with the magic boat hook and we were off to the haven of Heybridge while I forced down yellow curry.

Plan, after some beer: next day into Maldon. Keith with his ear; me with the water pump.

Maldon medical centre refused to look at his ear because he was too close to Colchester. *'But I'm on a boat.'* He wasn't of course at that moment. Jobs worths! So Keith set off to Broomfield hospital in Chelmsford via two buses. I went to the chandlers but all they had was posh yachtie boots, stripy jumpers and shiny gadgets.

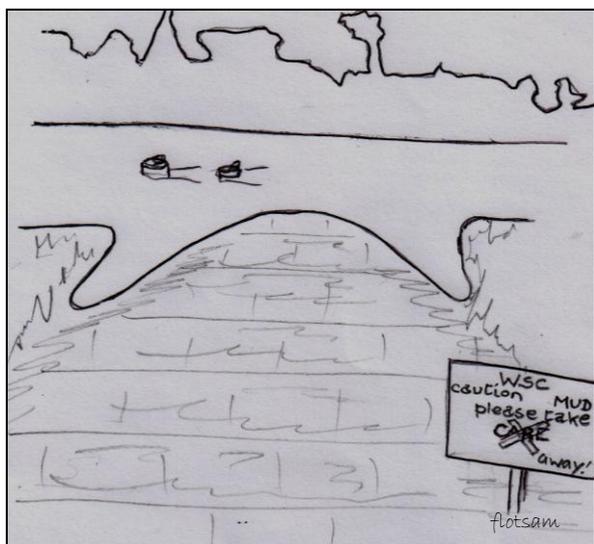
I found a couple working on some wooden boats and waved my pump at them. *'Go to Downe's Boatyard up there. They will be rude to you but don't worry.'* Abrupt maybe, but efficient and helpful definitely, as Chris Dines dropped what he was doing with very few words. After 45 minutes of extreme but skilled violence with hammers, a large vice and other instruments, the damaged bits of my pump were extracted, the shaft re aligned and we were done. £25 well spent

Keith was happily chatting to the nurses in Chelmsford, so time to get a bus back to Heybridge. I could have walked it! As I arrived at the bus stop so did the annual East End Cabby's run to the seaside for under privileged and disabled kids. It was a wonderful carnival atmosphere and great to watch. An hour later all the buses arrived at once. I spent that nice hour chatting to ladies in the queue, as you do. One from Colchester was visiting her husband in a care home in Maldon because there was no room for him in his home town! Disgraceful!

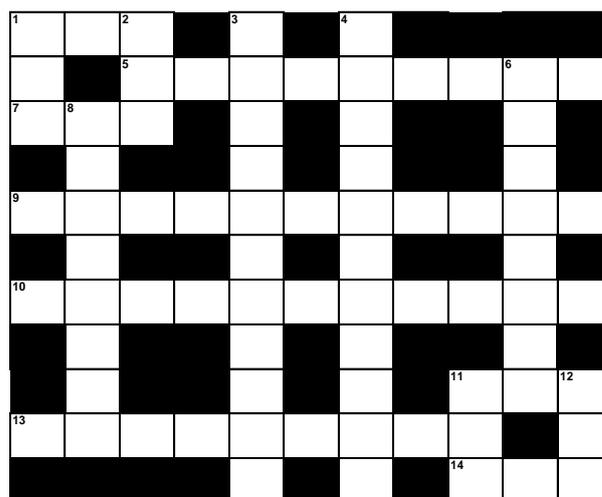
'Do you go to Heybridge?' I asked the driver. 'Yes almost, I'll tell you when to get off.' A while later he said 'What are you doing still here' as we pulled into Tollesbury. 'I thought it was a round trip,' I replied. 'No, we terminate here.' Those were my thoughts but with a different interpretation. It is 4.30-obvious answer, into the pub, to ask what time the next bus was. They looked at me with that sort of smile that makes your heart sink.

'7.00 but there is a taxi'. OK, now I know it was originally only 40 minutes walk from Maldon to the Basin but I needed to get back to the boat to fix the pump and nurse Keith through his post operative trauma and I was in Tollesbury! No more buses so a very expensive taxi it had to be. The jolly taxi driver had a 'I've got a right mug here' look on his face and the result was a pain in my wallet. I got back to the boat, made a cuppa, put the pump back and all other pipes, tested and ran the engine. All done as Keith arrived back, repaired and in one piece.

Post op trauma was dealt with in The Jolly Sailor and the rest of trip was all good. We still haven't got to Maldon by boat. GBS.



Mainteaser



clues across:

1. gives information, advice and qualifications to sailing clubs and members (abr) 3
5. do it in an emergency, when ditching the mast? 4,2,3
7. on a more manageable scale than a multinational company (abr) 3
9. grand tool to get a grip but may not be up to the job in 5 across? 5,6
10. sounds more like fuel for bad weather than a sea-bird! 5,6
11. fuss about a party? 3
13. moves about changing the weather 3,6
14. We don't go there for a cuppa 3

clues down:

1. responsible for some nice gardens to visit when you're ashore (abr) 3
2. good shot from Andy Murray or was it the Red Barron? 3
3. they used to be used for sailing boats before aluminium became popular 6,5
4. small white heron seen on the Colne 6,5
6. can guide mooring lines into a cleat 4,4
8. used in Greenwich but not in summer 4,4
11. current unit, not for river-water 3
12. golden one seen in sky this year 3

(solution on p14)

WIVENHOE SAILING CLUB ANNUAL DINNER
Saturday, November 23, 2013
At Wivenhoe Sailing Club, Walter Radcliffe Way.
6.30 Reception for 7.15pm

The dinner will take place on the upper deck, music on the lower deck after prize giving and speeches.

Tickets £29.00

Dress: Gentlemen-blazer or suit; Ladies-lovely as always.

To Start

Potted Honey Glazed Ham With Pineapple And Seared Corn Relish
 Hot Smoked Salmon & Guacamole Vasheran, Micro Herb Salad & Sweet Mustard
 Flat Bread Crackers
 Curried Vegetable Samosas on a Turmeric & Tamarind Yoghurt Salad

To Follow

Roasted Pork Loin With Crispy Crackling, Apple Ecrasse Potatoe And Cider Gravy
 Sea Bass On a Crab And Herb Potatoe Cake With A Vanilla Cream Sauce And Tomatoe Jam
 Roasted Butternut Squash, Avignon Blue Cheese & Thyme Jalouise (V)

To Finish

Millionaires Shortbread Glass
 Oreo Key Lime Pie
 Chocolate, Caramelised Nut And Honeycomb Delice With Salted Caramel Sauce
 Cheese board &Port
 Tea or Coffee and Mints

.....
 Please return this form and cheque, payable to Wivenhoe Sailing Club, by 1st November, 2013 to
 The Rear Commodore, Wivenhoe Sailing Club, Walter Radcliffe Way, Wivenhoe, CO79WS
 (or put in the box provided at the club)

I/We would like to come to the annual dinner and wish to reserve.....places
 I enclose a cheque for £.....

Please print all your names and your choice of menu (and keep a copy).

FULL NAME	1 st course	2 nd course	3 rd course	cheese
	1,2 or 3	1,2 or 3	1,2 or 3	yes /no
.....
.....
.....
.....

I/we would like, if possible, to sit near

WSC 2012 calendar of events

Sailing			HW	Start	
Sun	1	September	09:51		Mixed Relay Races - Dinghies & Cruisers
Sat	7	September	14:09		Cadet Regatta
Sat	7	September	14:09		WRYO Autumn Rally
Sun	8	September	14:46	13:00	Haward Cup
Sat	14	September	07:23		WSC Cruise Weekend & Race with CYC
Sat	21	September	14:08		WSC Open Day
Sun	22	September	14:46	13:00	May Mug/Sykes 5/Capriol Capstan
Sun	6	October	13:44	12:00	Rat Race
Sun	20	October	13:43	12:00	Glozier Laying Up Race
Sun	3	November	11:37	10:00	Winter Series 1
Sun	17	November	11:40	10:00	Winter Series 2
Sun	15	December	10:34	09:00	Winter Series 3
Sun	22	December	15:02	13:30	Winter Series 4

Social			HW	Start	
Sat	21	September	14:08	11:30	WSC Open Day BBQ & Refreshments
Fri	27	September		19:30	Fish & Chips & Quiz Night
Fri	11	October		19:30	Beer, Band & Curry Night (BBC2)
Sun	20	October		12:30	Laying Up Lunch
Sat	26	October		09:30	Autumn Hard Working Party
Sun	3	November		12:00	Bonfire & Hot Dogs
Fri	8	November		20:00	Beer Tasting Evening
Sat	23	November		18:30	Annual Dinner & Prizegiving
Sat	7	December		18:30	Cadet Supper & Prizegiving
Sun	15	December		13:00	Children's' Christmas Party
Fri	20	December		20:00	Christmas Gathering & Prize Draw
Sun	22	December		12:00	Mince Pies & Mulled Wine
Tue	31	December		20:00	New Years Eve Party & Buffet

news from the rear-commodore

Well folks here we are again coming towards the end of another sailing season (don't worry the winter series gets underway shortly for those who need there sailing fix!) so what better time to look back over what we've been up to in and around the clubhouse and tell you what we have planned for you over the winter !

Firstly a few thank you's to all those club members who gave up there time (and cakes) on the 28th July to make the Old Gaffers welcome and help the association celebrate its 50th year, thanks to Nikki for looking after the event in my absence, thanks to Kerry for looking after the galley, Jan & Alan for

running the outside bar and anyone who helped with the main bar, this event would not have been a success without you!

Regular visitors to the club will have noticed our new door lock entry system we are currently issuing tags over the next few weeks (more about this elsewhere in Mainsheet), there will be a few minor changes behind the bar in the run up to a beer and wine tasting evening on 8th November when Peter will be offering some new wines and beers behind the bar to tempt you.

Here's a brief roundup of events to come in the club house, starting with:

- Quiz fish & chips supper on the 27th September.

- Chris Osborne Jones has arranged an rya racing rules evening on the 4th October we will be providing snacks for those attending this event.
- We are running a Beer Band & Curry evening on the 11th October.
- We have our Hardworking Party on the 26th October.
- Bonfire & Hotdogs on November 3rd .
- Beer & Wine tasting evening on the 8th November.
- Annual dinner is on the 23rd November (forms are in this copy of Mainsheet please make sure you get these back to me before the deadline as this event is always oversubscribed).

So that's about it for now except to say that all of these events require a huge amount of time and effort from House Committee so thank you to Wendy, Jan, Nikki, Louise, Gill and Lindsey for all that you do, thank you to club members who respond to the alerts and come and help us run these events, Lastly please come and support these events when you can it really does make it all worthwhile.

If you would like further details of any of these events or to book places in advance(recommended) please contact me at rearcommodorewsc@gmail.com

Or phone or text 07973379641

Thank you for your support, Gary Jobber,
Rear Commodore.

club open day, September 21st



a warm welcome in the clubhouse



donning appropriate gear for the trip



Music Man and Ishmael dock in the rota



all manner of craft took part

The weather was kind and there was a good turnout at the club open day this year. The barrier was open to the public and it was 'church beer' day in town as well, so lots of people were round and about. The food and drink in the clubhouse was tempting and there were about ten club vessels on the water, providing a rota of ferrying the appreciative guests up and down the river. This was so popular that there was a queue for children's lifejackets!

marshland butterflies and an unusual bird:

Those biting north-easterlies 6 to 7 finally gave over in July and summer arrived. Despite the heat and fresh sea-breezes summer had its moments. There were two really good gales and some rain! These coincided with some of the biggest tides of the year that then covered the marshes driving the birds, flies, mosquitoes and rubbish to find temporary refuge elsewhere. The flies and mosquitoes came aboard. A bloody battle ensued! They died and we were covered in bites and three itchy days followed. These conditions forced Gill and myself, aboard Dipper, to eventually run for cover in various marinas! Once berthed, we had some great walks – the seawalls and ‘badlands’ of Bradwell; the seawalls of the Orwell. We walked miles battling the wind and rain.

‘*Anything about?*’ is the question asked by those meeting others with binoculars or telescopes. This summer the reply was almost always, ‘*No, it’s all very quiet.*’ And so it was with us.

To date our three season’s wildlife highlights have been a porpoise off Bateman’s Tower, Clouded Yellow and Pale-Clouded Yellow butterflies on Trimley Marshes and a Great Skua in the Colne off Langenhoe Marshes. Dipper closed to within 15 metres of it before it lifted itself into the air and took off. What a bird!

The Great Skua is very similar to a large immature gull but dark with a vicious looking bill and in flight there are bright white wing patches that are very conspicuous even at a long range. It’s a pretty unpleasant bird, feeding by stealing and killing other birds up to the size of a kittiwake. It breeds way up in the North West but, in spring and autumn, is seen following migrating birds, particularly terns, stealing their catch as they fish. It follows them down to Africa! Most are seen way off shore by fishermen as the bird follows the trawl.

We saw both Clouded Yellow and the rare Pale Clouded Yellow butterflies. They are beautiful, cheery butterflies of the open countryside. They are found particularly in the warmer parts of S. Europe around the

Mediterranean but migrate to England when our summers are warm! Both species are rapid flyers when flying northwards over long distances. They lay single eggs on the caterpillar’s food plant, Lucerne (one of the clovers) but the adults feed on nectar-rich flowers. We watched them flutter in considerable numbers to the flower of golden samphire and fleabane along the dykes on the Trimley marshes. Local walkers were obviously excited by these lovely butterflies. We were asked several times whether we had seen them! These butterflies overwinter as caterpillars but only in the S. regions of Europe. They recolonise their northern range by migrating from the south when the weather suits. Interestingly, Fleabane, a yellow daisy like plant, is so called because when burnt, its smoke supposedly drives away fleas! So we all know what to do!

Tim Denham



pale clouded yellow on golden samphire

Gill Maloney

sail 14

a celebration of sailing

2014 will be the 90th year in the life of the Club. It is also 20 years since we moved to our present site. It seems a good time to celebrate the passion we share for sailing. The committee has agreed the mid-summer

weekend of 28th/29th June for an event and, with luck, it will be a corker - so do put it in your diary now. Local clubs and regatta associations all know about the idea and, so far, there are no major clashes.

Some of the ideas (mostly on the backs of envelopes) already being explored are:

- an event for the club and its members - to celebrate and enjoy what we have and what we do.
- it's not about raising money or recruiting members; it's distinct from other events (Town Regatta, Open Day etc), but not 'instead' of them.
- an opportunity for every member to be involved.
- **empty-the-boat-park-day** - every boat (and every member?) afloat - if only for a moment!
- a mix of on-the-river and on-shore activities, to include everyone, to focus on the reason we're here and in case the weather is uncooperative. So displays in the clubhouse and boatsheds as well as races, a picnic and a grand parade on the river.
- art, photography, film, music and craftsmanship would all have a place - and of course food!
- self-organising groups of members, taking responsibility for different parts of the whole event.
- an 'open meeting' on Friday, November 15th at 19:30 (still tentative) to invite contributions.

If you've ideas to offer and would like to make things happen, contact any officer or committee member or the small co-ordinating group (Alan Tyne, Nic Blower, and Toby Roberts).
Alan Tyne

the sailing year

a photographic display

From now till June we are asking every member to use their cameras to capture the images of what sailing means to them. As part of the **Sail 14** celebration, we'll bring the images together for all to see.

With such a wonderful sailing summer your cameras must have worked overtime. Do send

us your photos, and we guarantee they will all be used in a great display.



Toby Roberts

Add your name and the date, so we can organise them month by month. You can send them to the Flickr account:
www.flickr.com/groups/wivenhoesailing/
or you can send them to me:
<alan@oaklawn.co.uk>
call me if you have any difficulty.



Roaring Meg heads for wind-farm off Clacton DP



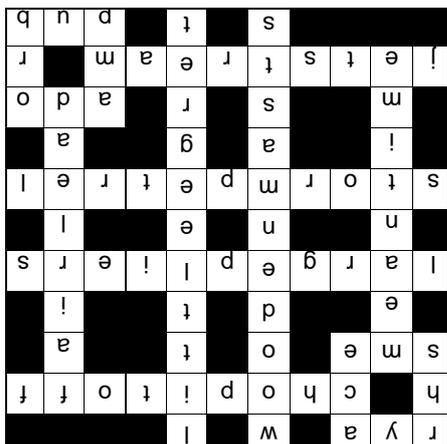
back I say!

A selection will be reproduced, poster-size and presented to the photographers. One from each month will go to make up the club calendar for 2015.

Hurry! you could be the *Mr, Mrs or Miss August, September etc....*choose your month!

Alan Tyne

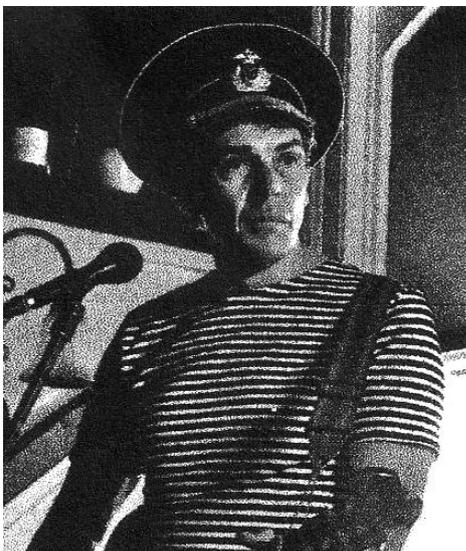
solution to *MaInteaser*:



obituaries

Chris Smith, *CJ*

[26 December, 1960 – 13 May, 2013]



Chris was born in Colchester and grew up in West Bergholt – he was the youngest of three boys. It was clear he was a clever child from early on. When he undertook the 11 + he achieved the highest mark in the Essex. He attended the Grammar school and this is where he first discovered music. At 14 Chris formed his first band ‘Fallout’ with Chris Anderson and played his first gig at Brightlingsea Sailing Club.

His passion for music grew from there and became an integral part of his life. After A levels, Chris studied economics and philosophy at Essex University but always confessed he was more interested in the social life and finding himself and eventually dropped out.

Chris didn’t see this as wasted time. Instead he thought this allowed him to understand himself and to reflect on the meaning of life. He said this helped him to decide what was important in life –and that he then decided to live by it. His philosophy was simple – he wanted to experience and enjoy his life and not waste time on negative thoughts and emotions. He also felt it was important to reach out to others and do what you could to help others. Playing in bands was a constant source of joy. Chris played in ‘Curious Band’, ‘Agent Orange’, a blues band with Dan Maynard and in ‘Moonage Productions’ with Roddy Ashworth and Joe Whitehead, recreating the energy and experience of ‘The Doors’ and ‘Ziggy Stardust’.

Chris moved to Southwold, where he studied the craft of boat building at Lowestoft college. He loved boats and the water and was very happy living in Suffolk as it was easy going and earthy. He enjoyed good times with the friends he made there and Chris became a boat builder which he did for many years. In the early nineties Chris lived on a boat down at Alresford creek for several years. He loved the simplicity of living on a boat and enjoyed living in such a beautiful place.

And then about 20 years ago Chris moved to Wivenhoe where he has made his life, with Terese and forged the strong friendships that have lasted till today. He loved living in Wivenhoe and, happily got involved and supported lots of community initiatives. Chris carried his love of sailing through and had an active role in the Wivenhoe Sailing Club for the past few years. Chris organised what became known as the ‘Sunrise stage’ at the Mayfair. He was adamant that it wasn’t ‘The Other Stage’. He loved doing this and that he was required to discover new local bands and choose the best mix of music to entertain the crowds on the day.

Chris was a doer of exemplary quality. Where other people would dream and talk, he would

do it. He had the talent, ability and sheer energy to do all this because it made him happy to make other people happy. He was a very special, very talented man who never took himself too seriously and made life so much more fun for everyone around him. He would love the fact that everyone who knew him will always remember him with a smile.

[Adapted from a Eulogy provided by TobyRoberts:Ed]

Edwin Jones, *Eddie*



Dr Edwin Vaughn Jones died peacefully with his family around him at Colchester General Hospital on Sunday September 8th at the end a long battle with cancer. He was born at Haltwhistle in Northumberland on December 27th 1944 and spent much of his childhood on RAF bases where his father was an engineer. After University, Ed worked at the Marconi Company in Chelmsford and joined Essex University in the early 1970's to teach and do research in telecommunications. Ed's research work took him (and the family) to Australia for a year, which they all thoroughly enjoyed. Ed was a great family man, devoted to his wife Sue and two daughters, Sarah and Katie, who each gave him two grandchildren whom he adored. Ed had a great work-life balance and gave just the right amount of effort to each.

For over twenty years, Ed (almost single handed) designed, installed and operated the theatre lighting for the Wivenhoe Gilbert & Sullivan society. A dedicated Christian, Ed supported St Mary's Church, Wivenhoe and its congregation in many spiritual and practical ways.

Ed was a long time member of Brightlingsea Sailing Club, sailing a Lark with his friend John. In 1993, Ed, Bruce Anderson and I

joined WSC and purchased the WOD number 11, *Capriol* from Malcolm Goodwin. We raced *Capriol* without much distinction, but we enjoyed taking part! Ed and I shared a Leisure 23 and more latterly Ed sailed *Kentish Plover* with Peter Cook.

I first met Ed when we both worked at Essex University and we became friends after our first children were born in the spring of 1974. We shared many interests and many good times together. Eddie was a thoughtful caring gentleman and will be greatly missed.

Eric Strudwick

letters: *Letter to the Commodore*

I am writing to you to express my appreciation for the hospitality shown to me by members of the Wivenhoe Sailing Club when I came to Wivenhoe last week to collect the Westerly Centaur which I purchased from your club member*.

After the boat was launched I was allowed to lay alongside the Club pontoon for a couple of days while we waited for the weather to improve, finally leaving on Friday morning, during that time I was given access to the Club toilet and shower facilities which was much appreciated as we were fairly muddy, and enjoyed hot drinks with the club members involved with the cruiser launching.

Since my teens I have been involved with the RNLI at Margate we have a 12m Mersey class lifeboat which is launched by a tractor and carriage. I am therefore well aware of the requirements for shifting vessels quickly and safely and in this respect I have to say the Launching Group at Wivenhoe were superb. The whole process was carried out in a calm well organised manner, everyone knew exactly what their task was, there was due regard to safety and the whole procedure was most professional.

I enclose a small donation as a token of my appreciation.

As I am about to retire I am looking forward to cruising the Essex rivers and hope to be able to visit Wivenhoe at some time in the

not too distant future when hopefully the bar will be open and I can buy the Launching Group members a well deserved beer.

In closing I would just like to say what a pleasure it was to be able to buy Shalala from an absolute gentleman* and I am sure an asset to your Club.

Yours sincerely*,

[*names removed to protect privacy! Ed.]

late news:

Door access system:

Installation in progress of a new electronic front door key system, expected to be in use by early October. Members will receive their individually coded key from the hon. secretary in advance.

Wivenhoe Sailing Club Review:

It was agreed at the last AGM that a group headed by Stuart Bannerman would undertake a review of various aspects of the club's affairs. Members have been asked to complete and return a questionnaire by the end of September. This can be found at:

<http://www.wivenhoesailing.org.uk/announcements/>

WSC: MAINSHEET

Member Address

stop press:

Thursday, 4th October, 19:00: *rya racing rules* evening; snacks provided.

Friday, 11th October, 19.:30: beer, band & curry evening.

Saturday, 26th October, 09.30: hard-working party; tea, coffee and light lunch.

Wed, 16th October: first cruiser haul-out.

Friday, 8th November, 20:00: beer/wine tasting.

Saturday, 23rd November, 18:30: Annual Dinner.

Friday, 6th December: last cruiser haul-out.

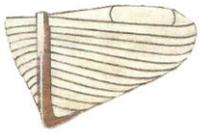
Next Mainsheet: Dec 2013/ Jan 2014

small ads:

Keeping The Wivenhoe Boatbuilding Tradition Alive

Rob Maloney
Shipwright/Boatbuilder

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- Joinery
- Spars - Timber Masts/ Oars
- Painting/ Varnish work



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