



# WIVENHOE SAILING CLUB

## MAINSHEET

2015 AUTUMN EDITION

Editor: Roy Crookes

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### editor's note:

As yet another summer season ends, with mixed memories for members, in terms of sailing activity and we approach the autumn and winter programme, a new cycle of *Mainsheet* also starts. This time we have a view of a special boat voyage, tails of a UK journey to the capital, boat lifting news and reports of club sailing and social activities. There is the *30's themed* club dinner menu to be returned and a local nature-watch, a battle and something to consider about the future structure of the club

profile: Tia and Jack's voyage –  
22nd August 2015

The following sequence of pictures, taken from the wedding album, charts the passage from the club's old hard to the new hard, along the River Colne, of Jack and Tia, on a beautiful summer's day (we did have some), by special transport, courtesy of Ted Reddish.



the journey begins



applying the finishing touches



a picture, framed



where's my life jacket?



safely ashore



guard of honour

Congratulations and best wishes to Tia and Jack from WSC *Mainsheet*. Ed.

### commodore's report: September 2015

As my second summer as Commodore has ended there are a lot of good things to look back on. (Though we have lost our Rear Commodore, which I comment on below and this is a big blow to the club.) One of the outcomes of the discussion with the RYA reps earlier in the summer was the notion of *Sailing Saturdays*, where a safety boat was put on the water to look after members who wished to sail which, has also chimed very well with the 2 picnics we have had jointly with the Wivgigs and the Canoe Club. Hopefully this is a sign of more joint activity and to a renewed interest in the club.

The first Sailing Saturday was well attended with 9 different boats on the water. It was an opportunity for the less confident to take to the water and the feedback was very good. There were female only crews, a first time sailing couple and even filming for a GCSE

award. This activity will now be incorporated into the Sailing Calendar for next year.

I would like to thank the members who wrote to me following the summer newsletter, both expressing thanks for the letter and support of the contents and also to those members who wished to express their concern about recent changes. It should come as no surprise that there are many clubs suffering the same symptoms as Wivenhoe, an aging profile with less active members and a declining income base. It should come as a pleasant surprise that, despite a little turbulence, the club is in a much healthier position than it has been. We have halted the downward slide in bar takings, the sailing activity is showing signs of improvement and the new members are learning how to join in with some existing activities and also to help in pushing in new directions.

In March the AGM asked the GC to rebuild the finances, increase the membership and improve the appearance and facilities of the club. This is not entirely compatible with how things have been done in the past and there are a host of new regulations and requirements which we have to meet. The workload on officers and those delivering services to the members is becoming ever more challenging and we need to look at how this can be made sustainable in the medium to long term. The overall picture is however looking good and members should be increasingly happy with how the GC is operating.

This is in large part down to Veronica Alexander, who has recently resigned as Rear Commodore, as some of you may know. Veronica is to be congratulated on the way she took on the job and almost immediately reversed the decline of the bar finances and created a buzz round the club again. We were lucky to have Veronica as Rear Commodore and it is a pity that circumstances led to her stepping down, as it would have been good to see her complete her year.

Those who have seen Richard Barnard's film of the club of some time ago cannot help being struck by the changes in the river. The expanding salt marsh has replaced the muddy river bank reducing the navigable width of the river. Many of the smacks at the Wivenhoe Regatta this year ran aground at the bend above buoy 32. Various bodies are now looking at the river very closely but if we are to continue to use it as we have done, we are probably going to have to be more flexible.

I look forward to seeing you at the Annual Dinner which this year is loosely based on the 1930s, as we edge ever closer to our Centenary in 8 years time. Don't forget to sign up and state your preferences. Please note we have managed to edge the price down a bit this year!

Best, Stuart B

### lifting group activities:

#### Autumn Lift-Out:

haul-out dates	Day	Date	HW Wiv	ht Wiv
October	Tues	13/10/15	13:17	5.0
	Thur	15/10/15	14:20	5.1
<i>[hard working]</i>	Sat	17/10/15	<i>start</i>	<i>9.30]</i>
	Wed	28/10/15	12:16	5.5
	Thur	29/10/15	13:01	5.6
	Fri	30/10/15	13:45	5.5
	Sat	31/10/15	14:30	5.4
	November	Wed	11/11/15	11:46
Thur		12/11/15	12:20	5.0
Fri		13/11/15	12:54	5.1
Wed		25/11/15	11:09	5.2
Thur		26/11/15	11:56	5.3
Fri		27/11/15	12:42	5.4
December	Sat	28/11/15	13:27	5.4
	Sat	12/12/15	12:33	5.0

From the 20th of September, when the forms were given out for the cruisers to come ashore, it has been hard work indeed to get the system into action. Some people sent their payment direct to the Club Treasurer instead of to me as usual in the past, thus leaving me with no idea that you have paid and wish a date to recover! and some still have yet to advise when they are going to decide a date. A number of boats have changed hands this year and the new owners seem to expect that they have an automatic right to storage ashore and I am faced with 41 applications and only space for 34 boats. Please, when selling your boat, do not give the impression that a place ashore is guaranteed. This highlights the need to get to that important first meeting. We usually have a waiting list for places but this season is quite the worst in the sixteen years I have been doing the job. However, we are doing our very best to satisfy everyone, although it may mean some will either have to stay afloat this winter or vye for a place on the pontoon - see Tony Higbee on that issue - sorry, Tony. Do remember to keep your space, when you have one, in a clean and orderly fashion and do lock up those lovely boarding ladders to prevent thefts in the area. Have a good safe winter and get those 'ashore' jobs done in good time for launching day.

Peter Cobbold.

mud mud glorious mud!



what's missing from this picture?



these are! Ed

It felt like I'd fallen for the old trick - of fetching a 'left handed' screw-driver - when failing to tie up *Redwing*, standing at the bottom of the hard, to the yellow buoy, I was knee deep in mud. I finished up in the club foyer, barefoot and caked, having left the wellies planted and sacrificed to the river!

But no, to the rescue came Steve Hart, in his bespoke mooring-digging wet-suit, fished them out and reunited me with them. What a maestro - thanks Steve!

dinghies at the hard

We're at that time of year again when we're preparing to haul out the cruisers for the winter. As usual, we've had a reshuffle of the dinghies to make room. With limited space and an increase in dinghies we've had to move some of the boats that have not been out very much this year to the edge of the club land, to the left as you enter the car park. We have so many dinghies now that I fear it won't be long before we may have to ask members whose boats don't go out onto the water to store their dinghies elsewhere.

Toby Roberts

wsc sailing highlights

Once again, it was a season of variable weather, with lots of strong winds and some stormy rain, but also balmy days and brilliant warm sun. Here are some of the Club events I enjoyed, or enjoyed hearing about.

On training days, there is a safety boat out so that learners can go afloat and practice without worrying too much about the various hazards which can loom large in those early days, especially for adults. This has worked

well, and will be a feature of next year's calendar too.

In another new move this year, we've had two picnics as joint events with our group members - Wivgigs Rowing Club and Wivenhoe Canoe and Kayak Club. The first (1st August) was a lunchtime picnic on Whitehouse beach, where I counted 80 people and 50 boats. It was a lovely warm day and, after a bit of boat-swapping, the WODs headed off for Pyefleet week and the rest of us back to WSC. People enjoyed coming back to the club for a drink, and since then we have seen more group members in the bar. The second was at teatime at the same venue (3rd October) with cake and bright sun provided by WSC. This time, about 60 people turned out. I was very encouraged to see sailors there who aren't the usual racing crowd.

Pyefleet week (2-8th August) saw four WODs and one BOD from WSC, the latter on loan from Malcolm Goodwin. Conditions were more than exciting and Nigel Cook was dismayed. Overall winner for the WODs was Nic Blower, winning from Rob Maloney in the last race. Rob is the new chair of the WOD association, taking over from Nic after his long and exemplary service.



WODs in action (TH)

The Wallet Shield race (5th September) was contested mainly between ourselves and Colne YC, and though *Senechal* (Mr H again) took first place, we were outgunned by the Colne pirates. The best thing for me was that we had six boats in the race, many of whom had not raced before and a good day's sailing. Thanks to Tony and Fred Gibby for drumming up support - there were 18 of us in the Green Man the night before!

The annual Open Day (19th September) was a success, both on the water - 60 adults, 30 children, 4 babies and 3 dogs went afloat - and at the clubhouse, where the barbecue, bar and teashop were all busy. Several people took membership application forms and we were complimented on the flyer (by Janine Ford) especially the offer of free mud!

On the Saturday of Cadet Camp (3-5th July) we all went up Ray Creek behind Colne Point, getting as far as the jetty, where the barges used to load up with gravel. The adventurous of course had to slide ashore through the mud for a look round, followed up by washing in the creek. The wind was perfect and we also went up to the end of the shorter creek that goes east, just when the main stream narrows.

Some part of all this enjoyment is due to the hard work of the Sailing Committee and all those who have helped them - too many to name here - lifters, mechanics, safety crews, OODs, whippers-in, organisers, threateners, encouragers and just plain DOERS. Thanks to you all!

See you at the annual dinner for the prize-giving - and don't forget the Winter Series.

Bruce Anderson- Vice-Commodore

## from Mersea to Mersey

A family visit took us to Liverpool in the summer and it was interesting to see the sails and sailors out from New Brighton. The mud also looked similar to that of the Colne.



wind-power on the Mersey

A dog-walker is drawn to a sight however, quite unfamiliar to the lifting group, a tractor

in the water! It did have balloon tyres and was pushing a cage into the river?



what's this *Rover*?

All was made clear when a well-crewed inflatable drew up and, after a couple of aborted attempts, successfully managed to reverse into the towing rig and was hauled out of the river.



Oh! I hope it can get out, eh *Rover*?

## a boat trip to London

If you're looking for something different I can recommend a trip to London on your boat. This will be the third year we have taken our gaff-rigged Pilot Cutter *Lily Jane* to St Katherine's dock in London. We normally like to go in the last week in May so Mandy can celebrate her birthday on board and invite friends and family to visit and do a bit of sight-seeing at the same time.

As Mandy is not too keen on the sail up and back, I have an excellent delivery crew.

On the way up:



John Austin and Rob Maloney

and on the way back:



Chris Mullins, Ted Hughes, Rob Gordon and Dave McCucheon.

When planning your trip it has to be in two halves, as you need to leave Wivenhoe at high water, rest half way till the tide turns, and then catch the incoming tide up the Thames. London is 71 miles by sea so a good stop is around the Medway. As a point of interest, Calais is closer to Wivenhoe than London!

We left Wivenhoe at 04.30, an hour after high water, and slipped quietly down river. The wind was a light SW so we motored over the Swin and set sail the other side, down to the Medway. It became a bit wet and chilly so coffee and bacon rolls were the order of the day! Just off Foulness we passed the James Prior who gave us a hoot and wave on his way back to Wivenhoe. I think it was in recognition, not to get out of the way! It never fails to surprise me just how far off-shore you sail and are still in not a lot of water but a quick look at the charts reminds you just how many sand banks there are! It's an easy sail down Barrow Deep, if you keep to the channel. We decided to cross over to the Kent coast at the Blacktail buoy. A quick look

around for any big boats and it was a short hop over to the other side. We had decided to stay overnight at Queensborough which is a bit like the East End on Sea. (I should say at this point that I come from the East End of London!). They have just installed a new pontoon so it was easy mooring and going ashore. We arrived at midday so a sleep was in order to ready ourselves for a trip ashore to sample the local refreshments.



Rob finds a comfortable perch

There is not a lot to see or recommend about Queensborough but it is a convenient stop over. We needed to be off Southend at about 09.00h so we could take full advantage of the in-coming tide to London. On the way out of the Medway you go past the wreck of the Montgomery, more about that on the way back!

It's an interesting trip up the Thames, especially if it's your first time. It all looks so different from the water, going under the Queen Elizabeth bridge and on past Tilbury. My favourite part of the journey is from Greenwich to London much of which was my haunt as a young lad. I did salute as we went past Tate and Lyle where I served my apprenticeship, as well as ExCeL and the O2 where I still do a bit of consultancy work.

Going through the barrier is interesting as you are not allowed to have your sails up and have to ask permission to go through, as if they would say no! Clearly I must have had a misspent youth as I could still remember most of the riverside pubs and watering holes as we went past. On past Greenwich and the Cutty Sark, into the centre of London.



Lily Jane on her mooring looking good

On the way up we had a French boat as a companion criss-crossing the river sometimes in the lead and sometimes behind but never a shout of 'starboard', on the grounds that none of us knew the French for starboard but I'm sure if needed we could have managed! When we arrived at London Bridge it was very choppy and we were a little ahead of time for the lock gates to open, so we had to moor up outside St Kats. It's a bit like mooring up at Wivenhoe on a Sunday with everyone watching, times 1000!

When the lock was open we were invited to come in but this time with every one standing at each side looking or should I say waiting to see how we entered. Fortunately I had an excellent crew and we arrived "spot on" in a most impressive manner, much to my relief. Having been before, the lass on reception knew the boat and asked if we would like to share the Queen's barge pontoon in the centre of the dock as *Lily Jane* was an unusual and pretty boat.

For those who have not been to St Kats it has a lot of very large plastic gin palaces. I didn't have the heart to tell her mine was made from concrete! Coming in just after us was the French boat, which shared the pontoon with us. The skipper was a manager at Credit Suisse and they were sponsoring the boat to sail to the Antarctic with crew from the company and raising money for a Charity called 'Fair Share' who recycle out-of-date but edible, food. Following a 'not so light' refreshment, my crew left and headed home and Mandy arrived.

Had a great week with family and friends and then all too soon it was time to go home. Rob, Chris, Dave and Ted arrived on Thursday night as it was an early start Friday. Our

French friends were also due to leave later the next day and invited all of us to a Cocktail party on board in the evening. All I can say is a good time was had by all!

We left the dock at 08.00 the next day and headed down river in the most appalling wind and rain. On the way out of the dock we did have a bit of trouble with reverse and sounds coming from the engine but this went away and we carried on down the Thames to our overnight stop in Queensborough.



the *Havencore* and landmarks of London but who was the photographer?

Up early the next day to catch the outgoing tide, we just got to the mouth of the Medway when the gearbox seized leaving us drifting towards the Montgomery wreck an old ammunition boat which still has most of its contents on board! Whilst we quickly got the sails up we did drift over the wreck which worried one of the crew in case it exploded. I had to explain that he would be the first to know and the last to care as it would take out most of South Essex (not all bad then)?

Having got the sails up and underway, we had to consider what we did next. As there was no way to repair the gearbox the only real option was to sail back. Having no engine reminds you how vulnerable you are to the wind and tides and what the old timers had to consider in getting home. Fortunately the wind and tides were in our favour and, after settling into the knowledge that we had no motive power

to fall back on, we re-visited the passage plan. *Lily Jane* performed brilliantly giving us a steady 6 knt. When we reached the Swin we realised we were a bit early so had time to kill which was just as well when the house flag went over the back, so it was 'man overboard' drill in the middle of the Swin. After several attempts the man flag was back on board.

We were now back in the Colne with the tide under us still racing along. Quick calculations told us we would run aground before we got to Wivenhoe. So down came the main, then the staysail, to reduce speed whilst maintaining steerage. Past Brightlingsea we were still doing 3/4knts. Plan A was to go for the club pontoon, with no sails and three loops to catch the cleats. There were a few problems with that, the main one being, if we missed, we would not have been able to go about and would wipe out the fishing boats.

So plan B was adopted, keep over to the Prior's jetty and then ferry-glide into the mud in front of my mooring, whilst throwing out a rear anchor to stop. Well, it sounded OK but as we got closer to the mooring we still had more speed than I would have liked. I should say at this point, it was a club 'vinyl night' so no quiet arrival! Well, it all worked and we landed on the mud 4m from the mooring, which we thought a distance we could probably throw Chris with a rope tide to his foot! As the tide came up, the boat swung onto the mooring and we were home.

Cruise in company to London next? Tony H.

# WIVENHOE SAILING CLUB ANNUAL DINNER & PRIZE GIVING

Saturday, November 21, 2015

at Wivenhoe Sailing Club, Walter Radcliffe Way.

## 6.30 Reception for 7.15pm

Looking forward to the Club's centenary, this year's dinner will be on a 1930's theme. The dinner will take place on the upper deck with musical accompaniment, prize giving and speeches.

Tickets £27.50

Dress: 1930's style optional or Gentlemen smart; Ladies lovely as always.

### Starters

#### **Tomato & Jersey cream soup**

Rich, smooth and creamy soup sprinkled with chives and a swirl of double cream.  
Served with malted baguette and butter.

#### **Farmhouse Pate**

Served with toasted brown bread and butter, with cranberry sauce.

#### **Prawn Cocktail**

A classic prawn cocktail with *Marie Rose* sauce served on a bed of leaves, with bread and butter.

### Mains

#### **Roast Beef**

Traditional roast beef served with goose fat potatoes, seasonal vegetables and a Yorkshire pudding.

#### **Grilled Cod loin**

Tender cod loin topped with prawn and parsley hollandaise sauce, served with roasted new potatoes and seasonal vegetables

#### **Chestnut and cranberry Wellington (V)**

A vegetarian Wellington of sweet potato, chestnuts, Applewood cheese cranberries and walnuts, wrapped in puff pastry sprinkled with rosemary and cinnamon.  
Served with seasonal vegetables and vegetarian gravy.

### Desserts

#### **Chocolate Fudge cake**

Rich and chocolaty, served with clotted cream ice cream.

#### **Apple Pie**

Kentish Bramley apple pie, served with custard.

### Cheese Board

A trio of cheeses, Stilton, Brie and Cheddar served with biscuits, grapes and onion chutney.

last name	first name	soup	pate	prawn	beef	cod	Well	Cake	Pie	Cheese	white wine	red wine

Cost will be £27.50 per person plus £9.50 per bottle of wine. Please send payment to Richard Bowyers by cheque in Treasurer's pigeon hole or BACS with your name and address as reference. Sort Code =089299 Account = 65301485 Ref= Annual Dinner

Please return this form and cheque, payable to Wivenhoe Sailing Club,  
by 11<sup>th</sup> November, 2015  
to Richard Bowyers,

Wivenhoe Sailing Club,  
Walter Radcliffe Way,  
Wivenhoe, C07 9WS

(or in the Treasurer's pigeon-hole at the club or by BACS.)

**Don't forget to note your selections!**

Thank you.

## proposed changes to the club structure: summary

Over the last 10 months or so, your General Committee has been reviewing our club structure. In January we organised members meetings about Community Amateur Sports Club (CASC) status. In March we had a meeting run by Keith Philips about what it means to incorporate; that is becoming a Limited Company. At the end of June, we invited the RYA Eastern Region staff to discuss with us the advantages of having a Development Plan. This is a summary of the current situation and where we go from here.

### **Community Amateur Sports Club (CASC)**

CASC is essentially a tax status run by HMRC. The main benefit for WSC from CASC membership would be in business rate relief worth up to £5000 p.a. We currently receive “Small Business Rate Relief”, on the clubhouse rates. This is worth around £1800 to us in the current financial year. “Small Business Rate Relief” has been in existence for over a decade, but it appears to be renewed on a year by year basis, so its longer term future is uncertain.

CASC has recently undergone significant changes that make meeting the criteria very difficult. Of the new rules, the “participation” requirement is most difficult to meet. The requirement is that half of the members actively participate in the sport at least twelve times each year. However, HMRC counts all children of a Family Membership and expects participation to be playing against another team. Thus the new rules might be ok for a local Football team, but not of a Sailing Club. Therefore your General Committee will not be recommending going for CASC at the present time.

### **Incorporation**

On March 20<sup>th</sup>, our member Keith Philips ran a really interesting workshop on what it means to be incorporated. He explained that Wivenhoe Sailing Club is at present an Unincorporated Association of Members. That means the club has no legal

‘personality’, is unable to enter into contracts and that all members face the risks and liabilities of the organisation and our club Trustees hold the clubhouse lease on behalf of the club.

An incorporated club in comparison; has a ‘personality’ in the eyes of the law. As a legal entity it is capable of entering into contracts, buying and selling property and individuals having a role in the club are protected (unless fraud or negligence is proved). Keith also explained some of the process and terminology involved including, agreeing a new constitution – Articles of Association, registering with Companies House and appointing first directors.

The workshop part of the evening was a group exercise where members had the opportunity to choose the nine most important features that they wanted for the club. Coming top rated were: is membership led; is mainly volunteer run; is friendly and welcoming; has clear rules and regulations and protects the committee and members from individual liability.

### **Development Plan**

Chris Hussey and Robbie Bell both RYA Eastern Region support staff met with the General Committee and members on June 29<sup>th</sup> 2015. We reviewed the current situation of CASC, the WSC constitution dissolution clause, proposer and seconder of membership applications and our current financial position. There was discussion about the current status of the club, the problems getting volunteers and the level of dinghy sailing participation.

The RYA team explained why a development plan is desirable, what it should address; how to develop one. The RYA advice was; don’t be over ambitious, keep objectives achievable, don’t write a plan purely to access grant funding, remove obstacles to membership, don’t under sell our membership, identify issues and address them.

The RYA recommendation was to set a Development Committee and to make a plan. Whether the object was to expand

membership or maintain the current situation or to get more members sailing. Did WSC have a plan to make this happen?

### **Moving Forward**

The General Committee set a small working group (Keith Philips, Ewan Alexander, Bernie Hetherington and Eric Strudwick) to bring forward proposals for a future club structure. The group considered the current situation with CASC and recommended that CASC is not right for WSC at the present time, but that we should keep our options open for the future.

The group put the following recommendations to the General Committee and they were unanimously accepted. WSC should put a proposal to the membership to become a Company Limited by Guarantee based on the RYA Model Articles. The proposal is to make as few changes to the RYA Model Articles and to keep as close to the current WSC constitution as possible.

The suggested timescale is: Publish draft Articles of Association in December; Consult the membership at a meeting in the New Year; Allow time to respond to members' queries and suggestions. The General Committee will put a resolution to incorporate at the AGM in March.

This will be a very important change for the club and will require a 2/3 majority to approve it. If the new club structure is adopted, Wivenhoe Sailing Club would remain a club run by its members with the management committee and club officials elected each year at the AGM. The General Committee believes that the proposed changes are in the best long term interests of the club and hopes that it will get your support.

Eric Strudwick, Honorary Secretary

### **wsc social activities:**

Many of the club sailing events, already mentioned in earlier pages by the Commodore and Vice Commodore, were accompanied by successful social events. These included the Wivenhoe Regatta, the hog-roast and visit of the 'old gaffers' and the annual open-day, as well as the sailing Saturdays and picnics. As has been said we will miss Veronica and her team's input

which has been largely responsible for the success of these occasions.



the old gaffers as usual stacked-up (TH)

One special event stands out this year and that of course is the retirement of Guy Ward, from his epic stint as Treasurer. A thank-you party was held in the clubhouse in June, with a wonderful buffet and cake and speeches and toasts marking the occasion.



can you squeeze another plate in there? (VA)



a well appreciated spread (VA)

Guy was called upon to cut the cake and all were served with a nice piece of the classic delicious confectionary.



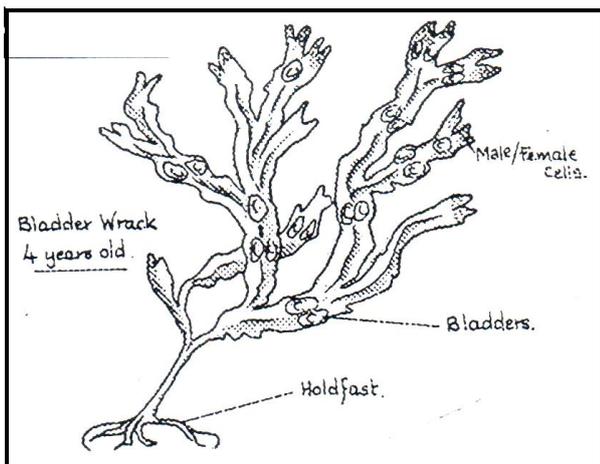
Guy cuts the cake while Julie looks on (VA)

It looks as though Guy enjoyed it and was not too overwhelmed by the many well-wishers.

### nature watch: sea-weed

Some sea-weeds have been around for 600 million years! Over 800 species can be found around the shores of the British Isles. They are simple plants called algae and can be identified by their colour. They are the blue-greens, greens, browns, and reds. Most sea-weeds will be found growing on rocks, shells, wrecks or other sea-weeds.

The two most commonly found near Wivenhoe Sailing Club are 'bladder-wrack' and 'flat spiral-wrack'. The paired bladders of bladder-wrack can be counted out from the holdfast (no roots on seaweed) to age it. Most good clumps are about ten years old.



sketch of bladder-wrack features

All sea-weeds are tough which is why they have survived the World's climatic upheavals. Some, like bladder-wrack, can almost completely dry out between spring tides, with-

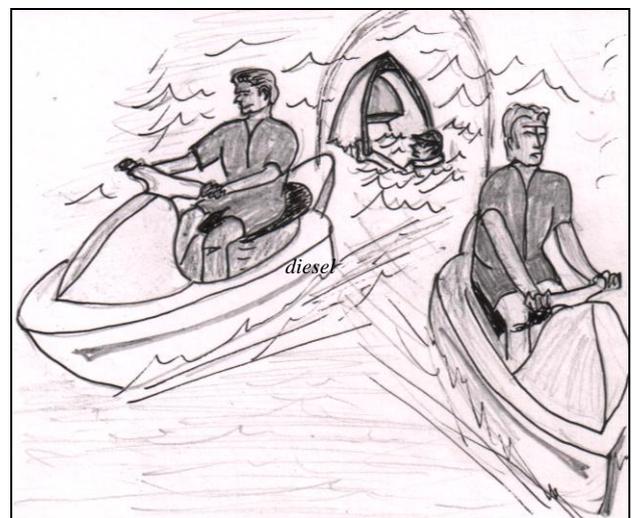
standing sizzling hot summer days of 30C and bitterly cold nights of -20C. Other seaweeds can be found growing down to 100 feet in clear water. The deep water seaweed found in the Colne estuary is 'sea-belt' or 'poor-man's weather-glass'.

Occasionally long leaf-like fronds can be found washed ashore at Colne Point after a gale with a stone or shell attached to its holdfast. (I once found one with an enormous native oyster attached - delicious fried in butter!)

Sea-weeds reproduce by bits breaking off (vegetative reproduction) by putting out runners or by the fusion of male and female cells. The male and female cells are produced in the light, bright coloured tips of the fronds. For many years, sea-weed has been used as a fertiliser on the land, for it is rich in potash and nitrogen. I understand one club member still regularly collects it for his garden. Some varieties are used as food stuffs – samphire around here. In some parts of the land it is added to bread dough!

Out in the estuary a pretty white weed grows. Sometimes, when fishing is not very good and the prices are right, local fishing vessels turn to gathering this in their nets. It is sold to an agent, who in turn sells it on to the Mexicans, where it is used in funeral parlours instead of flowers because it lasts a lot longer in the heat. When dried it looks very pretty. All seaweeds bleach white when dead. Our Victorian ancestors used it in decorations. Old local literature mentions this trade.

Tim Denham



'what d 'ee say about four knots?'

## la batalla de trafalgar

In this year of the 200<sup>th</sup> anniversary of the battle of Waterloo, against Napoleon's land forces, it is worth noting that this month marks the 210<sup>th</sup> anniversary of another, against his maritime forces and one in which Nelson lost his life, the battle of Trafalgar. Today the site of the battle is a beautiful undeveloped sandy cape on the Atlantic coast of Spain, the *costa de la luz*, south of Cadiz.



the faro at the tip of cabo de trafalgar

The French and Spanish ships had been blockaded in the bay of Cadiz by the British Navy, just out of sight, unable to be sure of a safe passage to the Mediterranean.

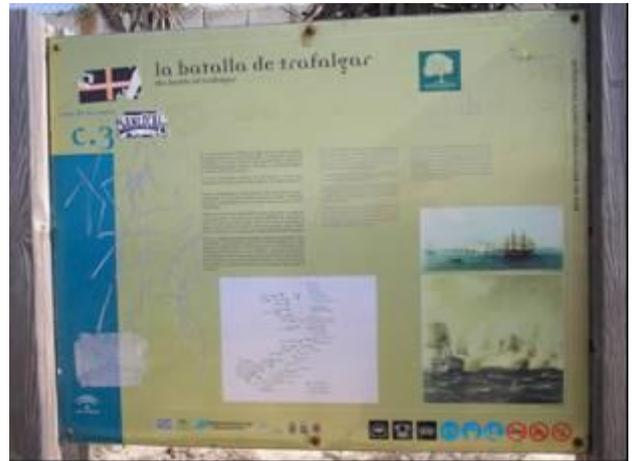


the sea-scape - where are the British?

The battle is simply marked by a plaque, dated 200 years later and a poster in two languages describing the forces and the event. This is what it says:

'On the 21<sup>st</sup> October 1805 a naval battle took place off these shores between the combined squadron of France and Spain,

commanded by the Frenchman Pierre Villeneuve, aided by the Spaniard Federico Gravina, and the English Navy, led by Horatio Nelson.'



the battle line-up and account

'The combined fleet had 33 battleships, 15 of which were Spanish, whilst the English fleet had 27. In contrast to the linear deployment of the five French-Spanish divisions, the English squadron advanced in two parallel columns, perpendicular to the line of the combined squadron.

Villeneuve's reaction was to order all ships to change tack simultaneously, thus leaving the way open to return to Cadiz if necessary. This movement perplexed the French-Spanish squadron, which now had its order reversed and its alignment in disarray.

The confrontation was especially brutal and bloody. After the battle, the Spanish had 1025 dead and 1383 wounded, the French had 2218 dead and 1155 wounded, while the figures for the British were 449 dead and 1241 wounded. In the end the losses of the three contenders were to be much higher, as many of the wounded subsequently died from their wounds and others perished in the storm after the battle.'

oOo

After the battle, many of the captured ships, being towed to port by the British Navy were lost in that storm. One of these, which must have been potentially a great prize, is described in the following:

### *la Santísima Trinidad*\*



A Spanish first-rate ship-of-the-line of 112 guns built at Havana, Cuba, she was launched in 1769. It was increased in 1795–6 to 130 guns, by closing in between the quarterdeck and forecastle and, around 1802, to 140 guns, creating a continuous fourth gun deck. She was the heaviest-armed ship in the world and bore the most guns of any ship-of-the-line outfitted in the ‘age-of-sail’. She was considerably larger than her British contemporary, *Victory*.

As the only ship with four gun decks, she was reputed to be the largest warship in the world but the weight of the additional guns, so high above her waterline, made her sail poorly. The *Santísima Trinidad* remains famous as one of the few four-decker ships-of-the-line ever built. [The U.S. Navy constructed the four-deck, 136-gun *Pennsylvania* and the French, the 120-gun *Valmy*. The Royal Navy planned but did not build, the 170-gun, four-decker, *Duke of Kent*.]

She took part in the Battle of Trafalgar as part of the combined Franco-Spanish fleet but through her bulk, her helm was unresponsive in the light winds of the day, her size and position made her a target for the British fleet and she came under concentrated attack by

several ships. She lost her mast and eventually surrendered to the 98-gun second rate *Neptune* and was taken in tow by the 98-gun second rate *Prince* but sank in a storm the day after the battle. It is believed that her wreck was found, by coincidence, during testing of a side-scan sonar of the Spanish Navy, in 2009. A full-size representation can be seen and visited in the harbour of Alicante.

(\*ref Wikipedia)

And the *Santisima Trinidad* is not the only interesting vessel in the harbour at Alicante.



### Volvo Ocean Race Museum

Formerly the Whitbread sponsored race, the museum has exhibits and videos of the thrills, spills and hardships of the mammoth endurance challenge. Views of life on board, together with winners and design-developments are there to be examined, see [[volvooceandrace.com](http://volvooceandrace.com)].



### *Bristolian*, see [[superyachts.com](http://superyachts.com)]

We also spotted this 120 foot charter, moored up in the marina – not for Wivenhoe! Ed.

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**WSC: MAINSHEET**

Member Address

**stop press:**

Sat. 17<sup>th</sup> Oct. 09.30h - **Autumn Hard-**

**Working Party**

Wed. 28<sup>th</sup> Oct. HW 12.16 – **Boat-Lifting**

see schedule inside.

Sun. 1<sup>st</sup> Nov. 13.30h - **Winter Series starts**

see schedule inside.

Sat. 21<sup>st</sup> Nov. 18.30h - **Annual Dinner &**

**Prize-giving**

**Next Mainsheet:** Dec 2015/ Jan 2016

Ed. Roy Crookes

Tel: 01206 824098

WSC Walter Radcliffe Way Wivenhoe