



WIVENHOE SAILING CLUB

MAINSHEET

2011 SPRING EDITION

Editor: Roy Crookes

profile: Linda Morgan

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editor's note:

Another cycle of **Mainsheet** issues has been completed and it's the time of year we all look forward to – scraping, scrubbing and painting! Well at least it's a bit warmer, the launching timetable is given and the sailing programme listed, as well as updates of developments at the club, within and outside of our control.

We have sadly lost two well known club members and tributes are given in their memory and their commitment to the club.

We have the usual wildlife insight, some varied articles and the Annual Report. I would also like to take the opportunity to thank Tony Higbee for his contribution to the club as outgoing Commodore and to wish him well, in the coming years.



Linda enjoys living in Wivenhoe to where she moved in 2004 and joined the sailing club more or less straight away. She found that by working behind the bar she was able to get to know most of the regular members and also find out who did what, in and around the club. Linda has always enjoyed being by the water, so being a member and helping out at the club was a pleasure.

She first got interested in sailing by learning to wind-surf, soon moving on to cruiser-sailing after completing the RYA *Competent Crew* course. With Ken, their first yacht was a Leisure 20, which they learned to sail on and around the river Blackwater, where the boat was moored. Having gained the practical experience, Linda was motivated to move on to enlist on the RYA *Day Skipper* theory course which was successfully completed along with the *Day Skipper* practical course. Deciding it was time to buy a bigger boat, they acquired 'Karla Too' the Jaguar 25 which has been moored at Tollesbury marina for 17 years and which they still sail today.

Successfully completing more courses like the RYA *Yacht Master Theory*, *International Certificate of Confidence* (ICC), *Power Boat Two* and courses for radio operators, she acquired the confidence to sail further afield and also to charter yachts. She has thus sailed around the Greek Islands as well as crewing for friends bringing their new Halberg Rassey back from Sweden.

Linda is now keen to get involved with the safety boat activities as much as possible during the dinghy racing season and has covered the water activities during the Wivenhoe town regatta. She also helps with the cadets when possible including the recent camping trips to Mersea Stone and has recently retired from WSC general committee after a two year stint. She admits to having limited experience in sailing dinghies and preferring the warmer waters of the Mediterranean, as opposed to the somewhat colder waters of the River Colne, though they did buy an Enterprise sailing dinghy last year. Though she has 'not had much time to sail her', she did crew on the boat during last years 'upstream race' to the Hythe with Andrew Raven at the helm.

vice commodore's report:

There's a hint of Spring in the air and we're only a couple of weeks away from the first race of the season - at last! Viking has been put in the water and there's a new safety boat engine being installed ready for training. It's a sure sign that things are on the move.

The Boat owners' meeting went well with around 30 people in attendance including some new members. Among the main items on the agenda were four proposals with regard to dinghy racing that were presented by Bruce Anderson and Mike Mitchell, who had analysed last years' results in detail. We discussed the proposals at sailing committee and our results are below:

1. Return to PYR numbers, as modified by class associations where appropriate - AGREED

2. Change the WOD handicap to 1225 - AGREED

3. Require sailing committee to appoint a member to manage posting, use and annual review of handicap numbers - WE HAVE APPOINTED THE SAILING SECRETARY TO DO THIS. THAT PERSON WILL ALSO MAINTAIN A REGISTER OF HANDICAP NUMBERS PLUS ANY COPIES OF SAILING COMMITTEE MINUTES RELEVANT TO HANDICAP CHANGES SO THAT THERE IS A HISTORY EASILY AVAILABLE

4. Start slower classes (handicap 1225 and above) 6 minutes before faster ones (handicap below 1225), on the same course - NOT AGREED - TO BE REVIEWED NEXT YEAR IF NECESSARY

We had a fairly long discussion about whether this would be worthwhile and there was also a feeling that maybe we should move the split so that WODS are included in the fast handicap. After some discussion it was decided to look at this again next season after we have the results of WODs (and others) racing under the agreed changes (1 & 2 above).

The sailing secretary has updated all the necessary paperwork for the starting hut and will also adjust the Evening Pursuit series start times, in line with the handicap numbers now agreed.

If you've not been Officer of the Day (OOD) before and would like to learn more about it please sign your name along side an OOD on the sign-up board in the foyer at the club. That person will be happy to share the knowledge and show you where everything is.

This is my last **Mainsheet** article as Vice Commodore (I hear you cheering!). Phil Thompson will be taking over from me and I hope that you will show him and the sailing committee the same support you have shown me. **Nikki Robinson.**

Tara to the Azores 2010

Inspired by Bill and Paul's trip, the Jester Challenge, a couple of year ago, Steve and Po had been talking about taking Tara to the Azores. When Po was made redundant it seemed to be the time to go for it! The final work was completed, pilot guides bought, charts and tourist guides borrowed and stores stowed in all sorts of unlikely places. At 0700h on Sunday 4th July, Becky, Po and Steve's sister waved Tara, crewed by Steve, Alan, Nikki and Gary off from the pontoons for her passage to Falmouth and beyond.

The Azores are an archipelago of 9 islands west of Portugal. The islands are of volcanic origin but each has a very different character. The climate, in the summer at least, is mild and generally fine. The islands are well known for whale and dolphin watching, wine, cheese, fish and pineapples.

Wivenhoe to Falmouth:

On her first night watch ever, Nikki was tested on navigation lights etc. and found it all a little disorientating but the thrill of sailing under a starlit sky with not much else around was too much to resist - 'I really didn't want to go to bed!'

The Isle of Wight on the third day, clear blue skies and warm sunshine, a natural break for all and a chance to slaughter the box of jelly babies provided by Gary and cook the lasagne. That night on watch Nikki was surprised to see a large 'ship' sneaking up behind them. It wasn't there as it wasn't on the AIS! but radio conversations informed that Americans and English were playing, waking up Alan and Gary. Finally when they confessed to being the American war ship 'Stealth Eagle' the crew of Tara broke into hysterical laughter.

'We decided to go out as far as Eddystone Lighthouse', which Nikki hadn't seen, for a turning point. Alan and Steve conferred about why they were going, how close to go and which side the rocks were, while Gary and Nikki watched as they got closer

and closer! They left it to starboard and sailed right round - a good photo-op. and a celebratory beer.

On the last watch, everything was very calm, warm and clear, Tara was sailing on phosphorescence, 'you could barely see the water- do you believe in fairies?' Finally we had to put the engine on which woke the others and find a spot to anchor outside Falmouth harbour. A whiskey to celebrate and into bed at 5.15am, N zonked out having woken her daughter with a text to let her know she'd arrived - 'shouldn't keep your mobile on at night Hannah!'

As they wandered into Falmouth the reason for this trip became apparent: 'Trego Mills' - man heaven! It's like 'Jacks' but 20 times bigger. With soft gasps of wonder, Steve, Alan and Gary wiped their beards, smoothed their hair and entered - and vanished into the mist..... adapted, from Nikki Robinson.

Falmouth to the Azores.

1100 miles to go as Steve and Tristan headed out from a safe little anchorage on the Isle of St Mary's into a solid 15ft Atlantic swell. The Scillies were not a planned stop but with any trip you're at the mercy of the elements and this was no exception. A North Atlantic depression was on its way and 'we were not about to take it on!' Four days waiting for the depression to pass was not too sad as Tristan had never visited the islands before and they really were beautiful with so many places to explore. It eventually passed and they were set to go, the wind was down to a 5 and the sun was shining.

'I had done long passages before but this was going to be the longest and I was really excited.' Over the next days the winds settled and the swell dropped and they got into a watch pattern - 4 hours on, 4 off, through the day and 3 on, 3 off, over night. The first half of the trip was close hauled with some frustrating days; making little way to the destination, though racking up 100+ miles in 24 hours - 'we

started to worry if we would arrive before Po and Becky’. Eventually the wind started to shift more Westerly and they began to make up lost time with some fantastic days sailing: gorgeous deep blue seas and fantastic sunshine - a sailor’s heaven! Day by day it got warmer and fewer layers were needed on the night watch. One such night, somewhere due west of Portugal, all of the precise navigation started to be questioned, when the whole horizon was filled with lights: ‘There’s not supposed to be land here!’

It must have been Portugal’s entire fishing fleet; they now had to pick a way through. Dawn broke not long after and T put out a fishing lure - it had not even unwound when he had a bite, a lovely 2 ft tuna; ‘enjoyed for breakfast, lunch and dinner, ah, the joys of ocean sailing - yummy!’

The wind shifted - it was time for the spinnaker - now they were making headway at a steady 6 knots. 36 hours later it had to come down as the gusts increased and there were signs of squalls. ‘Dad went below to calm his nerves with a wee dram!’ The remainder of the trip was plain sailing; ‘we were even lucky enough to have visits from some whales, dolphins and a turtle!’



made it!

Day 12 and after 1200 miles the peaks of Sao Miguel came into sight ‘the landscape gradually shapes, the exotic smells fill the surrounding air, all of which go amiss when you fly somewhere, sailing has to be by far my favourite way to travel to a new

place.’ They moored as the plane with Po and Bex onboard flew overhead – ‘that you could never plan!’..... adapted, from Tristan Hart. To be continued – Ed.

what’s happened to the shrubs?

Some members, having been witness to the original site of the club, might be asking why the vegetation has been removed. Many have volunteered for gardening duty, in ‘hard-working-parties’, over the last few years and seen the growth of shrubs and other plants around the perimeter (photo: courtesy - D Brimm). The need for the removal of woody vegetation from seawalls has been explained by the Environment Agency in relation to Essex-wide work on the tidal defences. The washing away of bare earth beneath vegetation would reduce structural strength in the event of a surge-tide and the associated winds could uproot larger bushes, leaving a hole compromising the strength of the embankment.



now you see them



now you don’t

Though there are no signs of it at the club, the vegetation cover could also encourage tunnelling animals (like rabbits) and compromise the integrity of the defence. While a timber fence is being erected, it is suggested that removal of the vegetation could increase security, by giving better visibility to police patrols.

dinghy hard-standing spaces:

The charges for dinghy hard standing spaces will be changing this year, which should hopefully result in a reduction in fees for most club members. This is part of a strategy to make sailing more affordable to members. The new charges are set out on the reverse of the new application form, spare copies of which are available in the club foyer or as a download from the members' area of the WSC website.

The most significant changes are:

each club member who rents a WSC mooring will be entitled to keep one tender on club premises free of charge. This is regardless of the type of boat kept on the mooring. Members wishing to use this facility should fill out a mooring application form in the usual way, and should be aware that the late fee (£5) will still apply for applications after May 10th. A plastic ID tag will be issued as before, which should be attached to the tender.

The charges otherwise have (in most cases) been reduced, the fee for a boat under 3 metres has gone down from £24 to £12 (old or new hard), and the fee above 3 metres in length is now charged per metre in place of the old fixed fee of £44.50. The charge per metre is £7.50, for example dinghy space for a mirror will now cost £24.75 and a laser £31.73.

The option for us to keep tenders on the stretch of seawall between the barrier and the club hard will no longer be available, although the seawall downstream of the club hard may still be used. These spaces will be charged at the same rate as the new hard. The 'summer only' option will no longer be available.

I should point out that the charge for trailers (£30) is only payable if the dinghy does not usually sit on the trailer, for example a dinghy which would normally sit on a 'combi' trailer when not sailing would not have to pay a trailer fee, whereas in the situation where a dinghy which is usually sat on a launching trolley while the road trailer is kept at the club without the dinghy on it, the trailer fee should be paid and a separate tag for the trailer will be issued.

Another change we have introduced is as a result of the rising value of boats and the need we have to move dinghies around the dinghy park at various times; it has been decided to allow owners of dinghies to lock them to chains or otherwise immobilise them, as long as a spare key (or lock combination) is made available to me before the dinghy is secured; hopefully this will satisfy the conflicting needs for securing our boats, while allowing movements of craft around the limited space we have available.

May I take this opportunity to remind all owners of dinghies who require hard standing spaces to apply for their tags before the end of April to avoid a late fee- and please fill in all the details on the form, such as hull colour, as it helps me to identify the boats if their tags come off; ID tags should be attached to the dinghy in a place where it can easily be seen without removing the cover. Ideally the ID number on the tag should also be written on the boat's transom, and the trailer should also be identified, preferably with the boat's name and ID number. It is essential that boats should be maintained in a mobile condition, not full of water with flat tyres, so that they may be easily moved if required; otherwise this can generate a lot of work for other members. This is at the root of the majority of complaints made to me by members! May I also ask that if you have to move someone else's boat, that you do so with the utmost care and make sure that it is left 'as found' - for example if it was tied down to prevent it blowing

over, you must tie it down in the same way as you found it- failure to do this gives rise to the second most common complaint!

If you have any queries about dinghy hard spaces then please contact me by email at chriscj@aol.com or by telephone, 07718078608. I hope that you all have a pleasant season's sailing! **Chris Smith**

cruiser launching news:

The following programme is proposed for the launching of club members' cruisers this year. Helpers are asked to arrive 3 to 4 hours before high water and boats should be ready for launching by the date allotted.

Launch dates and high water times

Tue	22	March	13:50
Sun	27	March	meeting
Thu	31	March	11:15
Tue	19	April	13:50
Fri	22	April	15:50
Sat	23	April	16:35
Sat	30	April	11:25
Sun	1	May	12:05
Tue	3	May	13:10
Wed	4	May	13:40
Thu	5	May	14:15
Fri	6	May	14:50
Sat	7	May	15:25
Mon	16	May	11:55
Tue	17	May	12:45
Wed	18	May	13:30
Thu	19	May	14:10

tractor shed progress:

After much debate and more meetings than I care to remember, construction of the new tractor shed has finally got under way. The foundation was dug out quite quickly with help from several people; myself and Bill set out the levels and constructed shuttering sections, which were bolted together and held in place with stakes. Bill then constructed the metal reinforcing mesh sections, which were laid into the trenches and linked together to form the reinforcing grid. A visit from the building inspector and we got the OK to pour the concrete. I booked the concrete lorry for Saturday morning and it arrived right on cue, along with several club members!

With everybody working flat-out, the formwork was soon filled level with concrete, tamped and left to set.



starting off and making sure it's right!

The next phase of construction will see the external walls erected and roof-truss supports installed, along with the framework for the roller shutter door.



and how it's taking shape

I would like to say a big thank you to those club members who have given up their time, to help myself and Bill with the foundation work; as work continues, over the coming weeks, any club members who have practical experience with carpentry and construction would be most welcome to come and help with the project.

Please don't hesitate to contact me if you are able to help.

Gary Jobber



reckon you got that set too high,
boy!

abandoned boats sale:

Some of you may have noticed that there are some neglected looking boats parked on the south side of the club car park, mostly sporting orange 'disposal' notices. There are a few other boats dotted around the club which also have these notices.

These are the result of a campaign to identify boats which appear to have been abandoned by their owners on club property. As a result of this most of the boats' owners have been identified, although there are a few, including the owners of a red canoe (on the old hard), a brown Laser, a Bosun, and a small plastic tender with a roller wheel, which have still not been identified. There are also some trailers, mostly in a poor state of repair.

All of those boats which remain unidentified by the beginning of May will be sold in accordance with the RYA process for disposing of abandoned boats, along with many of the other boats, whose owners have been identified and wish their boats to be sold. This sale will be conducted as an auction by sealed bids, the deadline for submission of which will be Sunday, 8th. May 2011. Posters will be put up in the club clearly identifying those

boats which are to be sold, and explaining the bid process; bids will be accepted by post, email and via my pigeon hole in the club, and must be received before 1pm on Sunday the 8th. May. I will then post the results of the auction and contact the people who have the highest bid. So if you are in the market for a new boat, pop down to the club in April and see what is on offer! If you have any queries about this process, or any information about the owners of these boats, then please contact me via telephone (07718078608) or email (chriscj@aol.com).

Chris Smith

wildlife walk:

Sunday 13th February. It was a grey, chilly, very damp, with a force 2/3 south east easterly blowing across the marshes. Some regular faces were missing but sent their apologies. However the now traditional number of 40+ walkers and watchers carrying all types of optics left the clubhouse at 10:00 hrs to 'see what was about'. Our route is always the same and as close to the same Sunday each year when the tide is low and the mudflats exposed. We can therefore compare sightings with previous years. Despite the sad removal by the environment agency of the blackthorn, bramble, small oak, conifer and willow along the seawall. Bird sightings were excellent as you will have heard and now see. Perhaps they would have been even better with berries, seeds and hips still available? Our route enabled us to scan the river, its mudflats, marshes and reed beds first and then skirt the woodland, cross farmland, stroll along tree lined lanes, passing old gravel pit workings, damp meadows before climbing back onto the seawall and so back to the clubhouse for a fine Sunday lunch prepared as always by the brilliant galley crew this year captained by Louise.

Each year familiar birds seem to go missing. Where were the grey plover, cormorants, little egrets, turnstones, meadow pupits, reed buntings and wrens this year? As for those collared doves! Had

we seen them, what a total! However it was the best ever total at: *47 species in 2 hours*. Our cumulative total – clubs life list still remains unaltered at 67 species for the walk. The complete list of birds seen on this years walk is as follows:

little grebe, grey heron, Canada goose, Brent goose, greylag goose, mute swan, shell duck, mallard, teal, widgeon, marsh harrier, pheasant, moorhen, coot, oystercatcher, golden plover, lapwing, dunlin, redshank, black tailed godwit, curlew, avocet, black headed gull, lesser black backed gull, herring gull, greater black backed gull, wood pigeon, green woodpecker, robin, fieldfare, blackbird, redwing, long tailed tit, blue tit, great tit, yellow hammer, chaffinch, greenfinch, siskin, goldfinch, house sparrow, starling, jay, magpie, jackdaw, rook, carrion crow.

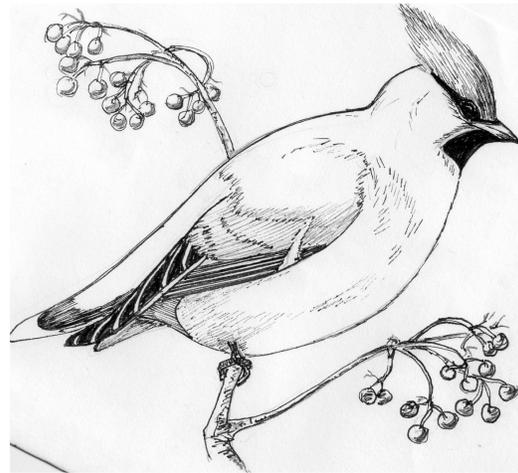
the waxwing

The past winter we were treated to brilliant sightings of that most beautiful of winter visitors from the far north of Europe and Russia, the waxwing. A flock of approximately 40 were seen perched in the trees and shrubs around the clubs a-frame and tractor storage area. They were there for over a week and it seems birdwatchers from near and far came to see them. The first record of this bird in Essex is of one shot from a flock in Saffron Walden in 1835, since then they have been recorded most years, usually in very small numbers. The 1980's were almost blank years. Then there are fluxes of many hundreds, the last big influx of these birds was in 1995/6 when it was estimated 1700 were in the county! They arrive first in N.Essex, usually in November time, strip the red berry bushes and then drift south.

Waxwings are completely addicted to red berries. They stay around berry laden bushes like rowan, cotoneaster, hawthorn and pyracantha for some time stripping the lot. They seem unafraid of people and a close approach is possible. In flight, flocks at first look like starlings so check carefully, and look out for the bright

yellow tail! In February they fly away eventually arriving with the start of spring and warm weather in the far north to breed among old stunted conifers, they are then largely insectivorous. They communicate with weak wheezing and twittering and the occasional shrill whistle. Invasion flocks occur here after an excellent breeding summer followed by a poor autumn berry crop in the far north.

Tim Denham and Robin Maloney

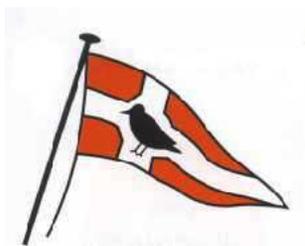


One of a small flock of waxwings feasting on pink and yellow rowan berries in the front garden –

Gill Maloney



and up the telegraph pole!



Wivenhoe Sailing Club

Annual Report 2011

(Including the year up to December 2010 and the prospects for 2011)
Presented by the officers of the club at the 85th AGM on 11th March 2011

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- Membership Report
- Treasurer's Report (Annual Accounts on back page)
- Names and contact details for club officers and committee.

Commodore's report.

It does not seem 2 years since I took over as Commodore, the time has flashed by. Lots of good times and a few sad. On the sad side we have said our final farewells to Mo Pettitt, Pat Ellis, Tony Williamson and Olwen Best, and we remember them with affection and gratitude. On the positive side we have seen the cadets grow and prosper thanks to Steve and the team. The committees have worked hard to keep the club affordable, to offer good facilities and organisation, and a deal of fun and friendship. We have had lots of help and support from members for the sailing and social events – and who could forget the New Year, Burns and the Caribbean nights?

It has also been a pleasure to be able to recognise those who have given exceptional service to the club - Alan, Ted and the dynamic duo Arnold and Margaret as Life members. Also to see more dinghy racing support this year, hopefully this will grow as the cadets move through and teach their parents to sail!

Behind every good man is a better woman so a big thank you to Mandy my wife for letting me go out and play and Nikki and Louise (and the rest of the team) for making sure I played nicely! To everyone in the club I give my heartfelt thanks for your support and friendship

Tony Higbee, Commodore.

Sailing Report

New faces and new boats have enlivened the handicap racing fleet this year – the RS 400, the Flying Fifteen and the 'Wanderer' in particular have added excitement, variety and occasional mirth. The winter series attracted the most sailors despite the freezing conditions - the mulled wine afterwards was greatly appreciated. It's good to see new members out on the water and in some rather sporty equipment. Starts averaged 10 boats at the beginning of the season, but dropped to 7 later. From April onwards we are looking forward to a dinghy revival. We will be returning to an unmodified PY handicap system, and several other innovations designed to improve competition. The WOD's have had an uncertain time, but several more are undergoing restoration, and there is talk of a revival in the class. WOD's will be weighed at the start of the season, and will sail to a new unique handicap.

The **boat-lifting** group report that 26 boats were safely lifted ashore this winter. As you can see from the Accounts boat storage and boat-lifting realise a useful income for the club. We

are at the maximum number of boats which can be accommodated, and there is a list of people waiting to join. The group is run entirely on a cooperative basis, and you will shortly be able to find a list of contact names and details of the rules on the club website. The aim is that individual boat-owners get and give a lot of support and practical help to one another, so that all are able to join in. The rules are there to ensure the work is shared by all, that the system works safely, and that the formalities like insurance are properly observed. The new tractor shed is under construction, and by the end of the season should be complete – making our equipment easier to store, use and maintain.

Wivenhoe boats have been seen in the Azores, around the Scottish and Irish coasts, and across the North Sea again, and there is a growing band cruising in company and enjoying more local adventures. This is something we plan to develop in the coming year. The club enjoyed a convincing win in the Wallet Shield against stiff competition. In 2011 we will again be holding our own Cruiser Regatta, separately from the Town Regatta. Ashore, we are increasingly under pressure for space, and a deal of ingenuity and hard work is needed to keep things working for all to benefit.

A big thank-you then, to my Sailing Committee, who have been working hard in the background to keep all things running, on and off the water.

Nikki Robinson, Vice Commodore

House and Wines

Our committee consists of the Rear-Commodore and 8 other club members. We look after ‘everything that happens indoors’. In the past year we have planned and carried out 7 major club evenings including Caribbean evening, Burns night and Annual Dinner, as well as many smaller events - food at 6 sailing races, 10 hot Sunday lunches, food for 2 hard working parties, the club open day, hot nibbles at various Friday evening talks as well as organising a hog roast for the old gaffers weekend. The aim is for the majority of events to break even, for example fish and chip supper/blues night, with some making a small profit. This then allows us to offer other events at lower prices, for example the reduced rate for the nature walk lunch. The hospitality, the shared meals and celebrations are a great part of our club’s life.

Carol Mitchell has done a tremendous job, co-ordinating the non-club events held at the club. There were 9 parties for members, 9 for non-members(all sponsored by members) and 2 weddings. 5 memorial events or wakes were held, and 5 other miscellaneous events – a children’s party, an academic ‘retreat’ day, an event for the adjacent site developers, and others. The building is now used on 4 days a week for local FE classes – art, philosophy, yoga and pilates. The income is dealt with in the Treasurers report but it was up by about £1,000 on the previous year. Credit goes to Tim Dow who is the “public face” of the Club at these events. The help he gives, and the efficient service enables every event that uses the Bar, to run smoothly. Events and Bar takings go hand in hand..

We also work to maintain and improve the furnishings and equipment of the clubhouse. For instance the outdoor chairs we purchased were well used over the summer and the bar has seen the addition of a new glass washer. During 2011 we will be working on a plan to redecorate and update the soft-furnishing of the downstairs of the club. The Rear Commodore also keeps an eye on the Bar and ‘non-club’ events – so you can see there’s never a dull moment.

Louise Woods, Rear Commodore.

Cadet Report

2010 was another good year for the cadets. We had 45 members and an average turnout of 26 a number of whom took part in the evening pursuit races. The cadet event in the club regatta involved a raid by a Hawaiian proa constructed with the help of Ted Reddish. The cadet supper kept the theme and included hunting and killing a very dubious looking pig (actually it was a pink llama/unicorn piñata full of sweets). During the season we bought

another good quality 2nd hand Topaz bringing the cadet fleet up to 6 Topaz and 8 Toppers. With interchangeable parts we have a fleet which is good fun to sail but also easy to maintain. The programme for 2011 has been drawn up and a new innovation is that the older more experienced cadets will have some sessions learning a few more skills including racing techniques. Unfortunately we were not able to have the cadet camp at Mersea Stone last year but in the coming season we camp at Ivy Farm, East Mersea. We will still be sailing from the Stone but will have the luxury of proper toilets and showers.

On behalf of the cadets I would like to thank all the people that helped out. We can always do with more helpers so if you would like to get involved please get in touch. They are a great bunch of kids and we have a lot of fun.

Steve Hart.

Membership

In December 2010 there were 253 memberships, an increase of 11 from December 2009.

There were 131 family memberships, 93 adults, 15 Honorary Life memberships, 7 Life memberships, 5 young adults and 2 Country memberships. 10 members resigned from the club and sadly 2 members died. New memberships totalled 28, an increase of 2 since December 2009 but with fewer young family members.

Midge Hetherington.

Treasurer's Budget report:

Budgeting is not an exact science. Our 2010 results were greatly enhanced by events, and by good bar-results* (partly as a result of the events). We cannot assume the same will happen every year. Leaving these aside, income from all other sources last year was £31618, in line with recent trends. We have agreed fees and charges to members for 2011 which should reduce this figure by approx £2000 – i.e. £29618.

We are more certain of expenditure on running the club –in 2010 it was £31006. If inflation in 2011 is 5%, this could increase to £32556. So use of the clubhouse, and the profit from the bar are vital to us if we are to make ends meet and have money to spend on capital projects planned for 2011– (the tractor-shed and replacement of outboard engine together are expected to cost £11000). Fortunately, having built up a reserve*, these items can be afforded.

*Details in the Annual Accounts

Guy Ward. Hon Treasurer

Names/contact details for 2011/12 Officers and Committee members:

(All: 01206 nos. unless shown otherwise)

Commodore: Nikki Robinson 305043	President: (To be appointed)
Vice-Commodore: Phil Thompson 827786	Rear-Commodore: Louise Woods 827014
Hon Treasurer: Guy Ward 823221	Hon Secretary: Alan Tyne 822001
Sailing Secretary: Adrian Green 826888	Membership Sec: Midge Hetherington 825639
<i>Committee Members:</i>	
Roy Crookes ('Mainsheet' editor): 824098	Gary Jobber: 824970
Peter Cobbold (Cruiser Storage): 824570	Naomi Cunliffe: 827786
Ray Meddis: 827966	Chris Smith (Dinghy spaces): 822336
John Ashworth: 822256	Bruce Anderson: 824677
Rob Gordon: 820267	Andrew Raven: 822144
<i>Non-committee posts:</i>	
Webmaster: Graham Hill 822742	Bar Manager: Tim Dow: 07833492345
Moorings secretary: Mike Dow 332973	Bookings: contact Louise Woods for information
Cadet leader: Steve Hart 826318	

**Wivenhoe Sailing Club, Walter Radcliffe Way, Wivenhoe,
Colchester. CO7 9WS. 01206-822132. <www.wivenhoesailing.org.uk>**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	WIVENHOE SAILING CLUB														
2	1. Profit & Loss Account for the year ended 31st December 2010					2. Balance Sheet for Year Ended 31 December 2010					3. Notes/Management Accounts				
3		2010	2009	2008						Year 2010		Bar	2010	2009	2008
4		£	£	£						£					
5	INCOME					FIXED ASSETS						Revenue	32313	26472	20308
6	Subs/Joining Fees	14666	14093	13643		Start Hut and Dinghy Racks				1129		Less: Costs	21278	17913	14533
7	Mooring Fees	6882	7046	6709		Rescue Boats (Outboard)				1519		Gross profit	11035	8559	5775
8	Dinghy Storage	3638	3516	3318		Cadets Boats				2964					
9	Cruiser Hardstanding	1749	3549	2233		Furniture and Fittings				1413					
10	Cruiser Lifting Group	2155	970	1038		Lease				17280			34%	32%	28%
11	Sailing Events	-235	-361	-437		Tractor				793					
12	Clubhouse Events (incl of costs)	276	154	505		Pontoons/Hard standing				0					
13	Use of Clubhouse	5039	5092	2609		Plant and Machinery				0		Other	2010	2009	2008
14	Sundry Income/Donations	667	285	509		Tractor Shed				848					
15	Bank Interest	383	697	1148		Crane (Hoist)				2923		Revenue comparison			
16	Cadet Funds	1439	975	1542		Boat Shed				11491					
17						Work Boat				0		Membership	14666	14093	13642
18	Bar	32313	26472	20308		Fuel Store				0					
19						Bottle Store				0		Mooring fees	6882	7046	6709
20												Dinghy storage	3638	3516	3318
21						Total Fixed Assets				40360		Cruiser h/stand	1749	3549	2233
22												Cruiser lift grp	2155	970	1038
23	Total Income	68970	62488	53124											
24						CURRENT ASSETS						House & Wines	4389	3498	3579
25	EXPENDITURE					STOCK									
26						Bar				3088					
27	Rates/Water	3020	3792	3390		Clothing				286					
28	Electricity	2862	3699	3759											
29	Insurance	4131	4178	4161		PETTY CASH									
30	Repairs/Renewals	4760	2725	8266		House & Wines				830					
31	Cleaning/Wages	5638	4903	4901		Cadets				225					
32	Tractor/Hoist costs	744	316	1284		Diesel float for tractor				150		Note regarding depreciation of assets:			
33	Moorings	4860	4821	4700		Bar till				129		The assets are depreciated over 3 to 20 years			
34	Boats/Engines	1302	1833	1395		Bar cage				325		depending on the type of of asset. Generally			
35	Alarm/Security	1370	1466	1830								equipment is depreciated over 3/4 years			
36	Phone Print Post Stat'y	758	905	1346								buildings over 20 years. The lease on the			
37	Donations/Subs	396	900	700		BANK				54508		clubhouse over 125 years as per lease.			
38	Sundry/Flag Officers' Exps	1163	600	1313											
39	Bar Costs	21185	17913	14533											
40						Total Current Assets					59540				
41	Total exp before depr'n	52191	48051	51577											
42						TOTAL					99900				
43	Depreciation	4605	6315	9088											
44	Total cost	56796	54366	60665		FUNDED BY									
45						Profit and Loss				12174					
46	Net Profit/Loss	12174	8122	-7542 (Loss)		Reserves				73050					
47						Lottery Grant				14676					
48						Subs paid in advance				Nil					
49						TOTAL					99900				
50	I have examined the books and records of Wivenhoe Sailing Club for the year ended										31-Dec-10				
51	and confirm the above statements give a true and fair view of the Club's financial affairs.														
52						ORIGINAL SIGNED BY									
53											Keith Gillibrand (Hon Auditor)				Guy Ward (Hon Treasurer)

where to next?

The Suez Canal was the brainchild of Ferdinand de Lesseps, the designer and builder of the Panama Canal linking the Pacific to the Atlantic and of a number of classic architectural buildings in Paris. Sadly he did not live to see the completion of the Panama project but his many works live on.

The Suez Canal was constructed to link the Mediterranean to the Red Sea and it was dredged from the north entrance at Port Said (*pronounced Port Sigh-id*) and was named after a Viceroy of Egypt during the 1860's. Finances were raised from the Viceroy and others to build the canal, which ran for some 106 miles to Port Tewfik in the south, where it emptied out into the Red Sea. The finished work was opened on the 17th November 1869 and the waterway was leased from the government of Egypt by a consortium of local sheiks on a one hundred year lease and intended for the use by all nations seeking to avoid the long voyage around the Cape of Good Hope. This would have the effect of reducing the mileage from say, London to Bombay by 4568 miles, or 3667 miles on a passage to Calcutta and of course, the time actually spent on passage quite considerably, while also having the advantage of avoiding the inclement weather often experienced in those days by sailing ships in the regions of the south African Cape.

A statue of the great man overlooks the Port Said end of the canal, open hand extended in consideration of his labour and the plaque below reads, '*Aperive Terran Gentibus*' (To open the Earth to all peoples).

At first, there were few takers for the new route. The inconsistent winds of the desert regions through which the canal was forged were rarely adaptable to the abilities of the sailing vessels of the time but the canal came into its own with the development of steam shipping and quickly became a very busy waterway and

a highway from north to south, through relatively calmer waters. The canal was of particular interest to the British, with their links to the Empire of India and the far east; when the then Prime Minister, Benjamin Disraeli learned of the financial problems of the owner of the canal, one Ishmael Pasha, Disraeli took a loan from the banking family Rothchilds of £4 million to buy a 44% stake in the canal on behalf of the nation, which was to prove a very shrewd move indeed. A Suez Canal Company was born, with the British taking a prime interest in the day to day function of their investment.

The route of the canal runs south from Port Said and twenty-five miles down to the ancient town of Kantara, through the waters of the Nile, which feed into Lake Menzaleh. Kantara was once on the caravan route from Palestine to Egypt and legend has it that the Holy family must have passed that way on its flight from King Herod.

Kantara was largely destroyed by the Persians in AD344 yet still exists on the maps of today. From Kantara we sail at the regulation speed of 7.5 knots due south to Lake Timeah and on past the city of Ishmaelia and from there to the expanse of the Great Bitter Lake, following the buoyed route across a dredged cutting to the Little Bitter Lake and finally to Port Tewfik, the passage time being in the region of fifteen hours end to end. Navigation was regulated to be conducted during the hours of daylight only but such was the increasing pressure on traffic, that this regulation was repealed to allow ships to sail the canal after dark. This was a somewhat hazardous undertaking, given the confines of the lack of sea-room and the twisting waterway and a special bow-light was devised, called a 'Suez Canal light' which was mounted in the bows of the ship and projecting a powerful beam to each of the banks at a range of 1300 yards to enable a steady course to be steered.

The canal has rarely closed since it was first opened; once in 1882 during the Arabi

Pasha's revolution, when our Royal Navy took control and then again one afternoon during the First World War. It shut for brief intervals during actions in WW2 but famously so, for some months in 1957 when Egypt's Colonel Nasser 'nationalised' the canal. Many nations relied on the use of the canal, particularly the British and French and these countries, with the promised backing of the Americans, planned an assault to rescue their interests under the auspices of the UN until just a few days before the planned attack, when suddenly the Americans did an about turn when the American Secretary of State, Forster Dulles realised the effect this might have on the prospects of Eisenhower's stand in the forthcoming Presidential elections!

The British and the French colluded with the Israeli's, who moved north to present a buffer zone through Syria against increasing threats from Nasser on their sovereignty, whilst the other two forces invaded Suez from the Mediterranean and penetrated twenty-five miles along the canal before being forced to retire following a veto of the action at the UN against the British.

With the tendency for WSC members to embark on summer cruises of somewhat ambitious design and a history of summer trips which include such venues in the past as the Azores, Saint Petersburg, Spain, the Walfaren Islands, Ireland and the like, I hope that this potted guide to the antecedents of the Suez Canal might, perhaps, come in handy! **Peter Cobbold.**

what's a doodlebugger do?

Most members probably do not know the answer but one of us does, he's been one! A doodlebugger is someone in the seismograph business, in oil and petroleum exploration; in fact the people out in the field or ocean getting dirty or wet; they are the field people. Most people also have no real idea what a seismograph crew does.

A geophysicist draws a grid on a map and tells the seismic crew to 'shoot it'. The

brush crew, headed by the surveyor, go to clear a path and 'chain-off' the distances between the shot-points and the geophone stations. The drillers drill the holes; drilling rigs can be anything from small tractor-to truck-mounted rigs or offshore. The recording crew lay out the cables and geophones and the shooter 'loads the holes'. The observer records the results when the ground is shocked by the detonation - on some crews *thumpers* and *vibrators* are used where explosives aren't allowed.

The result of the shot, a *record*, is stored for processing back at the processing centre. The final product, a *section*, is a graphic representation of a cross-section of the earth. The geophysicist then looks for the structures that might trap gas, oil, or anything of value.

Clearly doodlebuggers have to be tough and often face bad weather and rough seas but lead very interesting lives, especially away from the field and the jaundiced eye of the supervisor.

Adapted from the 'Hall of Fame' website.

and as if to prove it, here's a recipe for:

Doodlebuggers Chili

Take a few pounds of something dead, cut into chunks and browned in the oil used to cook chips a couple of weeks ago. Fry several grated onions and, when the eyes start watering, smash a couple of cloves of garlic up and throw them in with a couple of inches of grated ginger and a handful of chillies, set-about with a sharp knife. Hammering them works but the bits fly, so scrounge a pair of goggles from the ship's workshop. Keep frying (it should be barely possible to see by now; going anywhere near the pan should prevent breathing).

Sling the meat back in and stir to stop it igniting; whip the top off a few cans of chopped tomatoes or get some of the mushy ones out of the back of the fridge; scrape off anything that looks as though it might be moving of its own volition. Add stock, beer's good but it's a shame to waste it, unless a keg was opened. In which case

drink the remaining half (or drink both halves and throw in a few tins of soup instead). Add some tomato juice - too much tomato? then throw in beef soup - fruit juice doesn't work too well.

Look around the fridge, poke about the stores for odd bits and fling those in as well. Give the whole lot a stir (a piece of 4 x 2 works well but try to make sure it doesn't have too much oil on it, it could ignite). Turn the heat down and stick the lid on with 'gaffer tape'.

Leave it heaving and muttering for at least an hour, then turn it down a bit more. Throw in some beans, doesn't matter what sort but it's best to rinse baked beans, the sauce disturbs the subtle balance aimed for! Tip in a couple of bottles of vodka too, does nothing for the flavour but it makes it easier to clean the pan after.

In its native form, about half would be eaten at about 4 am and then returned to the fridge, for the other crew to top up - it should be possible to keep it going for a week like that. Once it goes green, try feeding it to the gun mechanics, they can be fed almost anything with no discernible effect! Watered down: from original by 'Nick' (real name and address provided).

house committee

Well I have to admit that the start of the sailing season has crept up on me all of a sudden and it only seems 5 minutes that I was writing my report for the **Mainsheet** before Christmas!



so this is what row and ramble means!

So, I hope you all had a very Merry Christmas and I may as well get in quick with Happy Easter! As you may know from the AGM, I decided to stand for another year as Rear Commodore.

I thoroughly enjoyed my first year of 'learning on the job' and hopefully this year will make a bit more sense! We have had a few changes within the House Committee (not just the name!) but unfortunately some members have decided to move on to adventures new, so thank you very much to all, for the support and advice over the past year Carol M, BeckyB and of course new commodore Nikki R.

Burns Night was a huge success; thanks to Nikki taking the helm on that one (I will know for next year!) We catered for more people at Burns Night than we had attending the annual dinner, so it really is becoming a most popular club event.



buttering up for Burns night

All of the cooking and preparation is completed by members, not outside caterers! So, thank you all for your support in making this a brilliant event! Particular thanks go to Gary and Bob for their help in the kitchen, it was great having some men in the kitchen!

Those of us who attended the Wallet Ball in March enjoyed an evening of good food, wine, conversation and a both brilliant and, at times, hilarious cabaret provided by members of the Bradwell Quays Yacht Club. The highlight of the evening, surely had to be the half-naked sailors complete with frying pans covering

themselves, which were hit by wooden spoons attached between their knees! Imagine that ladies (or not!) Sadly no photographic evidence could be found - we were clearly enjoying it too much!



just like being at home!

Plans are all underway for the 'fitting-out lunch' and the official start to the sailing season, so hopefully by the time you are reading this you have already had the opportunity to taste the delights of the club's lunches or some delights of your own on the water!

The House Committee has placed a variety of events in the program over the summer season but if you are interested in putting on a club event of your own or are keen to be a part of what we do (or just find out more!) please feel free to speak to me! Finally, I would like to formally welcome Mary Ann Dow to House committee! Thank you once again for your support over the past year, and I look forward to what this year's summer season brings.

Louise Woods: Rear Commodore.

other club news update:

working party: Saturday 9, April 2011- 9.30h - refreshments provided.

This year it's mainly spring-cleaning!

Work will be going ahead on the new tractor-shed. Gary Jobber already has some people lined up to tackle it, but one or two more pairs of hands may be needed. Outdoors, there is now a lot less gardening

to do than in the past, but some attention to the remaining bits of hedge would be welcome, and trimming back shrubs and removing weed-growth before the summer will keep the place looking tidy. Attention to paving-slabs laid last autumn is now needed. Some general tidying is needed in the boat-storage areas and in the sheds. With scrap metal prices so high, perhaps we should make a big effort to turn out what's really not needed.

Indoors, there's general spring-cleaning to do, and the regular repairs and refixing to chairs and tables. We will be tackling the redecoration of the main club room in the next few weeks, so a few people with basic decorating tools would be very helpful. We'll also be tackling some deep-cleaning in the bar-area. If you want to help with any job you can just turn up on the day. Better, find any officer on a Friday night and check which jobs are available, and do bring along your own tools (gardening, DIY etc)

tenders on the sea-wall

I know some members are concerned about the continuing uncertainty over tenders placed on the sea wall at the front of the club and I do apologise for this, and hope you will bear with us for a time whilst we seek a solution. At the moment the club may not give anyone permission to keep a boat on the piece of sea-wall between the barrier and our slipway, nor may we make a charge for boats kept there. If you want to move your dinghy on to the club site, of course you can, but at the moment we are not able to offer any new storage facilities, and it will take a little time to get a new dinghy-rack organised. Obviously your patience and forbearance will be appreciated as existing space gets even more crowded. If you continue to keep your dinghy on the sea wall, (as people do all around the coast) then it is of course entirely at your own risk. We will make every effort to let members know of any new developments.

Alan Tyne.

WSC sailing calendar 2011

			HW	start	
April	3	Sun	13:15	11:00	Glozier Fitting Out Race (lunch)
	9	Sat	16:19	09:30	Spring Hard Working Party
	10	Sun	17:01	15:00	Can Race
	17	Sun	12:20	10:30	Stuart Pawsey Cup (lunch)
	24	Sun	17:33	15:30	May Mug/Sykes (1) (now May8th)
May	1	Sun	12:10	10:30	Upstream race
	2	Mon	12:42	11:00	Bank Holiday Cup
	8	Sun	16:05	14:00	Sainty Memorial Cup
	15	Sun	11:05	09:30	WOD Weighing
	21	Sat	15:40		Wivenhoe Sailing Club Yacht Regatta
	22	Sun	16:24	14:30	May Mug/Sykes (2)
	27	Fri	21:04	19:00	Evening Pursuit (1)
	28	Sat			WYROA Spring Rally Royal Harwich
June	4	Sat	14:37		WSC Dinghy Regatta
	5	Sun	15:17	13:30	Haward Cup
	10	Fri	19:44	18:30	Evening Pursuit (2) / Cadets sailing
	18	Sat	14:42		Rowhedge Regatta
	19	Sun	15:23	13:30	May Mug/Sykes (3)
	25	Sat			Wallet Shied Race Bradwell
July	3	Sun	14:26	12:30	May Mug/Sykes (4)
	9	Sat			Gooseberry Pie Rally Heybridge
	17	Sun	14:27	12:30	Bostock Cup
	23	Sat	18:10		Town Regatta
	25	Mon	20:16	19:00	Evening Pursuit (3) / Cadets sailing
	31	Sun	13:27	11:30	Halfway Cup
August	5	Fri			Ostend Rally
	9	Tue	21:27	19:30	Evening Pursuit (4)
	21	Sun	17:20	15:30	Scaly Capstan
	24	Wed	20:45	19:15	Evening Pursuit (5)
	28	Sun	12:20	10:30	Ladies Race
September	3	Sat			WRYOA Autumn Rally Bradwell
	17	Sat	15:39	13:30	Open Day
	18	Sun	16:11	14:30	May Mug/Sykes (5) and Farran Cup
October	2	Sun	16:19	14:30	May Mug/Sykes (6) / Capriol Capstan
	15	Sat	14:40	09:30	Autumn Hard Working Party
	16	Sun	15:12	13:15	Rat Race
	30	Sun	14:14	12:15	Glozier Laying Up Trophy
November	13	Sun	13:17	11:30	Winter Series (1)
	27	Sun	13:11	11:30	Winter Series (2)
December	11	Sun	12:23	10:45	Winter Series (3)
	24	Sat	11:22	09:45	Winter Series (4)

obituaries:

Olwen Best

Olwen, who died peacefully in hospital on February 26th, was born in Ipswich on 4th December, 1920. Whilst working for The Post Office she met Frank and they married in 1942; Frank sadly passed away in 1998.

Being a member of the club for over 50 years, some of that time as an Honorary Life Member, she was always to be found in her younger years helping with teas and refreshments on regatta days and other club events. Olwen enjoyed sailing with Frank in their Teddington-One-Design, *Khali*. Together they joined in family cruises to East Mersea and Second Beach. More recently she joined 'The Saga Louts' for Sunday lunches at the club.

When well into her 60's, as Frank became ill, she learnt to drive and was able to visit family in Ipswich and close friends in Gidea Park. Olwen had many friends and was always concerned for the welfare of others. She was a keen member of St. Mary's and also belonged to the W.I. and Wivenhoe Society.

Her funeral took place on 24th March and after a private cremation, there was a Thanksgiving service at St. Mary's, followed by a wake at the club. She leaves sons Peter and John and their families, along with many, many friends who will sorely miss her.

Contributed by Tony Frostick.

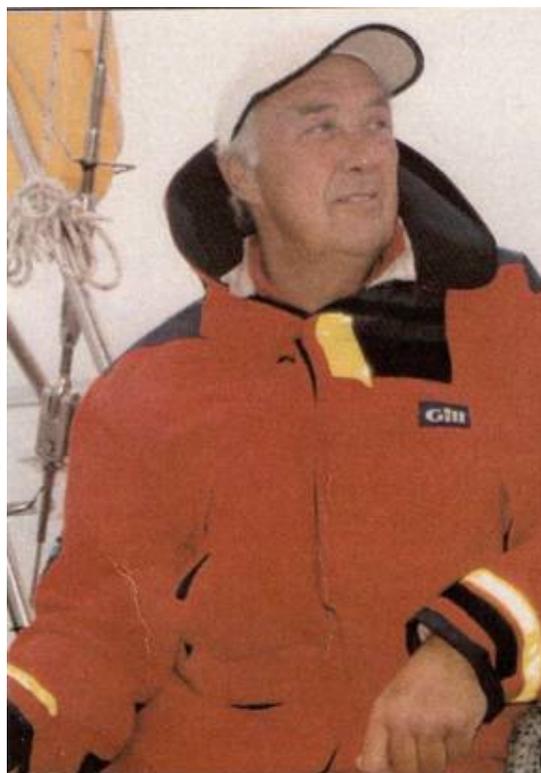
Tony Williamson

19th September 1941 – 4th February 2011.

Tony Williamson was a feature on the river Colne for around 30 years. Those that knew him will bring him to mind with a number of words or phrases such as; Big Big Friend, Tall Tales, Great Skipper, Nothing is impossible, Burns Night with kilt, Sambuca, Drambuie, Red Wine, Ed's Shed, Handicaps!, Commodore, Ostende.

Tony was involved in the Sailing Club in numerous ways. He had been both Vice

Commodore and Commodore over the period that the Club moved into the new building. As part of the requirement for moving into the new Club a sum of £20,000 had to be provided by the Club. It was Tony that came up with the loan note scheme by which members loaned money of varying amounts to the Club. These notes, in Tony's scheme, would be paid back over a period of years through a lottery scheme. This scheme was put in place and the £20,000 raised easily. As Tony planned the money was paid back to members over a number of years. As is the way with these things many members decided to gift the money to the Club. Tony was also the prime mover in the successful lottery bid to purchase the two safety boats that are still in use today.



Tony could tell a grand tale whether afloat on taking centre stage on a Friday night in the Old Club House or in recent times on Monday nights in the new Club House. Tony touched people's lives in so many ways there is no shortage of tales about Tony. Here are two;

“Fend Off”

Tony, Tom and Anthony were racing against Ed into Bradwell, short tacking near to the power station barrage. Just as we were about to come into collision with Ed (30 tons of concrete) on an opposing tack – Tony shouts to “the crew” – “Fend Off “, to which the crew reply was rapid and to the point.....one of the few times the crew ignored his direction, the result was only a small kiss of hulls.

“Tony’s Trench”

The stories of Tony from that period are legion. During the laying up and launching of boats Tony was always in charge of the famous Fergy tractor (much to the regret of others who were itching to have a drive!), often leaping off to act as a human jack under a boat, his strength being amazing to all. At times his enthusiasm got the better of him when for example he borrowed a brand new digger from the gravel works and then got it firmly stuck in Alresford's unrelenting mud much to the amusement of all except the gravel works' employee who had fallen foul of Tony's winning personality and lent the vehicle in the first place, in clear breach of company policy. The digger was eventually recovered by a local scrap merchant with a truck and winch just as the seats were wetting. There is still alongside the hard at Arlesford Creek a deep trench – “Tony’s Trench”

Tony loved all his boats; Islander, Iona, Frantica, Freja, Dancing Maid, Highland Lass. Richard Askew remembers two boats in particular, Freja and Dancing Maid. Richard lived a few yards away from The Dale in Wivenhoe and was a close observer of the building of Freja and her eventual launch. He and Tony spent many happy hours, over endless cups of coffee and glasses of wine, discussing every development of the planning and execution of the project. Richard’s overriding memory of that whole period is one of great amusement, lighthearted banter and warm friendship. Once sailing there were countless rallies and sailing events at which Freja was the centrepiece. Jovial evenings in the

Veeresmere on holiday when one was visiting the same areas usually followed the legendary Ostende rally of which Tony was an essential ingredient and irreplaceable master of ceremonies, continually buoyant often politically incorrect but always extremely kind. Dancing Maid was another popular ship seen on the water more than most. Many times sailing back into the river there would be a loud hail along the lines of "Askew, you blank..blank, come alongside for a coffee at buoy 14." Never was such an invitation turned down and many pleasant hours spent. As ever Tony was at his happiest when accompanied by his family on memorable summer cruises. His voyages paved the way for many others from ACBOA and WSC to retrace his footsteps as people acquired stouter vessels.

Anthony Vickers has fond memories of the construction of Highland Lass. He remembers standing inside Highland Lass shortly after she had docked in Ed’s Shed. Standing inside that cavernous steel shell he thought to himself, “Nothing fazes Tony”. Over the next three years he watched Tony turn that steel hull into a home afloat for him and his growing family. Anthony remembers one particular moment when he, Ed and Dave Pettit got the Perkins Diesel that came with “Highland Lass” fired up in Ed’s Workshop. Tom and he stood watching as they fiddled and pushed and sparked battery terminals. At last it burst into life and bellowed so much smoke out that the Workshop and a good distance around was turned to night. Across the Workshop, just audible over the engine noise Tony said – “I think it will be a new engine then”

The key characteristic of 'Willy', as he was universally referred to, was his welcoming and warm attitude to all; he wanted everyone to be included as much as possible, especially bringing more reserved people into the mix with great kindness. Any visit to his boat or house resulted in tremendous hospitality being shown by both him and Mary. Friday night in the old sailing club at Wivenhoe, for many years centred around

him and a loyal band of cheery if somewhat raucous people putting the world to rights.

If you wanted something to happen, first rule was to ask Tony. From Arlesford Creek Boat owners to Wivenhoe Sailing Club if something was ever going to come off Tony was often the driving force. His enthusiasm coupled with an easy charm brought people onside; you often found yourself doing something you could not remember agreeing to do. Some of his most memorable nights were holding forth as master of ceremonies at the Royal Ostend Yacht Club, a combination of gentle ribbing and praise to all participants. The evening often finished in the conviviality of the saloon on Dancing Maid where the merriment continued with Tony at its centre.

Behind all this and very much involved was Tony's beloved family, they fortunately came as a package, the Williamson experience. For any fortunate enough to receive an invite to a small libation aboard 'Maid' a sound head and sturdy liver were essential requirements.

Husband, father, grandfather, organiser, sage, raconteur, and friend. We will miss but never forget him.

Contributions from: Richard Askew, Andy Cocks, Ray Hall, Dave Hayes, Tom Canfield, and Anthony Vickers.

Ostend Rally 2011:

Make a note in the diary:

Friday, 5th August

The organisation for this year's rally to Ostend is now taking shape, with several notifications of interest already having been made. If you're considering taking part, whether as captain or crew, please talk to Mike Dow for background and further details: 01206 332973.

WSC: MAINSHEET

Member Address

stop press:

9th April - **hard** working 9.30h Spring clean!

19th April- **first** likely launch in programme.

Viking: is under new management! John Austin, ably assisted by Richard Mosek, has taken over daily responsibility from Arnold Handley. The same procedure stands for booking - ring Peter Cobbold on 824570 or John on 820464 or 07721 552209

Khali – if anyone knows of her present whereabouts, please contact Peter Best on 01473 743187 or Tony Frostick on 822187.

8th May - **abandoned boats sale**, deadline for submission, by sealed bids - (see article).

21st May – **WSC Regatta.**

Next Mainsheet: August 2011

small ads:



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