



Seasons
Greetings

WIVENHOE SAILING CLUB

MAINSHEET

2011/12 WINTER EDITION

Editor: Roy Crookes

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editor's note:

Welcome to this bumper issue of Mainsheet and a warm seasonal greeting from the editor. I'm pleased to say that, as well as our regular items, a 'new winter tradition' is holding up and lots of news items and photos have come in for inclusion from members – thanks to all the contributors.

commodore's seasonal message:

As usual we've had a busy year at the club and the time has flown past. The late summer we had, helped to keep the sailing going a little longer and even our winter series racing hasn't been too cold – so far! The autumn working party saw a lot of tasks completed around the site both

inside and out. You may have noticed the new cycle rack close to the club entrance (I believe our Mainsheet Editor had quite a bit to do with the installation of that); a mast rack over the far side of the campus and re-decoration of the clubhouse (downstairs) to name but a few. I'm assured that new curtains are currently being sourced that will be less painful on the eyes.

Our Annual Dinner was very well attended and a great time had by all. Well done to Louise and the House team for yet another wonderful event. A warm welcome to Peter Goldsmith, our new Bar Manager, for whom this Annual Dinner was a first – lovely wine – hic! It's important to keep links with other clubs and, in the spirit of friendship, we invited the Commodores of Bradwell Quay Yacht Club and Brightlingsea Sailing Club to our dinner, with the promise of more social and sailing events together next year.

Wivenhoe Sailing Club has also taken on the 2012 organisation of the Wallet Ball at Benton Hall Golf Club (Saturday 3rd March 2012) and the Wallet Shield Race (Saturday 14th July 2012) as Tollesbury Cruising Club were unable to do this next year. Tickets for the Ball are limited as we share this event with Bradwell Quay Y.C, Colne Y.C, Tollesbury C.C, Tollesbury S.C and Maldon Little Ships Club. More details about the Ball and the race to follow in the New Year.

Look out for the sailing and social calendar published in this edition, we will add things to it as necessary and the

calendar will continue to appear on the web site.

Thanks to all of our committees and volunteers again this year, it's good to see so much support within the club. Now that the festive season is just around the corner there will be a chance to catch up with everyone and swap the usual sailing stories.

Finally, an invite to the Commodore's New Years Eve Party & Buffet again this year, £5 per/head (£2 for children). Informal fun and games for all the family - everyone welcome. Poster and alert to follow, nearer the time.

I wish you all a very Merry Christmas and a wonderful new year.



sunrise

Nikki Robinson, Commodore

profile: John Bampton

John started his sailing activities at the age of eight, when he and his brother got a small flat-bottomed sailing dinghy with no centre board. With this they had great fun sailing with the wind and paddling back on Benfleet Creek where they got introduced to East-coast mud. This sport took lower priority while he was schooling but boats came back on the scene once John left and joined the Merchant Navy, keen to travel and he gained his lifeboat proficiency certificate at *Vindicatrix*, the merchant navy sea school at Sharpness.

He went to sea as a teenager on the *Orcades* and the *British Faith* (a BP tanker) having a great time and learning much,

until a new challenge motivated him to join the RAF. He spent time in the Middle East and Kenya, where he married and worked in civil aviation after being demobbed.

After independence they returned, with their two boys, to the UK, where the dream of owning a boat in retirement grew, until it was fulfilled in 2003, when he joined WSC and bought *Conundrum* a Pirate 17. Having enjoyed sailing this for several years until aches and pains forced him to seek more headroom, he finally parted with her to Ted Hughes and bought a Pegasus 700. This boat had been sitting in a yard at Lowestoft and needed some TLC!



John beside *Malindi*

It is getting it and, now called *Malindi* in memory of an old Arab port in Kenya, it is slowly coming back into shape in typical JB fashion. The saga of the Volvo Penta MB2 petrol engine will remain untold but suffice to say it is running sweetly. WSC plays a big part in John's life and he enjoys the fellowship and challenges it brings, summer and winter and of course he is well appreciated for his contribution and in particular the never ending clearing of the

hard! John enjoys pottering up and down the river, still with his brother Dave or with friends, sometimes with trips to Mersea, Bradwell and Harwich, when tides and time permit. Lazy man's sailing he says – great! Put the kettle on!



and as he is often seen (photo AR)

a day out on *Pioneer*

On Friday 21st October, a group of about a dozen members from WSC, motivated and co-ordinated by Bruce Anderson, chartered the Skillinger*, *Pioneer*, on a day afloat from Brightlingsea (* see *Pioneer, Last of the Skillingers*, Jardine Press 2002).



are we nearly there yet?

We convened at around 9.30h, donned our gear and set off by launch to the mooring in Pyefleet Creek, where we all: Linda and John, Andrew, Alan, Liz and Mike, Tom

and Isabel, Brian and Jean, Robin, Roy and Bruce, boarded the beautifully restored vessel.



thar she sits!

We were shown around the layout and facilities by the two crew members, Tom and Kim, sailing with us and told what to do by the Skipper, Jim. We then assisted to set the sails and get underway.



full steam ahead cap'n?

It was a glorious day and everyone got as involved with the sailing of the boat as they could, under the careful watch of the captain, while giving instructions, coaching and guidance. After a mini-dredge, yielding some starfish, crabs and oysters, which were returned to the seabed, it was time for a packed lunch and a brew with all hands helping out.

By mid-afternoon the skipper had us back within sight of the mooring and, after some impressive maneuvers, we were tied up ship-shape and ready for the launch, back to the Trust premises.



tiller girl?

Everyone had enjoyed and was thoroughly enthusiastic about the day's outing.

voyage to the nordkapp, Norway

Rampage a 43 foot Bermudan yawl was designed by Arthur Robb and built in 1961 at Universal on the Hamble, of teak on oak frames, fastened with bronze. She is in original condition, retaining her spruce spars but was re-engined in 2008. This account has been edited from a fuller report published in *Flying Fish*, Journal of the Ocean Cruising Club. Mike and Liz were awarded the club's Rambler Medal, in Spring 2011, for the most meritorious short voyage made by club members. The seeds of the voyage were sown in 1961, when Mike sailed to Greenland in his gap-year, with the mountaineer and explorer H. W. Tilman. The first part of the voyage to late May has featured in an earlier Mainsheet, to where Steve and Pauline left in Bergen. This part ends where it starts, Ålesund. -Ed.

Alan left in Ålesund and we pressed on about fifty Miles a day, having friends to meet in Bodø in 3 weeks time. The coast from Rørvik to Bodø is considered by Norwegians to have their most dramatic scenery, so we wanted to have time to explore the many islands with extraordinary shaped mountains and then the great Svartisen Icefield.

On Sat 13th June we made the passage to the puffin island of Lovund where the guest harbour was rather close to the fish processing factory but the island was

beautiful with a dramatic peak and steep scree slopes where the puffins make their burrows.



route of Rampage to the Nordkapp

The next afternoon we crossed the Arctic Circle, 66deg. 33min. N, and celebrated with cups of tea laced with rum! We moored at Selsøyvik a remote island trading station, now being restored, with a shop that sold everything. Our lines were taken by a Viking woman with long blonde bunches, Kristina, a writer from Sweden, who lives most of the year round on her 20 foot boat. In mid-winter she rents a holiday house on the western-most island of Norway where she is the only inhabitant. She showed us her boat, which she had refitted herself and contained everything she owned and everything she needed for extensive cruising.

Now we were heading for the Svartisen Glacier and woke to hail stones on the deck after a wild and windy night. It brightened up, however, and we set off for the Holandsfjord with glimpses inland of the Svartisen Icefield and numerous snow-capped peaks, appearing and disappearing

in the swirling black clouds. There was lots of snow but no glacier as we motored to the head of the steep-sided, tree-clad fjord. Then around a bend we could suddenly see the Svartisen Glacier, blue, even without the sun. The heavy, over-night rain cleared in the morning and we walked a couple of miles on a track, passing a turquoise lake, to the foot of the glacier. The ice has retreated in recent years and was now about 600 feet above us. There were chains between stakes to pull ourselves up the wet, ice-polished, smooth rocks and paint markings. We picnicked beside the glacier, towering twenty feet above us, and filled some containers with the thousand year old ice for the gin and tonics later. The colours in the caves and crevasses were the deepest blues and greens and the ice was clean and clear with big crystals. That night we anchored in a little sheltered bay with views back to the immense snow-field. At the head of this small bay there was a low causeway linking the hills on either side. The sun set behind the hill on the west side but was still shedding a golden light on the hills opposite. I decided to stay up till the sun appeared in the gap over the causeway and, as we had predicted, it appeared, due north, at 1 o'clock. The boat and the cabin were filled with this amazing golden light, full daylight.; the brilliant sunlight made it impossible to go to bed! The sun didn't dip below the horizon for another 5 weeks.

We appreciated the extraordinary helpfulness of the people of Norway and their very necessary resourcefulness in what, in the north at least, is still very much a frontier society, relying on self-help. We enjoyed the honesty and trust that small populations still have: boat club premises with showers, laundry and computer unlocked and unsupervised and always an honesty box for the mooring fees and showers. The cost of living is generally double (beer three times) that in the UK. We were glad to have prepared for this and filled every nook and cranny on the boat with groceries. Mooring up was easy as every village has a pontoon for the use of any passing vessel. When we didn't need a shop we usually

anchored in remote bays. The Norwegians do not anchor much, but they are generally in 20 foot motor boats with quite inadequate ground tackle and prefer to run lines ashore, to trees or ring bolts in the rocks.

Though totally inexperienced, we were also prepared for catching cod, taking with us long lines and lures, brightly painted lead fish with hooks in the tail. Our first attempts at fishing only brought up seaweed or we lost the hooks on the bottom. However once we crossed the Arctic Circle we started pulling them in and in the Lofoten Islands we had our biggest catch ever: two fish on one line, 32 and 27 inches long, about 20 lb. in weight.

On Midsummer day, 22nd June, we reached Bodø and here we were meeting Steve and Evelyn, for a week's cruise to the Lofoten Islands. At Nusfjord we visited a museum in a former cod-liver oil factory, bringing back memories of our war-time diet and learnt about the hard life of the fishermen, working from small open sailing boats January to April, when it would be dark most of the time. The season is the same today but the fishing boats are far more substantial. We explored fjords with steep walls of bare rock sometimes scored with horizontal ridges by the glacier during the Ice-age.



Kirkefjord, Lofoten Islands

North of the Lofotens we had our first close up sighting of a sea-eagle diving for fish among a flock of shrieking gulls. On a glassy calm morning, with hundreds of

puffins floating on the sea, we took the exposed route outside the Island of Senja, later to have a brisk sail under cruising chute to the sheltered harbour of Sømøy. This had lovely cold-water coral beaches but the hotel was still not open for the season, on 30th June.

Eve and Steve left us in Tromsø, where Simon, Katerina, Liam (15) and Thea (11) joined us. After 2 days of low cloud, fog, rain and sleet we reached the Jokelfjord and the Jokel glacier. We found it has retreated to about 500feet above sea level and it was far too sheer a rock face for us to climb. Mike dropped one anchor in 15m of water and the other in 20m and we were only about 30m off the beach. After a noisy night with the anchors jerking and banging on the boulders we were up early for a mountain climb. We ate our biscuits by a lake and enjoyed lots of new wild flowers: mountain avens, purple saxifrage and golden globe. The clamber down the steep scree was difficult but the sun came out and the warmth caused some spectacular ice falls, crashing down the rocks from the glacier above with a roar like thunder. When it was time to go, the main anchor was caught in the boulders and the windlass stalled. Mike made the anchor chain fast to the samson post and tried to drive it out backwards with the engine. Slowly the bow of the boat sank into the sea as the anchor held fast and then with a bang and a rumble it leapt into the air as the rocks moved and the anchor broke free.



below the Jokel glacier

The North Cape (Nordkapp) is a fine, bold headland with a 1000 foot vertical cliff, well north of the tree latitude and the only living things to be seen were the reindeer, grazing like mountain goats. We made it on 9 July, after 54 days and 2126 miles on the log. At 71 deg. 11 min. N we were 1100 miles from the North Pole and 1300 as the crow flies from home. Ironically it was a clear, sunny and very warm day and we anchored in the deep bay of Hornvika just beyond the Cape. This was where tourists were brought in the old-days; nowadays the cruise ships go to the port of Honningsvåg and the passengers are bussed to the headland. Our crew were offered the old route and struggled up the old path in the surprising heat of the afternoon.



Hornvika, North Cape - fog coming in

On the way back we had some glorious, almost warm, weather as we passed the Lyngen Alps, and three days later we were back in Tromsø. Mid-August found us back in Ålesund, where we were joined by Ann and Anthony and also Simon, who kindly returned to help us with the passage home.

Liz Taylor-Jones.

cadet regatta:

Saturday, 3rd September.

Thank you to all of you that turned up for your regatta last Saturday. The weather was brilliant, SSW f3 wind, hot and sunny. couldn't be better. Thanks also to all the helpers (they know who they are!). A lot of their work went unnoticed, eg cleaning the hard, preparing the boats and safety boats,

getting food ready, sorting out spare gear. We started off with a briefing session upstairs at the club at 1230. The programme was outlined and the courses and start procedures explained. The job of the safety boats and Viking was also run through. By 1430, we were all launched, and making our way to the temporary starting line between BY26 and Viking. A horn was sounded to draw attention to the board raised to indicate the amount of time left before the start and the actual start itself. The start was spectacular with all boats crossing the line within a minute. The first leg to BY32 was a reach, then they had to harden in sheets and sail close to the wind. After rounding the windward mark (BY28), they had to steer a cross tide course to BY21, before rounding BY21, then gybing before rounding BY26 and a short beat to the finish. With the tide running quite strongly it was difficult to judge the courses to the marks. It was quite tense, as Zeb rounded 28 first, but then he lost out to Laurel because he misread his course card! Just shows that even in sailing paperwork is important! 1st Daisy(Topper) 2nd Laurel & Anna (topaz) 3rd Zeb and Ruby(Topaz). We all then went ashore for a drink and nibbles where a few parents had walked or cycled to join us. Then it was time for the start of the next race which started from the previous finish line with a beat up to BY24, a broad reach to BY23 then a gybe and a run to the finish line. Again the start was amazing, with Jake sneaking across first closely followed by Becky and the rest of the fleet snapping at their heels.

1st, Becky (Topper). 2nd, Laurel & Anna (Topaz). 3rd Daisy (Topper). Because the final results were a combination of both the first and second race, the overall positions were: Topaz class. 1st:Laurel & Anna, 2nd:Robert & Eden, 3rd:Zeb &Ruby B, 4th:Jake and Aylin, 5th:Meg and Lula, 6th:Emma and Ruby H, 7th:Hannah and Drew and 8th:Izzy and Pia.Topper Class. 1st:Becky, 2nd:Daisy, 3rd:Harry and 4th:Victoria. We then started the race home from the same start line of the

previous race but in the opposite direction. This was trickier as the wind was behind. A couple of boats were over the line at the start and had to go back and restart. One of the safety boats then poured 50 tennis balls into the water ahead of them, and the winner was the boat who picked up the most. (Zeb and Ruby with 13 balls). It was then back to the club to put away the boats and for the prize giving followed by hot dogs and drinks. What a day! **Steve Hart.**

club news:

With another year nearly over I'll try and capture (remember?) what happened since the last newsletter:

WSC flag officers visited Maldon Little Ships Club for a lunchtime social get-together of all the clubs interested in the Wallet Shield race. The idea was to bring the various clubs together and help generate interest and ideas for the future. Seeing as Tollesbury is (sort of) on the way back – we visited their Autumn Boat Show – good timing whoever organised the dates! However most of us escaped with our wallets intact.

We had a very successful hard-working party in October, which saw the inside of the club change its colour, as well as numerous maintenance tasks that were completed; you may also have noticed that two new racks have been installed, one for bikes and one for masts.

John Austin has taken over the maintenance of Viking (the club launch) from Arnold Handley. Thanks very much to John and Dave Reynolds for finishing a repair just in time, as St Nicholas was due to land at the Wivenhoe ferry pontoon, depending on Viking for his transport. Please note Father Christmas – an extra present under the tree for these two!

The Lifting Group this Autumn recovered 34 boats from the Colne in 15 sessions; the last one out Chris Mullins on Tuesday 29th as timetabled - well done! There are currently 40 active lifting personnel. Around this time of year, when the tide is flooding, they can often be seen playing on

their big green climbing frame, that they call the *Travel Hoist* (TH). Seriously though, the success of this group is in no small part due to Ted Reddish not only with the safe recovery of the boats but also with where to put them once they are out. To speed up the lifting-out process and reduce the amount of time that the TH is tied up while boats have their mast removed, the idea of mast derrick has been discussed over the last couple of years. This Autumn, the idea was further developed, using an old mast as a 'sprit' mounted on the deck of Lilly-Jane. The lift proved a success with Chris's boat being used as the guinea pig. WODs – Brain Sinclair has managed to retrieve an errant WOD which briefly escaped to Suffolk. No doubt we'll hear more about this at the coming WOD meeting on the 12th.

A small working group under the Sailing Committee has met and is looking at improving dinghy and cruiser winter storage. Have a good Christmas.

Phil Thompson: vice-commodore

doing the fuel run:

With the opening this year, of the new Brightlingsea Harbour fuel supply service on the quay-side, near Morgan's Marina and next to the Pioneer Trust premises, we were able to test out the feasibility of collecting fuel for *Viking* and the club boat-launching and lifting activities, by sea using *Viking*.



leaving Wivenhoe on Viking

After ruling out the trip on Monday, as too rough, it was a case of lucky 13th of Sept-

ember, a bit choppy but a lovely day. So we took Viking from the mooring and loaded all the diesel cans and headed down river. Nevertheless we were all pretty well wet-through, from spray by the time we got into the harbour.



with helping hands

Getting the fuel, turned out to be very straight-forward, having notified the harbour office, we were met at the pumps and had our requirements delivered by a most helpful official in attendance.



using the quayside service

All topped up and just a matter of a bag of chips before the return trip to the pontoon back at Wivenhoe and the club – easy! And better than the usual number of car trips.

John'll fix it!

Viking was called upon again to convey St Nicholas and helpers to the Wivenhoe

Town Quay on Saturday 26th November but it was a close call. John (aided by Dave) was working into the night before, to fix a starter motor, delivered at the 11th hour!



OK! but what's it going to be next year?

stepping afloat

Chris, Fred, Kevin and Tony demonstrated the feasibility of mast un-stepping afloat, by using a home-constructed mast lifting-rig mounted on *Lilly-Jane*, to take down the mast on *Aurora*, moored alongside on the pontoon.



up and over to you (photo PC)



the working model

The rig consisted of a tripod structure of thick-walled alloy tubes, which had been demonstrated in a scaled model. The benefit of such a facility, able to lift masts on boats afloat (or aground!) prior to recovery or after launching, would be increased by use for enabling emergency repairs to be made, in the summer months.



is that it then?(photo PC)

If it works successfully, such a system would be portable, could be erected in about 30 mins and would speed up the turn-round and so reduce the number of days needed for boat handling. **Chris Mullins.**

Ostend Rally

Well, after much anticipation and preparation, we headed down river to Brightlingsea on Thursday evening, where we met up with the crew of Tara and attended the crew briefing at Colne Yacht Club. After some light refreshment and a briefing from Bernie, we were straight to bed in readiness for an early start Friday. The following morning saw the start of the 2011 Ostende Rally, off Bateman's Tower with a good breeze. Ishmael was soon on her way with Fred, John and Linda and me on board. We needed to be at the Longsand head buoy by the turn of the tide. We made it with little time to spare; time was noted, as requested and we continued on our way, crossing both shipping lanes safely. As we approached the Belgian coastline, we watched the sun set, as we polished off a tasty meal prepared by Linda. The wind

had died, early evening, so we finished the last few miles under engine. We passed the Binnenstroom bank buoy, which was our finishing mark and duly noted our time, then headed for the harbour entrance, where we were greeted by RYCO rib and escorted to the marina, what service!

The following day, after a much needed sleep, we walked into Ostende and enjoyed the hospitality of the Northsea Yacht Club, before heading back for the prize-giving. Bernie announced the numerous winners and runners up, with quite a few novelty prizes; I was presented with a foghorn! Mmmmm - can't imagine what that was about? Oh! and Ishmael and her crew won the prize for best newcomer. I might have mentioned that to a couple of people WAHOOOO! After several games and a wonderful meal, on Saturday evening, we made our way back to the marina.

The following day we took the train into Brugge, with both Tara and Vital Spark's crew and enjoyed a relaxing afternoon, before heading back to Ostende. Monday morning saw a wet and early start as we headed along the coast to Flushing and into the canal system, via the huge sea lock.



Tara making way

Next stop Middelburg, a picture postcard town, with excellent facilities for yachties.

A word of advice, don't underestimate the beam of your boat, you might find yourself wedged between two timber piles! After an excellent night, spent at Middelburg Yacht Club, we restocked the galley the following morning, before heading of towards our next destination. The Veersmeer, just one of the vast stretches of inland water, formed after Dutch engineers created a series of dams, to hold back the North sea. It's just like the Norfolk Broads but on steroids! We spent the following evening moored up to a landing stage on one of the many small islands; BBQ time.

The following day we headed for Goes.



Vital Spark and Tara make for Goes

After negotiating several more locks, we arrived at our destination and, after a bit of nifty boat handling from both boats and crews, we managed to shoe-horn ourselves in. We arranged to meet up with other sailing club members and after a bit of discussion, over a beer or two, found ourselves planning our return to the UK. Where had the time gone? The following day saw us heading back through the canal system to Flushing, whilst gathering weather reports; it looked as though the strong winds we had been experiencing were starting to calm! After one last evening on foreign shores and a very enjoyable drink, we set sail for the UK, early the following morning. Lumpy seas and grey skies eventually gave way to calmer and brighter conditions. We arrived

back in Harwich about 1am or thereabouts, rafted up to Tara to share one last meal together. The following morning we said our goodbyes to Nikki and Hannah, then headed of to Aldeburgh, where we met up with Steve, Pauline and Becky the following day. We watched the start of the Aldeburgh Regatta Week, met up with Wendy and James, before leaving Tara and her crew and headed back to Shotley for one more night. Then it was back home to Wivenhoe, a splendid trip, spent in the company of good friends! I hope you enjoyed reading about it. **Gary Jobber.**

spanish amada

Dinghy sailing seemed to be a very popular sport, where we were staying on our first visit to the Canary Islands, last month.

Most days we saw a flotilla of some 40-odd small identical sailing dinghies, heading out from and back to, the sailing school, with a number of safety craft in attendance. Then back up the club ramp in procession, like a conveyer belt -ready for post London 2012?

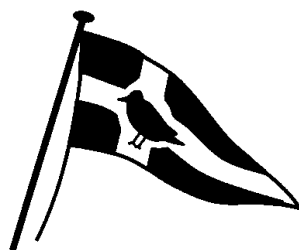


sailing school - out in the straight

WSC winter/spring calendar

			HW	Start	
December	23	Fri		20:00	Christmas Gathering
December	31	Sat		20:00	New Years Eve Party & Buffet
January	8	Sun	11:28	11:00	Row & Ramble to Rowhedge
January	21	Sat		19:00	Burns night
January	28	Sat		19:30	W.R.Y.O.A - Swatchways
February	4	Sat		19:30	Old Time Music Hall
February	12	Sun	15:27	10:00	Nature Walk & Sunday Lunch
February	24	Fri		19:30	Boat Owners Meeting
March	3	Sat			Wallet Ball at Benton Hall Golf Club
March	9	Fri		19:30	WSC AGM & Supper
March	24	Sat	13:22	09:30	Spring Hard Working Party
March	24	Sat		19:30	W.R.Y.O.A - Photographic Evening
March	31	Sat		19:30	WOD Association Meeting & Party - Live Band
April	8	Sun	13:58	12:00	Glozier Fitting Out Race
April	8	Sun		12:30	Easter Sunday Fitting Out Lunch & Egg Hunt
April	22	Sun	13:42	12:00	Sainty Memorial Cup
May	1	Tue	20:37	17:30	Cadets
May	3	Thu			Colne Estuary Partnership mtg
May	6	Sun	12:52	11:00	Can Race
May	6	Sun		12:30	Sunday Lunch
May	7	Mon	13:40	12:00	Bank Holiday Cup
May	12	Sat			WSC dinghy Regatta
May	12	Sat			Regatta Party

Wivenhoe Sailing Club



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

Membership Renewal 2012

Dear Member, December 2011

After careful consideration the General Committee has decided to increase the membership subscriptions for 2012.

Annual membership fees are due on 1st January 2012. Please pay promptly. As an incentive to get your cheque to me as soon as possible, you will receive a discount if your payment reaches me by the end of January. If you decide not to renew, it would be helpful if you could let me know so that I don't bother you with unnecessary reminders.

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

What makes WSC special is that it is run by the members for the members, and to keep this up we need everyone to help in whatever way they can. Can I therefore

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

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

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

hartcraft@hotmail.com

Thank you for your co-operation, and good sailing in 2012.

Yours sincerely,

Midge Hetherington

Membership Secretary.

01206 825639

midgehetherington@gmail.com

Membership Subscriptions 2012	Before end of Jan	After February 1st.
Family	£72.00	£80.00
Single Person	£58.00	£67.00
Young Adult (16–23 years)	£21.00	£26.00
Cadet Club Members	£5.50	
Cadet non-members	£16.00	

WSC MEMBERSHIP RENEWAL 2012

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

Tel: **Email address:**

Additional Email address:

I would like my mail addressed as follows:

NAME(S).....

ADDRESS.....

.....
.....
.....

Membership: Family Adult

Young Adult

Payment enclosed £

Cheques made payable to Wivenhoe Sailing Club

Please complete and send with payment to;

Midge Hetherington

Brown Oaks

Alresford Road

Wivenhoe CO7 9JX

(or to the Clubhouse)

I would like to volunteer for the following duties:

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

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

Anything else?

(For Race Officer and Rescue Boat please indicate your experience/ qualifications.

The club may be able to arrange/ provide training. Please indicate if you would be interested in this. Training can also be provided for helping behind the bar.)

For family members:-

Partner's name:

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

.....

Signature

**Please complete and detach this page
and return it to Midge Hetherington
Wivenhoe Sailing Club.**

Wivenhoe Sailing Club

Minutes of 85th Annual General Meeting. Friday 11th March 2011, at the Clubhouse.

The meeting was called to order at 19.32, the **President** Pauline Hart in the Chair.

Present were the Club Officers and some 65 members. The president welcomed everyone to this 85th AGM in our 86th year.

(1) Apologies were received from:

Richard Barnard, Jack Reddish, Don Smith, Joyce Blackwood, John Ashworth, Gerry Poulson, Peter and Jacquie Smith, Linda Morgan, Ken Jordan, Jan Tyne, Mike and Liz Taylor-Jones, Stuart Bannerman, Ian Hunter, Peter Moore, Paul Feasey, Chris and Gill Guy, Ray Hall.

(2) Minutes of the 84th AGM, having been already approved by the general committee and circulated to the membership were adopted.

(3) Commodore's report.

Tony Higbee commended the Annual Report, of which copies had been circulated. He remembered those who are no longer with us - Mo Pettitt, Pat Ellis, Tony Williamson and Olwen Best. He mentioned Alan, Ted, Arnold and Margaret, who had received Honorary membership for exceptional services to the club. He thanked the committees for all their hard work, which keeps the club affordable. He thanked members for their support at social and sailing events, with a special mention for the cadets. He hoped that now the Wallet Cup had been regained, we would not let it go. Finally, the Commodore thanked everyone present and moved the adoption of the Annual Report. All were in favour.

(4) Treasurer's report. Guy Ward drew attention to the accounts on the back page of the Annual Report. He said that once again it had been a good year for the Club. The figures speak for themselves, and to this end he had included three years figures for comparison. In view of the favourable bank balance, the General Committee had decided that for 2011 charges would not be increased, in fact charges have been set which for 2011 could result in a £2000 reduction in income. Expenditure in 2011 is certain to rise on account of the necessity to purchase a new 40hp outboard, the building of the tractor shed (this will be capitalized) and there may be other items. The effect of inflation and a 20% VAT (particularly on bar prices) are also factors to be considered. In conclusion he thanked Keith Gillibrand for auditing the accounts and assisting in his report.

There were no questions, and the adoption of the accounts was proposed by Peter Cobbold, Seconded Naomi Cunliffe. All were in favour.

(5) Election of Officers. The Secretary explained that all officers are elected annually. All the nominations had been properly made, and there was one nomination for each of the following posts, being:

Commodore -	Nikki Robinson
Rear Commodore -	Louise Woods
Vice Commodore -	Phil Thompson
Treasurer-	Guy Ward
Secretary -	Alan Tyne.
Sailing Secretary -	Adrian Green
Membership Secretary –	Midge Hetherington

The meeting was asked to take the nominations en bloc, and they were affirmed with a show of hands.

(6) Election of General Committee. The Secretary explained that committee members are elected for two years, there being between eight and ten. Those elected in 2009, and remaining for another year are Roy Crookes and Gary Jobber.

9 Nominations (properly proposed and seconded) had been received for the 8 vacant positions.

They were:

Bruce Anderson	John Ashworth
Peter Cobbold	Naomi Cunliffe
Rob Gordon	Ray Meddis
Michael Mitchell	Andrew Raven
Chris Smith	

Ballot papers were distributed and members present were asked on trust to vote only if they were eligible to do so. Kevin Hosking, Tony Frostick and David Reynolds undertook the count, and at the end of the meeting it was announced that Bruce Anderson, John Ashworth, Peter Cobbold, Naomi Cunliffe, Rob Gordon, Ray Meddis, Andrew Raven and Chris Smith were duly elected.

The President thanked all those who had stood for election, and all those committee members retiring this year.

(7) Auditor

Guy Ward said Keith Gillibrand was willing to stand as auditor, and proposed he be appointed. Roy Crookes seconded the proposal and the meeting showed its approval.

(8) Proposals to amend the constitution:

The Secretary introduced the five proposals, which had been extensively discussed by the committee, and on which there had been considerable consultation with members, and with the RYA. All members had been posted the full text of the amendments. For completeness of the records, a full copy of the amendments will be kept in the minute book, together with these minutes. Proposals 1-3 were concerned with consolidating the existing Membership clauses. Proposals 4 and 5 clarified the structure of committees which manages the club's affairs. Voting was by show of hands:

(i) **Proposal 1** to delete paras 4.1 and 4.2 and substitute a new clause 4.1 was adopted, nem con.

(ii) **Proposal 2 to delete** para 4.3 and substitute a new clause 4.2 was adopted, nem con.

(iii) **Proposal 3** that para 4.4 be renumbered 4.3 and amended was adopted, nem con.

(iv) **Proposal 4** that a new para 5.1.1 be inserted was adopted, nem con.

(v) **Proposal 5** that Para 5.3 be deleted and replaced with a new clause 5.3 which reflected the structure of committees responsible for managing the club's affairs, and that subsequent paragraphs be renumbered was adopted, with a substantial majority in favour, and 4 abstentions, no votes against.

The secretary thanked all present for their assistance and support during the drafting and adoption of the amendments. The amended constitution would be reprinted in full in a booklet format and available to all.

(9) Any Other Business.

Peter Cobbold welcomed the new Commodore, and all present showed their approval.

In Conclusion, the President thanked everyone for their attendance and brought the meeting to a close at 20.15 All repaired to the lower deck for a supper of sausage and mash, and trifle, all prepared and served by the cadets.

(Approved by the committee and signed by the Commodore)

Signed..... Date

in and around the club:

I am keeping it quick and short this time, you will be pleased to know, as much of what has gone on this summer can be seen in the pictures gallery below!

The summer has been a big success, with many club functions, help from volunteers and making links with other local clubs, which we hope will continue into next year.



yet another trophy!

Here's a shiny reminder of the success, in this year's 'pub shovel race', at the Town Regatta, with the 'floating bed-stead'.

open day at the club and the barrier:

The open day was a great event, when members and visitors turned out in force to visit the club and take advantage of viewing the barrier. The sun shone and some visitors were given river trips on members' boats, getting a different perspective, as they sailed through the barrier.



flushed with success? (photo LW)

There had been all hands to the plumbing in advance of the day, to make sure the club facilities were ship-shape and there were helpers on both sides of the bar!



cheers! (photo AR)

The barrier staff provided information by way of presentations, displays and demon-



anything happening? (photo HH)

strations of, eg. notional flood levels and even made a well appreciated closure of the moving gates, readily observed by the many visitors on top (behind the railings) and some of our sailors at sea-level.



yes there it goes (photo AR)



better get a move on! (photo AR)



almost closed up (photo AR)



a good turn-out (photo AR)



the nerve centre (photo AR)

hard work:

Then there was the immensely well supported 'hard-working party' in October



that should do it (photo AR)

with many jobs cleared off, both inside and out, even the grates! - thanks to Bill and all.



I told you not to paint out the boats (AR)



done, now what's the next project? (AR)

The calendar with next year's events has been completed as shown earlier in the newsletter (although if you are keen to add anything please let me know!).

Finally, for those of you who could not be present at the annual dinner, I would like to 'take wine' with everybody who has helped, at functions/ behind the bar/ with lettings over the summer! It's only possible with your help!



mast-rack, isn't that in Holland?



but will they catch on?(photo AR)



yes - is this one mine? (photo AR)

I am very much looking forward to the winter season (I prefer to call it the party season!) and to what we have planned! See you all soon.

Louise Woods: Rear Commodore

Annual Dinner 2011:

Commodores Comments:

There are 92 of us here tonight, any more and it would be a bit tight, so thanks to Louise for making it great. Any complaints you can 'see her at break' and thank you to our visiting Commodores, I hope our dinner is as enjoyable as yours. We'll try to behave and not show ourselves up, by drinking too much and strutting our stuff!

When the tide is in, the sailing is grand, Wivenhoe sailors get out when they can Some modern, some vintage, old and new; oh I'm not talking about boats-I mean you! Our ladies that sail have a wonderful time and whatever we wear we look simply divine.

Figure-hugging wetsuits, pink rosy faces, a splash of mud in all the right places.

Our menfolk - well they should come with a warning, it's all a bit much on a Sunday morning! Adorned in rubber, they uncover their boat and parade down the hard to get them afloat

I must admit wetsuits don't do much for me but our male collection is a sight to see. Louise and I stand on the shore with a pen and quietly give them, marks out of ten!

Our cruiser sailors have tales to tell, of strong winds, strange tides and sleeping well,

whilst dragging their anchor without intent, now known as 'slippery sea bed incident' This has prompted the skipper to inspect his tackle,

I hear it's a bit rusty and has a rattle. I'll not mention names and spoil the fun, but if you don't believe me, just ask table 1

For anyone with the name 'something hyphen Jones,' who's won a trophy to take back home

we'll be charging you both for race entry next year, the trophy engraving is getting too dear.

With around 30 cruisers lifted out this year the problem with space is becoming clear, to keep all sailors happy, to uncover more ground, we may have to pull the tractor shed down!

Our Cadet section is growing in numbers I think, whilst the helpers are shattered and turning to drink,

their skills have improved and they're starting to race. Watch out 'something-Jones' you'll be losing your place!

Our President Tony is here tonight having been poorly again, he gave us a fright.

Tony, before you get worried and go off on a bender, I've not told a soul, you fell out of your tender!

WSC is for family and friends to have fun on the water, hang out at weekends.

I have a great committee, who share the load and I'm very proud to be your Commode!

This club is run by the members, that's you and I'd like to thank you for all that you do so raise your glass for another quick toast to the friendliest club on the Essex coast.

Nikki Robinson, November 2011

Ostend 2011 results:

1st overall *Alize* Jack Jennings BWYC

1st fast h/c *LeBot* Rick Wick CYC

1st slow h/c *Esther* Mick Allen CYC

best new-comer *Ishmael* Gary Jobber WSC

'ancient mariner' Ray Hall WSC

smallest boat *Kalinka* Ian Samways

Compiled: Bernie Hetherington

WIVENHOE SAILING CLUB

PRIZEGIVING 2011

TROPHY	REQUIREMENTS	1st	2nd	3rd
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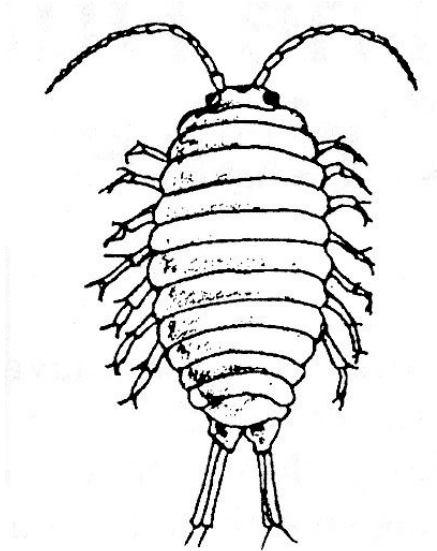
DINGHIES

Bank Holiday Cup	Individual handicap race	Nigel Cook	Voyager	Bruce Anderson	Ffarfetched	Andrew Raven	Topaz
Black Buoy Rose Bowl	Ladies Rowing Race	not raced					
Bostock Cup *	Individual handicap race All classes eligible	George Brown	Duet	Tom Taylor-Jones	RS400	Bruce Anderson	Ffarfetched
Cadet Cup	Best overall position All races count	Daisy Blower	Topaz				
Cadet Nutcracker	True spirit of Cadets	Hannah Seabrook					
Can Race	Individual handicap race All classes eligible	Tom Taylor-Jones	RS400	Steve Hart	Ffarfetched	Rob Gordon	Saganaut
Capriol Capstan	Individual race for all WODs	Nigel Cook	Peewit				
Cousin Jack Tankard	Evening Series (Currently pursuit races)	Dave Garratt	Laser	Nigel Cook	Voyager	Bruce Anderson	Laser
Farran Cup *	Individual handicap race All classes eligible	Bruce Anderson	Flying 15	Adrian Green	Bessy 2	Clive Walker	RS Vario
Geoff Bailey Trophy	WSC Regatta WOD Race	not awarded					
Glozier Fitting Out Cup *	Individual handicap race All classes eligible	Bruce Anderson	Ffarfetched	Tom Taylor-Jones	RS400	Rob Gordon	Saganaut
Glozier Laying Up Cup *	Individual handicap race All classes eligible	Tom Taylor-Jones	RS400	Steve Hart	Flying 15		
Halfway Cup *	Individual handicap race All classes eligible	Nigel Cook	Voyager	Steve Hart	Flying 15	George Brown	Duet
Haward Cup	Individual handicap race All classes eligible	Tom Taylor-Jones	RS400	Steve Hart	Ffarfetched	Simon Jones	Topaz
Ladies Race	Individual handicap race All classes eligible	Andrea Gibson	Heron	Pauline Hart		Julie Bowes	
Laser Cup	Best overall position All races count	Dave Garratt	Laser	Nigel Cook	Voyager	Stuart Bannerman	Laser
Long Distance	Individual handicap race All classes eligible	not awarded					
May Mug	Handicap Series All classes except WODs	Chris Osborn-Jones	Gosling	Simon Jones	Topaz	Clive Walker	RS Vario
Mik Goody Trophy	First WOD in the Rat Race	George Brown	Duet	Nic Blower	Coretta	Nigel Cook	Peewit
Moss Cup	Series of 7 races marked with * All classes eligible	Bruce Anderson	Flying 15	Tom Taylor-Jones	RS400	George Brown	Duet
Rat Race	Individual handicap race All classes eligible	Tom Taylor-Jones	RS400	Bruce Anderson	Flying 15	George Brown	Duet
Sainty Memorial Cup *	Individual handicap race All classes eligible	George Brown	Duet	Bruce Anderson	Ffarfetched	Tom Taylor-Jones	RS400
Scaly Capstan	Individual handicap race All classes eligible	Chris Osborn-Jones	Gosling	George Brown	Duet	Nigel Cook	Voyager
Stuart Pawsey Cup *	Individual handicap race All classes eligible	Nigel Cook	Voyager	Tom Taylor-Jones	RS400	Bruce Anderson	Ffarfetched
Sykes Trophy	WOD Series	George Brown	Duet	Nigel Cook	Peewit		
Thelma Worsp Plate	Best overall position, All races count. All classes eligible.	Tom Taylor-Jones	RS400	George Brown	Duet	Bruce Anderson	Flying 15
Webster Cup	Upstream Race	Chris Osborn-Jones	Gosling	Bruce Anderson	Laser	Clive Walker	RS Vario
Winter Series	General Handicap Series	George Brown	Duet				
WOD Cup	Best overall position All races count	George Brown	Duet	Nigel Cook	Peewit	Nic Blower	Coretta

CRUISERS

Daily Mirror Trophy	Upstream Regatta Race First WSC Yacht		
Guy Harding Trophy	First WSC Yacht - SC Regatta (Fast)	not raced	
Harold Meadows memorial	First WSC Yacht- Wallet Shield Race	Steve Hart	Tara
Isaac Stokes	Yacht to cruise the Furthest	Chris & Jill Guy	Kea
Phil Dan Trophy	Special Cruiser Award		
Spinner Trophy	First WSC Yacht - SC Regatta (Slow)	not raced	

the sea slater



sea slater (*ligeia oceanica*)

Considering the humble sea slater - you will almost certainly have seen this little fellow – in most cases in the bottom of your dinghy. It will have crept out from under the floorboards as you moved the craft and slopped bilge-water over it! For despite being a crustacean, a relative of lobsters and crabs, it would drown under water. The sea slater has become highly adapted for life in the open air. It may well be over an inch in length, grey-green in colour, which can change slightly to blend in with its surroundings (at night it becomes paler as its colour pigment fades) and has a pair of small black eyes. The male has seven pairs of legs and the female six. It feeds by scavenging for minute particles of animal matter.

Other than in your dinghy, the sea slater is found on the upper shore – under stones, seaweed and in cracks. It is particularly active at night. It is hunted during the day by gulls and crabs. So the sea slater runs very fast for its size – about 1 mph (in average human terms, that's something of the order of 70 mph!) **Tim Denham.**

Now we continue our tradition of one year!
The festive season ghost story – Ed.



from *the scream* by Edward Munch

yule tide

It was early evening, when I arrived in that dark deserted car park in Maldon. I guess it was that quiet time after the shops had closed and before the evening revellers were out for a Christmas Eve pub crawl interrupted by a gastronomic meal. It had been a grey foggy wet day, following an overnight frost resembling snow. There had been several jokey quips from my colleagues about the eerie, foggy marshes of Essex and the criminal activities that took place in those parts. I don't know whether it was those comments or that peculiar shocking feeling of a firm restraining hand on my shoulder, as I left work. There was no-one there. The office door had closed behind me but it felt so real – a cold grasping hand. It gave me a right shock. I felt the chill of it for most of the journey as though it had frozen my shoulder. I tried to shrug off an increasing feeling of despondency at the prospect of this Christmas treat, I had looked forward to for the past three months. A "Dickens Christmas Experience" on a Thames barge – cosy oak panelled cabin, stove in the corner throwing out a warm glow, turkey, Christmas pud, mince pies and mulled wine together with readings and discussions with like-minded fans of Dickens. Now I just wanted to be back at home pub crawling with my mates. I was a Dickens fan. I'd read every one of his books. I'd studied the

man. It was going to be okay but that cold hand on my shoulder had sort of unnerved me. I once was told of a man who was about to board a 'plane when he felt a hand on his shoulder. He didn't go and the plane crashed'. Just coincidence surely?

By the time I found the barge, I felt incredibly weary – sort of heavy headed as if the fog was in my head as well as out of it. Still there it was, the only one with lights in the cabins. I could just about make out the name and as there was no-one around, I struggled up the gang-plank with a growing sense of foreboding. It was then another strange experience happened. It was as though suddenly my mind produced a string of images. They flashed in front of my eyes, familiar faces and places: benches, bunks and Edwardian characters. I recognised them but couldn't hold on to them and in a few seconds they were gone completely from my mind.

There was no sound of chatter, nor any aroma of cooking. The whole boat was silent except for my footfall and the slopping of the water against her hull. It seemed colder on the barge than off it. I struggled towards the light and entered a large oak panelled saloon, bare with no attempt at Christmas decorations. There was a group of people dressed in period costume sitting around a small stove, warming their hands and chatting but I couldn't make out what they were saying. On a trestle table was a discarded meal covered in dust and cobwebs. Wow, this is really Dickensian, I thought – Miss Havisham's wedding feast – well not exactly.

I had thought I was the first to arrive but it was good to see there were other guests. One of them turned and looked directly at me, the others carried on talking. Talking - more a continuous mumble! I was about to ask where my cabin was when he slowly raised his hand and with a pale, boney finger pointed at a key-press with one key left on the board.

To be honest, I was startled by this scene, it wasn't what I'd expected at all but I collected the key and went in the direction

of the pointing finger, along a musty wooden corridor to a door with the number 9 on it. The same as on the key. I opened the door, well more like pushed it open, the hinges screeched in need of a good oiling and I was mortified by the interior. This is taking authenticity a bit too far, I thought. There were twelve bunk beds – six on one side of the cabin and six on the other – no sheet or pillow, just a palliasse. There was no way, I was going to spend the night on that or indeed in the same cabin as those shipmates. I grabbed my hold-all and hurried back down the corridor and, in doing so, noticed the galley – a complete mess, never been used in years. Well, in fact, no sign of food or smell of cooking.

In an outraged state, I went straight back to that group of charlatans to demand my money back but, wait for it, the saloon door was shut tight! I could not budge it. I hammered at it, shouted 'till my voice was almost hoarse and, as I began to sway and lose my footing to my horror, I realised we were adrift. In sheer panic, I flew, that's the only word for it, on to the deck. The gang-plank had been pulled in, the mooring ropes released. She was ready to go. In sheer panic, I threw my bag on to the quay and leapt – goodness know how – but thankfully landed on the quayside. I must have blinked or momentarily passed out – I don't know but there she was- the gang-plank down, back on the mooring and tied up.

A figure was about to walk up the gang-plank, holdall in hand. I raced over to warn him and tried to grasp his shoulder but my hand passed through it. He turned his head, to stare straight into my face, shocked and startled - it was me! **Anon.**

Well, what do you make of that? Ed.

nun the wiser!

I was down at the Club the other day and used some phrase like "cleaning off the nuns" to find that most people round the table didn't recognise that I meant barnacles. I was told it was a Mersea word.

I came across the usage first amongst smack sailors at Brightlingsea, so I started there - of the fifteen people at our weekly all-hands at the Pioneer Trust, only six knew that meaning.

Via Google, I first found that the Barnacle Goose was originally known as the Barnacle. We know now that in the summer these geese head north into Arctic regions to breed, but in medieval times it was thought they turned into something underwater, and somehow multiplied, and the mollusc in question thus came to be known as the barnacle (and some as the goose barnacle).

My second strand of information was that the Barnacle Goose looks like a nun in colouring, and indeed its German name means 'nun goose'. So could the derivation lie in the intertwining of these two strands? I'm still looking, and would welcome any stories, information or ideas.

Bruce Anderson

situations vacant:

WSC Webmaster

After a long and constructive run as webmaster for WSC, Grahame Hill has signalled his wish to reduce his level of involvement in this role and we will have to look for someone to take over the duties. We would like to thank Grahame for the time and effort that he has given the club. As it is obviously an important and visible interface between the club and the public and often a source of first impression, it is vital that we maintain a high standard for our web-pages.

In deciding how to move forward in this respect, the committee would welcome approaches from all interested parties in joining a working group, to discuss and formulate a policy.

Please let Nikki or any of the officers know if you would like to be involved in this.

WSC: MAINSHEET

Member Address

stop press:

Saturday, 31st December: 8.00pm,

New Year's Eve Party & Buffet;

Sunday, 8th January: 11.00am,

Row & Ramble to Rowhedge;

Saturday 21st January: 7.00pm,

Burns night;

Sunday, 12th February: 10.00am,

Nature Walk & Sunday Lunch;

Saturday, 24th March: 9.30am,

Spring Hard Working Party.

Next Mainsheet: April 2012

small ads:



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