



WIVENHOE SAILING CLUB



MAINSHEET

2010/11 WINTER EDITION

Editor: Roy Crookes

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editor's note:

Welcome to the winter issue of **Mainsheet** and a warm seasonal greeting from the editor. In this bumper issue we have an account of a personal voyage by two new club members as they embarked on a journey around the world. If that's not hair-raising enough we have a Christmas ghost story this year, written and submitted by one of the club's stalwarts, who shall remain anonymous! And, if that's not enough, we have reports of the Wallet Shield and EGM. Please note there is the annual renewal form for club membership to be returned and minutes of two general meetings as well as news of upcoming events.

A seasonal message from the Commodore

Well it's that time of the year again when we put our boats away (apart from a few hardy souls doing the winter series!) and think about doing all the jobs at home we have put off all summer or start thinking about all the jobs on your boat you need to do for next year. First can I say a big thank you to all who have helped with the running and activities of the club; its been a full year both on and off the water - who could forget New Years Eve , the Hog Roast and Caribbean night not to mention the regatta and Cadets Polynesian invasion? The weather has been kind this year and it was good to see so many boats out on the water, especially seeing more boats racing. Hopefully next year we will be looking to get even more people on the water with those looking for crews matched to those who would like to learn/improve their sailing, also I would like to run some Friday evening talks "Sailing for non sailors" - watch this space! Looking ahead to next year, the programme is filling up fast with a full sailing and social calendar starting again with a New Year's Eve Party (everyone welcome old and young) - you for allowing me to be your Commodore this year it's been great from me and mine to you and yours: **Have a very happy and loving Christmas and all the very best for the New Year.**
Tony, Mandy and family.

profile: Ted Reddish



..a wind and a prayer?

Ted was bitten by the *boat bug* at 3, literally, in the shape of his mother, for biting a pal, who sank his toy boat at home in London! Read Arthur Ransome books by his sister, he re-read them when he could read. Those children were real to him and he wanted to do what they did, and what they didn't do—build a boat. Then, while sailing model boats, he discovered Uffa Fox's books and re-reading them, thinks: *'that's what Uffa was talking about – here was inspiration - if only!'* At 15, joining Buster Blanks at the Crown Hotel, he built any type of craft that would fit into the workshop: Nationals, Praam and stem-head dinghies, dabchick and Puffin class, with only a circular saw and band saw; everything else was done by hand-tools and he soon built a traditional clinker rowing skiff entirely on his own.

After National Service and designing boats, built to stressed-skin plywood construction, he was made a director but departed to set-up his own yard, trading under the name of Fairline Craft. Then, married, he emigrated to New Zealand and worked for boat builders in Auckland, before returning to the UK after seven years. He started the construction of a 35' strip-planked ketch he'd designed for a friend, for whom he'd built other boats in New Zealand. After nine months in an old greenhouse, with broken glass replaced with polythene, the hull and ballast keel, decks and cabin trunk, cockpit, rudder and engine were all fitted, ready to go

afloat in Heybridge Basin, *'with completion to take about eight years of Sundays!'*

Briefly with Colvic GRP moulders, he became workshop manager at Bradwell marina for 14 years, seeing a steady expansion of the facility, from 19 boats out for the winter, to 130. *'It's not so much what you do, as knowing what not to do'*, he learned. Now divorced, he joined Fox's Marina as chief water-man, hauling and launching boats, and finally, at Waldringfield boat-yard, ran the workshop till retirement.

After meeting Sue, he came to Wivenhoe about 20 years ago, joined WSC, bought an Anderson 22, then an Achilles 24, a Devon Yawl and a Leisure 17. The birth pangs of the Lifting Group jelled with something he knew well, so becoming one of the activists he made many good friends. *'After a varied nautical-land voyage, so to speak, it is delightful to have found snug harbour on the Wivenhoe waterfront. To be given life member-ship by the club is surely the cherry on the cake.'*

The latest venture, has been designing and building a 20-foot boat he called a Colne Punt - a cruising, more manly version of a Norfolk Punt, crossed with a 12 square meter Sharpie, with a dab of Uffa Fox's Brynhild, all mixed with a little Chesapeake Bay crabbing skiff. *'She goes well but was an 18-month project 10 years ago - Arthur Ransome has a lot to answer for!'*

vice commodore's report:

In this edition of mainsheet is the new sailing program; obviously there will be events we may have to add in later. Thanks to Adrian Green, for getting ahead with the sailing program for next year. The large printed version will appear in the lobby very soon and, once again, I would ask you to sign up in advance for Officer Of the Day and Safety Boat Crews. If you have to cancel your duty, please find a replacement or contact me. Some of you have wrapped your boats up for the winter while the slightly crazier ones are now sailing in our winter series races. These races don't last

for too long but, once again, are well attended and great fun – will they be digging snow out of their boats this year?

Whilst we're talking about dinghies, once again I must ask that you check your dinghy for damaged/flat tyres and please empty any rain water out of it. There are still a few dinghies that are not looked after or even sailed so please keep an eye on your boat and make sure any trailers or trolleys are clearly marked with your name.

For those of you who supported our dinghy Regatta and 85th Party – a big thank you. We had a great day with lots of families involved, followed by a BBQ and barn dance in the evening. Brian Percival from Brightlingsea has presented the sailing club with two trophies won by his father racing here at Wivenhoe Sailing Club back in 1926. We hope to have them on display shortly along with the photographs and information he has kindly provided – we just need to make a suitable space. Brian attended the 85th party as our guest and was reunited with friends he hadn't seen for many years.

Open Day in September was, once again, well attended and very much appreciated. A lot of people have commented on how wonderful the sailing was as our members managed to take most people out on a good half hour trip down or even up river. Thank you again to everyone who donated their time and their boats. I am still surprised at the number of people who come down and have never been on the Colne even though they have lived in Wivenhoe for many years. Some of the most popular trips seemed to be on Raven 1 safety boat!

Thank you to everyone who helped at our working party day. We had a big clear out of the boat shed and I would ask that if you do use the shed to rub down or paint anything that you cover up the safety boats nearby with dust sheets or something similar. Andrew and Ken worked hard to clear a path through the shrubs opposite the pontoon – this was opened officially by 'his wash-up' the Mayor of Wivenhoe, in his luxury toilet chain and overalls, assisted by cadet, Harry Mildren.



that's a good one!



Ken christens the new path

Our Annual Dinner and prize giving went very well. There are a few trophies still in the cupboard and we hope to be able to present these next year. If you weren't at the dinner I did make a point of thanking my sailing committee and all who have helped with the sailing this season on or off the water. The final trophy results are published in this edition of Mainsheet.

It does seem a little early (as I type this) to wish you Happy Christmas but I hope to see you at the club for drinks and the usual celebrations. I'm organising the New Years Eve party again this year, so make sure you sign up, who knows, we may even go paddling again! **Nikki Robinson**

wsc prize-giving 2010

TROPHY	REQUIREMENTS	1st	2nd	3rd
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DINGHIES

Bank Holiday Cup	Individual handicap race	Nigel Cook	Peewit	George Brown	Duet	Chris Osborne Jones	Gosling
Black Buoy Rose Bowl	Ladies Rowing Race	Becky Hart		Louise Woods		Alison Wilson	
Bostock Cup *	Individual handicap race All classes eligible	George Brown	Duet	Bruce Anderson	Ffar Fetched	Adrian Green	Bessy 2
Cadet Cup	Best overall position All races count	Becky Hart					
Cadet Nutcracker	True spirit of Cadets	Harry Mildren					
Can Race	Individual handicap race All classes eligible	Stan Fenton	Brunette	George Brown	Duet	David Tournay	Toucan
Capriol Capstan	Individual race for all WODs	Stan Fenton	Brunette	George Brown	Duet	Nigel Cook	Peewit
Cousin Jack Tankard	Evening Series (Currently pursuit races)	Chris Smith	Blue Moon	Dave Garrett	Laser	Clive Walker	Xenon
Farran Cup *	Individual handicap race All classes eligible	Stan Fenton	Brunette	George Brown	Duet	Nigel Cook	Peewit
Geoff Bailey Trophy	WSC Regatta WOD Race	Nick Blower	Coretta				
Glozier Fitting Out Cup *	Individual handicap race All classes eligible	George Brown	Duet	Mike Mitchell	Ark Royal	Nigel Cook	Voyager
Glozier Laying Up Cup *	Individual handicap race All classes eligible	George Brown	Duet	Bruce Anderson	Ffar Fetched	Tom Taylor Jones	RS400
Halfway Cup *	Individual handicap race All classes eligible	Nigel Cook	Voyager	Stan Fenton	Brunette	Chris Smith	Blue Moon
Haward Cup	Individual handicap race All classes eligible	Not awarded					
Ladies Race	Individual handicap race All classes eligible	Louise Woods	Wanderer				
Laser Cup	Best overall position All races count	Dave Garrett	Laser				
Long Distance	Individual handicap race All classes eligible	Chris Osborne Jones	Gosling	Bruce Anderson	Deimos	David Tournay	Toucan
May Mug	Handicap Series All classes except WODs	Chris Osborne Jones	Gosling	Clive Walker	Xenon	Louise Woods	Wanderer
Mik Goody Trophy	First WOD in the Rat Race	George Brown	Duet				
Moss Cup	Series of 7 races marked with * All classes eligible	George Brown	Duet				
Rat Race	Individual handicap race All classes eligible	George Brown	Duet	Nigel Cook	Peewit	Tom Taylor Jones	RS400
Sainty Memorial Cup *	Individual handicap race All classes eligible	George Brown	Duet	Rob Gordon	Vivian	Nigel Cook	Peewit
Scaly Capstan	Individual handicap race All classes eligible	Clive Walker	Xenon	Bruce Anderson	Deimos	Dave Garrett	Laser
Stuart Pawsey Cup *	Individual handicap race All classes eligible	Not awarded					
Sykes Trophy	WOD Series	George Brown	Duet	Nigel Cook	Peewit	Rob Gordon	Vivian
Thelma Worsp Plate	Best overall position, All races count. All classes eligible.	George Brown	Duet				
Webster Cup	Upstream Race	Nigel Cook	Voyager	Bruce Anderson	Deimos	Stuart Allen	Laser
Winter Series	General Handicap Series	Nigel Cook	Voyager	Steve Hart	Topaz	Gary Jobber	Topaz
WOD Cup	Best overall position All races count	George Brown	Duet				

CRUISERS

Daily Mirror Trophy	Upstream Regatta Race First WSC Yacht	Bill Kippen	Edith Kate
Guy Harding Trophy	First WSC Yacht - SC Regatta (Fast)	Phil Thompson	Music Man
Harold Meadows memorial	First WSC Yacht- Wallet Shield Race	Bill Kippen	Edith Kate
Isaac Stokes	Yacht to cruise the Furthest	Steve Hart	Tara
Phil Dan Trophy	Special Cruiser Award	Fred Gibby	Crew on Ishmael
Spinner Trophy	First WSC Yacht - SC Regatta (Slow)	Bill Kippen	Edith Kate

wallet shield report:

On a very quiet misty morning in June a small fleet of cruisers made its way down the Colne. Slowly the vessels converged, all heading past the outfall of Bradwell power station in readiness for the start of the Wallet Shield trophy race, this year hosted by the Maldon Little Ships, MLSC. It quickly emerged that Wivenhoe was the dominant force with the Colne Yacht Club second in number and token representation from Maldon and Tollesbury.

Last year Wivenhoe had battled bravely in very light winds with Bill, Kevin, Phil and Paul all getting close to the honours so all were keen to improve the WSC showing this year. Unlike previous years there was good information available before the day and nearly everyone had correctly filled out their online entry forms. The start boat duly appeared from the direction of Maldon and created a start line not far from the entrance to Bradwell marina. A couple setting about their breakfast preparations were unperturbed by MLSC choosing to use them as a halfway marker down the start line. This was an innovation many of us would have overlooked.

The start time was approaching and boats were making trial runs at the start line when the OOD asked all entrants, whether they had submitted an entry form or not online, to pass the committee boat and hand over a hard copy of the said form. One at a time boats called in to confirm that this was indeed the case and the minutes ticked away while all boats re-entered. The course was then confirmed. It was an interesting composite of two sets of courses with enigmatic codes and when analysed appeared to have only three marks on it. A flurry of VHF communication followed while confirmation was sought and crews exchanged shouted assurances from fellow club boats.

On Edith Kate a state of steady concentration was building when it was noticed that the wind was maintaining a

constant angle to the boat, no matter which way it pointed. So either the wind was doing very strange things or possibly the Windex was not behaving itself quite as it should. Usually the prospect of going up a mast induces a state of denial through the crew and there followed some long moments before a short debate about who was the lightest person to be hauled aloft. This ended with Bill adopting the harness while son Ben sweated on a winch. A squirt of WD40 and a few tweaks later, the Windex was once more swinging around. Ben's face was returning to its normal colour when the start was almost upon us. The delayed start had brought the other big race of the day much closer in the shape of the Thames barges, smacks and general pyramids of sail bearing down on us from further up the river. We were all to be tangled up in a beating match with the gaffers, as their sheer size pushed them through our race.

The race began and the first obstacle was the outfall from Bradwell, gain enough height to get above it or go under it. The faster boats and those who started close to the committee boat were on track to make it with the larger CYC Pinocchio slipping past Edith Kate to take the lead. Pinocchio's nose should have grown considerably because many of us were lured by the big boat heading purposefully towards the wrong flag! Tara and others made the most of the buoy confusion and caught up. Why does the Mersea club put quite so many marks in the same stretch of water, a ruse designed to fool visitors perhaps?

Edith Kate with a Hanse from CYC rounded the mark, with Edith Kate slightly ahead, down river fully hardened in and making good progress to the second mark on the East bank. It looked like we should free off a little and so we did, the result was immediate. We lost hull speed and the Hanse got past. Why did this happen? Surely the sails should have been more efficient and generated greater acceleration for the wind direction resulting in a faster boat? Or, did the sideways force of the boat diminish with

the releasing of the sheets and cause a drop in resultant force?

Answers over Adnams on club night please? The final mark involved a long beat down the river jousting with barges and smacks which for many, the starboard rule is clearly obsolete, who is going to argue with Edme? The only pertinent question is, “are we through?” If it looks close bail out and go behind and lose yards and yards.

The wind was dropping as we rounded the Bench Head and spinnakers were hauled aloft. Total concentration was required as moment by moment boats were caught or slipped behind. The final result was a convincing victory for Wivenhoe with Edith Kate overall winner, Nick Baker’s French Herring and Stingray (no blown sails this year) the top 3 club boats. Enormous credit must go to the club for having such a good turnout and dominating the race throughout. All we need to do is to hang on to the trophy next year!

Stuart Bannerman aboard Edith Kate

Wallet Shield Race Result

Boat	Club	Owner	Posn.
Edith Kate	WSC	W Kippen	1
Deben Huntress	CYC	G Bacon	2
French Herring	WSC	N Baker	3
Nutcracker	CYC	S Last	4
Aloha	TTC	R Apthorp	5
Pinocchio	CYC	B Long	6
Stingray	WSC	P Feasey	7
Tara	WSC	S Hart	8
Flyer	CYC	R Impey	9
Music Man	WSC	P Thompson	10
Dana Da	WSC	M Dow	11
Maldon Gold	MLSC	J Boyce	12
Sprite	WSC	K Hosking	13
Pegatha	WSC	A Revell	14
Ishmael	WSC	G Jobber	15

Stingray’s Wallet Shield

Bob Hollis had agreed to help me get the boat around the Wallet Shield race course this year. I was looking forward to it as we

were doing well last year; until we destroyed a high mileage genoa.

The plan was to spend the night in Pyfleet and get an early start to punch the tide up to the start line off Bradwell in the morning. It was about 20:00h when we reached Pyfleet under sail; it was a glorious evening with a light easterly, so we decided to keep going, anchor off Bradwell, and have a lay in before the race.

We anchored—somewhere on the Blackwater and awoke to see a group of Wivenhoe boats milling around, with lots of yachts I didn’t recognise. Some time later we got the sails up and weighed anchor – ready for the race. I am very pleased to report that we crossed the line in relatively good order and found ourselves close hauled alongside a Contessa 32, which I recognized as being evenly matched with us from previous races. We were keeping up and my hangover started to clear as the adrenaline /caffeine kicked in. Ahead I could see Bill Kippen pulling away but not pointing as high as we were. Bob has better eyes than me (he had probably drunk less ‘home-brew’) and he could see the first bouy. We bore away in Bill’s wake and immediately began to overhaul the Contessa and the rest of the fleet:

“Ha! – eat my wake suckers!”

After some time it dawned on us that we were heading for the wrong bouy. We lost 9 or 10 boat lengths on the rest of the fleet as we had rounded an extra mark. They seemed strangely unsympathetic. We rounded the (real) second mark and then Bench Head. I couldn’t really work out how the race was going as we were tangled up with a Barge Match and some other race out of Mersea; it all got pretty chaotic.

After rounding Bench Head we began the run back to the line. We managed to get the spinnaker flying. This is not a sail I have much experience with, so it spent much of its time wrapped around bits of the boat or Bob. As we got to the power station baffle I could see Robin Impey in Flyer.

I got all excited and I shouted:

“We’re catching him! I’ll show ‘im!”

Afterwards I found out that he had just overtaken us. Robin got to windward of the baffle and my spinnaker inexperience was starting to show, so I decided that we needed to 'do stuff' to get past Robin. I ordered Bob to stow the spinnaker and deploy the genoa. He looked at me as if I'd asked him to jump overboard. Nevertheless he valiantly tried to comply – trusting that I knew what I was doing. Wrong! In the heat of the moment I started pulling out the genoa which promptly pulled the spinnaker into the drum of the roller furling. Our speed fell off, Robin disappeared over the line and at least one boat sailed past us as Bob worked to sort out my cock-up while I screamed inane instructions at him and various bits of the boat. Anyway, Bob finally got it fixed and we managed to get across the line. The credit for anything we achieved that day must go to Bob as he kept us going despite my efforts to sabotage our race. Once over the line we anchored for some lunch and a quiet drink...

Paul Feasey

around the boatshed:

The foundations of the new garage for the tractor appear to be taking shape ready for the next stage. Obviously evidence of some hard work by the tractor working group!



home-building for a tractor

another message from the commodore

Now that the tractor shed is underway please could I ask all owners of the old masts, and odd aluminium bits and pieces (at the back of the safety boat shed) to clearly mark and identify who owns them so we can sort them

out. Please could this be done by the end of December - thanks.



grow your own dressing

There is an old bent ali forestay/roller reefing system which sits at the far end of the shed, does anyone know who owns it as it could be used for another purpose?



any old iron?

launching:

In true style, Ted launched his long awaited addition to the fleet – *Marsh Hare* (or was it *Ma Chere*?) and was immediately into the Rat Race, if not among the honours this time - but wait for it!



...and to all who sail in her

Though, it was not all plain sailing that day, with Viking taking an impact and sustaining some damage amidships. Antony Vickers was also stopped in his tracks with a broken ankle, while launching the safety boat.

and lifting:



lining it all up

With Ian at the wheel and a fully manned hoist lowered into the river, a boat approaches, slowly but surely, into the welcoming reach of the waiting *bulge* team! Now, it's onto the strops and all hands to the winches; up, up and away, up the slip and into the boat park – and down with the mast! A well-oiled machine, just like clockwork.



and inching in

It wasn't always so calm and idyllic though, not long after there was inches of snow and ice to contend with and minus temperatures! Thank goodness for Margaret, with the hot tea and cakes.

A problem for the driver is that it is difficult to hear directions above the noise of the tractor, so a set of unambiguous signals have been adopted.



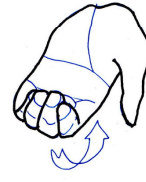
forward



forward slowly



back



back slowly



STOP

(left handed) - tractor speak

circumnavigation of St Barbara of Mersea

1 seeds are sown:

With a father and grandfather in the Royal Navy a potent combination of wanderlust and a love of the sea were in the genes. Dinghy sailing and racing became cruising when a family arrived and the idea of long distance cruising took shape. Ten years ago Sue found St Barbara while browsing the internet. A Nicholson ketch that had spent her life teaching young soldiers to sail was to be transformed into home for two.

A spartan interior, home for nine soldiers, was altered to make it more appealing, including new upholstery to replace the utilitarian vinyl, hot and cold pressurised water, a fridge/freezer, space for a computer and many other small improvements. New sails were fitted and we were keen to take her somewhere beyond the Essex coast to test her and ourselves.

Another chance meeting found us joining the Biscay Triangle, a sailing rally to northern Spain requiring a crossing of the notorious Bay of Biscay that takes three or four days. The crossing was fine with no storms or bad seas, just relaxing sailing, out of sight of land and we both felt we could keep going. The same organisation manages a rally around the world and some of our colleagues were already planning to take part the following year. We said, that we were not ready but within two months of being back the deposit was paid.

In the summer of 2004 we set off. Months of preparation and a test sail found us in Fowey in Cornwall, before we made our way to Gibraltar for the real start of the rally. Off Falmouth and with no wind the engine overheated and we suffered the embarrassment of being towed back to Fowey, with the decision made that we had to fit a new engine to be sure of the reliability we would need. One month later we were off again across the Bay of Biscay, this time as old hands and once again without incident. Down the coast of Spain and Portugal with regular stops to see the sights and taste the local food, we made, it to be welcomed by

old friends and others who would become good friends in the months ahead.

2 off at last:

From the sheltered marina to the Straits of Gibraltar, it is only a few miles but what a difference those miles make. Narrow with high cliffs both sides, the wind funnels through, accelerating as it goes. Of course it was against us and with plenty of shipping we had little room to move but the real problem was a blocked anchor locker which allowed water to pour into the forward cabin. Our bedding was soaked and the weather was getting worse but eventually we made it safely to a marina 30 miles from our start.

The passage to Tenerife was in complete contrast, 700 miles of gentle sailing down the coast of West Africa, with each day warmer than the last. This was our final opportunity to stock up for the Atlantic crossing. At the last moment we decided to take another crew, young George, a good friend of others on the rally. Ahead of us was 3200 miles of open ocean, expected to take approximately three weeks. More than 20 boats left Tenerife together and that would be the last we would see of them until we arrived in the Caribbean. The curvature of the earth gives a horizon of some 3 or 4 miles but daily radio contact kept us up to date with everybody's position. The classic advice is to head south until the 'butter melts', then turn west and this we followed, though the fridge prevented the butter melting - south towards the Cape Verde islands to catch the trade winds that blow west near the equator.

For almost three weeks we followed this pattern with the wind behind us, the sun rising over the stern and setting over the bow. It takes a few days to settle into a routine. Someone is always awake on watch. Our world consisted of eating, sleeping, looking after our boat, reading and watching the world go by. This lifestyle is not boring, senses are heightened, awareness of our environment increases and tensions ease. Our fishing was rather like towing a line for mackerel except the fish we caught were tuna, magnificent specimens, that came up

glistening and were quickly put to sleep with vodka before being eaten raw – just delicious. There were dolphins that came to play, often swimming under the boat and coming up at the bow and in no time the Caribbean was approaching with Antigua our landfall. With many friends from faster boats to greet us, we had made our first ocean crossing, 3200 miles in 22 days!

3 island hopping to Panama:

Within an hour of berthing we were on the beach at a cocktail party, catching up with friends and swapping tales of the passage. We cruised around the island for a week, made preparations for Christmas - a champagne reception in historic Nelson's Dockyard and a barbecue and games on the beach.

We headed south with beautiful stops at Guadeloupe, Dominica, Martinique, St Lucia to our favourites, in the Grenadines. Passing St Vincent, we arrived at Admiralty Bay on Bequia, a small island favoured for its large, sheltered anchorage and friendly locals. Moving on again we passed Mustique and Mayreau before anchoring at the Tobago Cays, in shallow, crystal clear waters. Avoiding the reefs we made our way the few miles to Union Island for fuel and provisions before the long haul westwards, 1000 miles to Panama. We were sailing as part of the Blue Water Rally - 20 yachts, sailing in company, with some fixed meetings and some free sailing, in radio contact. Hearing friends anchored in Venezuelan islands called Los Roques, we were guided into the most beautiful, almost uninhabited islands with endless white sand beaches and masses of wildlife. Totally different was Curacao with its bustling Dutch style and great bars and restaurants. The last 600 miles to Panama turned out to have some of the worst weather of the entire trip. We had been warned seas could be rough off Columbia, with its rivers and high mountains. Advised to stay 50 miles at least off the coast, we should have made it 100! The contrast as we sailed past Cartagena could not have been greater, with smooth seas and light winds.

Our last stop was the San Blas islands, no more than a few hundred metres long with

palm trees and home to the Kuna people - idyllic anchorages.

At Panama, while the town of Colon was to be treated with caution, the yacht club was welcoming and had great food. We were allocated dates for our transit and arrived at the lock to find a large tanker in front of us, up close and called Turmoil! The worry was that when it started its engines the wash would push us all over but we were worrying unnecessarily. It was pulled out by small engines called mules and our trip through the canal was uneventful and enjoyable.

St Barbara passed under the Bridge of Americas, into the Pacific Ocean, with 8 or 9 thousand miles to sail to Australia!

4 the Pacific Ocean is very large:

To many of us the Atlantic is at least a little familiar, with Europe on one side, America on the other and just a few islands in between. Not the Pacific, with hundreds of islands over thousands of miles, our voyage would take in many of the well known, including the Galapagos Islands, Tahiti, Bora Bora, Cook Islands, Fiji, and Tonga. Of the less well known were the Marquesas, the coral atoll chain known as the Tuamoto's and the Vanuatu Islands closer to Australia.

We left Panama stocked as if we would never see food again, moving into the unknown. Our first stop was the Galapagos a 1000 miles away, met by friends at the bustling small town. The biggest surprise was the wildlife: lizards on the ground and in the water, sea lions in the dinghy and the blue footed booby, to step around while it paraded its magnificent feet for its mate.

This passage to the Marquesas, 3500 miles away, was more daunting. It is a lonely piece of ocean and though in regular radio contact with friends we did not see another sailing boat. We saw one container ship on the horizon and a single fishing boat. A routine of cooking, reading and looking after St Barbara formed. Occasional squalls were seen and encountered but no serious weather bothered us. The fishing was not as good as our Atlantic experience but we never went short and became very inventive with available ingredients.

The Marquesas are mountainous and lush, a total contrast to the low, rocky and dry Galapagos. We had arrived at night off the high cliffs with no lights and just the sound of breaking waves. Quite a relief to find friends anchored safely in the bay. The low lying coral atoll chain of the Tuamoto's with spectacular coral reefs and pearl fisheries was fascinating. Then it was to Tahiti and civilisation as we know it, in a busy bustling town, our first since Panama and our last before Cairns. The islands of French Polynesia: Moorea, Huahine, Bora Bora and Maupiti were all special in their own way. Another contrast were the Cook Islands with English spoken and Kiwi influence, a stop coinciding with Sue's 'big birthday' and I had managed to organise a surprise for her. Unbeknown to her we were booked to stay for two nights, our first night ashore since leaving England nearly a year before. Tonga was next with sheltered bays and a spectacular visit by a rather large whale. On Fiji, we were introduced to the 'King of Savu Savu', a grand old gentlemen and celebrations at Musket Cove. We had become used to the relatively well off islands but the island of Vanuatu was poor but friendly and welcoming. On the last thousand miles to Cairns, we threaded our way through the Great Barrier Reef and were definitely back to civilisation.

5 *Australia to Thailand*

It was a novelty to be back in an English speaking busy city such as Cairns however we were on the edge of the Great Barrier Reef and it was soon time to move on. Sue decided that the call of home was too great. and son Roger gave up his job in Oz to join me. We were sailing north through the spectacular waters of the Barrier Reef with fish everywhere and stunning anchorages, passing a coastline virtually uninhabited save a few aboriginal outposts. The northernmost point of Australia is at Cape York where we turned to the west, across the Gulf of Carpentaria and into Darwin for more town life after some 3 weeks.

The islands of Indonesia were our next stops, a very large country consisting of hundreds

of islands and a great variety of styles and peoples. We sailed north to Kupang and on to Sumba and Rinca, close to Komodo, famous for its 'dragons' that are in fact large monitor lizards. At our anchorage, to our surprise, a dragon, over two metres long swam close by our boat and none of us swam that day. In one sheltered bay we were approached by children paddling dugout canoes; we gave them pens and writing pads and in return we asked for fish. At first light the following morning they appeared with 5 small fish none larger than three inches! They then led us carefully out through the reef to deep water and waved us goodbye.

Two problems were slowly emerging. The engine gearbox was giving trouble and Roger was clearly not well. In Bali the gearbox was diagnosed as faulty and had to be removed and sent to Singapore but much more importantly Roger was diagnosed as having a brain tumour and was also on his way to Singapore accompanied by a doctor. The gearbox was back and another friend offered to skipper St Barbara and I was on a plane to Singapore. To our astonishment Roger was released after three days and we carefully transferred him to the Yacht Club, where he made a steady recovery, before returning to England to convalesce. Reunited with St Barbara and with one other crew we departed.

The Malacca Straits have a reputation for piracy so we stayed close to the Malay coast and had no trouble other than from fishing boats and their unconventional lights, often fishing together in large fleets. We sailed carefully to Penang and Langkawi and on to Thailand. As we approached Phuket, the well known resort island on the west coast of Thailand, there was a tinge of sadness that both Roger and Sue were in England. We organised a Christmas Day barbecue party for a number of friends on the beach at an island called Phi Phi Don. A perfect day and a perfect setting, however ...!

from an article by Peter Goldsmith

NB: *to be continued Jan.14th 8pm WSC- Ed.*

the magic of migration

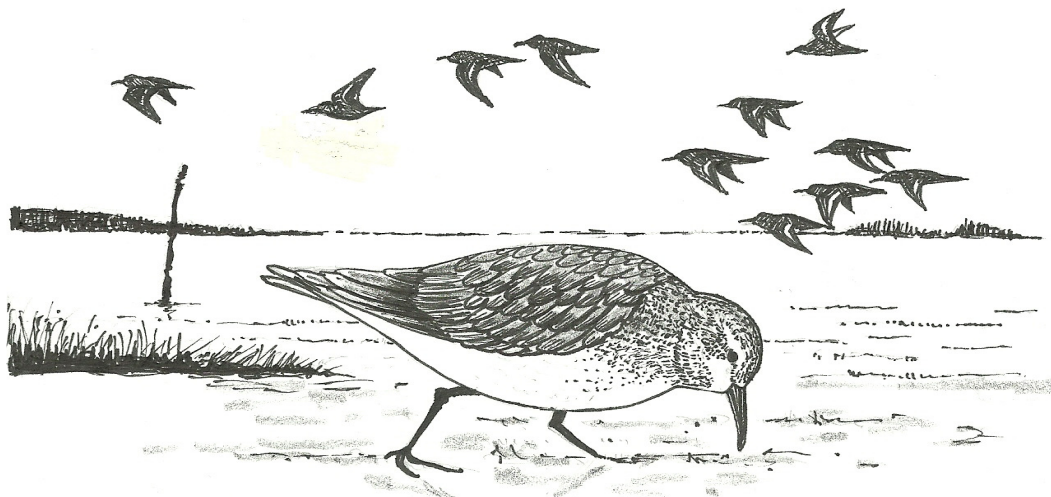
The river is at its busiest and best for wildlife during the peak migration months of April and October. That is not to say it isn't pretty darned good all year round. But there is nothing quite like a clear, still, late autumn morning, when there is a nip in the air, to sit in the cockpit of a little boat and watch all the activity in the air and on the mudflats as you drift gently down river on the ebb. The summer birds have gone, the absence of terns so noticeable and the winter birds are gathering and for us it is the sight and sound of those truly wild Russian birds, the Brent geese that is so exciting and romantic. During June they have bred on the banks of the river Ob in Siberia and now they are back, eventually in their thousands. The biggest count on the Colne was 7780 in March 1987. In the winter of 1960/61 almost half the world's population of dark bellied Brent geese were on the Essex coast. In those days it was just 5500 birds. They peaked in numbers to 300,000 breeding pairs in the 1990's caused primarily by the return of the eel grass (zostra).

Our resident waders like the peewit, redshank, curlew and oystercatcher are being joined by their kind from other lands, again in their thousands; from Greenland, Iceland, the north of Scotland

and especially Scandinavia. Incidentally the oystercatcher is known in Essex as the 'sea pie' because of its magpie like appearance. It is responsible for the Pyefleet channel and the Pye sands off Harwich being so named. Their number peaks at around 1100 birds in January (best ever R Colne count: January 1997 - 2246 birds); across Geedon marshes clouds of waders take to the air when disturbed. If you are lucky and they pass close by the swish of their wings and the glint of golden brown, green or brilliant white individuals. For example golden plover 5000 - 6000 birds, pewits 5000 - 6000 (best ever R Colne count: January 1998 - 12,400+ birds and by far the most numerous and common of our winter waders, the Dunlin.

They fly in from Greenland, Iceland and south Norway in their thousands (best ever R Colne count: January 1996, 13,000 + birds. The local Essex name for this bird is the Oxbird, the origin of which is obscure. During the winter months the River Colne and its mud flats and marshes teem with birdlife, as does much of Britain for more species of birds are seen in Britain than any other European country. This cumulative list stands at 584 species.

Tim Denham



Gill Maloney

Wivenhoe Sailing Club

Minutes of 84th Annual General Meeting. Friday 5th March 2010, at the Clubhouse.

The meeting was called to order at 19.35, the **President** Pauline Hart in the Chair.

Present were the Club Officers and some 65 members. The president welcomed everyone to this 84th AGM in our 85th year.

(1) Apologies were received from:

Richard Barnard, Jack Reddish, Don Smith, Keith Phillips, Pat Ellis, Joyce Blackwood, Ivan Frost.

(2) Minutes of the 83rd AGM having been already approved by the general committee were adopted.

(3) Commodore's report.

Tony Higbee commended the Annual Report. Support given by members had made it a delightful year and he thanked everyone for working so hard. The committee have been a good team. He thanked Graham Hill, standing down after 6 years, but continuing as 'webmaster', and Brian Sinclair who is taking time out to be Mayor of Wivenhoe. Tony hoped he would strengthen our community links. Non-committee members have made a big contribution, including John Bampton cleaning the hard, Chris Mason maintaining the Safety Boats, Jan Sinclair and the bar-rotta, Bill Kippen and reconstruction of the old hut, and Carol Mitchell co-ordinating non-club events.

Membership has grown and we have welcomed new members. He thanked Mike Mitchell and Pauline Hart for their work on membership. With better weather, sailing has taken members even farther afield – to Norway, Scotland, Fastnet, Ostend and more besides. The safe haven of our visitor-pontoons has been sought by record numbers who appreciate our warm welcome, and build connections with other clubs.

Dinghy sailing has been well supported, with cadets mounting a strong challenge to established helms. OOD's and Safety-boat helms too numerous to mention have done an excellent job and we will be repeating the successful powerboat training again this year for safety boat crews. Nikki and the House and Wines team have built on the tradition of hospitality and good food. Non-club events have supported our finances and links with local organisations and families. The Lifting committee have worked hard and efficiently to get boats out, stored, then back into the water. There are plans to build a garage for the tractor. 40 Cadets have gained huge benefit from the parents and helpers who have supported their events. Steve Hart has been forced to get a quicker boat, the competition is so intense! Financially we have had a good year, and your committee and treasurer have worked hard to keep the costs down.

Finally, the Commodore thanked everyone and moved the adoption of the Annual Report. This was seconded by Chris Smith, and all were in favour.

(4) Treasurer's report Guy Ward drew attention to the accounts on the back page of the Report, which had been circulated. He said it had been a good year. Use of the clubhouse and bar were the main source of increase in our income. Reduction in expenditure is mainly accounted for by repairs and renewals which last year included the kitchen re-fit (£5610). A new fixed-price Electricity contract took effect in June. We negotiated a good price from Npower and this will be fully reflected in 2010. Bar profit shows a satisfactory return, the increase being due mainly to events over the year.

It had been decided in the light of the above that there should be no increase in fees to members during 2010; although there is the possibility of the club's reserves being called on in the not-too-distant future. A planning application has been made for the proposed tractor garage, and our successful year means we already have funds in hand to meet the building costs. In conclusion he thanked Keith Gillibrand for auditing the accounts and assisting in his report.

There were no questions. Ian Hunter proposed the adoption of the accounts, Bruce Anderson seconded and 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 -	Tony Higbee
Rear Commodore -	Louise Woods
Vice Commodore -	Nikki Robinson
Secretary -	Alan Tyne.
Membership Secretary –	Midge Hetherington
Treasurer-	Guy Ward

The meeting was asked to take the nominations en bloc, and they were affirmed with a show of hands. It was noted there was no nomination for Sailing Secretary. It is hoped the committee will be able to rectify this situation in due course.

(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:

Peter Cobbold	Naomi Cunliffe
Ken Jordan	Linda Morgan
Ray Meddis	Chris Smith
John Ashworth	Stuart Bannerman.

Nominations (properly proposed and seconded) had been received for
Roy Crookes Gary Jobber

The nominations were affirmed with a show of hands.

(7) Auditor

The secretary said Keith Gillibrand was willing to stand as auditor. The meeting showed its approval.

(8) Proposal to amend the constitution:

Tony Higbee proposed that Rule 4 be amended as follows:

“4.3.9 Group membership

The general committee may admit to membership, members of an association with constitution and objects compatible with those of the Club. Group membership will be for one year only and may be renewed on application. Group membership permits use of the club’s facilities, subject to the rules and conditions applicable to all other members, but excludes any right to vote at meetings, propose or second applications for membership, or to have any share in the property or assets of the club.”

There was a brief discussion, the motion was seconded by Daryl Williamson and approved nem con.

(9) Any Other Business.

9.1 Ian Hunter drew attention to the damage to the hackboat. Brian Sinclair suggested a hackboat could be kept on a launching trolley, where it would be less likely to sustain damage.

9.2 Dave Reynolds asked if consideration could be given to a handrail on the hinged section of the pontoon.

9.3 Responding to a question from the floor, the Commodore said that local fishing boats would soon be moving from our pontoons, however it awaits finalisation of the contract between Wivenhoe Town Council and Taylor Wimpey before they can move to their new home in the old Wet Dock. Meanwhile the club are being good neighbours and he was sure we would continue to be so.

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 cottage pie, crumble and custard, prepared and served by the cadets.

(Approved by the committee and signed by the Commodore)

Signed.....A.Higbee..... 5thMay 2010



Membership Renewal 2011

Dear Member, December 2010

After careful consideration the General Committee has decided to keep the membership subscriptions for 2011 mostly at the same level as for 2010.

Annual membership fees are due on 1st January 2011. 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 2011.

Yours sincerely,

Midge Hetherington

Membership Secretary.

01206 825639

midgeheterington@gmail.com

Membership Subscriptions 2011	Before end of Jan	After February 1st.
Family	£68.00	£76.00
Adult	£55.00	£64.00
Young Adult (student 18–25 years)	£20.00	£25.00
Cadets of club members (9– 18 yrs)	£5.00	£5.00
Cadets of non-members (9 –18 yrs)	£15.00	£15.00

WSC MEMBERSHIP RENEWAL 2011

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

WIVENHOE SAILING CLUB

NEW YEARS EVE PARTY

The Commodore and officers warmly invite
members and their families to a New Years Eve
party

20:00 IN THE CLUB HOUSE

£5 PER HEAD
£2.50 for children

BUFFET INCLUDED PLUS FUN AND GAMES

FANCY DRESS (OPTIONAL) - ANYTHING GOES,
PRIZES FOR BEST ADULT/CHILD COSTUME

Please sign up in the lobby or contact me to let me
know you're coming

Nikki Robinson
Vice Commodore

01206 305043

niknak68.robo@virgin.net

house and wines

We have had a fun packed summer; once again the sun shone on us for summer events! It has been lovely to see so many people down at the club during club nights and Sunday afternoons. The outdoor chairs have been well used, enabling club members to enjoy the sailing from the comfort of the clubhouse, often with a glass of something cold in their hands!

The Open Day was again a huge success, and thanks again to everybody who donated a cake for the event, or did a stint behind the bar or selling tea and cakes!

The Caribbean evening was a real success, with the Nostalgia Steel Band entertaining us with their fantastic music throughout the evening- even allowing Andrew Raven and Chris Mullins to have a go! The accompanying meal of 'Jerk Chicken and Rice and Peas' was a perfect choice (thanks Sharon!). Thank you ever so much to so many of you for dressing up and joining in with all the fun of the Caribbean evening, I thoroughly enjoyed myself, although my memories of the evening become rather fuzzy towards the end.... possibly one too many of Tim's lovely 'Tropical Breeze' cocktails?



espresso bongo?

The 'Hard Working Party' achieved an enormous amount in and around the club, including a new path linking the car park and the path to the pontoons and a new set of lights inside the clubhouse (thanks Rod!). We were very privileged to have

the Mayor, in his not so shiny medals unofficially open our path too!

The Annual Dinner went brilliantly, with Bespoke caterers providing excellent food and great service throughout the evening. The guests, Mayor of Wivenhoe, Brian Sinclair and the Brightlingsea Harbour Master, Bernie Hetherington, both behaved themselves and the Commodore's speech remained innuendo-free (unfortunately!).



guest who's coming to dinner?

Although, I was slightly concerned about the amount of people who have clearly noted that putting Andrew and myself in a boat in a racing context just simply does not work - Oops!



who's a winner?

The sailing club looked truly beautiful, and once again my most sincere thanks go to Linda Austin and Gill Maloney for the fabulous effort made with the table decorations, they were stunning! I am sure everybody who attended the annual dinner

will join me in thanking everybody who was involved to help put this event together - it really was a team effort!



are you all sitting comfortably?

Forthcoming events to look forward to:

- Friday 17th December- Christmas Gathering at the club. Ugly Mince Pie competition and the Christmas draw! Always a popular night!
- Sunday 9th January- 'Row and Ramble' to the Anchor Pub, Rowhedge **14.14h High Tide** (Walton-on-the-Naze).
- Burns Night- 29th January 2011.

We are currently organising the calendar for next spring/summer's events, so please watch this space! I was thinking that it would be quite nice if a group of **men** cooked lunch for next year's **ladies** race? Just a thought! Let me know if you would like to be involved! Finally, a polite reminder: please ensure children are supervised, particularly when upstairs in the clubhouse.

Thank you! I look forward to what the winter season brings!

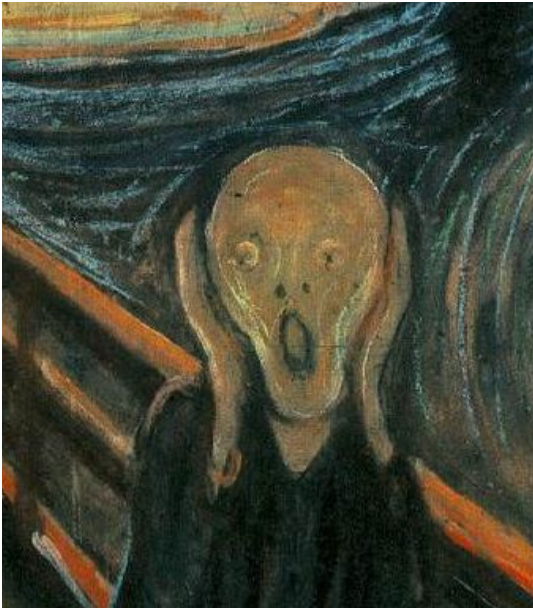
Louise Woods, Rear Commodore

wsc winter programme

			HW	start	
December	31	Fri		20:00	New Years Eve Party & Buffet
January	9	Sun		12:00	Row and Ramble
	14	Fri		20:00	Round the World talk (Peter Goldsmith)
	29	Sat		19:30	Burns Night
February	13	Sun		10:00	Nature walk
	13	Sun		12:30	Lunch
	18	Fri		20:00	Boat Owners Meeting
	19	Sat		19:30	WOD fundraiser: Supper & Blues Band?
March	9	Wed		19:30	General Committee Meeting
	11	Fri		19:30	AGM – followed by Supper
	18	Fri		19:30	Safety Boat Training – Theory
	19	Sat	11:44		Safety Boat Training – practical
	25	Fri		19:00	Cadet sailing theory
	26	Sat		19:30	W & R Yacht Owners Photo
	27	Sun		10:30	Boat Lifters Meeting
April	28	Mon	20:09	17:30	Cadets sailing
	2	Sat	12:44	10:00	Cadets @ Alton water
	3	Sun	13:15	11:00	Glozier Fitting Out Race
	9	Sat	16:19	09:30	Spring Hard Working Party
	10	Sun	17:01	15:00	Can Race
	13	Wed	20:31	17:30	Cadets sailing
	17	Sun	12:20	10:30	Stuart Pawsey Cup

	24	Sun	17:33	15:30	May Mug/Sykes (1)
	26	Tue	19:29	17:30	Cadets sailing
May	8	Sun	16:05	14:00	Sainty Memorial Cup
	12	Thu	20:02	17:30	Cadets sailing
	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)
	26	Thu	00:00	00:00	Cadets sailing
	27	Fri	21:04	19:00	Evening Pursuit (1)
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
	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)
	24	Fri	00:00	TBA	Cadet camp
	25	Sat	20:06	TBA	Cadet camp
	26	Sun	21:08	TBA	Cadet camp
July	3	Sun	14:26	12:30	May Mug/Sykes (4)
	8	Fri	18:14	17:30	Cadets sailing - upstream
	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
	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)
September	3	Sat	16:40	13:00	Cadet Race Day and Disco
	6	Tue	19:43	17:30	Cadet sail
	17	Sat	15:39	13:30	Open Day
	18	Sun	16:11	14:30	May Mug/Sykes (5) and Farran Cup
	22	Thu	00:00	17:30	Cadet night sail
October	2	Sun	16:19	14:30	May Mug/Sykes (6) and 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)
	24	Sat		11:00	Mulled Wine/ Minced Pies

'And now for something completely different' but not inappropriate for the festive season! Maybe a new tradition? Ed.



from *the scream* by Edward Munch

Christmas spirit

It was Christmas Eve and by three o'clock was nearly dark. As a favour to the vicar, who was a member of our sailing club, I was completing a finishing-off job at the old vicarage. It was an enormous building set in its own grounds but being impractical for modern living, was now being converted into flats. I was completing some tiling where an inside doorway had been bricked-up to make the once huge kitchen into a practical separate room.

Gossip from the Rose and Crown had it that the builder's men wouldn't work there after dark; having found tools and equipment moved about when no one had been there. But, I had no time for silly tales and welcomed the chance of earning a few extra pounds for Christmas. The electricity supply was still unconnected so I had brought along a couple of portable gas lamps and their mellow light cast long shadows on the tall old ceilings, yet were adequate for my work. I was applying the final grouting and thinking, in spite of myself, of the silly talk in the pub, when a movement outside the

window made me start with fear. From the corner of my eye I had the briefest glance of a white robed figure. I could feel the hairs on the back of my neck standing on end and only realised that I was holding my breath when the vicar's cheery

"Hello" came from the passageway.

Evidently choir practice explained his surplice so early in the evening and 'midst chuckles at the scare he had given me, and I suspect, some roguish embellishments, he told me the source of the ghost story. In the early 1900s, when the wealthy resident vicar died, his replacement found he could not afford the large staff. An old gardener despairing at the loss of both his livelihood and his beloved gardens, had hanged himself in the scullery.

"Anyway", chortled my jolly man of the cloth, "Enough of that rubbish. As a small token of my appreciation of you working the 'Bob Cratchett' shift, here's a drop of the kind of spirit we all enjoy."

Thrusting a small bottle of brandy into my tool-bag and wishing me a merry Christmas, he strode off into the gloom, still chuckling. Feeling rather foolish and shaken I couldn't help thinking he would be sure the lads at the sailing club knew all about it. I finished the job as the church clock struck six and as if acting on the signal, one of my lamps dimmed and went-out with a gentle plop! - still, the job was done, only the clearing-up to do. Leaving the brandy to one side, I lugged my tool-bag outside to the van. A cold mist was rising from the river and I was glad to be going. Only the odd tiles and adhesive now remained. I felt jumpy as I walked back along the gloomy passage. Then - for a second time that evening - I was gripped by a cold fear, for as I approached the dimly lit room, I could see the end of a small trestle moving slowly away from the doorway. I forced myself forward; I had been made a fool of quite enough for one day. In the room, a small, shabbily clad old man was dragging the trestle across the floor. Somehow, I spoke:

"How the Hell did you get in?" I squeaked.

“I don’t mean to intrude sir, but I just need to clear-up some of my things -leave it all tidy; like I always have.”

As before, I felt the flood of relief as rationality soothed my twittering nerves; of course, an old house, laying empty for years, must have its users. Doubtless, a regular, snug stop-over, for a tramp, during the Christmas holiday and handy to the church hall, for the free Christmas dinner.

On an impulse motivated as much by relief as sentiment, I slid the bottle of brandy along the work-top towards him.

“Here,” I said, *“Happy Christmas”*.

His gaze focused slightly beyond me as if he was addressing someone else and his face bore an expression which is with me to this day. It was the face of a broken man despairing of any hope. He touched his forelock.

“Thank ’e sir.” he said softly.

“I understand, I understand” – then hunched over as if born-down by some great burden, he walked slowly past me and out of the room - out through the bricked-up doorway!

Anon

‘Shiver me timbers!’ Ed.

general meeting on photovoltaic (PV) energy: 4th November 2010

The background to the meeting was the committee’s concern to cut the running costs of the clubhouse, and in particular the energy bill (some £3500-4000 pa), which shows every sign of rising, despite all efforts. A small sub-committee looked first at heating systems and then at the new Feed-in Tariffs for PV generation. The economics of a gas installation and Air-Source Heat Pumps were examined in detail. Water-circulating systems required adaptation to the building, and more supervision and maintenance than our present system. All required a big capital outlay, and with varying returns. There were uncertainties with all schemes about future energy-prices. The general committee reviewed the sub-committee’s work and concluded that on balance PV offered the better returns. A business-case was prepared

for spending £20,000 on a 4kw solar array, with anticipated savings to the club of approximately £1500pa on the electricity bill. If you haven’t already, you can read this paper on the club website:

www.wivenhoesailing.org.uk.

It was established that the club does have the money for this expenditure, and that at present the interest on our deposit accounts is very poor. The EGM was the next step in consulting the membership about such an important decision.

After the opening remarks and detailed explanation of the proposal from John Ashworth and Stuart Bannerman, there were a number of statements from the floor and a question-and-answer session. Doubts were expressed about the value of the project as an investment – was it too big a cost, the repayment time too long, and the risks too great? Others suggested reasonable savings and more flexibility could be gained from different alternative heating technologies. There were questions about whether the system would in fact perform as predicted; whether the advantageous tariffs would be maintained in the long term; whether advancing technology would come along which performed better; whether interest rates might improve in a few years; the effect of rising fuel-prices; whether the system would be vulnerable to vandalism or theft. It was noted that it may be possible to secure a grant for up to half the cost. It was suggested the money could be spent in other advantageous ways.

There was some clear support for the project, and the detailed explanations given were appreciated. Nevertheless at the end of the meeting it seemed quite a few people agreed with one member who ‘needed convincing’ it would really work as outlined. A clear majority voted against the proposal, but with several provisos. It was hoped the committee would continue to look into the economics of micro-generation as a way forward, as well as researching ways of reducing heating-costs. It was proposed there should be further consultation with (especially younger) members, as to how the club’s

accrued surplus might be used beneficially. If you have ideas and (perhaps more importantly) expertise the Officers and Committee would welcome your practical contribution to the search for ways of making the club cheaper and easier to run. The full official minutes of the meeting can be found on the club website given above.

Alan Tyne, Hon Sec.



“is it a student fees demo?”
“no a solar panel meeting!”

important notices:

Proposed amendments to the Club’s constitution

Changing the constitution is not undertaken lightly, but there are a couple of good reasons to propose amendments at our next AGM in March. The exact amendments will be finalised at the February 2nd General Committee Meeting, and up until then I would welcome comments and suggestions from members about the proposals. After that the amendments will be printed and sent to every individual member together with the usual AGM notice.

Briefly, the changes fall into 2 groups. The first is essentially reordering the existing membership categories (s4.2), to integrate the recent changes. The second involves the working of sub-committees (s.5.3). These have evolved since the constitution was drafted in 1993, and changes will describe more accurately the way sub-committees work and are accountable today. For instance responsibility for the Bar has moved from House and Wines to a separate Bar sub-committee. We also have Buildings and Maintenance, Budget and other ‘ad hoc’ committees, convened and chaired by officers. Boat-lifting and storage were hardly even thought of in 1993, but are now an important aspect of the Sailing Committee’s responsibilities. You can read the whole text of the constitution, showing all the proposed amendments, on the club website

<www.wivenhoesailing.org.uk>

I can provide paper copies on request. There will be an ‘open meeting’ in January when views can be put and questions asked, but I would be glad to hear views and suggestions at any time. Every effort will be made to take all views into account in the framing of the amendments.

Changes for boat owners from January 1st 2011

dinghies on the sea-wall: it has been pointed out to us that the length of sea wall between the club slipway and the access bridge to the pontoons is not part of the land leased to the club. Consequently the club will not be charging for, nor allocating dinghy-spaces there. The Sailing Committee are working on the provision of alternative storage for tenders on the club premises.

trailers: the piece of land to the north of the club which has been used for storing trailers will no longer be available and all remaining trailers must be now removed from there. Space on the club site will be very tight and owners are urged to take their trailer away if possible. Any trailer on the club site must be clearly identified and in sound condition – with inflated tyres and sound bearings, so that it can be moved when necessary. Some trailers will be stacked and will not be accessible until the end of the season. The charge for storing trailers will be increased. Neglected or abandoned trailers will be disposed of.

We are sorry for the inconvenience to members. It may be a little time before alternative arrangements are in place and meanwhile your patience and assistance will be greatly appreciated. If there are problems, or you need further information, please contact any member of the committee.

Alan Tyne, Hon Sec.

WSC: MAINSHEET

Member Address

stop press:

17th December - *Christmas gathering:* ugly mince-pie competition and the Christmas draw - always a popular night!

31st December - *new year's eve party & buffet.*

9th January - '*row and ramble*' to the Anchor, Rowhedge: 14.14h high tide - Walton-on-the-Naze.

14th January - *Round the World:* talk by Peter Goldsmith.

29th January - *Burns Night.*

Next Mainsheet: April 2011

small ads:



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Mobile: 07870 989 422 Home: 01449 720095
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Ed. Roy Crookes
Tel: 01206 824098
WSC Walter Radcliffe Way Wivenhoe