



WEIR QUAY SAILING CLUB



www.wqsc.org

WQSC BULLETIN 2025

WITH NARRATIVES



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Officers standing for election at the AGM on 17 th November 2025	
President	Carol Horner
Commodore	Robert Kirby
Secretary	Lorine Barbier
Treasurer	Alex Michelsen
Membership Officer	Volunteer needed
Moorings Officer	Mark Reynolds
Lead Barge Skipper	Doug Hinge
Bosun	Matthew Newton
Dinghy Officer	Rosie Duncan
Cruising Officer	Matt Jackson
Welfare Officer	Phil Towers
Dinghy Park Officer	Robert Kirby
Website Officer	Rosie Hinge
Social Events Co-ordinator	Volunteer needed

Editorial

This is my fourth year of editing the club Bulletin.

The Officers' Reports at the beginning provide information about the work they have done to keep the various parts of the club running smoothly and should be of particular value to those attending the AGM on Monday 17th November.

The varied range of Narratives tell of sailing trips, dinghy races overseas and other intriguing events, both past and present, connected to the club's sailing at Weir Quay.

I hope that you enjoy this 2025 edition.

Rosie Hinge

2025 AGM (no. 59) Officers' Reports



Commodore

Rob Kirby robkirby880@gmail.com

07742 565585

You may recall that, once elected to the prestigious post of Commodore of this great Sailing Club, my mantra was very much communication, communication and communication.

With that in mind, my precept was very much information to the membership, as to what has happened, what will be happening relative to the club events / projects and advertise/promote them accordingly, with the endeavour to involve all sections of the club.

The decision to participate or not, is very much up to the individual's choice but with an enhanced programme and variety of activities both on and off the water compared to 2024, the opportunities were certainly available and seized upon by many, which was fantastic to see.

A brief recap; we started with something new – a pre-Xmas Xmas Party, a social event organised in the boatshed in conjunction with the gig club, our new year's walk with some scrumptious soup, winter talks, the very popular Barn Dance, cruiser and dinghy sailing events, both individual and combined when the weather conditions permitted.

Alongside our summer Regatta with the infamous trans-Tamar boat race plus the dinghy camp up at Cotehele and the End of Season Dinner, we have even dabbled with club canoe trips!

Hopefully something for everyone to get involved with!

We will review our programme for 2025 with the respective Cruiser and Dinghy working groups to see what worked well, what we could do better and what was a waste of time.

We would certainly welcome any ideas or suggestions for 2026 towards enhancing our forthcoming programme.

The club has invested financially in both material goods and personnel training in 2025. This will continue in 2026 with as even a distribution of expenditure as possible between the

Cruiser and Dinghy sections as seen fit, whilst still wishing to keep with the concept of low cost and affordable sailing for all.

This time last year, you may recall that the principle of a boatshed extension was still in its infancy. In fact, a planning application had yet to be submitted. Yet 12 months on, work has already started in building the "East Wing" which will be to the benefit of all members. This has only been made possible through your member support via your financial contribution to our GoFundMe page, so a big thank-you to all the contributors and the hard work of our representatives on the Hub Club, John Harris and Graham Reed.

A special mention should also go to Graeme Barclay from the gig club, who has spent hours drawing up and submitting the plans, as well as dealing with the queries as these arose and to Sue Packer for the financial accounting support. So, credit and many thanks to the Hub Club for making this happen.

I would also like to thank the committee for all their industrious hard work and input. We have discussed a much larger variety of topics than anticipated, with great passion at times, dealing with issues both on and off the water. I would imagine by now that when they see yet another email or WhatsApp message from me – they must shudder! 😊

Particular thanks must go to Rosie Hinge. The polished Newsletters or emails you receive via MailChimp are far enhanced from the raw material that is sent to her. Admittedly, some are edited to prevent any retribution but Rosie spends considerable hours putting the finished articles together for you to read.

Finally, thank you for your support and assistance in helping me through my inaugural year and hopefully 2026 will prove to be as good as 2025.

Treasurer

Alex Michelsen treasurer.wqsc@outlook.com
07580 508010

Note: The Financial Statements for the year Ended 30 September 2025 can be found after the Officers' Reports.

This year the sailing club made a significant donation (£7,000) to the Hub Club towards the cost of the Hub Club extension. Half of this amount (£3,500) had previously been donated to the club by the Masons for this purpose, alongside an individual £450 donation. Together, these club donations supplement £6,950 of individual donations made directly via the Hub Club's GoFundMe campaign to support the project.

In other respects, this year the club covered its costs, making a very small loss of £188 on £32,537 of income (i.e. a margin of ~0.5%).

Club income

This year membership income (-6.7%), mooring maintenance income (-10.4%) and storage income (-7.9%) all fell slightly. Membership, storage, interest and miscellaneous sales income (£10,373 in total) roughly balanced rent, insurance, administration, engine servicing and RYA affiliation expenses (£10,608 in total).

Club expenses

Hub Club rent increased 3.62% this year to £3,466 overall. Administration expenses (£939) and engine servicing costs (£849) also increased – with further engine servicing costs to pay

this winter. As prices continue to rise, club fees will have to be set carefully to keep pace with inflation.

Moorings

Mooring income increased slightly (4.5%) to £9,138. However, this was not quite enough to cover our Fundus fee (£9,278). The Fundus fee is due to increase next year, so mooring fees have been increased to ensure that the Fundus fee stays covered.

Mooring maintenance

Mooring maintenance income (£5,908) roughly balanced mooring maintenance / barge costs (£5,667). This winter the club needs to buy more maintenance stock (chain, shackles, etc) and will draw on some of its reserves to do this, while increasing maintenance fees next year to ensure costs are covered.

Insurance

We are in the second year of a three-year undertaking with Gallagher's. This year the club got ahead on its premium payments – paying this year's premium (£2,262) in full, as well as last year's premium (£2,676) in monthly instalments. Paying the premium in full avoids having to pay interest on the instalment plan. Our next opportunity to review the club's policy will be in 2027.

Dinghy sailing

Friday night dinghy sailing income fell (-18.3%) this year to £1,380. This was not quite sufficient to cover costs of £1,696, which were significantly (86.2%) higher than last year, as the club replaced its buoyancy aids (costing £749). The Cotehele camp covered its costs, and generated a small surplus of £205.

Social

Last year's end of season dinner covered its costs and this year's is projected to. The Cotehele camp was separately accounted for this year but social income was overall lower than last year (£1,232), and was insufficient to cover hall hire (£391) and other social expenses (£1,548).

Donations

The club received £997 in individual donations this year, £55 of which was raised and passed on to the RNLI for the Tamar Bridge Race.

Reserve policy

At year end, the club's total funds were £26,993. Out of this, £4,850 will be spent on mooring maintenance stock and £2,500 on engine servicing this winter. This will leave the club with more than enough funds (~£19,650) to accommodate its liabilities going forward into 2026.

Many thanks to Ben Watt, who helped me prepare this year's accounts and to Steve Kirby and Alan Duncan who have again volunteered as auditors.



Membership Officer

Doug Hinge doughinge57@gmail.com

07905 144051

Membership numbers are quite steady with just a slight fall this year.

Year/Date	Total Membership
2021	245
2022	253
16-10-23	265
21-10-24	281
11-10-25	271

My tasks this year have been as usual:

- Answering the occasional query from existing members and joining members, which includes helping with Member Mojo.
- Making minor alterations to Member Mojo through the season, as required for welcome letters, checkout items, etc.
- Sending out the renewal letters with tide tables and boat stickers, mostly between January and April.

I have now offered to take on the role of WQSC Lead Barge Skipper.

To do that, I'll need to give up as Membership Officer, so please consider if you could take this role on.

I'll be very happy to guide and support my successor.

Secretary

Rosie Hinge web.wqsc@gmail.com

07986 432820

My role has principally been to record our committee meetings and publish the Minutes onto the club website.

I've also been the point of contact for club correspondence such as from The Duchy of Cornwall with our Licence to lay Moorings for the year.

I sent out thank-you letters to the SW Company of Mariners, for their kind donation of £375 for the purchase of 25 brand new buoyancy aids and to Pru Barnes for allowing the club to enjoy a walk over her wetlands Nature Reserve.

I have updated the Notice Board at the WQ slipway from time to time e.g. with changes to the Committee membership and contact details.

After a number of years as the club's Secretary, I shall be standing down at the AGM and passing the baton to a new volunteer.

Welfare Officer

Christine Fillan

07875 343345

As my time as Welfare Officer comes to a close, I would like to thank the Club for giving me the opportunity to serve for two and a half years.

It has been a privilege to contribute in a small way to the running of the Club.

My time in office has been both interesting and at times challenging.

I have been well supported throughout by our excellent Club Commodore and other Committee members.

I would like to take this opportunity to thank them all for their help.

Much of my time was spent processing DBS checks and I'm now reliably informed that I am referred to as "the DBS lady".

I'm pleased to report we now have 57 DBS checked adults involved in Friday evening dinghy sessions. 38 of them have been checked or renewed during my time as Welfare Officer.

I cannot emphasise enough how important these checks are, to safeguard our young sailors and their extended families.

Phil Towers has agreed to take over from me and I wish him luck in his new role. I will of course be around next season to assist him in any way I can.

Signing Out,

Christine Fillan | Welfare Officer



Cruising Officer

Alison Coombs Alisonfcoombs@gmail.com

07528 596746

We started the year with a pre-season social event to whet our appetites for the sailing season. The theme was sailing to Scilly and thirteen of our members gathered to reminisce over previous adventures and offer advice to the uninitiated on crossings, moorings, shelter and the pros and cons of the many picturesque anchorages. It was an enjoyable evening and several of us have had adventures in Scilly this season.

Our first and sadly only 'sail in company' was our trip to the Yealm on May 10th.

Ten of our cruisers participated in a very enjoyable weekend.

We moored on the upriver pontoon and were able to share a delicious meal with contributions from all on Lily, a spacious catamaran and our nominated party boat.

Some of us explored the bluebell woods on the Newton bank on Sunday before heading back to the Tamar.

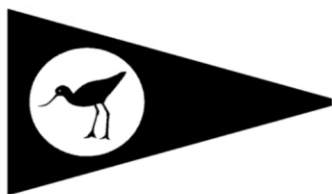
Cruisers ventured far and wide during the season with WhatsApps pinging back from France, Ireland, Scotland, Scilly as well as more local haunts in Devon and Cornwall.

Our planned downriver sail to Cawsand to enthuse the dinghy sailors had to be cancelled owing to adverse weather.

There was great enthusiasm for our final Sail in Company to the Yealm with 12 boats signed up but sadly this was also not feasible with wind of over 40 knots off Rame.

However, we did manage to have an impromptu eat and drink in company instead with a party at Treyard which everyone seemed to enjoy.

I am hanging up my cruising Officer's cap after 2 years but look forward to supporting future events when I can.



Weir Quay Sailing Club

Family friendly sailing in the heart of the Tamar Valley

[Join / Renew Here!](#)

[For Sale & Wanted](#)

[Help! Hints & tips for our website and email](#)

[About our club](#)

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[Cruising](#)

[Moorings](#)

[Members Page](#)

[Policies etc.](#)

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[Regalia](#)

[Cruisers sPCR Info](#)

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Website Officer

Rosie Hinge web.wqsc@gmail.com

07986 432820

As the club's website officer, I am responsible for updating the club website: wqsc.org with information such as membership costs, details of new committee members, events etc.

This year, we have created a number of Policies and Procedures to define our Dinghy training activities and I have posted these onto the website.

I have created Posts that appear at the foot of our Home page as well as being emailed to subscribed members. These describe club events and provide a set of news items about our club.

At the request of members, I have uploaded the details and photos of item for sale onto the website For Sale & Wanted page.

I have also sent out many emails to our members via the MailChimp app. informing them of current events or even the Commodore's musings!



Dinghy Officer

Rosie Duncan Carrick dinghy.wqsc@outlook.com

07745 644170

Over the Winter we held an Autumn Race series, which was organised by James and Julie Platts in which 4 boats participated in a total of 2 races (due to bad weather) and after some fierce competition, Charles emerged the winner.

We also had both derigging and rigging sessions, which as always could not be done without the help of countless club members.

And we were fortunate enough to be able to purchase a set of new buoyancy aids this year with financial help from the South West Company of Mariners.

The sailing season once again kicked off in April with 12 people attending but this quickly changed the next week with 30 people on site.

This year the decision was made that we would have no new starters until May so that everyone could get back into the swing of things before the usual rush of new joiners of which this year, we had 37 with a variety of sailing experience.

We had a total of 128 different people on the water and providing help ashore this year but luckily, we averaged about 33 people on a Friday evening (including instructors and helpers, so about 25 sailors). With the highest amount present being 52 and the lowest being the first evening with 12.

Friday nights this year have mainly consisted of lighter winds but we have managed to have a few blasts on the water with our sailors taking part in many different on-the-water activities, games and adventures.

We once again ran the beginners' "yellow hat club" for which a special thank-you should go to Sophie for running it.

We have had a couple of upriver and down river adventures this year. One was up to Cotehele, at which sadly, due to changes in the weather, we were forced to turn around at Halton Quay. The second was down to Drake's Island where we had lunch (landing on Drake's Island was a first for many of this year's participants) and then a quick sail over to Mount Edgcumbe where we had a stop for ice cream. As I have said before and definitely will again: - what's the point of a sail away day if it does not include an ice cream?

In terms of racing this year we had our annual Regatta with a bit a twist – on-land sailing themed Olympics with 2 teams... port and starboard. This was all brilliant fun followed by the hotly contested model boat race won this year by Patrick and Saoirse. And then of course the sailing races (WQ style) which this year was won by Don, Wilfred and Samson.

We also had the Summer Race series, which was won by Sophie and the Tamar Bridge Race, which I am told was a race full of drama but eventually won by Steve K and Rob L.

We also had the cross-over day where the cruisers were invited to come and try some light dinghy racing. We only had 2 cruisers show up this year whom I believe had a wonderful time, so hopefully they will spread the word enough we get a few more next year.

At the time of writing we are also in the middle of this year's Autumn Race series.

Of course, what would Weir Quay dinghy section be without the highlight of our year Cotehele camp! This was once again absolutely brilliant and it was a new experience for many people this year. As always, an absolutely massive thank you to Sue for organising it!!

Absolutely none of this would be possible without the countless people that help to make the Dinghy Section run from the instructors and safety teams, to the on-land helpers and boat fixers (our sailors really do have a knack for breaking boats haha). So, a massive thank-you from all the sailors to absolutely everyone who has helped this year!!!

We have also had quite a few people gain new qualifications including Will, Phil, Rob, Alex and M all completing their PB2. Daisy becoming a Power Boat Instructor and myself a Senior Instructor.

Looking forward to next season we are planning on running 2 First Aid courses – one in November and one before the start of next season, a Safety Boat course, and 1 possibly 2 Assistant Instructor courses.

Finally, they say a picture paints a thousand words and I have almost definitely missed something, so you will find a link to **all the dinghy photos** that have been taken in 2025 on the club website wqsc.org at the top of the Dinghy Sailing page. If you have any you would like to add please let me know and I will get these included.

Also, if you haven't already and are a user of Instagram, please follow us **@weirquaysailingclub** where we share a lot of our photos throughout the year.



Moorings Officer

Mark Reynolds moorings.wqsc@gmail.com
07973 616712

It has been a busy year on the moorings front, not least due to me finding my feet and the introduction of the new rules from KHM. Thank you to all for making use of the KHM stickers, they will continue to be required for next year and if any of you have need of a replacement, please let me know. As always, up front I must pass my biggest thanks to Matthew, Doug and particularly our Cdre Rob for their assistance, ideas and drive – without their dedicated “behind the scenes” work there would be no moorings for any of us and we would not have our own mooring barge.

Take up of the moorings remains good, with all the Deep and Mid line allocated and a healthy and ever-growing waiting list. A couple of owners are moving on this year, and we will comfortably fill all the Deep and Mid line moorings again this year – if you are intending on moving on and have not told me, or if you might be able to sub-let your mooring for next year, please let me know. Likewise, if you are staying, please ensure you have paid your Mooring Maintenance Fee (MMF) by the end of October via the MemberMojo system to confirm your intention to stay and also to fund the barge checks and component replacement (except strops and buoy which remain your individual responsibility).

This year we have also introduced the policy of allowing motor vessels for the first time (not, I know to the delight of all members), limited to the shallow line to try to maximise occupancy. I believe this has been a success and one motor vessel has so far taken up the offer and has

sat well on the mooring. Looking to next year, at the moment it looks like there will be three shallow line moorings still available, should you know of anyone out there who is either looking to get into sailing or down-sizing!



The mooring barge plods on, although it has been beset by a number of mechanical issues over the summer. This is now back in action and has already conducted a number of the mooring inspections (thank you to all involved). The barge is getting older and, despite the amazing efforts of the crews, is suffering in places and has not had a dedicated skipper this year, although hopefully we will have one next year. The dedicated Barge Skipper will be essential to enable us to continue operating this mooring service and keeping our boats secure on the water. We have a need to conduct rolling inspections of the mooring blocks themselves, as well as the chain and this is getting beyond the capability of the barge. Rob has managed to get some new blocks cast in preparation for any that might need changing. This task is getting beyond our current setup and so the mooring team are working through options on how checking and replacement will take place, and more will follow on this topic over the winter

Finally, I would also just like to take this opportunity to clarify the Clubs rules with respect to mooring strops as we move into the winter months and on into next year. In order to meet our obligation to KHM in ensuring all of our mooring holder's vessels are appropriately moored, we now require ALL vessels to be secured with two strops of an appropriate diameter rope at all times. For those of you who wish, these can be replaced by chain for one or both of the strops but there must be a minimum of two lines securing your boat to the riser. Appropriate anti-chafe material should be used at all contact points and it is the boat owner's responsibility to ensure they are in good condition and used at all times. For those yachts left out on the water over this winter, please make sure you have adhered to these rules and also conduct regular checks out on the water, and also just take a look over the boats around you whilst out there. I hold a contacts list for all mooring holders should anyone need to pass on any messages.

Thank you to all those volunteers who have assisted with the mooring checks so far this winter but in a plea for more assistance; as 'half a job Reynolds' I am looking to hand the mooring admin role over to someone in the near future, due to increased work commitments away from Devon and so please do step forward if you feel you could provide a few hours a week to run the moorings – we are a self-providing club, with some of the cheapest moorings around and can only continue to do this if our members join in and assist.



Boat Park Officer

Rob Kirby robkirby880@gmail.com

07742 565585

Once again, the Boat Park spaces have been at a premium.

We have accommodated boats from new members as spaces became available and a waiting list still exists, so slots do not stay empty for long.

Our inner toast rack has not been quite as full as last year but only by a space or two.

The number of canoes we are storing has increased. Hopefully once the extension is built we can then approach the Hub Club board and create a purpose-built frame to accommodate canoes by the pylon and thus make them far more accessible to their owners.

Many thanks to all those that assisted with the work parties. There will be more of these over this Winter period to keep the hedge in check.

We have a problem relating to the bank on the left-hand side as the earth is slipping down the slope. It is having the knock-on effect of compressing the parking space, resulting in the club dinghies encroaching on the centre track. Hopefully this can be the next Hub Club building task.



The Aluminium Dory

Bosun

Matthew Newton

07785 544745 (message only please)

The Club currently has two orange Rigiflex Support Boats (known as Jaffa's) with 20 hp Tohatsu engines, purchased approximately two years ago, the aluminium Dory with a 20 hp Tohatsu engine from 2013 and an Avon Rigid Inflatable Boat (RIB) with 30 hp Yamaha engine.

The Rigiflex Support engines have performed reliably and have just been serviced ready for next season but jobs on the horizon are repair or replacement of the remaining galvanised steel launching trolley - the older one has already been replaced by a stainless trolley.

These boats are used every week throughout the season to support Friday evening sailing and perform the task of looking after a sometimes-large fleet of novice sailors and regularly tow multiple dinghies home after the wind has died against the current and before darkness descends.

Frequently a third safety boat has been required to provide an acceptable ratio of Safety Boats to dinghies on Friday nights and this has been provided mostly by the RIB through this season.

The aluminium Dory is now approximately 30 years old and still performs well but the engine needed a repair and replacement of the recoil starter mechanism. However, although aging, the engine is good for further service. The Dory continues to provide invaluable service as a workboat to the Mooring Barge and as an additional support boat on Friday nights, including transporting all the gear for dinghy camp.

The RIB and its Yamaha complement the Rigiflex Support boats with a longer-range capability and the ability to perform safely and in more comfort in rougher waters at speed, if required. Additional to the usual features of a RIB the Avon design features a water ballasted hull so that when attending an incident, it sinks down in the water and provides a stable and safe working platform for the Safety Boat crew to assist a sailing dinghy in distress or retrieve casualties. Although the engine appears to be in good health, the RIB tubes are now getting quite distressed and the plan is now to look at the options and costs to refurbish the tubes and hull or replace or look at other options.

Financial Statements for the year Ended 30 September 2025

STATEMENT OF INCOME AND EXPENDITURE		2025		2024		2023		
INCOME								
MOORINGS	£	9,138.00	£	8,743.50	£	9,720.04		
MEMBERSHIP	£	7,149.00	£	7,660.85	£	6,846.42		
MOORING MAINTENANCE	£	5,907.64	£	6,590.38	£	3,854.79		
STORAGE	£	2,991.00	£	3,247.00	£	2,794.28		
TRAINING	£	225.00	£	-	£	179.00		
INTEREST	£	165.03	£	178.46	£	97.73		
MISC SALES	£	67.55	£	144.00	£	1,652.14		
ERROR / REFUND	£	-	£	607.43	£	-		
FRIDAY DINGHY SAILING	£	1,380.00	£	1,690.00	£	2,648.64		
COTEHELE CAMP	£	865.00						
TALL SHIPS TRIP	£	-	£	-	£	1,650.00		
LYNHER	£	-	£	-	£	50.00		
END OF SEASON SUPPER (PREVIOUS YEAR)	£	1,760.00	£	1,504.00	£	1,581.00		
END OF SEASON SUPPER (CURRENT YEAR)	£	660.00	£	-	£	-		
OTHER SOCIAL INCOME	£	1,231.90	£	2,800.36	£	64.20		
MEMBER DONATIONS	£	997.00	£	3,611.32	£	90.00		
TOTAL INCOME	£	32,537.12	£	36,777.30	£	31,228.24		
EXPENDITURE								
FUNDUS	£	9,277.64	£	9,277.64	£	9,277.64		
MOORING MAINTENANCE EXPENSES	£	5,667.43	£	4,523.48	£	1,333.59		
HUB CLUB RENT	£	3,465.60	£	3,344.40	£	3,130.26		
INSURANCE	£	4,938.48	£	2,388.97	£	2,163.55		
ADMINISTRATION	£	939.37	£	795.22	£	751.89		
ENGINE SERVICING	£	849.40	£	394.32	£	626.17		
ERROR / REFUND	£	532.00	£	-	£	2,705.00		
RYA AFFILIATION	£	415.00	£	400.00	£	365.00		
TRAINING	£	450.00	£	-	£	685.70		
HALL HIRE	£	390.75	£	175.00	£	45.00		
FRIDAY EVENING TRAINING/DINGHY	£	1,695.92	£	910.59	£	1,879.45		
COTEHELE CAMP	£	660.38	£	-	£	-		
TALL SHIP	£	-	£	-	£	1,800.00		
LYNHER	£	-	£	-	£	50.00		
END OF SEASON SUPPER (PREVIOUS YEAR)	£	1,740.00	£	2,242.00	£	1,645.00		
END OF SEASON SUPPER (CURRENT YEAR)	£	100.00	£	-	£	-		
OTHER SOCIAL EXPENSES	£	1,548.36	£	2,866.95	£	319.84		
DONATION - HUB CLUB	£	7,000.00	£	-	£	6,621.29		
DONATION - RNLI	£	55.00	£	61.32	£	-		
TOTAL EXPENDITURE	£	39,725.33	£	27,379.89	£	33,399.38		
NET SURPLUS INCOME LESS EXPENDITURE	-£	7,188.21	£	9,397.41	-£	2,171.14		
FINANCIAL HOLDING HSBC C/A HSBC D/A								
OPENING 01/10/24	£24,664.27	£9,276.19	£	33,940.46	£	24,718.42	£	26,889.56
CLOSING 30/09/25	£17,191.13	£9,441.22	£	26,632.35	£	33,940.46	£	24,718.42
NET CHANGE (25-24)	£-7,473.14	£165.03	-£	7,308.11	£	9,222.04	-£	2,171.14
CASH IN HAND								
	£	360.41	£	240.51	£	64.14		
CHANGE IN CASH	£	119.90	£	176.37	£	-		
TOTAL CHANGE IN HOLDING	-£	7,188.21	£	9,398.41	-£	2,171.14		

Notes to the Financial Statements

1. Accounting Policies

Summary of significant accounting policies

Accounts are prepared by the treasurer and reviewed by two auditors, both members of the club. The accounts which comprise of the Income and Expenditure Account, Balance sheet and related Notes to the Accounts have been prepared from the books and records of the club on a cash basis. The financial information is not intended to achieve full compliance with provisions of UK generally accepted accounting policies, as the purpose of the accounts is to advise members.

Tangible Assets

The club's non-current assets are revalued annually at fair value and therefore no depreciation is charged on these assets. Any increase or decrease to an asset's value is not charged in the Income and Expenditure Account.

2. Stock

The value of stock at the year end at fair value was £2,679.

3. Insurance

This year's accounts include two years' worth of insurance premiums: the 2024-25 premium was paid monthly in arrears between October 2024 and August 2025 (totalling £2676.21), while the 2025-26 premium was paid up in full in August 2025 (totalling £2262.27).

4. Hub Club Donation

This year's significant donation to the Hub Club (£7,000) is towards the construction of the Hub Club extension for use of the sailing club.

5. Cotehele Camp

Last year's Cotehele Camp income & expenses were included in 'Other Social expenses' - this year they are shown separately.

6. End of season supper

Due to the timing of the End of Season Supper, this year's supper income and expenses have been broken down by the year they relate to.

7. Fixed asset register

Class of asset	Dinghies and equipment	Powerboats and engines	Other plant & machinery	Total
Quantity of assets in class	54	9	3	68
Value	£12,250	£11,400	£1,710	£43,171

Hub Club News



Graham Reed

Chair, Weir Quay Community Watersports Hub Club wqwatersports.org.uk

The Hub Club Board had its AGM in July 2025. It was agreed by the Members to have the WQSC Commodore and the TTGC Chair as Board members. Julie Platts retired from the Board and was thanked for her contributions.

The current significant project is the planned extension to the Boatshed which will create storage to relocate gear from the Boat Park, freeing up space for more dinghies.



Board members Graeme Barclay and John Harris have led on the design and procurement of the structure, most of which is now stored on site, ready for erection.

The construction area is part-dug ready for the foundations.

It is expected to have the extension structure in place this year.

NARRATIVES

Richard and Ruth Kelsey

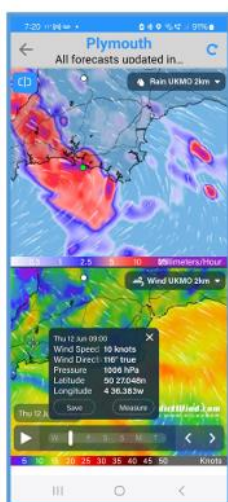
The Falmouth Classics & Sea Shanty Festival

June 12th to Sat 21st 2025

It all started in our local pub one wet Sunday in March, a friend of ours said he was crewing on a Falmouth Classic "Sarabande" in June, he enthused so much about the great atmosphere we thought it would be a great experience not to miss.

Day 1 Weir Quay to Fowey A weather window? Earlier in the week, Predict Wind said easterlies so perfect for heading west and not too much rain!

They Lied!



We were sailing in company with Jay & Mick on "Balsoon", who had driven down from Kent the day before and were already in Mayflower, they headed off earlier in the morning to Fowey in torrential rain with no wind, we held off and sailed down later, as a result had a much drier run/broad reach topping out at 6.2 Kn. We met up on the pontoon in Fowey and headed to the Gallants for a much needed pint, and grub in the Galleon.

Day 2 Fowey to Falmouth

Still a fairly miserable and wet passage with the wind trying its best to get on our nose down to Dodman, managed to bear away for Falmouth after that.



Arrived off St Mawes into a melee of Classics, but managed to pick our way through successfully, we had prebooked a mooring just off Greenbanks next to Balsoon who followed us in an hour or so later.

During our motor sailing the lid on our sea strainer had broken, so with a lashed up clingfilm lid we had limped into port with less revs. A dingy trip in more torrential rain to a very friendly chandler in a portacabin to purchase a fairly expensive complete new sea strainer...but beggars cant be choosers, all fitted and working beautifully.



To the sound of stereo sea shanties coming across the water we dingied over to the Chain Locker for a few beers and to soak up the atmosphere, Teazle the sprocker greatly enjoying all the attention from the revellers. After a cracking Turkish meal in town we retired back to Freedom for drinks on board with Jay & Mick, to the distant sounds of "No Hoppers" and this is my Cornwall...just lovely.

Day 3 Falmouth

A much much nicer day today, a mini heatwave has been promised by the Met office, woop woop. Took the dog over to Flushing and walked towards Mylor.



A total of 80 sea shanty groups in 35 different locations throughout the town had really brought the crowds out and the pubs were doing a great trade.





One source of amusement at Balsoon's expense, Jays dingy engine packed up on the way back from the quay and they were offered a tow by a rather over zealous Rib who managed to flip them into the drink in the harbour, we thought it strange that it wasn't quite warm enough to be topless at that time of day, so much laughter while they dried everything out including phones in bags of salt! Luckily the outboard restarted after its immersion.

Our friend who was crew on Sarabande joined us at the Royal Cornwall for drinks, Sarabande had done well with some firsts and seconds. We then made our way round several venues to soak up more Shanties, it was noticeable that some singers were getting decidedly croaky by this time in the proceedings.

A lovely blood moon over Pendennis as we retired.



Day 4 Falmouth to Helford

We said our goodbyes as Balsoon (now a drier ship) headed back up to Weir Quay.

No1 daughter Beth had driven down from Bristol to join us for the rest of the trip. We had a great sail across the bay past the tankers refuelling, interestingly one of them "MV Alacrity" was owned by my old boss's wife Rosie Everard.

We picked up the last empty visitors buoy and headed off for a walk and a pint in The Ferry Boat Inn.



Day 5 Helford to Gillan Creek

After a wander around the very picturesque Helford Creek and some reprovisioning in the village shop we made use of the Yacht club showers, before the short trip around the corner to Gillan Creek.

We dropped anchor just off The Herra castle near the beach, I had now come full circle as the first time I had set foot on any sailing boat was here at Gillan in 1974 when father hired a Wayfarer for the day, we dug out the old cine films when we got home, nothing has changed in all those years really.



Day 6 Gillan to Gweek

After a restful night at anchor we caught the tide up to Gweek classic boatyard and dried out alongside the wall. After another lovely long walk we reprovisioned at the very well stocked village stores then across the road to try the village pub, sadly now under new ownership who hadn't a clue.

A real bonus is the newly opened Café in the boatyard "Sula Brunch" with trendy décor, friendly staff and a well presented menu , not too complicated but just spot on.



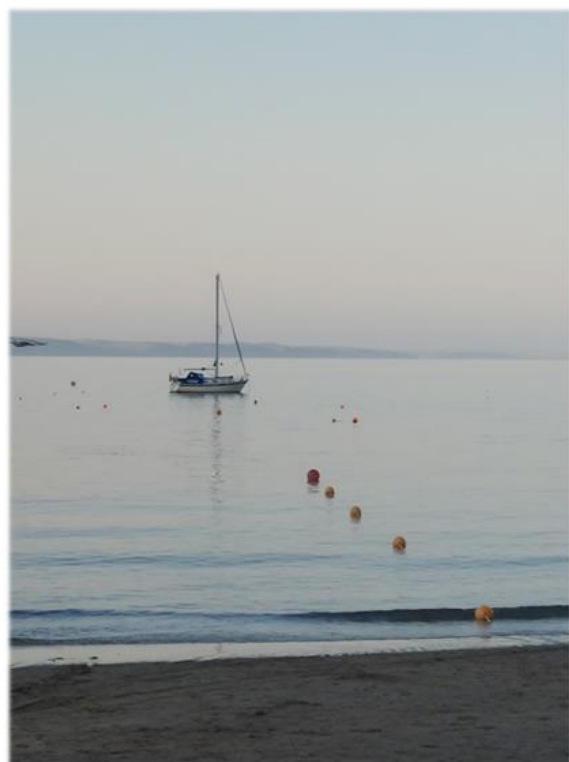
A bit of an upset at 1 am we had a call from an ambulance paramedic at the farm to say they were taking my mother into hospital as she had had a fall, we were sat on the mud so were 14+ hours away from Weir Quay, thankfully my sister drove down from Kent to look after her.



Day 7 Gweek to Gorran Haven

HW at 11 am in Gweek so we threaded our way out below the seal sanctuary, past Tremaine Quay, a good friend of our father was involved with the French resistance in WW2 bringing airmen back to blighty, one of the drop offs was in the Helford and as he needed an alias name he called himself Tremaine after the quay.

We motored all the way past Dodman on a glassy sea round to Gorran Haven, we dropped anchor in 5 metres of good holding and had a very refreshing swim, dog and all.



It was a truly magical setting, with all the locals kids enjoying the water, sitting with a pint of Proper Job, and Fish & Chips, looking out over to Freedom quietly at anchor, something that would be very rare in Gorran Haven I guess.



Day 8 Gorran Haven to Fowey

Dog ablutions on a deserted beach first thing, then pulled anchor and sailed to Fowey, enough breeze to make 3.5 kn leisurely passage past Gribbin Head and on up to Mixtow, Penmarlan Marina.

We were readying our fenders and lines and concentrating on the gap on the pontoon when whoosh a Cornish crabber from Mylor put her best Tesco car park ethics into practice by just zooming in front of us, the lady at the helm couldn't look us in the eye as we backwatered rather hard to avoid the other boats. Luckily a fellow CA member had seen our plight and offered us to raft up, a very pleasant couple down from Torquay on a rally from the MDL marina up there.

BIOFORE is a substantial paper production company in Finland, here loading 3600 tonnes of china clay, this ship is powered by LNG (liquified Natural gas)



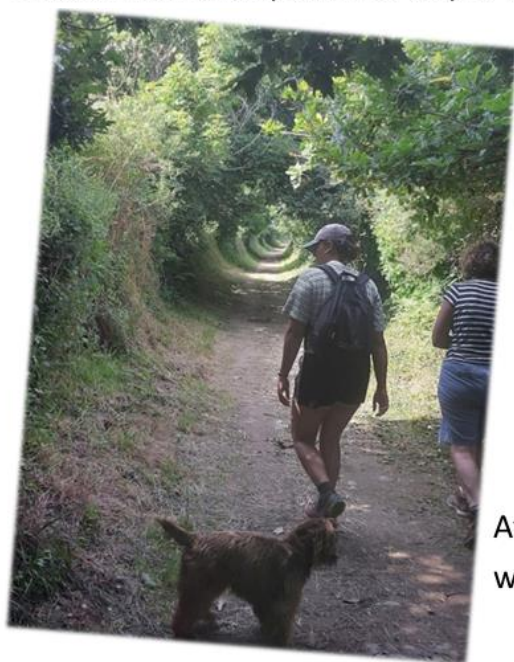
Yet more walks and enjoying what Fowey had to offer.

For a change we treated ourselves to a very nice meal in the Bodinnick Pub "The Old Ferry Inn". A great spot for evening sunshine when the rest of the town was in shade.



Day 9 Mixtow /Fowey

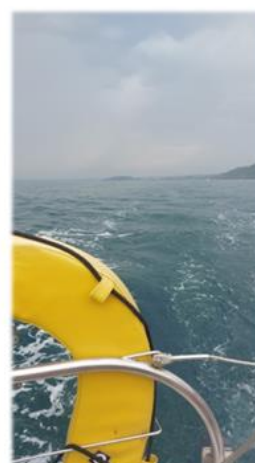
As the forecast wasn't looking good for an eastbound passage and because Mum was in good hands back at home, we took the decision to stay another day in Fowey.



After a lovely walk up from Ready Money cove we had a much needed swim at Menabilly.

Day 10 Fowey to Weir Quay

With a slightly better forecast we set off East, with some serious thunder and lightening just behind us. We motor sailed hard back to Weir Quay, then jumped in the Hilux and drove Beth back down to Falmouth to collect her car...pew, then all headed home, what a fantastic week and hit the jackpot on the weather, once we got the first two days out of the way! It doesn't get much better cruising our lovely South West Coast.



Mike Phillips

Hearts Of Oak

It all started over 200 years ago, there was a major planting of Oak trees in the New Forest for use by the Royal Navy for ship building.

One of these oaks was on our property and fell in a gale.



In due course we had the trunk recovered and slabbed into 1-1/2" boards and 4"x4" s.

The latter later became replacement badging for the face of the quay at Weir Quay, the old having worn or rotten away.

After drying in a kiln for speed, some of the boards were used for furniture in our new house, including a massive 11' x4' dining table and various shelves and dressing tables.



Recently the Sail Training Vessel, Tectona came to the Weir Quay Boat Yard for a refit and was in need of a cabin table, so they had another slab.



Counting the rings , the tree was over 220 years old when it fell, so we can bore the grandchildren showing them the time of Waterloo, Trafalgar but not quite the French Revolution!

Dragon Racing

Between the 25th and 30th of August 2025, hosting 18 nationalities, the Dragon Cup sailing races took place in the Bay of Douarnenez.



75 boats lined up and began the race in Treboul Marina.

Each with an eager crew of about 4 or 5 members. The Douarnenez Regatta Society which already owns a large group of French Dragons, sets up a trained 'shore team' organisation, with craneage, trailer parking and refined technical spaces.





The daily races, approximately 12 miles long, have distinctive format; there is a single course each day without any discards.

The Bay of Douarnenez, both protected and open, is a perfect place to host a sailing race because there are no currents or significant tidal ranges.



The 75 crews which take part in the event include some of the most famous representatives: Pedro Rebelo de Andrade (Portuguese title holder), British Andy Beadsworth (World Champion) and the French Gery Trentesaux, who has experienced some major events in sailing history.

At the end of the day, the music of blaring bagpipes welcomed the tired crews swiftly gliding into the harbour. I cheered on the last of the wind beaten and spray battered sailors. For all, they might be the winners of the overall contest ...

Trench Warfare!

Our newer club members may not be aware of an event that happened back in 1986.

At that time, the sailing club kept their dinghies on the land next to the river and in an upper park on the other side of the road – all now the Kumpel's property.

The slipway was, as now, the only way to launch dinghies and yacht tenders etc. into the Tamar for boating activities. This was part of the Earl of Mount Edgcumbe (ME) estate and the sailing club had been granted permission by ME in 1980 to use it for this purpose.

A section of river South of the slipway had been designated as a "moorings-free area" in the Port of Plymouth Recreational Study 1975. This study had stated that no additional moorings should be permitted in this "free sailing area" i.e. this area was to remain as space for sailing to take place without the impact of moored boats. See chart overleaf.

However, the owner of Weir Quay Boat Yard at that time, Brian Tankard, dearly wanted our club to give their support to his application to the Queen's Harbour Master (QHM) to lay 100 new moorings in this area. Without our support, QHM would not even consider such an application. To make matters worse, Brian Tankard paid ME for use of the land along the water's edge from the slipway up to and including his boatyard. When we refused to support his bid to lay the moorings, he thought he could prevent us from using "his" slipway and teach us a lesson!

Club records from that time tell us:

At approximately 09:30 on 4th June 1986, Brian Tankard instructed a contractor to excavate **3 deep trenches** in the slipway with a JCB, thereby making it unusable and also a great danger and hazard to the public.

The driver was heard to say "I don't know how he thinks he is going to get away with this!".

One of our members returned up river in the evening to find that they could not land their dinghy on the slipway!

But, very soon afterwards, members of WQSC got together a team to reinstate the slipway.



TRENCH WARFARE!

Weir Quay sailors are scuppered

A BATTLE between a boatyard owner and a sailing club has effectively put a slipway at Weir Quay, Bere Alston, out of action.

Three massive trenches have been dug across the slipway, which is the only public access to the River Tamar.

By ANGELA LARCOMBE

Boatyard owner Brian Tankard has dug up the slipway to stop members of Weir Quay Sailing Club getting their boats on to the river.

He says members of the public can use his boatyard slipway but sailing club members will be barred.

"I am fed up with people using what was a privilege as an established

right," said Mr Tankard.

The move is the culmination of an 18-month row between Mr Tankard and the sailing club over his right to put moorings in the area used by the club for dinghy sailing.

He claims the area, which is leased by him from the Edgcombe estate was never intended to be a permanent fixture.



BARRING THE WAY ... Brian Tankard (left) and his boatyard engineer Sid Treadwell stand before the trenches that block the way to the boating waters of the Tamar.

"I am really sorry to take this step," he said.

He says a compromise deal agreed with the Queen's Harbourmaster was verbally agreed by the club but later a letter was pushed through his door telling him he must remove the eight moorings in the sailing area by June 1.

The slipway used by the club and the public was offered to the club by Mr Tankard in the deal.

"Now there is no way they are having it or using it," said Mr Tankard, who employed a hired JCB to gouge the eight-foot trenches across the slipway on Wednesday

morning.

He said he had legal advice that there was no public right of way across the foreshore and that he is perfectly within his rights to render the slipway unusable.

"I am fed up with subsidising the club, I have a living to earn in this river," he said.

Mr Robin Gallup, who owns the sailing club's clubhouse, said the digger went along the foreshore to do the work.

"The slipway is an horrific sight, especially after all the work members have put into it."

A party of boys from Mount House School

turned up for their Wednesday afternoon sailing lesson with the sailing club instructor Mr Fred Humphrey but after their teacher spoke to one of Mr Tankard's employees, who were fixing a notice on the slipway, they returned to school without attempting to launch their boats.

A sailing club committee member said no comment could be made on the situation until the committee met later this week.

"We are not the only people who are interested in this slipway. The public and fishermen also use it," he said.

This is a cutting from the Tavistock Times of Friday June 6th 1986.

These photos, taken at the time, show the slipway repair work, carried out by members of the sailing club, taking place.





At the club's AGM in Nov 1987, it was reported that West Devon Borough Council were planning to take over the lease of the land under the slipway but that Brian Tankard still hoped to lay his moorings on the "moorings-free area" and would sue QHM if not allowed to. Luckily, his extra moorings were never permitted!

WQSC agreed to upkeep the slipway so that it would be maintained for the unhindered use of all. They also agreed to maintain the free sailing area South of the slipway.

In 1988 our AGM reported that West Devon BC had assumed responsibility for the slipway and, having designated it as a Public Highway, this would forever provide a permanent access to the river for both the public and WQSC.



The Weir Quay Boat Yard moorings stop just North of the slipway.



But, an area South of the slipway remains a “moorings-free area” for our club to carry out dinghy training.

Ian Kilpatrick

More Club History

Here are some photos, collected from my archives:



I organised a session at the Okehampton swimming pool one evening (hired it for an hour or so, and borrowed from a life raft repairer in Plymouth, a liferaft) then asked those who turned up to try to get in it, in the deep end dressed in their swimmers and a lifejacket only, in nice warm water with no waves etc.

Most could not do it despite those silly liferaft steps that are supposed to help you.

Two of the older members did not manage it at all.

I did but even in those days at 60+ I struggled.



Club members working to build a facing wall along the river side of the dinghy park as required by the Mount Edgcumbe estate.

Rosie Duncan

Cotehele Summer Camp

Our annual Cotehele camp was yet again an absolute blast!



We had 3 brilliant days on the water, despite the mix of weather that was thrown at us. A big thank you for everyone who pitched in to help, without you it would not be possible!

A special thank you of course to Sue Coomber who does a brilliant job at organising it every year!





On Sunday the 17th of August we set sail from Weir Quay and ventured upriver to Calstock where we stopped to have some lunch and an ice cream.



Then we returned downstream to Cotehele where we set up camp and had a wonderful BBQ.



Although we were unable to have a camp fire due to the wind, we were able to do some fantastic star gazing!



The next day we sailed, paddled and motored our way upstream to Morwellham where we enjoyed pasties and games.



We then made it back down to camp to participate in the highlight of the year... mud sliding!

After washing off in the stream and playing at least one more game, we collected as much firewood as we could and once again had a fantastic BBQ and this time a camp fire too.



Sadly, Tuesday was our last day so after breakfast we packed away our tents etc, held a mini-Olympics and of course continued the tradition of trying to build the tallest human pyramid! Then, due to a severe lack of wind, we were towed back to Weir Quay.



Once again, a massive thank to everyone who made camp possible especially [@ntcotehele](#) for continuing to let us camp every year as well as use their facilities.

Rosie Hinge

Another Huge Tree

On Wednesday 7th October there was an unwelcome guest wrapped around one of the Weir Quay Boat Yard moorings – a particularly large tree!

This was dragged ashore and the yard spent the rest of the day cutting it into manageable pieces, so they could continue to bring boats ashore during the high spring tides.





Andy Morton

Elowen to Ireland with Andy, Jane and Tom

This year we found ourselves with a decent amount of time to play with in the summer. We had a rough plan to sail from WQ out to the Scilly Isles and if the weather allowed, cross over to southwest Ireland and travel along the south coast, returning via Wales and Lundy Island.

We set off on the 22nd of July in the evening and after staying the night in Cawsands, sailed over to the Helford before heading over to the Cove on St Agnes, Isles of Scilly.



We had a lovely couple of weeks on the Scillies fishing, sailing the canoe and trying out our new wicker lobster pot..... with success on several occasions! During this time we had continued North Westerlies, preventing us crossing to Ireland although I can't think of a better place to be stuck!

We spent a lot of time in Green Bay on Bryher and found it suited us well as Tom could come and go from the boat at LW and there were water and toilets on hand as well as it being the best protected bay on the islands



We finally got our weather window on the 11th August leaving Bryher at Midnight with the company of Jerry and his Twister. We had a good crossing on a broad reach, pushing us along at a good rate.

The crossing took 31 hours and was faster than I had hoped for, averaging 4.9 KN.



Jerry and his Twister

We arrived in Baltimore and had a wonderful time exploring the many small islands, caves and wild anchorages that this area has to offer.

Unfortunately having only one week left to play with we had to return home. Jane and Tom took a flight back from Cork and I made the crossing back to Scilly before home via Mousehole, the Helford and Fowey.

All in all, a fantastic trip and we look forward to spending more time in Ireland in the future.



Rosie Hinge

To the World Pilot Gig Championships in Scilly

This year, the World Pilot Gig Championships took place on the Isles of Scilly from 2nd to 4th May. This spectacular event hosted 130 pilot gigs with 452 crews taking part. It takes two months for the Scillonian ferry and a freighter to bring all the boats to the islands.



Gigs lined up ready to race (*Image: Cornish Pilot Gig Association*)

With decent weather forecast of easterlies and sunshine, we decided to start our sailing season by nipping out to Scilly to take in this wonderful gathering of gigs and follow it up by joining the club's Early Season Cruise to the Yealm on 10th May. We hoped to see some of the racing and maybe catch up with the crews from our local Tamar and Tavy Gig Club.

So, with this in mind, we set off from Weir Quay on the evening of 24th April to anchor off Jennycliff prior to heading to Falmouth and then Helford over the following 3 days.



As we went, we caught up on early-season jobs such as reeving our reefing lines.

In Helford, we rowed ashore to visit the lovely Glen Durgan gardens and see the Spring colours. We had tried to do the same at Trebar Gardens but were shooed off their beach along with some kayackers. We discovered that they no longer accept such beach arrivals, telling us they weren't prepared to trust boaters to pay their entry fee to Trebar!

Next day we sailed around the Lizard and on to St Mary's in the Isles of Scilly to pick up a visitor's mooring off Hugh Town.

Ashore, we found row after row of gigs, arranged along the shoreline - extending to Porthloo. Here was the TTGC's gig "Ginette" patiently waiting for the racing to start in just 3 days time.



We could see that the gig teams were not yet over for the racing, so we decided to nip across to New Grimsby and pick up a mooring off Tresco to sample the delights of meals, walks and the garden visit ashore. We found very few other boats around – quite a change from later in the season!



With such an exceptionally low Spring tide, people were walking between Tresco and Bryher through the knee-deep water!



View from Tresco looking towards Bryher

Thursday evening saw us back at Hugh Town but this time anchoring off Porthloo as all the visitor's buoys had been taken by the spectating yachts.

By now there was a huge gathering of gigs and their crews on the Hugh Town beaches.



Friday – first day of the Championships and the Womens Vets' (40 and over) race was starting off St Agnes at 11:30 and racing back to Hugh Town, so we up-anchored and set off to watch them from the water, taking care to avoid the spectator motor boats and the rowers themselves! The conditions were pretty calm and the winds light.



First Womens' Vets race

After watching this race we motored round in light winds to anchor in The Cove, St Agnes.



A very uncrowded Cove anchorage

After lunch at the lovely Turks Head pub and a walk round St Agnes, we headed back to Hugh Town for the evening and luckily found a spare Visitor's buoy. We watched the gigs setting off for their evening race out to Nut Rock but from the shore this time.



Oars lined up on the shore at Hugh Town

Hugh Town was chock-a-block and the roads were heaving with excited crews, support staff and spectators – quite a spectacle.

Next day, the winds picked up to F4/5 and the seas became rather lumpy – giving the gig crews more to contend with! We found the TTGC camp on the beachside and introduced ourselves. They were preparing for the Open Supervets (50 and over) race at 11:10.



The TTGC support camp

The race from St Agnes to Hugh Town was now going to be into a strong headwind and with higher seas. Here is the TTGC's Ginette rounding the final mark to reach the finish line.



TTGC Overall Results: Womens' Vets = 37th / Open Supervets = 12th / Open (all ages) = 40th

With rising winds of E F4/5, we decided to head towards home on the Sunday with 1 reef in the main. It was a long 9hrs of beating to make good the 48 miles to Newlyn. We were very glad to sink into our bunk after that hard sail.



Newlyn Harbour

Next day we had a good rest and enjoyed the usual pleasures ashore of eating out as well as catching up on the ship's laundry.

On Tuesday, another long (10 hr) beat took us to Fowey, where we recovered for another day, enjoying a walk to the Day Mark.

We motor-sailed the last leg back to Jennycliff and rewarded ourselves with a breakfast ashore in the clifftop café.

Then on Friday, we headed to Mayflower Marina and walked off in search of supplies to create a chilli-con-carne for the club event on the Yealm the following day.

The get-together enjoyed great weather such that we shared our meals in the open-air aboard Julian's wonderful catamaran Lily, dubbed the "party boat".





Combined Reflections

At the end of each season, the club's Dinghy sailors are asked to give their feedback. This is a compilation of their replies.

What have you enjoyed the most about Friday evenings?

The people, the yap, socialising and making new friends, being in the outdoors and having a laugh, being the end of the week, the social side, sailors, sailing, being with friends, messing about, being in a boat, having fun on the water, capsizing.

Is there anything that you have disliked about Friday evenings?

If the hot chocolate is sometimes watery (2), having to sail when there is not enough wind, always ending up with the same people (this gets a bit boring after a while), getting cold (although this can't be helped), ripped sails, people mucking about and not helping put stuff away, people taking showers before the boats have all been put away

What could be done to improve Friday evenings?

Make sure hot chocolate is never watery, focus on a specific skill, more chaos, better lighting to assist when putting stuff away on dark evenings, have a BBQ after sailing in the summer, a floodlight over the boat park.

What topics would you like to see covered in Winter indoor instructional meetings?

Knots, tides, foiling, points of sailing, names of ropes and parts of the boat, RYA theory, splicing, seamanship, sailing, racing rules, water safety.

What events would you like to see in next year's programme?

More weekend events e.g. movies, pirate evening, more races, Friday night fun racing, camp, more sail-away days, picnic sail, sail on a Tall Ship, games day again, more cruising trips, racing and rules for this.

What do you wish to achieve next year?

Qualifications (AI, DI), have lots and lots of fun, increasing my skills and confidence in sailing, to go singlehanded, try out different boats, foiling, have fun, stage 3, better skills, have more fun, finally finish my Yachtmaster Offshore certificate, cross the Bay of Biscay, PB2 training, have fun and earn some qualifications.

What type of weekend event would you be keen to attend?

Movie night e.g. Moana, Mamma Mia, pirate/fancy dress/dress the boat, racing (both competitive and non-competitive), sailing on Cruisers, racing, outrigs, anything fun, social BBQ, music, open mike, cruise in company, racing and going to new areas.

In a few words, tell us the highlight of the 2025 sailing season for you.

We had the best time ever 😊, having a laugh on the water whilst improving my sailing skills and spending time outdoors, learning how to sail with a spinnaker, learning to sail singlehanded after not being able to, great to meet a new crowd and sail in a relaxed social environment, sinking an Enterprise! enjoying watching my family independently sailing on the river, building my confidence when sailing on my own, being confident.