

COMMODORE'S LETTER ...

It gives me great satisfaction and pleasure that we are again getting a regular Club "magazine". Our thanks to David Tozer, the Editor, and to all the contributors for making it so interesting but particularly to David for getting it out.

As to the sailing scene, it seems to me that, despite a wet summer, we have had a lot of good sailing with a good number of boats participating each week. The open meetings have been an unqualified success with large fleets of home boats boosted by visiting craft sailing in superb conditions, particularly the Laser-Miracle meeting where well over 50 boats raced three times without a protest. The organisation on the water and on shore was excellent thanks to the duty crews and the House Committee who worked so hard to make the day such a pleasurable one for so many.

I believe I wrote last time that the safety boats had been running well and got ticked off by the Bosun who said I was asking for trouble. Well, we've had a few hiccups since but most times we have had good cover thanks to John and Brian who come to the Club and perform miracles during the week so that we can sail safely. I would take the opportunity to ask all those safety boat crews to take great care of our boats and to treat them fairly at all times as they cost the Club quite a lot of money when they go wrong and sometimes it is caused by over enthusiastic crews.

On shore, the dinghy park is pretty full and there is a steady stream of new boats appearing as the membership grows. It may seem to some that we have "gone soft" and have let in too many odd boats and I would say to those who may be upset by this, that it is the members who are important, for without members we have no Club and I believe we have some excellent new recruits who are proving to be very good Club members, so don't waste your breath moaning about them, use it to persuade them to join your fleet, let them try your boat, try to convert them! The number of people joining the Club in 1987 is higher than it has been for the last few years and this must be good for all of us.

In the Clubhouse, the House Committee perform a weekly miracle, for despite the variation in numbers, they seem to feed nearly everyone very well indeed. If anyone is dissatisfied I suggest they ask to be co-opted onto the House Committee and have a try themselves. The Regatta Barbecue was an outstanding success in atrocious conditions, but only due to the very hard working girls whom I can't praise enough. I'm sure that the season will continue to be a successful one and will continue to provide much pleasure for every one of us. Things do not just happen here, they are made to happen by the members and we need help all the time, so don't sit in the wings, get up and come on stage, volunteer for a job or just help someone. It's even more fun when you do, so why not try it?

K Crundwell

ON THE HOUSE ...

Quiz Night Saturday 26th September

Test your brains against some of the best !!
Put your knowledge and wit to its greatest extent !!
Come along to a scintillating evening at the Clubhouse.

A General Knowledge Quiz, with the most terrific prizes at the end, will be held on Saturday 26th September. This will be a team event, so even those with limited knowledge should thoroughly enjoy themselves!

Only 75p including supper of baked potatoes with various fillings.

'Phone Pam Smith (04747-7771) or Jan Harris (0634-725581) for more information.

Boat Burning/Laying-Up Supper 31st October

Fish and Chip Supper, Fireworks, Bonfire.

If this sounds fun, come and join us on the 31st October. We will be burning a boat (so make sure it's not yours!) Bring along a box of fireworks, and make a great display with everyone else's! Keep your eyes open in the Clubhouse for further details and supper price.

MEDWAY REGATTA ...

by : John Smith

It rained and rained and the mud spread everywhere... No, not the Battle of the Somme but the 1987 Medway Regatta. Well, despite the atrocious conditions the event was a great success and provided good sailing and a tasty barbecue on the Saturday night.

The workload in running the weekend is enormous, the House Committee was superb and the duty officers coped with the busiest weekend of the year. Special thanks must go to Chris Stevens who gave up his sailing on the spur of the moment to do a very cold and wet safety boat duty, and Megan Wyatt who worked so hard in the kitchen although it was not even her duty day.

My thanks goes to all those Club members and to everyone who worked so hard, as the very grateful CDO for that weekend.

(Thanks also to John and Sue, who actually slept on the premises to be up in time for the early birds: Ed.)

TROPHIES ...

The Club is currently reviewing its position with regard to insurance. Would all holders of Club trophies please contact the Sailing Secretary to arrange for temporary return of the trophies so that they can be photographed and re-valued.

SAILING SECRETARY ...

by : Dave Vettergreen
Sailing Secretary

Rochester River Festival (37 Entries)

The proposal to run three short races was thwarted by lack of wind, which required a postponement to enable all the boats to reach the sailing area. A three lap course was set and the first attempt at a start resulted in a general recall. However, the second start was good with only four boats over the line. The light wind and flooding tide resulted in a raft at the windward mark, the first boat to break clear was a Laser sailed by Peter Belcher followed by Roger Frith in his Enterprise and Kevin Powley in his Laser. The race was shortened to two laps due to lack of time. Many of the entrants were lapped twice.

1.	Laser	126252	Peter Belcher
2.	Enterprise	19174	Roger Frith
3.	Streaker	1259	Ron Jordan

South Kent Race

The forecast on the morning of this race was force 5-6, so a course was set only as far as Buoy 18, with several laps of a downstream course before finishing.

1.	GP14	12758	Chris Harris
2.	Tasar	2151	Derek McAuley
3.	Fireball	9120	David Tozer

Commodore's Race 2 (34 Entries)

1.	Laser	126252	Peter Belcher
2.	Enterprise	19174	Roger Frith
3.	GP14	10958	Keith Lennox

Ladies' Cup

The race this year had 6 entries and was well won by Carol Smith sailing GP14 11866, followed by Jackie Hudson sailing Comet 70, and Wendy Ward in Topper 26119.

Juniors

With a small entry of 3 boats, this race was won by Jason Ramsden in Enterprise 19174, with Sarah Groom 2nd in Miracle 2594 and Lee Warwick in Tasar 1109 3rd.

Pursuit Race

This race was won by Peter Belcher sailing his new, straight-out-of-the-bag, Laser 130201.

Future Events - Leigh Trophy

This race, which takes place this year on 20th September, is a long distance, all classes, handicap race starting at 11:00 am.

AROUND THE FLEETS ...

GP 14

by : John Ireland

Summer has brought a number of particularly fine days for sailing, providing the fresh to strong breezes needed for the GP fleet to take to the plane. Competition at club level has now pushed the use of flying kites in these conditions and spectacular sights can be seen along the river. To these are further contributed the crews' acrobatics when things appear to be getting out of hand or the mark has been reached with no time left to clear the spinnaker gear to its home. With turnouts of around seven boats throughout the points series, good racing is provided and enjoyed at all levels.

A warm welcome is given by the fleet to our new members, one of the earliest appearances being the father and son team from the Daniels family who have taken up anew this year with the initial RYA training scheme after some hard work preparing their boat.

With a good breeze in the South Kent Race four GPs managed places within the first six overall places and particular congratulations to Chris Harris in BRUM SCRUDRYVA for obtaining 1st position, conditions again being just right for the GPs.

With the recent fresh weather I have often wondered at the lack of use of reefing or the fitting of smaller jibs by members of the Club, throughout the classes. Many days are left out by less experienced or light crews due to the weather, whereas the use of the foregoing could provide a safe, pleasant sail and made more safe by not venturing far from the Club. The GP becomes quite docile once the lower few feet of mainsail are reefed and there is nothing belittling about good seamanship.

As the class members may have noticed, a photograph of Ian Parris and Malcolm Bryant flying along in ROUGH JUSTICE appeared in "Mainsail", the photo being contributed by Chris Harris. We all wish Ian and Malcolm good sailing at the GP Nationals at Llandudno on 1-8 August 1987.

The Club's Early Summer Series has been won by David and Ray Blythe in GRAFT 11866 with a tie for 2nd place for Ian Parris 12434 and Chris Harris 12758, 4th place Mike Doherty 10958. To enable myself to attain a mention, the positions continue thus: 5th A Smith 12405, 6th A Tibbs 5153 and tie for 7th Bob Jefferies 4580 and myself 12193.

Whilst the two annual racing events have always provided the most pleasant social occasions, I was pleased to hear of a recent suggestion from a member while he was reflecting upon the fact that the team from Segas often comprise a number of non-regular GP sailors. In view of this, it would perhaps be more pleasant if a single race was held each of the days for attaining the cup winner with further races held comprising mixed teams taken from a hat. I would propose to take this suggestion up with Segas, having since discussed this with other members and would ask for any other views on this matter.

Wishing you all good sailing for the remainder of our (hopefully) glorious late summer.

Miracle ...

by : John Cassell

So what has happened in the Miracle fleet since the last magazine was produced? In a word - plenty.

Perhaps the highlight was the Open Meeting on 28th June. To awake in the morning to warm sunshine and a good force 3-4 wind and then to arrive at the Club to find eleven visiting boats sailing with eleven boats from Wilsonian seemed very promising for a good day's sailing - and indeed it was.

In the first race, after some congestion at the first mark, Amanda Best of Cambridge University SC quickly broke clear of the fleet and built up a commanding lead, only to be forced to retire after having rounded a mark the wrong way. The start of the second race, with a committee boat start, was rather exciting with the added hazard of a Laser, inverted with mast stuck in the mud, just in front of the start line, but everyone got away without incident. One mistake was enough for Amanda and she won the second and third races to take the series.

I'm afraid there were no Wilsonian prize winners, but perhaps that will entice the visitors to come again next year! And we all had a great day's sailing.

A word of thanks to Ray Fryatt who, as race officer, did a good job organising the racing, and also thanks to the House Committee and helpers for feeding all the hungry mouths.

Miracle Open Meeting

1.	541	Amanda Best and Chris Gibbs	Cambridge University SC
2.	3460	Tony Best and Andrew Taylor	ICI Slough SC
3.	3497	Geoff and Elizabeth Dean	Worthing SC
4.	2533	Richard and Janet Smale	Worthing SC
5.	2206	David Pike and Graham Trott	Sovereign SC
6.	2873	Patrick Ward and Jane Wilson	Wilsonian SC

[Is this the first lady helm to win the Miracle Open?]

Miracles sailing in the Medway Regatta had rather different weather and this may well have been the reason for a total of only eleven boats, including three visitors, taking part. However, I'm sure those who sailed will agree that if you ignored the rain there was some good sailing, with the Sunday morning race being particularly exciting. The series was won in style by former National Champion Graeme Castle who won every race!

Medway Regatta

1.	2922	Graeme Castle	Castaways SC
2.	1458	Simon Paish	Segas SC
3.	2873	Patrick Ward and Jane Wilson	Wilsonian SC

On the fleet racing scene, the Early Summer Points Series was won by Martin Smith with a clean sweep of four first places. Ten boats took part in the series with an average turnout of four per race.

Early Summer Points

1.	1808	Martin Smith	3 pts
2.	206	Colin Lown	12 pts
3.	1329	John Cassell	14.5 pts

The Whitsun Cup was contested by five boats and proved to be an exciting series. After two races it was statistically possible for anyone to take the Series on the last race, which was to be keenly contested. Sue and John Smith just held off Tim Gorman to take the race, but Tim's second place gave him equal points with Sue and he took the series on a better discard.

Whitsun Cup

1.	2003	The Griffle	Tim Gorman	2.75 pts
2.	3024	Magic Moments	John and Sue Smith	2.75 pts
3.	1329	Fipenanna	John Cassell	3.75 pts

Cruise and Barbecue

In spite of the beach at Darnett Fort Island not being among the top ten cleanest beaches in the country, a small group of the Miracle fleet and guests from other fleets set off for this very destination. With John Yeo in the scow carrying barbecue gear and grub we were soon approaching the island which, from a distance, appeared deserted.

We decided to land on the beach just in front of the fort and were pulling the boats ashore when we realised we were being watched by a group of some eight or nine men dressed in rather strange attire. Had we lost our way or gone back a few hundred years in time? A spokesman from the group, in sheepskin clothing, strange knee length boots, wearing an ancient helmet and brandishing a sword, stepped forward. "You can't land here. We have hired this island at great expense for exclusive use for the whole weekend for a real-life role play and your presence will spoil it" he said. What could we do now? After some negotiations and debate it was agreed that we could use the eastern end of the island as they weren't using that bit very much. We couldn't do much else really as we had forgotten to bring our swords with us!

So we landed at the far end of the island and, with memories of a previous barbecue there when the tide came in and almost put the barbecue out, we set up "camp" well up on the dry grassy edge. The sun came out, the food was good and we relaxed and ate, watching "real-life role play" taking place across the "lagoon" on the other part of the island.

Time to return home and we went via South Yantlett Creek and Bishop's Ooze with Tim and Chris Manning leading the way by giving a demonstration in ditch sailing before regaining open water - not completely intentional I suspect.

All that remains now is to ask if anyone can answer the following questions:-

1. Who owns Darnett Fort Island?
2. What is "real-life role play"?
3. Were they conned into paying an exorbitant fee for the hire of the island, or did they con us to get us away from the island?

Enterprise

by : Roger Frith

After some promising turnouts earlier in the year, the summer holiday season and poor weather seems to have bitten into the Early and Late Summer Points Series. Despite this there has been some interesting racing at times even with the limited numbers.

The City of Rochester River Festival race provided a little excitement (for a few seconds!) mainly having to repel boarders as one large raft of boats drifted around the course, however it turned out to be a good day for the Enterprises, Ron Ramsden taking a very creditable fifth and myself second.

The Medway Regatta provided some very different sailing conditions over the two days and at times some very close racing, not to mention a good game of follow-the-leader as the writer and crew proved very adept at rounding the wrong marks. The third race was also notable for Ron Ramsden's excellent rendition of the skipper going down with his ship!

The next Enterprise cruise is on Sunday 30th August and it is proposed to have an informal training day and hopefully a couple of water-borne games. So come on down and have a bit of fun for the day. It's the ideal opportunity to wash all the cobwebs off the boat in preparation for a more active Autumn Series.

Whitsun Cup

1. 19174 R Frith
2. 17606 J Talbot

Early Summer Points Series

1. 20056 R Ramsden
2. 19174 R Frith
3. 17606 J Talbot

Medway Regatta

1. 19174 R Frith
2. 20175 D Vettergreen
3. 20056 R Ramsden

Tasar

by : Derek McAuley

Firstly, I have to ask where are all these Tasar sailors? In the Early Summer Points Series only 7 boats competed. The series was won by Ray Fryatt.

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|--------------|----------------|
| 1. R Fryatt | 4. K Durham |
| 2. P D'Costa | 5. D McAuley |
| 3. I Wyatt | 6. K Crundwell |

The Medway Regatta attracted 8 Tasars in all. The results were:

- | | |
|-----------------|----------------|
| 1. A Labrum | Queen Mary SC |
| 2. D Mason | Blue Circle SC |
| 3. R & M Fryatt | Wilsonian SC |

Nationals

These are to take place in Looe in Devon from Monday to Friday 24-28th August. The sailing is traditionally good here and it is a good opportunity to meet other Tasar sailors.

Sheppey Island Race

We average 8 boats in this event. Total boats may be in excess of 250 and it is well worth doing. Bank holiday Monday follows if you want a rest or there is the August Cup to sail. The race starts from Sheppey Yacht Club at Sheerness. The first start is at 9.30am for Mirrors. Tasars start with various other classes (Fireball, Osprey, 505, etc.). The race is 30 miles, leaving Sheppey Island to starboard. An interesting obstacle called Kingsferry Bridge adds some extra spice to what is normally an exciting race and some of us do it every year.

On to other matters, I would welcome some comments for next year's activities, eg. how about handicap racing through the holiday high season. On the 2nd August Sheppey Yacht Club paid us their annual visit. We used to do a return visit when the Barge was here. Why don't we start again? With the tide under us and at least force 3-4, the trip there is 2-2.5 hours. Let's have some suggestions.

Handicap "B"

by : John Parsons

The proliferation of classes continues and we now have a good variety of boats out. A warm welcome to you all, the more the merrier I say! It was most unfortunate that having got 11 starters for the first race in the Late Summer Series we all ran out of time, my fault, I had not realized the time limit had been shortened to accommodate the motor boats. However, I promise to keep trying to set courses that are interesting.

This is my last season as Class Captain. I am standing down to give someone else a chance to bring forward fresh ideas, what about one of the ladies? Next year I hope to get around a few open's. Ken Flowerday is flying the Club flag at the Worlds this year so let's wish him luck and what about a three boat team for next year's?

Entries for the Early Summer Points Series were patchy, particularly during the middle of the series. One who did put a good series together was the winner, Ron Jordan. Well done also to Keith Durham who, having bought Brian Collins' Solo, walked away with the Medway Regatta Cup.

A final request, will all new members please let me have their boat details. My records are badly out of date. If I'm not to be found, just pin them on the class notice board.

Thanks.

Laser

by : David Ingamells

Our training weekend was a great success despite the almost total absence of wind and I'm sure that all of the sailors who attended learned some new tricks (who says that you can't teach an old sea dog new tricks?). Nick Livingstone worked hard with us and his efforts were much appreciated.

The Laser Open was very well attended with 17 visitors and 14 locals. The winds were almost ideal and three good races were held. Peter Belcher won the meeting (again) and many of our fleet got good results. An analysis of the results shows, yet again, that it is consistent sailing that gets the places. Peter won only one race, yet still won the series.

Earlier in June, Peter also won the River Festival prize, which must be the biggest trophy yet for one hour's drifting.

Yours truly won the Early Summer Points Series followed by Reg Kuhn and Colin Booth.

To the future, we have the next Commodore's Cup race and the Medway YC Laser Open in August, so get training for these.

Good Sailing.

Early Summer Points

1.	D Ingamells	3 pts
2.	R Kuhn	16 pts
3.	C Booth	19 pts

Laser Open

1.	P Belcher	2.75 pts
2.	M Nethercleft	2.75 pts
3.	R Hamilton	3.75 pts
4.	P Halliwell	9 pts
5.	D Ingamells	10 pts
6.	K Underdown	11 pts
7.	M Jones	14 pts
8.	G Jervis	14 pts

Handicap "A"

by : David Tozer

The size of the Handicap "A" fleet has been rather variable during the last couple of months. A close look at the results sheet for the Early Summer Points Series shows that each boat rarely found the same competition from one week to the next. This has been partly due to gear failure and people attending Open Meetings. Whilst the latter is, I believe, valuable experience, being the best way to improve ones personal performance, it unfortunately leaves a hole in the home fleet. I am sure that this is a problem faced by all fleets from time to time, but I am equally sure that it will inevitably improve the quality of our sailing.

I gather that Carl and Tony are doing well on the Hornet circuit, having won at least one Open to date, and we wish them success at the Worlds in Brightlingsea.

Mike Upton, Ed Spencer, Fiona and myself have just got back from the Fireball Nationals - no results worth publishing! Mike's report is included elsewhere in the magazine.

Finally, a couple of mentions: for Mike and Ed who came third in the Pursuit Race, and for Brian Ward who did well to take 11th place in his Wayfarer in the South Kent Race, hotly pursued by Ian and Ellie McDonald in their Fireball.

Early Summer Points

1.	Fireball	9120	David Tozer	Fiona Tozer	6.25 pts
2.	Fireball	12698	Mike Upton	Ed Spencer	11.75 pts
3.	Fireball	10744	Bryan Saunders	Terry Smallbone	13 pts

Medway Regatta

1.	Fireball		Mark Lawry	Helen Lawry	Pevensey SC
2.	Fireball	9120	David Tozer	Fiona Tozer	Wilsonian SC
3.	Fireball	12698	Mike Upton	Ed Spencer	Wilsonian SC

RYA RACE TRAINING

A Race Training course is being run at the Club. The course, which lasts for three days, is being run on the three consecutive Saturdays commencing 19th September. The course is suitable for those just starting to think about competitive sailing right through to hardened racing experts - we can all improve our sailing by getting plenty of practice starts etc. under controlled conditions, and which of us is right up-to-date with the Rules?

The more people who attend this course the better it becomes, so do encourage as many as possible from your fleet to attend.

Please note that the course is also open to non-members. Successful candidates will receive the appropriate RYA Certificate.

More details from Bob Jones or Tom Sims. Please book early!

"OPTIMIST" SAIL TRAINING FOR YOUNGSTERS

It is proposed to hold an introductory day's sailing, in September, for youngsters up to the age of 15yrs.

If you know of anyone who would be interested, or if you would like further details, then please contact Tom Sims.

FLAGS & BELLS

by : Tom Sims

I am frequently asked about two nautical matters at the Club, and I hope the following explains all.

Flags:

The Club and its members fly a black, silver and gold burgee (the colours of Wilsons Grammar School, Hayes, Kent) triangular shaped to identify themselves from others on the water and a rectangular "racing flag" in the same colours. Ashore a large burgee is flown, but when a Flag Officer is present at the Club his Broad Pennant is flown. This is a swallow-tailed flag in the Club colours being plain for the Commodore, having one white ball for the Vice Commodore and two black balls for the Rear Commodore. In other words, "it gets worse" as you go up:-

Rear Commodore	TWO balls
Vice Commodore	ONE ball
Commodore	NO balls

These insignia derive from the Royal Navy, where an Officer of flag rank, Rear Commodore and above, hoisted his "Flag" in the ship in which he sailed.

Bells:

Now for the "Bells". In sailing ships before the advent of reliable clocks, ships' time was kept with a Half Hour Glass, and each time it was turned by the Quartermaster he rang a bell.

The watches at sea are four hours, eight half hours long, so there are eight bells to the watch. They start with one bell after the first half hour and finish with eight bells at midnight, 4.00 am, 8.00 am, noon, 4.00 pm and 8.00 pm, which are the changes of the watch. When two "Dog Watches" are kept between 4.00 pm and 8.00 pm, the bells are 1, 2, 3 and 4 in the first Dog Watch and 1, 2, 3 and 8 in the second Dog Watch.

MOUNT'S BAY OR BUST ...

by : Mike Upton

"Come to the Fireball Nationals," they (the Tozers) said, "It's a lot of fun and we need someone to beat!" (I didn't say that! - Editor's wife, and typist)

So, duly weighed down with sun tan lotion and T-shirts, Ed and I set off late one Friday night for Penzance. Being the first weekend of the school holidays the roads were littered with caravans and we found the services at Bristol dishing out bacon, egg, sausage, beans etc. at 1.45am! After a couple of hours' sleep in a lay-by we arrived at Marazion at about 8.00am to join a fleet which eventually numbered 158 Fireballs.

The practice race was at 1.00pm and we soon learnt two things. One, you must hit the start at precisely the right time and two, even if you do everyone else seems to be ahead. There's obviously more to this than meets the eye since names only previously heard in whispered tones were screaming down the reach whilst we wallowed half way up the first beat!

After a couple of laps we retired and eventually crawled back to our hotel. We were greeted by the proprietress Hazel, who turned out to be a kind of female Basil Fawley (see below) and an incessant wise-cracker. We Fireballers had been banished to two rooms in the attic. Entertainment was provided by a family of seagulls who gave tap dancing displays on the roof at about 5.00am each day and Ed who gave snoring displays at 3.00, 4.00, 5.00 ... Oh, what bliss!

The first real race was on Sunday at 11.00am and both Wilsonian boats kept an eye on the rear of the fleet. The day was enlivened, however, by a cheese and wine do in the evening and by the singing of "Fireball Fanny" (ideal heavy weather crew) in the local pub.

Monday dawned to the inevitable seagulls and drizzle borne on a force 5-6. Never have so many Fireballs been so reluctant to take to the water. Finally, prompted by last year's champion who reached off from the shore without a rudder, we set off, all sails flapping and seemingly doing about 15 knots.

After an appalling start and some gear failure we retired, but Dave and Fiona battled on to the end for a reasonable placing (60th! - Ed). Back on shore, people were already starting to replace about 5 broken masts, innumerable spinnaker poles and various other bits and pieces. The final result of all this was the cancellation of the afternoon race.

And so it went on all the week, the forecast never varying - NW 4-5, occasionally 6 with sunny periods, with gusts of force 7.

After a couple of races we were able to pick out boats of similar ability and have our own little tussles. Once or twice we even overtook Dave and Fiona but then usually went swimming or lost it again on the beat. The high points of the sailing were undoubtedly the two sail reaches which never seemed to end and the Mars

bars going down the runs. The low point was colliding with a starboard boat. No damage was done but doubts were raised about our parenthood during the other boat's elegant capsize. Oh, the embarrassment!

Socially, the best bits were the trip to the Poldark tin mine and a sherry reception at St Michael's Mount. Mount's Bay Sailing Club did an

excellent job in organising both the sailing and the refreshments and this all helped to make it a very enjoyable week.

We shall certainly go again and I would recommend it to anyone. You'll learn a lot, have a great time and wonder why you haven't been before.

**CALLING ALL COMPETITORS AT
THE FIREBALL NATIONAL CHAMPIONSHIPS -**

In an effort to spare the blushes of Mrs Fiona Tozer of London, the staff of the Chyncevah-Tolgarrick Hotel invite competitors in the Fireball National Championships to suggest methods of preventing the baby seagulls from peering through the rooflight at her whilst she showers.

First prize: one weeks holiday at the Chyncevah-Tolgarrick Hotel.
Second prize: two weeks holiday at the Chyncevah-Tolgarrick Hotel!

All entries to be submitted on granite blocks measuring 16 x 12 x 3" and delivered to room 9 at midnight on Mrs Tozer's birthday.

[Found pinned to the notice board at Marazion SC !!]

Surely the person who said, "Sailing is like standing, fully clothed, under a cold shower, tearing up five pound notes," at some time must have owned a Fireball. You can spend a lot or a little, but still have lots of fun. Like everything, it has its ups and downs, days when nothing can go wrong. Other days, just when you think you've got it right, it sails like a slug with a headache and, in a field of ten, you come eleventh.

But winning or losing is not the point, the sailing is, taking part in something, being a team. Then back on shore, the endless discussions over what went wrong or what (if anything) went right. A Fireball helmsman (sorry helmsperson) is in his/her element - there are enough ropes, adjusters and levers to play with to keep them happy for hours. But at the end of the day, despite my doubts at being trussed up like a chicken and looking like a cross between an American footballer and the Michelin man, I can honestly say, Smile Fireball.

FLOTILLA SAILING IN TURKEY ...

by : Judy Vinson

To us the mixture is just perfect. You have a boat - a mobile home for two weeks with freedom to explore. It is an adventure but you have security in the form, this year, of Mat, John and Michi, the skipper, engineer and hostess on the lead boat.

There are eleven other boats full of interesting and amusing people - friends for a fortnight. You meet up as you will. Sometimes the boats are moored alongside each other and you can chat as you eat breakfast.

There is the right balance of back-to-nature with a little bit of civilisation thrown in. One day at anchor in a bay near a simple village with donkeys carrying loads of hay and bullocks ploughing, the next moored to the jetty with rows of chic restaurants and boutiques alongside luxurious yachts.

You can afford to eat out every night under the stars but you can make a cup of tea any time, or have a swig of duty free - it is all just below in the cabin.

The itinerary is set out - a Punch party and a barbecue. The skipper holds briefings to tell of submerged rocks and good anchorages. The hostess tells you about the restaurants and when you can get money and hot showers. So you have no worries, but there is still a sense of adventure. Problems arise - how to fish for a jersey and a towel lying tantalisingly on the bottom, how to extricate your anchor from beneath another. It has a flavour of "It's a Knockout"! - blowing up dinghies, leaping from pulpit to jetty, rowing ashore with four in a boat without getting a wet bottom! and rowing back to find the right boat in the dark when you have imbibed Turkish wine. (They expect you to drink a bottle each like beer! Fortunately it does not seem as strong as beer!)

John and I sleep in the forepeak - there is just room to sit up. The bed is 6ft long but, as it is in the bows, it tapers from 4 ft wide to 1 ft at the foot. As you lie being rocked gently you can look straight out of the hatch above at the stars, and cool air comes gently down all night. In the morning you can do a quick press-up (John, heave me up) straight through the hatch - and you can't possibly make the early morning tea!

Most important, there is a super loo with good size holding tank so you can avoid using the primitive two-foot type on shore. A shower in the form of a garden

A WIFE'S EYE VIEW ...

by : Ellie McDonald

(or "Weren't you supposed to clip on FIRST, dear?")

When we first decided to buy a boat the thought conjured up images of gentle breezes and hazy summer days spent drifting about. Whilst discussing the possible choices, hubby let drop the fact that he had always wanted a Fireball, having sailed them when he was younger. I, in my ignorance, said, "Of course, dear." Ignorance is bliss.

Weeks were spent scanning yachting magazines until finally, one day, "This is the one," he said, pointing to the half inch of black and white that would begin my introduction into the sailing world. I have no idea how he knew "This is the one," but it was. So, after a trip to Norwich and having been relieved of a few hundred pounds, we arrived home, boat in tow.

Now, to say I know nothing about boats would be, at best, an understatement. Once the boat was settled on our drive, a feat in itself, I took my first good look at our pride and joy. It was not entirely what I had expected. There seemed to be enormous amounts of rope which, I was sure, had nothing to do with me, not a lot of room and two little bags inside - well at least the sandwiches would stay dry!

Our first excursion onto the water was something of an eye-opener. As I struggled into waterproofs protesting that it wasn't even raining, hubby laid at my feet something that I can only describe as looking like an instrument of medieval torture. Deep down I was hoping that it was some form of safety device, perhaps to stop me falling overboard. How wrong can you get. "It's a trapeze harness," was the answer to my question. I tried hard to push images of backflips and somersaults out of my mind as he, dear man, explained the principles of trapezing. Simple really, the boat starts to heel, you clip yourself on to this little metal ring, haul yourself out over the side and stand on the side of the boat. Simple! I think I just remembered something really important I had to do - at home!

Ten minutes later, standing up to my knees in freezing cold water, I wondered if a divorce court would call this unreasonable behaviour. Unfortunately the day picked for my debut was rather windy and it was a case of trapeze or capsizes. We capsized. He never did blame me for it, I felt enough of an idiot as it was.

Things could only get better. For the next few months we concentrated on giving me my sea legs. Although I couldn't see what was wrong with the old ones, these were certainly much better on the water. There was a lot to learn, however, for both of us and we learnt together. We're still learning and after the horror of finding that there was yet another sail for me to play with, I still manage to get the spinnaker wrapped round everything in sight. I've been almost knocked out by the boom, hit in the face with the pole and even kept calm when, after a capsizes, every rope in the boat took on a life of its own and wrapped itself around both legs and arms. I took no offence when, after having set the boat up for helm and crew weight, he complained because I went on a diet!

Another early lesson well learnt was that when a man is at the helm of his boat it is very like putting him behind the wheel of a car. And heaven help back seat drivers! On the other side of the coin there is the friend who confided to us, "I wouldn't sail with my wife, it would be just like when I taught her to drive." Having sampled her driving, I wouldn't sail with her either!

sprayer with water warmed by the sun is quite adequate to wash off the salt, and the sea is salt - you can just lie there and float. You have a clear blue swimming pool around you all the time to cool off in, snorkel in or windsurf on - no nasty sand in everything or stones to struggle over.

This year we discovered ruins - a whole Byzantine town on an island completely untouched by archaeologists, with lizards in every crevice and mosaics if you search hard. A guide and his two little children took us on an hour's scramble to Roman remains in a hidden valley in the mountains, this time covered in grasshoppers (no lizards to eat them). There were pieces of sculpture, columns and the occasional tortoise to find. The wild flowers were wonderful - wild lupins, delphiniums and hollyhocks - the whole air smells of sage and thyme. Swifts nest in some of the islands and soar overhead - wonderful.

The food is an adventure too - eat it as it arrives, the courses get a bit mixed up. Our most super meals were cooked in round metal dishes in a fire inside a white domed open air oven. Fish is more expensive than meat and the most choice fish is sword fish. The tomatoes have wonderful flavour and make super salad with cucumber and parsley. The hillsides are streaked with rows of bee hives and baclava is the pudding that oozes with honey.

The sun beats down but again the mixture is just right. We had a lovely dull day giving the red bits time to recover. But for this balance it is vital to go in May and June, or September and October (cheaper too) or you could be cooked. Also, go with YCA if you want to see most, as you start at one place and finish at another. But what about the sailing? Well, that's fun too and where else can you sunbathe, read a book, have lunch or breakfast while you travel!

ADVERTS ...

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WANTED :

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CRECHE/CHILD MINDING :

Attention all parents!

Would you find it helpful to have a regular creche or a child minder at the Club? If there are sufficient numbers of interested people then we could try to organise something for next year - or even make a start this season. If you are interested please contact me, Lynn Hart, on 01-318-0378.

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