

The Journal of WILSONIAN SAILING CLUB

Issue Number : 33

November 1987

Commodore's Letter . . .

The season is at its end except for those hardy sailors taking part in the Frostbite Series.

But is it? It's only the sailing races that have reached their conclusion, the Club itself remains active with some exciting events in the social calendar.

Events

We start with the Boat Burning/Fireworks Supper on 31st October at the Club and then on 4th December there is the Annual Dinner Dance at the same venue as last year and with the same excellent band. On New Year's Eve there will be the usual "knees up" in the Club, so why not come along even if you are on your own, it's a very friendly evening. The Fleets will be having their evenings so watch out for the dates and venues in this magazine, don't miss your annual get together.

Projects

We also have some exciting projects for this winter, starting on 6th December we shall be concreting the bends on the track and completing the task on the following weekend, the 13th. Those of us who built the concrete road from the car park to the farm will remember the tremendous response of the membership to this event and that is now a piece of Club history. Come and be involved, meet your sailing friends or make some new ones, we have quite a social get together with hot food and the bar.

We also have a proposal to build a small out-building behind the Clubhouse which may be multipurpose but principally an outside toilet when the Clubhouse is closed. So all those with a talent for building make

yourselves known. Your Club needs you.

Duties

Being a Club member carries with it an obligation to help with the running of Club activities and also with annual maintenance. Do not think that your help goes unnoticed, it is often recorded, as is your absence. I hope that all those members who have not done their duties during the summer will redeem themselves this winter, some of us will be watching this small minority with interest. One of the things that has delighted me particularly this year is the response from new members. When required, they have been more than willing to undertake whatever tasks they have been given and very often have commented on how much they have enjoyed the extra involvement.

Thanks

Writing of involvement leads me to those few members who do so much for so many of us. Those of you who do not know that I refer to the House Committee have not been to the Club on a Sunday or whenever there is an activity, for you would have seen how much food is produced and how good it is; how the Clubhouse is kept clean and tidy and what excellent social events we have all enjoyed this summer to the benefit of the Club and all its members. Those girls are terrific, no praise can ever be high enough for what they are doing for the rest of us. Thank you Pam, Jan, Linda, Jill, Barbara and Margo. Next season they hope to have a larger team so that their lives are a little easier. They are hoping for a few dedicated volunteers to come forward, so come on girls, they say it's better than sailing!

The Storm

As we close on the copy date we have experienced the most terrible storm that anyone can ever remember. Hardly one of us in the south east of England has not been affected personally. The Club has weathered the onslaught far better than I imagined possible, with no damage to the Clubhouse. Some boats have been damaged

in the park and I am sorry that this has happened, my sympathy to all those unlucky owners. I would like to record my thanks to all those members who came to the Club on Friday and Saturday and helped to put things back where they were and clear up the debris of fallen trees. These members demonstrated a Club spirit that made me very proud to be part of W.S.C.

K Crundwell

Renewal Form . . .

The next two pages of the magazine are your membership renewal form for next year, which should be torn out, completed and returned to me with your cheque. Inevitably we have had to increase our fees in line with inflation, but the increase is modest and continues to represent very good value. It helps us greatly if you send your renewal forms in as soon as possible. This is partly because it spreads the work of processing your applications, but the most important reason is that we need to know very early on who we have available for the Club duty roster. Without this we cannot issue your 1987 Sailing Programme. Don't forget that there is an extra £5.00 to pay if you renew after the beginning of March and of course you cannot vote or speak at the Annual General Meeting until you have renewed.

If you do renew this side of the New Year, you might like to note that I shall not be cashing your cheque until 1988.

Key

If you are not going to renew your membership, please remember to return your dinghy park key (if you have one) to me so that I can refund to you your £5.00 deposit.

There are one or two changes on the renewal form. First you will see that the General Committee has dropped the distinction between first and subsequent

boats. In 1987 there have only been eight second boats and the Committee felt that we could be discouraging families from buying a second boat for the children to sail.

House Officers

The second change is the replacement of the old Assistant Duty Officers by House Officers. The change of title emphasises that the nature of the duty is general assistance around the Clubhouse. All House Officers are expected to help in the kitchen, behind the bar or wherever else they are needed. This is not to say that the Chief Duty Officer might not have to direct a House Officer to work outside on occasions, but this should be rare.

Winter

Finally, anyone who needs to leave their boat in the Dinghy Park over the winter period may apply to me for permission to do so. The conditions on which permission will be given to remain in the Dinghy Park after 1st December are that payment of £10.00 is made to the Secretary in advance, that the dinghy must be firmly secured to a (preferably road) trailer with the mast down and parked in an area of the Dinghy Park to be specified by the Dinghy Park Secretary. Dinghies will be left at the owner's own risk.

Brian Rennie, Club Secretary

MEMBERSHIP RENEWAL FORM (1988)

PLEASE PRINT CLEARLY

Please return this form with your cheque to the Secretary: Brian Rennie, 233 Frindsbury Hill, Strood, near Rochester, Kent ME2 4JS

PERSONAL DETAILS

Surname _____ Forenames _____
 Date of Birth _____ Address _____
 (if under 21) _____
 Telephone _____ Post Code _____

Others included in Family Membership:-

Name _____	Children _____	Age _____
_____	_____	_____
_____	_____	_____

CLUB DUTIES

Please tick the duties you can take on and, if there are any dates you must avoid, list them below.

	His	Hers	Children (over 16)	Dates to be avoided
Chief Duty Officer	_____	_____	_____	_____
House Officer	_____	_____	_____	_____
Race Officer X	_____	_____	_____	_____
Assistant Race Officer	_____	_____	_____	_____
Safety Boat Crew X	_____	_____	_____	_____

* Training Required? YES/NO

SUBSCRIPTION RATES

Annual Membership Fees: Family £45.50, Single £35.50,
 Single under 21 £18.50, Junior £12.50, Country £10.50
 and Postal £2.50

Late Renewals, ie. March onwards, £5.00

Dinghy Park Fee - £20.00 per dinghy

Sum Paid

TOTAL £ _____ Ψ

MEMBERS UNDERTAKING

I enclose my subscription (as shown at Ψ above) for FAMILY / SINGLE / JUNIOR / COUNTRY / POSTAL Membership and dinghy park fee. I understand that my membership is conditional upon my agreement that I and my family, if included in a Family membership and over 16, will be prepared to carry out Club duties as required and to observe the Club's rules and byelaws. (Note - substitutes are allowed, but the CDO and the Duty Secretary should be told. It is for you to find your own substitute.)

Signature _____ Date _____

DINGHY PARK SPACE APPLICATION FORM (1988 Sailing Season)

Please return this form to the Secretary, Brian Rennie, 233 Frindsbury Hill, Strood, near Rochester, Kent ME2 4JS

PLEASE PRINT CLEARLY

Owner's Name _____ Address _____
 Telephone _____ Post Code _____

BOAT DETAILS

	Class	Sail Number	Name
1st Boat	_____	_____	_____
2nd Boat	_____	_____	_____
3rd Boat	_____	_____	_____

APPLICATION AND DECLARATION

I apply for space in the Dinghy Park for the 1988 season. I am a member of the _____ Class Association. I hold a valid measurement certificate. I hold valid and adequate insurance cover for all boats I might bring onto the Club premises. I understand that I must obtain permission from the Sailing Secretary before changing my class of boat or bringing any other boats/craft into the Dinghy Park.

Signature _____ Date _____

TRAINING

I and/or members of my family would like to take part in the following courses:

- Optimist Weekend (Junior) (1 weekend) _____
- National Dinghy Sailing Certificate (Elementary) (4 weekends) _____
- Seamanship I (3 weekends) _____
- Safety Boat (1 Saturday) _____

Sailing Secretary . . .

by : Dave Vettergreen
Sailing Secretary

RESULTS

Commodore's Race 3

40 boats started

1st	GP14	12758	Chris Harris
2nd	Laser	130201	Peter Belcher
3rd	GP14	12434	Ian Parris

Commodore's Race 4

21 boats started

1st	Enterprise	19174	Roger Frith
2nd	GP14	11866	David Blythe
3rd	Laser	130201	Peter Belcher

Commodore's Race 5

A long course was set, in variable conditions. Unfortunately the wind died in the final stages of the race which meant that only 9 out of 28 boats finished.

1st	Tasar	371	Ray Fryatt
2nd	Laser	88746	John Peckham
3rd	Laser	61749	Gordon Belcher

Overall Commodore's Trophy Result

1st	Ent.	19174	R Frith	3.5	pts
2nd	Laser	130201	P Belcher	9	pts
3rd	GP14	10958	K Lennox	13	pts
4th	GP14	12758	C Harris	13.75	pts
5th	Laser	88746	J Peckham	15	pts
6th	Laser	61749	G Belcher	16	pts

Leigh Trophy

A course was set down through South Yantlett Creek to Otterham Creek buoy and back up the main channel. The boats that had a good start found themselves becalmed

at the top end of Yantlett Creek which allowed the majority of the fleet to catch up. There was a difference of opinion as to the location of Otterham Creek buoy (T00 TRUE! - Ed.) which allowed more bunching. The rest of the race was straight forward except for the choice of which side of Pinup Reach to use to buoy 24, the Moo Island side being favoured.

1st	Streaker	865	Ralph Schofield
2nd	Tasar	284	Paul Cussen
3rd	GP14	12758	Chris Harris

Laying-Up Cup

After the storm on Friday morning, the forecast of force 5-6 increasing 7 seemed to be laying it on a bit thick. However, a course was set down to buoy 24 and using an upstream Club buoy.

As the fleet approached buoy 31 the wind gusted which made it very difficult to tack and there were several capsizes and retirements. 8 boats carried on racing, of which 4 finished a shortened course. The second race was cancelled.

1st	GP14	11866	David Blythe
2nd	Enterprise	19174	Roger Frith
3rd	Streaker	1259	Ron Jordon
4th	GP14	11020	Bob Dutton

1988 Programme

The Sailing Committee is at present deciding on the sailing programme for 1988. A copy of draft 2 is pinned to the Sailing Secretary's notice board. If you would like to add/change any of the normal programme, contact and discuss with your fleet captain who will bring it to the notice of the Sailing Committee. The programme will be finalised in early January 1988.

Enterprise . . .

by : Ron Raadsen

When the call comes from our editor to write these reports on the progress and events of our fleet over the last few weeks, I seem to ponder for a while and think that we only had four boats sailing the Late Summer Points Series, four boats in the August Cup and of course four boats on our cruise day. Not a lot to write home about you may think, but how wrong you would be.

New Team

Firstly let me introduce and welcome a new team to the fleet, Geoff and Sandra Beer. Geoff has recently completed the N.D.C. course at the Club and followed that by purchasing an Enterprise. I am sure I can speak for all of us by wishing you well with your new hobby and we hope you will enjoy your sailing here at Wilsonian.

Cruise

3rd August dawned; well I think it did. Between the swirling mist and still air it was more like the backdrop for the film "Creature of the Black Lagoon". To those of you who had checked your sailing programme, today was our cruise. With our cruise liner sinking on its mooring the prospects looked pretty bleak. But looking back to the Clubhouse to see so many expectant Enterprise sailors awaiting some sort of decision, I returned to the shore as the creature from the Black Lagoon and after a quiet word with the CDO and Race Officer, who I now thank most sincerely for the release of Wilsonian from its normal duties, to become our support vessel, to boldly go where no Enterprise sailor had gone before. No, not to the Gulf mine-sweeping, but up to Cuxton for lunch.

What about the wind? Yes, you may well ask what about it? There wasn't any. So in true form we set sail, all fifteen of us. Using four Ent's and a bit of crew swapping, we drifted up river with the tide; the humour of the situation was begging to come to life. This gave me the opportunity to do my impression of David Bailey with my Olympus Trip, to capture those moments in

one's life when the only thing that's going through your mind is WHAT THE \$\$\$ AM I DOING HERE? (careful, Ron, this is a family magazine! - Ed.). By the time we had reached the historic dockyard the mist had lifted, but the wind was still noticeable by its absence. Like a mother swan collecting up her young, one by one we took the boats in tow and as we passed Radio Kent at Sun Pier, Chatham, the sight of four equally spaced Ent's down a tow was worthy of this picture. NOTE THE SMILING FACES?



As we approached Strood Pier, Rochester Bridge looked like a daunting barrier with a rising tide, but there was plenty of head room. As we passed under and through, the sun took this opportunity to welcome us by coming out and we were bathed in beautiful sunshine. It was obvious we were not going to make Cuxton for lunch (at least not before the pubs shut).

RCC

We took up moorings belonging to Rochester Cruising Club while I went ashore to the Clubhouse. After a brief chat with the Club Secretary a warm welcome was extended to us all and, as if by magic, at that point the sound of a band from the Keep of

Rochester Castle struck up. The fly-pass of a Vulcan bomber added to the enjoyment of what was now turning out to be better than we could have hoped for. After a good lunch and a drink, and a courteous thank you to the Commodore for his hospitality, it was time to make our return trip. That old saying "time and tide waits for no man" was proving to be correct; would we be able to negotiate the bridge without dropping the masts? The Commodore of R.C.C. thought this would add amusement to what had been, up until we arrived, a mundane Sunday.

Dave was first and by now some sort of wind had come up; he cleared the bridge with about a foot to spare. In turn we towed the others through and the last boat, with Alison and Tony Dewynter, cleared only by a depth of the burgee flag. With the wind steadily increasing, a very pleasant return trip was made. Everybody agreed that a most enjoyable day was had by all. I have sent a letter of thanks to R.C.C. for their hospitality and am quite sure that if any others of our fleets are passing their way, they would be made welcome. A special thanks to the kids for being so tolerant while their parents played.

August Bank Holiday

With Roger tied up as ADO behind the bar and John and Sue Talbot locked up in the race box, this left four of us to compete in three races, with a force four wind and camaraderie high after the previous day's outing. The first race began with Dave taking the lead down to 29, our first gybe mark; I forgot to inform Mike of our imminent gybe and took this opportunity for a swim. Tony and Barbara Dewynter sailed passed with Barbara smiling - no, laughing -

but we resumed and caught them up. David was well out in front and took the race with Tony second and us third. The second race started with myself taking the lead; by the windward mark I had established a significant lead. Dave and Tony battled for second place and at the finish line could not be separated on time. Both took second place. The third and final race was now all important with David on 2.75 points and myself on 3.75 points. After establishing a lead from the start, I was not able to maintain it to the finish line as David was now flat out planing up to 31, enabling him to take first place and the series. Well done David (he had to work for it).

Commodore's Race

The penultimate Commodore's Race on 13th September was sailed in extremely light winds; the downwind start against the tide made the going very slow. With only two Enterprises sailing, Roger Frith and yours truly made use of the situation. Roger again proved he knows how to make his Ent go, by taking first place. With two wins and one second place, Roger retains the Commodore's Trophy for the second year running. Very well done Roger, let's go for three in a row?

Late Summer Points

The Late Summer Points saw a variety of boats entering; holiday time had hit the series, but after totting up all the DNS's the final results are as follows:

- | | |
|-----|------------------|
| 1st | John Talbot |
| 2nd | Roger Frith |
| 3rd | Dave Vettergreen |

Well done John.



Autumn Points

The Autumn Points Series also saw a higher variety of boats out, with Chris Wastell and Philip Holmes sailing frequently. Results are as follows:

1st	Roger Frith
2nd	Dave Vettergreen
3rd	Chris Wastell

Curry Night

And now for something completely different. A curry night out. For those of you who

enjoy Indian food, on 17th November I have arranged a meal out in a local Orpington restaurant, capable of seating 20. So please let's have your names early; menus will be supplied in advance enabling us to give prior notice to the restaurant. Looking forward to seeing as many as possible.

How quickly the 1987 season has gone, just when we get going it's over for another year, apart from the Frostbite Series. For those of you we haven't seen regularly this year, there's always next year and a very different year it's going to be.

Handicap "A" . . .

by : David Tozer

Firstly, on behalf of the Handicap "A" fleet I would like to welcome Graham Fillery and his crew to the Club. Even at this late stage in the year there are still plenty of opportunities for some good sailing.

This edition of the magazine finds us at the end of the Autumn Points Series and at the beginning of the Frostbite.

Autumn Points

The Autumn Points Series was, unfortunately, not particularly well represented by the Handicap "A" fleet, with members of the fleet in the throws of moving, changing jobs or working abroad. It is good to see Brian Ward's Wayfarer well up the results list; well done Brian, we had some good races during the series. The results of the Autumn Points Series are as follows (honest, I haven't fixed them!):

1st F'ball	9120	David Tozer	5	pts
		Fiona Tozer		
2nd W'farer	7261	Brian Ward	12.75	pts
3rd F'ball	12737	Ian McDonald	16.75	pts
		Ellie McDonald		

Frostbite

Unfortunately the foul weather the other

night successfully eliminated a number of contenders for the Frostbite before the series even started, including Fiona and myself. Many thanks to Ian and others who went straight to the Club to sort things out before any further damage occurred.

What can I write about to cheer things up? One benefit of still or stormy days is the opportunity to talk to people. How easy it is to arrive at the Club late (yes - us especially!), throw the boat together, sail the course, pack up and then rush off home. It's an ill wind....

Pre-Christmas Get-Together

So, with this in mind, Fiona and I cordially invite all members of the "A" fleet, partners included, to our house for a get-together before Christmas. The date - Sunday 13th December, the time - 1300 hours (that's one o'clock, Mike), the venue - our house (see back of magazine; I'm the editor!), armed with a supply of food and drink. Please give us a ring if you can come.

GP14 . . .

by : John Ireland

We have now seen the end of summer and it is appropriate to reflect upon the season's sailing. We have had a very good representation on the water throughout the latter part of the season and those who form the regular racing fleet have maintained the GP's status as being one of the most popular active fleets. The weather! Well, with such a mixture provided one could say "That's the beauty of British sailing", or do we?

There has been a number of events and series racing since the August issue of the magazine and in view of the number of races, I shall somewhat condense the racing report.

Late Summer Points

Our Late Summer Points Series has been won by Chris Harris and Derek Cummings in BRUMMAGEN SCRUEDRYVA 12758 (4.25 pts), second D and R Blythe in GRAFT 11866 (6.75 pts) and third I Parris and M Bryant in ROUGH JUSTICE 12434 (7.75 pts).

Open Meeting

The GP14 Open Meeting was well attended and attracted 27 boats with 11 of these from the Wilsonian fleet; well done all those who managed to attend. Three races were held and although a lull in the wind at the first mark caused confusion and panic as a number of leading boats began to drift back with the tide, instead of rounding, the wind picked up and continued to provide good racing throughout. The afternoon races were started by committee boat within Hoo Bay with two successive races. A short break was held afloat and the opportunity to stretch out the legs was personally missed. The competition from the visitors was hot with the final overall positions thus:

1st	R Ham	12230	King George SC
	S McKenna		
2nd	D Stoodley	12717	Lee on Solent SC
	N Daniels		

3rd	C Bond	12519	Brightlingsea SC
	S Simms		
4th	M Cleal	12765	Wembley SC
	J Hicks		
5th	P Williams	12711	Lee on Solent SC
	J Hammond		
6th	B Jones	12783	Wembley SC
	N Brown		

August Cup

The August Cup was won by I Parris and M Bryant in ROUGH JUSTICE 12434 (1.5 pts), second D and R Blythe in GRAFT 11866 (4 pts), third B Dutton and crew in BOBCAT 11020 (6 pts).

SEGAS Team Races

The second Segas team race event was sailed from Segas. The races were sailed with one team of six from each club instead of the normal A and B Teams. Following some very close racing, Segas deservedly won the day's racing on points. W.S.C. however held on to the cup as our previous day's competition had provided us with sufficient lead to win overall. Nonetheless, everybody was pleased at the competition provided from Segas. The day ended with a tired team and with no wind to get us back, an extremely long day was had by the W.S.C. fleet.

Autumn Points

The Autumn Points Series was won by I Parris and M Bryant in ROUGH JUSTICE 12434 (4.25 pts), second D and R Blythe in GRAFT 11866 (9 pts) and third C Harris and D Cummings in BRUMMAGEN SCRUEDRYVA 12758 (11.5 pts).

Laying-Up Cup

Following the chaos left by the hurricane strength winds at the close of the season, we must all have been surprised to have seen the results of the effort put in by the few who had turned up on Friday and

Saturday and who had considerably sorted the dinghy park such that boats were able to race that weekend. The might of the wind, however, showed its tail end on the Sunday; out of 17 boats that set out on the first race, four finished! Of these, two were GP's. The experience of the Blythes produced a well deserved first place, with Bob Dutton completing the race in fourth place. The afternoon race was cancelled due to the deteriorating weather.

Minter Jobs

The racing continues with a Frostbite Series for those hardy members. For most of us,

however, it's time to take our boats to store and, with this in mind, it may be worthwhile looking back to the end of last season. Perhaps you were like myself, the '86 season ended and with next year's sailing season looking so far away and all winter to do those jobs you had promised the boat during the summer. No problem! Did they get done? Well, not as much as was intended. So this year I will set a timetable and monitor progress. I hope this may get my work completed. Well, we'll see.

Have a quiet rest in front of the fire (in between the maintenance) and it'll soon be the start of the '88 season.

Miracle . . .

The season came to an end with a bang, with the aftermath of the hurricane and only two weeks previously the scene was of "painted ships upon a painted ocean" as everyone struggled to find a puff of wind. In the Late Summer Points Series, Martin Smith coped well with all conditions to win convincingly.

Autumn Points

The Autumn Points Series, with a lower number of competing boats, became a contest between Tim Gorman and David Hudson, with Tim eventually winning by 2.5 points.

Fleet Evening

A fleet evening will be held at Mike Groom's house, on Friday 11th December at 8.00 pm. Bring a bottle (Mary will provide light

by : John Cassell

refreshments) and come along. Further details from Mike or myself.

Results

Late Summer Points

1st	1808	Martin Smith	6.75	pts
2nd	1958	Bob Jones	38	pts
3rd	2003	Tim Gorman	40	pts

August Cup

1st	206	Colin Lown
2nd	493	David Sussams

Autumn Points

1st	2003	Tim Gorman	9.5	pts
2nd	2079	David Hudson	12	pts
3rd=	1958	Bob Jones)	25.5 pts
3rd=	2180	Paul Absolon)	

Handicap "B" . . .

by : John Parsons

We had a good few boats for the Late Summer Points Series, 19 in all; again, though, too few have enough races to get a result. Let's hope for a nice, warm spring next year so as to get more people into the habit of sailing every weekend, early.

4th November at 8.00 pm at:

Maidstone Sailing Club
Mote Park
Maidstone

Late Summer Points

1st	R Jordan	Streaker
2nd	M Hancock	Solo
3rd	J Hudson	Comet

Attendance at this booze up is compulsory so if you don't know the way, find out or follow someone who does.

See you all there!

This year's class prize giving and get together will be held on Wednesday

(PS. Apologies John, I haven't been able to publish this as soon as I'd hoped : Ed.)

Winter Work At Wilsonian . . .

Before Christmas two dates are planned for concreting the track:

20th March

for everyone, to complete preparation for opening.

6th December and 13th December

Please put these dates in your diary NOW.

Any member may come on either date but more specifically surnames beginning:

A, B, C or D on the 6th, and,
E, F, G, H, I, J, K or L on the 13th.

Special Projects

After Christmas three dates are planned:

For those who find it impossible to make any of the dates, some special projects can be arranged so that they can work when they wish and do not get left out.

28th February for surnames beginning M, N, O, P, Q and R

If fleets would like to do specific projects this can be arranged in addition to the planned dates.

13th March for surnames beginning S, T, U, V, W, X, Y and Z

Club Goodies . . .

SWEAT SHIRTS - All Colours £8.50 adult
£7.00 children

T-SHIRTS - All Colours £3.80 adult
£3.00 children

CLUB TIES - Navy Blue £3.50

Colours - Navy, Maroon, Green, Pale Blue,
Red, White, Yellow, Black

Logo - Large or breast logo

Order at the Club, or 'phone Margo on 047483-3202

Solo World Championships . . .

by : Ken Flowerday

at Mumbles Bay, Swansea

To get the worst part out of the way, the World Champion's initials are KF! Before you all rush to buy me a pint and slap my back, his full name is Ken Falcon of Chew Valley SC. Me? Overall I was 74th out of 89.

Mumbles

As those of you who have been to the Mumbles will know, how well organised everything is.

On arrival all competitors are given a pack containing a car parking sticker - car park right on the front outside the club - and two books of tickets for social events. There is something organised for every night and you also get an MOT. Well, it seems like an MOT. A gang of vultures - sorry, measurers - descend on each boat as it is booked in. They are very thorough, nothing is missed. I failed, my anchor warp was one metre too short. I dug in my bits and pieces and found a length of rope, joined it on and I was passed.

Socials

Back to the social events, one night the Swansea Leisure Centre was reserved for us - a buffet, poolside disco, and use of the pool which has a wave-maker and a tube.

Another night the university sports centre - squash, badminton, table tennis, swimming pool, teams for five-a-side football, were got together. A country and western evening, a cheese and wine evening, and on Friday evening a prize giving reception given by the Mayor. The prizes were donated by a firm called Istock; the week was sponsored by the South Wales Evening Post and the Welsh Development Agency.

and the sailing...

I almost forgot, there was some sailing. Despite being at the rear of the fleet -

68th was my best position - I thoroughly enjoyed the sailing, one race a day, afternoon starts the first three days, morning starts the rest of the week. I had some wonderful planing in one race, from the start to the windward mark. It took me 58 minutes and 18 minutes for the reach and run legs.

The Wednesday race was abandoned. One of the marker buoys broke loose and was drifting out into the Bristol Channel with the fleet chasing it. From the rear of the fleet it looked so funny, I was wondering where they were off to. A safety boat managed to catch up with the leaders and got them to return. "Re-run it on Friday" was the decision, "Be on the water at 7.00 am so that we can get two races in". Getting into a wet wetsuit at 6.00 am is no fun; to make it worse it was the only day without any wind. We were towed out into the bay, a slight breeze came, we chased the committee boat. The breeze dropped, came again from a different direction, chased the committee boat again. This went on and on and on until we got a start at around midday. By the time the race finished I had a flat backside and we didn't manage two races after all.

Next year?

I would have liked to see other boats from our Club there. It's a good experience and most times good sailing. I camped with my family on a nice site near Swansea Airport, about twenty minutes' drive to the Mumbles. There is plenty of accommodation around the Mumbles for anybody not keen on camping. Now I'm looking forward to the Nationals next year, down at Whitstable. Hope to have some company there.

PS. I might have to go to the Miracle Nationals as well. My back-up team (Celia) got fed up with me telling her how wonderful the sailing was, while she stood on the front watching through the binoculars!

The Editor . . .

So another thrilling instalment of the Club's magazine. Many thanks to all contributors, especially those who managed to meet the copy deadline despite the weather. Unfortunately, I was not quite so prompt with my side of things and as a result some of the articles contain adverts for events which have already taken place - my sincere apologies to all concerned.

On the editorial side, we have yet another format for this edition. The typeface is not as good as the last two editions, but with this set-up we have much more flexibility. It is good at last to have some photographs in the magazine. As I type this I do not know how well they will reproduce, but let's hope they are up to scratch; the Enterprise crowd scene is particularly challenging.

For those of you who have access to a desk top computer and who are thinking of

contributing to the magazine, you might prefer to submit articles on disk - Fiona would certainly prefer you to do this as she does most of the typing, thanks love. I am producing this on an Amstrad PC1512, so I can read ASCII files from an MSDOS disk (not quad.density). As a matter of interest, the last two editions were produced by WORDSTAR 2000 and an HP Laserjet printer, and this edition is being produced using FONTASY and a STAR NL10 printer. Apologies to those to whom this paragraph is gobbledygook (that is in the dictionary!), but I have received a number of 'phone calls asking "how it's done".

So, as we approach Christmas, may I wish you all a Merry Christmas and a very Happy New Year. Enjoy what is left of this year's sailing, follow John Ireland's advice and get that boat ready for an early start next year. And don't forget the Socials ...

A Thankyou to the "Somebodies" . . .

Everyone at some time must have made the remark "somebody should do" or "What somebody should have done was"

Well I wish to say a big THANKYOU to all *somebodies* who spent precious time at the club following the recent night of "The Storm".

When I arrived on Saturday afternoon the track down to the dinghy park had been cleared, overturned dinghies had been righted and two stalwarts were on the water searching for the scow which had sunk. Numerous other repair and

tidying-up jobs were done by this mystical band of *Somebodies*. Even Lady *Somebodies* gave up their time to provide hot sustenance for the others.

So next time you think one of the above remarks - substitute "I" for "Somebody" - it may just make you think what is involved and offer your help!

In the meantime "To whom it may concern Many Grateful Thanks!"

Barbara Dewynter

Letter . . .

Dear Editor,

I would like, through the pages of the magazine, to thank all my friends in the Enterprise Fleet and others for coming forward week after week and helping Susan and myself pull Bonnie Jean II up the slipway and into the dinghy park. Without this kind assistance I know that it would have become impossible for us to have sailed practically all season.

By the time you receive this edition of the magazine hopefully I will have had a new hip joint fitted and be looking forward to shaking a leg at the Dinner Dance on

the 4th December, and to the prospect of sailing again next season.

Many thanks to you all.

John Talbot

PS. Following last week's storms the whole club owes a very special thanks to persons unknown for righting dinghies, replacing them on trollies and generally sorting out the carnage that most of us will not have seen.

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