

The Journal of  
**WILSONIAN SAILING CLUB**

Issue Number : 34

February 1988

## Commodore's Letter . . .

As we launched the Club's safety boat *Leander* the other Sunday it struck me how quickly the close season is going by, and so much maintenance still to do at the Club. With the Frostbite series being sailed throughout November there are only a few months until we start again on 27th March. This period contains Christmas - I hope all of our members had a good one - and New Year when some of us had an excellent party at the Club. This was shortly followed by the Boat Show and then the Hoo Freezer and it will not be long before *Sailboat '88* on 5th and 6th March has us all trekking to Crystal Palace.

During this time things have been happening at the Club. As you have already heard, *Leander* is afloat having been serviced and painted, thanks to the Bosun and his helpers, a concrete road has appeared mid-way down the track thanks to the hard work of Club members who gave up four days at weekends in December to build it. On two more occasions a group of members has assembled to move Club boats so that work can be carried out on them and others have been at the Club individually to carry out various tasks.

There are three more working parties before the season starts and I cannot stress enough the importance of making the effort to turn up so that the Club is well prepared for 1988.

Also a great deal of work goes on behind the scenes at this time of the year, with the **Secretary** preparing for the AGM and checking renewals, the **Treasurer** preparing the annual accounts, while the **Sailing Secretary** compiles the sailing programme and the **Duty List Secretary** is doing her best to get as much of the duty list arranged for publication in this issue. The **Membership Secretary** has been processing new applications and preparing for *Sailboat '88* whilst your Editor has been compiling this journal. Altogether quite a lot of people busily making arrangements for the benefit of all of us, and enjoying it.

I shall look forward to seeing many of you at the AGM and I wish all of you happy sailing in 1988.

K Crundwell

*Don't forget the AGM :*  
*25th February 1988, 8pm*  
*Masonic Hall, Gravesend*

# Bits and Pieces . . .

by : Brian Rennie, Hon. Secretary

All sailors know that anything that can go wrong will do just that, so the double dinghy park application form on the back of the notice of the AGM should surprise no-one. With any luck this issue contains another copy of the renewal and dinghy park forms the way that they were meant to be. So if you have not yet renewed, let me have your form back as soon as you can.

While we are on the subject of disasters, the recent gales blew over many of the dinghies that had been left at the Club with their masts up. Thanks are once again due to those stalwarts who went along and put boats back on trolleys once again. But, you may say, did you not tell us in the last issue that winter parking meant taking your mast down and tying down to the trolley, not to mention getting permission from the Dinghy Park Secretary or me and paying £10 in advance? On 1st January only 4 boats out of 40 odd met these conditions, so will those concerned please do something about it.

One piece of good news to pass on is that **John Morris** has sold his GP to the Club for 1p, which is a very generous act on his part for which we are very grateful. The boat will be very useful for training in particular. John is giving up regular sailing, though I am pleased to say that he would like to keep his connection with the Club.

## RULE AND BYE-LAW CHANGES

### Dinghy Park Fees (Bye-Law 10)

This bye-law has been revised by the General Committee to take account of the decision to allow winter parking and now reads as follows:-

"Except as follows, boats must be removed from the dinghy park by the second Monday in December and not returned before the following 1st March or before payment of the annual dinghy park fee, whichever is the

later. Between these dates boats may be stored in the dinghy park on such conditions as the General Committee may from time to time fix. Dinghy park spaces may not be sub-let".

### Associate Membership (Proposed New Rule 10)

The last couple of years have seen the retirement from sailing of some stalwarts who have made significant contributions to the development of the Club. The General Committee would like to have a class of membership somewhat akin to Country membership to enable such people to keep up their connection with the Club - there will never be more than a handful. In order to do this we propose that the forthcoming AGM should consider the following new Rule 10(i):-

"Where a member of 10 or more years standing is retiring from regular sailing because of age or ill-health, that member may apply for Associate Membership which may be granted at the discretion of the General Committee on such terms as they may determine from time to time".

### Annual Fees and Subscriptions (Rule 11)

This rule change that the General Committee would like to put to the AGM is largely a piece of tidying up. The changes distinguish membership *subscriptions* from entry and dinghy park *fees*. In the proposed 11(b) we have removed the stipulation that new entrants must pay their subscription within one month of entry, to encourage people joining after the end of the season to pay their entry fee then rather than at the beginning of the next season. The proposed 11(d) specifically recognises the late joining fee.

The proposed revised Rule 11 is as follows:-

"(a) Annual fees and subscriptions shall be

as decided by the General Committee from time to time. Subscriptions shall be payable on election and subsequently on the 1st January in each year. Entry fees shall be payable on election prior to entry. Dinghies shall not be left on Club premises without the permission of the Dinghy Park Secretary and the appropriate fee shall be payable in advance. After 31st July candidates shall be elected at half the annual subscription rate. Where dinghies have not been left in the dinghy park prior to 1st August, any dinghy park fee shall be charged at half the normal rate.

(b) The election of a candidate shall be provisional and shall not become effective until payment of the first year's subscription. The candidate shall be notified immediately following upon provisional election. Such notification shall be accompanied by a copy of these rules and payment of his subscription shall be acceptance by him of the terms thereof.

(d) Any member who has not paid his subscription by 31st January following the date that it was due shall be requested to pay the same. Failure to pay the subscription by the following 28th February shall exclude the member from the Club. The General Committee may however at any time re-instate such a defaulting member, if they consider such a course desirable, on payment of such fee as they may from time to time determine.

### DUTIES

While we are on the subject of the Club's rules and bye-laws, the General Committee would like me to remind everyone that we are totally dependent on members doing the duties that they are given or at the very least their finding a substitute if they cannot make it. I am sure that we are all grateful to the unsung majority who turned up when they were supposed to, and even more so to those who filled the gaps at short notice. But last year we had a large number of defaulters and each one of those gaps meant that someone else lost their day's sailing. **Ron Ramsden** did a really good job as Duty Secretary in dealing

with the problems, but some members do not seem to have given a damn about how difficult they made things for him.

So let me remind everyone what it says in the Handbook at page 5. The obligation to perform duties is made clear to every member before joining. Moreover all members are invited on their renewal forms to state which duties they prefer and when. Since the Club is dependent for its operations on members performing their duties, members unable to provide a reasonable explanation for failure to attend or to find a substitute may be asked by the General Committee to resign for failure to comply with bye-law 16.

### THE CONSERVANCY CHARGE

This season the Medway Ports Authority is introducing a Conservancy charge on all boats using the Medway - even dinghies. Needless to say the Club's representatives have argued long and hard against our being charged and we have managed to have the normal charge of £15 reduced to £5 for dinghies under 5.05 metres. Every boat will be required to display a sticker to show that the owner has paid for 1988 and we are told that there will be river patrols to check up on us. MPA would have liked us to charge everyone in our dinghy park and provided them with the list of boats automatically. Our preference is to have someone to whom sailors can apply for a disk and fortunately **John Lupton** has volunteered to do this. We are still negotiating at the moment, but we should be able to tell you what has been agreed at the AGM. What I can tell you is that neither the Club nor John will be concerned in any way with enforcement of the Conservancy charge.

### ETCETERA

I am planning to issue membership cards, parking and dinghy park stickers after the AGM, when I shall also be able to supply the Sailing Programme. This will have the duty list for the first 6 weeks and will be followed up with a supplement dealing with

the rest of the year. In the meantime there will be a couple of chances for us all to get together. The AGM will be on Thursday 25th February at 8.00 pm at the Masonic Hall, Wrotham Road, Gravesend.

If you miss that I shall look forward to seeing as many of you as possible at the work party on Sunday 28th February - come and admire the new concrete track! See you then.

## Sailing Secretary . . .

by : Dave Vettergreen  
Sailing Secretary

19 boats took part in the 1987 Frostbite the fleet being rather depleted owing to damage caused by the gale in October. The series was very close, with the final result in doubt up to the last race. Unfortunately it was foggy with no wind and the race was cancelled at 12.30pm. The final results for the series are as follows:

If you have any of these or know where they are please contact the Sailing Secretary.

### A QUESTION OF AVERAGES

During a recent committee meeting the number of boats competing in Club racing was discussed and the following average figures were given for the 1987 season:

1st Ent.	19174 Roger Frith	4.75 pts
2nd GP14	12758 Chris Harris	5.5 pts
3rd Laser	61749 Gordon Belcher	10. pts
4th Tasar	371 Ray Fryatt	11. pts
5th Tasar	2151 Derek McAuley	11.75 pts
6th Ent.	20175 Dave Vettergreen	12.75 pts

GP 14	4.35
Laser	4.10
Tasar	3.27
Miracle	3.22
Enterprise	2.27
Handicap 'B'	5.15
Handicap 'A'	3.28

### TROPHIES

As most of you know, I collected most of the Club perpetual trophies for valuation before last year's dinner dance. The following is a list of the remainder which I would like to collect during early March or at the AGM, so I can get these valued before the start of the season:

Best class in Handicap 'A': Fireball 2.34  
Best class in Handicap 'B': Streaker 1.82

GP14	Pinup Cup	ES Points
	Easter Cup	
	Tuna Cup	August Cup

The accepted Club minimum for a class to apply to move out of the handicap fleet and form a class fleet is an average of 5. This means that all class fleets are below this minimum and that the classes in the handicap fleets have some way to go before they qualify.

Handicap A	Fun Cup	Autumn Points
	Femco Shield	Best Overall

The figures look horrific! Where have all the racing boats gone? Is the Club dying on its feet?

All Classes	Leigh Trophy
	Laying-Up Cup

Giving the matter some thought, some things do not seem right. The dinghy park by mid season looks very full. I think I am right in saying the membership holds up at around the 200 to 250 mark. On top of this the changing rooms are packed at the pre-race period. If the figures are looked at closely they run from a below freezing March through a cool summer to a chilly autumn.

There are also some trophies that appear to have vanished. Please look on your shelves and in your loft for the following:

#### Ex-Mirror Trophies

Reflection Cup	- silver cup and plinth
Minim Trophy	- wood half model

Laser	Musters Cup
-------	-------------

Maximum turnouts for each class look like this:-

Laser	9
GP 14	8
Tasar	8
Miracle	7
Enterprise	5
Handicap 'B'	11
Handicap 'A'	6

Now, if I have added up correctly, the average number of boats out on any Sunday was 30.62 with a possible total of 54 if all the classes got their act together on the same Sunday. Now I know why the changing rooms are so full. So what is wrong?

Well, quite simply the Club has spread itself too thinly. We have enough boats and

crews but they are in too many classes of boats. My suggestion is to have just three classes, Handicap A, Handicap B and Lasers. If this had been the case in 1987, the average fleets would have looked like this:-

Handicap 'A'	14.59
Handicap 'B'	8.37
Laser	7.66

with a possible maximum of

Handicap 'A'	27
Handicap 'B'	18
Laser	9

Any class averaging 6 boats or over could gain class racing.

Comments to 31.5 please.

## Handicap "A" . . .

by : Mike Upton

Before I get going I should explain that I was voted in as Fleet Captain at the Handicap A Christmas do (nice sausage rolls Fiona!). Actually there was a rather long silence and I was volunteered as the least likely to say no.

Firstly I'd like to thank **Bryan Saunders** for his efforts as Fleet Captain over the last couple of years. In addition to his normal duties he did a lot of telephoning and chivvying behind the scenes. Thanks Bryan.

Well, 1988 is now well under way and we can only hope that there will be some wind left for the rest of the year. Hopefully your maintenance or repairs will be well under way by now although the rain does make it difficult.

Although the latter half of 1987 was a little quiet, we had some good close racing in the fleet and hope that with your help we shall be able to build on this for 1988. In addition to yours truly, the Handicap A team includes **Ian McDonald** as publicity man and general enthusiast, **David Tozer** as

Fireball representative and **Brian Ward** as Wayfarer representative. We shall try to ensure that Handicap A is the fleet to be in this year and if you have any problems we'll try to help.

Getting the number of boats on the water up will be our first priority and, with two or three additional Wayfarers and perhaps a Fireball or two extra this year, we are well on the way. If anyone is looking for a crew or a helmsman in the fleet this year, give me a call on DARTFORD (0322) 26191.

Finally, a couple of events for your Diary. The dinghy show (Sailboat '88) is at Crystal Palace again this year, on the weekend of 5th/6th March and emphasis is on boatspeed - meat and drink to us Handicappers. We shall be trying to have a Handicap A representative on the *Nillies* stand at all times with the message 'Fast is Fun'. Hope to see you there.

The Club's AGM is on Thursday 25th February in the middle of Gravesend. Very convenient for a post AGM curry if you get my drift....

# Enterprise . . .

by : Ron Ramsden

With the 1988 season fast approaching, I do hope it will bring more of you down to sail. The sailing programme is a full one; the Spring Points Series starts on 3rd April, so with those of you who are keen, let's start the season well.

## Buoyancy Tests

Sunday 8th May has been laid aside for a buoyancy test, all other fleets requiring one are now going to join us. This will enable all Ents to be up to date for the following Sunday's Enterprise Open meeting. This is the first open in the Blue Jib series, a good turn out from our home fleet will give the visitors some sort of competition.

## Miracle Southern Areas

This year the Club is hosting the Southern Area Miracle Championship and our task is to run the open jointly with the Tasar fleet. We are led to believe that there will be in excess of forty boats, so we shall require as many of you as possible. Let's be organised before the event, not a scramble at the last minute.

## Cruise, etc.

Our cruise this year is again on 28th August, Bank Holiday weekend. Weather permitting, we have a day either cruising

our Ents or, if enough of you are interested, a day out on one of the Thames barges.

Something different now. Last year a group from the Club went gliding, which proved a very enjoyable evening. I shall make arrangements again this year that will enable us to have at least one evening that is suitable for flying (weatherman are we now? -Ed). Anyone interested, please let me know soon.

The curry evening also proved popular and we shall be arranging another.

## Southport Marathon

Whilst having a weekly drink amongst the regular sailors of the fleet, a suggestion to enter a boat in the Southport Marathon was conceived. Just to outline progress so far, we applied and have had our entry accepted for an Enterprise, the Club has given its ok to a proposal that it must be self financing. I have asked those taking part to get themselves sponsored to raise money, all the profit going 'Elimination of Leukaemia Fund' - ELF. Many people have shown interest and if you can support us please do try. More information and a video of the event will be shown at our social evening on 13th February at my house. Looking forward to seeing as many of you as possible.

# Handicap "B" . . .

by : John Parsons

A few words of encouragement to all those who, like myself, are in the middle of fitting out - *keep going!* After all, what else is there to do this time of the year? Yes, I know there's the Freezer this month and we do need a volunteer to patch in the doggy footprints down the Club's new concrete access road. Anyway, this is the

last time you will have to read a load of drivel from me, as from the AGM I shall be the ex-class captain and I want to thank you all for your support in the past, knowing that you will continue the support for our new class captain Wendy Ward.

Hoping to see you all at the AGM.

# Tasar . . .

by : Derek McAuley

## Autumn Points

- 1st Ray & Molly Fryatt
- 2nd Derek McAuley
- 3rd Paul Cussens
- 4th= John Bradley and Chris
- 4th= Ken & Richard Crundwell
- 6th Peter D'Costa and Jane
- 7th John & Judy Vinson

## Special Tasar Dates

- 15th May WSC Tasar Open
- 26th June We run Laser/Miracle Open jointly with Ents (see Ent article - Ed)
- 21st August Tasar day cruise to Sheppey Yacht Club

## Prize Giving

Hopefully I will arrange an evening for us somewhere central and shall advise you by telephone.

## General

We lost a few members last year, but still managed to average 3.5 boats per race, second only to the GP's, but we would benefit from more support. Let's make 1988 an ACTIVE year. Come on Peter Sutherland and Arthur Phillips, where are you?!

We take this opportunity to congratulate John and Chris on the arrival of twin girls, Jo and Helen.

# Miracle . . .

by : John Cassell

Although it seems only yesterday that the 1987 Frostbite Series finished, the start of the 1988 season is only a few weeks away. I hope all your boats are ready for the new season. Apart from the painting and varnishing, don't forget to check the rigging and renew if necessary, for it's the rigging that usually lets one down.

## Southern Areas

This year the Miracle Southern Area Championships are being hosted by Wilsonian SC on 26th June, so keep this date free and come along and sail - a good day's sailing is guaranteed (provided the wind blows).

## Cruise

The cruise is scheduled for 31st July and, no doubt, swords and helmets will be issued on departure!

## Fleet Captain

After nine years of Miracle sailing I have now sold my boat, so **Patrick Ward** will be replacing me as fleet captain with **Mike Groom** once again being vice captain. I'm sure you will all give Patrick the support you have given me in the past two years, and even though I am now *Miracless* I shall still take a keen interest in the fleet.

Good sailing for 1988.

# Do You Measure Up!!!

## H.S.C. Club Bye-Law No.9

*"Dinghy Park spaces may be allocated only to boats which have adequate insurance cover against third party risks and a VALID MEASUREMENT CERTIFICATE."*

### International Yacht Racing Rule 19.1

*"Every yacht entering a race shall hold such VALID MEASUREMENT or rating CERTIFICATE as required by the national authority or other duly authorised body, by her class rules, by notice of race or regatta or by the sailing instructions."*

In both the above you require a valid measurement certificate (a) to keep your dinghy in the park and (b) to take part in a race at the Club.

Failure to have a certificate may, in the future, prevent you keeping your boat at the Club and lay yourself open to protest by the race committee or other competitors.

It should be remembered that a large percentage of certificates are only valid if the owner is a paid up member of the class association. This applies to all International and National Classes, also Mirrors and Miracles. Most of the certificates are only valid if the yearly buoyancy inspection/test is signed for by the Class Captain or Measurer (Sunday 8th May has been specially ear-marked for buoyancy tests).

The General Committee is looking forward to a great improvement in the certificate position for the 1988 season with a view to 100% enforcement in 1989.

If you have any problems with measurement your Class Captain or the undersigned (0689 54627), who is an RYA Measurer for some classes, will give you every assistance.

Tom Sims - Rear Commodore

## Off the Beaten Track . . .

A start was made on 6th December when 30 members were at the Club and the weather was fine but cold. Good progress was made in getting levels correct and shuttering ready for the lower section. Also that day both safety boats were brought ashore.

On 12th December the first of the concrete arrived at 10.30am but difficulties were encountered by the 14 members when unloading and transporting it down the track and by the time the second load was layed it was practically dark, but the weather had stayed dry although cold.

Next day 21 members turned up and the top section was levelled and shuttered ready for pouring. The bottom section looked good in daylight and the weather was again dry.

So to the last stage on 19th December when again it was dry and much milder, in fact a really nice day and, although only 12 members turned up, everything went so well that we completed in very good time.

Another 3 cu.m. would have completed the job better, but it was not physically possible to unload and lay more than 12 cu.m./day as the lorries had to leave by 12.00. Those of us who helped to build this section were well satisfied with the job they did and hope that the other members will be pleased with their efforts.

Altogether 55 members helped, 9 of whom came twice, 5 three times and 1 to all four. Thanks are due to the House Committee members who fed us all so well on all four occasions.

# WORK PARTY TIME

FEB 28TH

9.0 - CLOCK



8.30 TILL 9.0  
TOAST & COFFEE



R.S.V.P.  
0689-70813

## Changes to RYA Training Syllabus

Here are the changes to the courses starting 1st January 1988, and a table summarising the syllabus.

### RYA NATIONAL DINGHY CERTIFICATE

Presentation of the various courses will be modified, as outlined in the accompanying table. Course contents will be very similar to equivalent courses in the pre-1988 Scheme, with the exception of a very brief, very low key reference to racing in each of the first three levels.

**Start Sailing (Level 1)** represents the basic practical techniques taught in the first two days of conventional NDSC courses (before students go solo) and in weekend "tester" courses run by many clubs and centres.

**Basic Skills (Level 2)** builds on those first techniques to produce someone capable of sailing a dinghy in light weather. Thus the typical five-day beginners' course should lead to the award of the Level 2 certificate. Individual Principals will be able to decide whether to award the Level 1 certificate as well.

**Improving Techniques (Level 3)** is the direct equivalent of the old Seamanship 1 course. As there are no fundamental changes to the syllabi of courses up to this level, no re-training of existing RYA Instructors is needed in the revision.

**Racing Techniques (Level 4)** is the direct equivalent of the old Racing 1 or Red Badge course, taught by a Race Trainer or Racing Instructor. It will be made clear in 84/88 that students need not have completed Level 3 before taking this course.

**Advanced Skills (Level 5)** is broadly the old Seamanship 2, split into inland and coastal sections in response to demand. The boat handling skills covered are common to the Instructor Pre-Entry Assessment. Students will not have to have completed Level 4 before taking this course.

### RACING - LEVELS 1 TO 3

In response to demand, the early levels all have a very low key reference to racing, but this will not require any re-training of Instructors. Full details will be given in the logbooks and course handbooks, but the philosophy is that:

**Level 1** students will simply be told that once they have learnt the basics, the best way to continue sailing is by joining a club. It should be pointed out that the majority of dinghy clubs enjoy racing in some of the 100+ dinghy classes. Students should be encouraged not to buy until they have decided where they will sail, as this will influence their choice of class (or vice versa).

**Level 2** students will, in addition to the above, have a short practical introduction to racing. The majority of teaching establishments already do this with a short informal race at the end of an NDSC course. All students need for this is an explanation of the typical port-hand triangular course and starting procedures.

**Level 3** students will simply be introduced to the technique of rounding marks. "Wide approach, narrow exit" sums it up neatly.

## RYA NATIONAL DINGHY CERTIFICATE

	START SAILING (Level 1)	BASIC SKILLS (Level 2)	IMPROVING TECHNIQUES (Level 3)	RACING TECHNIQUES (Level 4)	ADVANCED SKILLS (Level 5)
<b>RIGGING</b>	Wind Awareness. Rigging a single- hander or training dinghy.	Rigging a training dinghy or dayboat. Reefing ashore. Parts of the Boat and Sails.	As 2. (Using all the boat's equipment.)	Rigging a racing dinghy as appropriate. Rig tuning controls.	Rigging any type of dinghy or dayboat. Including spinnaker/trapeze
<b>ROPEWORK</b>	Reef knot. Figure of eight. Round turn & two half-hitches.	Bowline. Sheetbend. Clove hitch. Rolling hitch.	Fisherman's Bend. Splicing/sealing. Whipping.		As 3.
<b>LAUNCHING/ RECOVERY</b>	Wind Awareness. Use of Trolley. Launching. Leaving the shore. Coming ashore.	Storage ashore. Paddling/Rowing.	Leaving/Returning to Beach, Jetty or Mooring Windward/Leeward Shores. Use of Anchor.		As 3. Sailing Backwards
<b>SAILING TECHNIQUES &amp; MANOEUVRES</b>	Wind Awareness. Reaching. Stopping. Tacking. Getting out of Irons. Sailing Upwind and Downwind. Gybing.	The Five Essentials. Man Overboard Recovery.	Anchoring. Heaving to. Reefing Aloft. Towing/Being Towed.	Roll tacking/gybing. Sailing to Windward. Mark Rounding.	As 3 using all boat's equipment to best advantage. Rudderless sailing. Sailing without a centreboard. Sailing in a tight circle.
<b>CAPSIZE RECOVERY</b>	Stay with Boat.	Righting - scoop. Righting a single-hander	Righting an Inverted Dinghy.		As 3 plus full baling.
<b>RACING</b>	Clubs & Classes	The Course. Starting Procedure.	Mark Rounding.	Starting Techniques. Rules. Tactics.	
<b>SAILING THEORY &amp; BACKGROUND</b>	Basic Rules: Port/Starboard Windward Boat Overtaking Boat.	Points of Sailing. No Go Zone. Basic aerodynamic theory. Buoyage. Sea/land advice.	Sea Terms. Resuscitation and First Aid. IRPCS.	Handicap v Class racing. Club racing. Sailing Instructions. Insurance.	Navigation for Dinghies and Dayboats Construction and Repair.
<b>METEOROLOGY</b>	Onshore/Offshore Winds.	Sources of Forecasts. When to Reef.	Simple Met. & Interpretation of Forecasts.	Local weather patterns. Strategy.	Detailed Interpretation. Planning for Day's Journey.
<b>CLOTHING/ EQUIPMENT</b>	Clothing. Personal Buoyancy.	Boat Buoyancy. Safety Equipment.	As 2.	As 2.	Requirements for Day's Journey/Dinghy Cruising.

# TRAINING 1988

## START SAILING

(LEVEL 1) (JUNIOR 1)

JUNIOR WEEKEND RUN WITH  
"OPTIMISTS" AND "TOPPERS"

11<sup>TH</sup> JUNE

12<sup>TH</sup> JUNE

AGE 7 YEARS TO 16 YEARS.

(AT THE DISCRETION OF THE TRAINING PRINCIPAL)

## BASIC SKILLS

(LEVEL 2)

FRIDAY EVENINGS AND SATURDAYS

22<sup>ND</sup> APRIL

23<sup>RD</sup> APRIL

6<sup>TH</sup> MAY

7<sup>TH</sup> MAY

13<sup>TH</sup> MAY

14<sup>TH</sup> MAY

20<sup>TH</sup> MAY

21<sup>ST</sup> MAY

## IMPROVING TECHNIQUES

(LEVEL 3)

FRIDAY EVENINGS AND SATURDAYS

9<sup>TH</sup> SEPT

10<sup>TH</sup> SEPT

16<sup>TH</sup> SEPT

17<sup>TH</sup> SEPT

23<sup>RD</sup> SEPT

24<sup>TH</sup> SEPT

## SAFETY BOAT

ONE DAY SATURDAY

2<sup>ND</sup> APRIL

16<sup>TH</sup> APRIL

4<sup>TH</sup> JUNE

9<sup>TH</sup> JULY

3<sup>RD</sup> SEPT

## TRAINING APPLICATION

TO: TOM SIMS

"TEKEP"  
GRASMERE ROAD  
ORPINGTON  
KENT  
BR1 9HB  
0689 (Farnborough) 54627

FROM: NAME

ADDRESS

TELEPHONE

PLEASE ENROLL ME IN THE FOLLOWING COURSES: (PLEASE RING.)

START SAILING

BASIC SKILLS

IMPROVING TECHNIQUES

SAFETY BOAT

2<sup>ND</sup> APRIL

16<sup>TH</sup> APRIL

4<sup>TH</sup> JUNE

9<sup>TH</sup> JULY

3<sup>RD</sup> SEPT

(SUBJECT TO SPACES)

SIGNED .....

DATE	CHIEF DUTY OFFICER	HOUSE OFFICERS	RACE OFFICER	RACE ASSISTANTS	SAFETY BOAT	SAFETY BOAT
SUN MARCH 27 <sup>th</sup>	BRIAN KENNIE MED 71556	KAY GODBOND MED 242370 CHRISTOPHER CHERRIMAN 0474 332364	MARTIN SMITH MED 64074	ANDREW BLANE MED 813911 MARTIN NICHOLSON 01.654 1523	ARTHUR PHILLIPS 01.850.9441 JOHN YEO 0474 67085	
SUN APRIL 3 <sup>rd</sup>	MICHAEL SMITH 0474 7771	LESLIE HEAD } 0689 AUDREY HEAD } 49536 GORDON RAMAGE GRAN. 66930.	ANTHONY DEWYNTER 0689 51583	BARBARA and ALISON DEWYNTER 0689 51583	MIKE DAHERTY WELDON 64236 KEITH LEMMOX 01.733.4994	JOHN COCKERSOLE 0622 38293 TIM GORMAN 0622 77357
Monday APRIL 4 <sup>th</sup>	MIKE HANCOCK MED 361874	JOHN MURRAY } 01.311. MARGARET MURRAY } 3515 CLAIRE MURRAY }	FRANK WARD 01.311 4046	WENDY WARD 01.311.4046 PAM SMITH 0474 7771	PATRICK and JANE WARD 0322 73970	JOHN and MARGARET LUTON MED 813006
Sunday APRIL 10 <sup>th</sup>	ROD RAMSDEN 0689 70813	GODFREY BEER } SANDRA BEER } JOANNE BEER } SHORNE 3533	PHILIP HOLMES Croydon 53063	MARY TRIM 01 300 4549 JONATHAN ALBIN 01 852 7478	JASON RAMSDEN 0689 70813 DAVID SUSSMAN MED 713877	DAVID and ELSA TRIM 01.300.4549
Sunday APRIL 17 <sup>th</sup>	IAN WYATT 0689 61962	NEGAN WYATT } 0689 61962 DAVID and HARRION } PRENTIS } 01 698 4718	JOHN PARSONS MED 64260	STUART and JEAN KEDDIE	DEREK CUMMINGS MED 666127 CHRIS HARRIS MED 725581	ALAN TIBBS Farnborough 62056 JOHN FULLER 0643 362259
Sunday APRIL 24 <sup>th</sup>	STEVEN JOHNSON 0474 84498	DAVID and FIONA } 01 852 TOZER } 5028 MIKE UPTON } Dorking 26191.	BRIAN SAUNDERS 0622 54993	TERRY SHALBONE GRAN. 64973 BERNARD JOOPES 01 870 3743	MARTIN JONES 0634 719193 C. BUCKFORD	IAN and ESTELLE McDONALD 04747 2192
Sunday MAY 1 <sup>st</sup>	KEN CRUNDWELL 0474 833202	MARGO CRUNDWELL } 0474 833202 } JOHN FINECH } 01 986 4653 } LUCY ANN JINSON }	RAY FRYATT 01.464 4034	MOLLY FRYATT 01.464.4034 ROBERT GODDARD MED. 242370	JOHN and JUDY VINSON 0322 62069	PETER CRUNDWELL 0474 833202 PETER D'OSTA 01.310.7775

# The Dustbin Sea . . .

Marine casualties to oil or chemical tankers always make news, because pollution of the sea and of the coastline is visible and arouses feelings of helpless anger. But they are accidents, like the derailment of a train-load of tank waggon, or the overturning of a juggernaut lorry loaded with some lethal chemical.

Like their land-based counterparts, these incidents should be avoided, often *could* be avoided, but nevertheless they remain accidents - unlike the quite deliberate use which we make of the sea, to dispose of our very diverse rubbish.

In recent years, many environmental and ecological groups - the "Greens", in popular parlance - have made great efforts to awaken the world's conscience to this problem. But while one can applaud these efforts, are we really in a position to condemn public corporations or government agencies for doing in big doses what millions of private individuals do in small ones?

There are few, if any, cities or towns in the world that would these days claim to be really clean, even those which once prided themselves on this. Country lanes and beauty-spots suffer from litter: cigarette packets or sweet wrappers, people throw them out of their cars - and out of their boats!

Unfortunately, in our technical and synthetic age, the nature of the resulting problem has changed. For instance, in many of the world's most popular boating waters - like England's Norfolk Broads - it is no longer permitted to fit boats with sea toilets which discharge overboard; one carries one's domestic sewage in an inboard tank, until such times as it can be discharged at a specially appointed shore station.

Now this is all very admirable; no-one, after all, wants to go sailing, let alone swimming, in an open sewer. But I am quite sure that it stops no-one throwing

overboard the water used to wash the dishes, all strongly laced with chemical detergent, which probably does more harm to the local plant and animal life than the natural sewage ever did.

This is not to suggest that we have become a race of maritime litter louts overnight; men have always thrown things overboard, from the coasting bargeman tossing a penny into the water to buy a "cupful of wind", to the Cape Horner throwing his galley scraps to the albatross. But although the sea is a big place, there are now more amateurs going afloat than there ever were professionals, and - even more important - the nature of the refuse itself has changed.

Paper and cardboard will go soggy and rot; tins will eventually rust away; glass bottles will break, will become attractive smooth pebbles and in the end will return to their pre-natal sand. Not so with plastic.

Walk the shoreline, or land from your boat, to share some lonely spit of sand with the gulls and where once you found only shells, driftwood and sea-wrack, you will now find the tide-line marked by a fringe of plastic bags and polythene squeeze bottles.

It can be argued that plastic food wrappers poison no-one, and that the real danger comes from the large-scale dumping of industrial waste or cast-off nuclear material; that the sea is a big place; that it doesn't matter anyway... Or does it? Can we really expect big industrial undertakings to have higher standards of morality - or common sense - than we display in our own private lives?

In case this seems to labour the point, let me say what started this train of thought. I have a cousin who lives in Monte Carlo, that eminently civilised survivor of more gracious times, where the harbour is still crowded by both visiting yachts and the "semi-resident". This cousin recently sent me a cutting from a local newspaper,

describing how a two-day operation, with divers, had recovered from that same harbour no less than 120 - yes, one hundred and twenty - supermarket trolleys which had been dumped there! Not all overnight, of course; some of them had been there long enough to have shell-fish attached to them, although whether, growing in that environment, they would have been fit to eat, is debatable.

Let us by all means press for stricter control of industrial pollution, but no giant international corporation dumped those supermarket trolleys - we did. And it is time that we stopped doing it.

(Article reproduced by kind permission of the Editors of *SEASCAPE*, a new monthly magazine on all aspects of maritime matters. A number of back-copies of *SEASCAPE* are available in the Club lounge. - Ed)

## Club Goodies . . .



CLUB TIES - Navy Blue £3.50

BURGEES - available at the bar £3.00

SWEAT SHIRTS - All Colours £8.50 adult  
£7.00 children

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

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

# For your Social Diary . . .

**Sunday 1st May : Clubhouse 4th Birthday.** Come and see the cake!

**Saturday 18th June : Quiz Evening.** Light-hearted General Knowledge Quiz. Baked potatoes and salad supper.

**Saturday 2nd July : German Evening.** This is the weekend of the River Festival. An evening of German food and music.

**Saturday 23rd July : Medway Regatta Barbeque.**

**Sunday 7th August : Family Funday.** Fun and games for the kids - lots of prizes! Friends and relatives welcome. Fancy dress.

**Saturday 10th September : Quiz Evening.** Fish and chip supper.

**Saturday 29th October : Halloween Bonfire Party.** Curry, chilli and (or!) shepherd pie supper.

**Saturday 3rd December : Dinner Dance & Prizegiving.** Gravesend Masonic Hall

**Sunday 4th December : Children's Party.** (details to be announced)

**Saturday 31st December : New Year's Eve Party.** American Supper.

# Adverts . . .

## FOR SALE

**TOY** with launching trolley, fully battened mainsail and 2 cruising mainsails £275  
Medway 813916

## WANTED

**MIRROR DINGHY** with launching trolley.  
G.D.Jervis 01-850-1322 (evenings)

## WANTED

2 childrens' wetsuits suitable for ages 12-13 years and 13-14 years. G.D.Jervis 01-850-1322 (evenings)

---

<b>WILSONIAN SAILING CLUB</b>	Main Road, Hoo ME3 9HF	Medway 250318
Commodore: K Crundwell	Dawes Cottage, Northfleet Green, Southfleet	Southfleet 3202
Vice Commodore: R Jones	40 Stangate Road, Knights Place, Strood	Medway 719193
Rear Commodore: T Sims	"Tekel", Grasmere Road, Orpington	Farnborough 54627
Secretary: B Rennie	233 Frindsbury Hill, Strood	Medway 715556
Treasurer: J Benham	2 Godfrey Close, Strood	Medway 725061
Editor: D R Tozer	29 Quaggy Walk, Blackheath, London SE3 9EJ	01-852-5028

---