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Don't forget the
WORK PARTY
Sunday 4th December

WILSONIAN SAILING CLUB	Main Road, Hoo ME3 9HF	0634 - 250318
Commodore:	K Crundwell Dawes Cottage, Northfleet Green, Southfleet	047 483-3202
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November 1988

Wilsonian Sailing Club

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The Journal of
WILSONIAN
SAILING CLUB

31 1/2

November 1988

Issue Number 137

Commodore's Letter . . .

Another successful year for the Club has ended with a Frostbite Series of mostly light winds and pleasant days.

By October there was hardly any space in the dinghy park such has been the interest from people for membership this season. Many boats remain in the park still, and I would remind all those leaving craft to over-winter there to contact their fleet captains who have the necessary forms and labels. There are conditions to leaving your boat at the Club and these must be observed.

Bonfire

What a super evening we all had at the Club on Saturday 29th October. Guy Faukes and Halloween were celebrated with a bonfire and fireworks followed by the Laying-Up Supper. The children had so much excitement and the grown-ups plenty of food and drink and good company. Our thanks to Jan and Chris Harris for organising it and to all our helpers who worked so hard.

Dinner Dance

We now look forward to the 3rd December which is our annual Dinner Dance and Prizegiving. If it goes as well as last year everyone is in for a great evening. There may be a few tickets left if you have not got one!

Painting

Our clubhouse is looking very smart thanks to Bob Dutton and his painters who have worked very hard and expertly. I personally think that the new colour scheme is a big improvement on the previous clinical white and I am sure that you will all approve.

Most of the programme for 1989 has already been arranged and it looks like being a very exciting year. Most of our fleets will be having their own Open Meetings and we will be hosting a National Championship for the first time.

The Regatta has been brought forward to the Spring Bank Holiday weekend and will be sailed on all three days, although discards would mean anyone could win sailing only two of the days. Easter will fall on the second weekend of the season in 1989, so get busy on your boat maintenance early so that you do not miss those first few weeks. Remember that we had lots of perfect sailing days at the beginning of last season before most boats were on the water.

Work Parties

The Club must also be got ready for next season and that means work parties. One will be held on 4th December starting from 9:30am and some more will be needed later on - dates to be advised. Please attend at least one. It was just a year ago when we completed the concrete road in the wood which has benefitted every single member. I still feel thrilled that I was part of the group that built it every time I use it. Special building skills are required for projected work this winter, so could **plumbers, tilers, bricklayers** and **carpenters** please get in touch with me for assignments. We are all part of a great Club - let's all work together to keep it that way.

A very Happy Christmas to you all, and may the New Year be a wonderful one for you.

Good sailing and good friendship.

Renewals

A Renewal Form is enclosed with this issue for you to tear out and return to me as soon as possible, though you may be pleased to hear that I shall not be paying cheques in until the New Year. It is important that as many people renew as early as possible so that we can put together **duty lists** to cover at least the first part of the season. Don't forget that there is an extra £12 to pay if you renew after the beginning of March, and of course you cannot vote or speak at the Annual General Meeting.

Subscriptions

We have had to increase the subscriptions and fees for the 1989 season by more than we would have liked. This is partly because we are looking to cover the costs of radios and a planing safety boat, but the main reason is that the Club's turnover is going to take us over the VAT limit. The example below of the VAT element in the Club's new subs illustrates the problem.

No one would pretend that the increases are other than painful, but our level of charges remains competitive with other clubs.

	1988	1989		Net Sub.	VAT
Family	£ 45.50	£ 55	=	£ 47.83	+ £ 7.17
Single	£ 35.50	£ 42	=	£ 36.52	+ £ 5.48
Dinghy Park	£ 20	£ 27	=	£ 23.48	+ £ 3.52



Winter Dinghy Parking

We are once again offering winter dinghy parking this year. The fee is £10 and covers the period from 12 December 1988 until 28 February 1989. Application forms can be obtained at the clubhouse, from class captains and from me. Applications **must** be made in advance and include an undertaking to take down the mast, secure the boat to its trailer or trolley and to display the label which will be supplied.

If you are not winter parking and your boat is still in the dinghy park, we need you to remove your boat as soon as possible. As you will have seen, the sea wall has been deteriorating and we fear that the dinghy park may be sliding gently into the Medway. In order to investigate, we are going to have to excavate several large, deep holes and for this we need space. Only then will we know whether we have a real problem and what we need to do about it.

New Members

We welcome the following new members: **Peter Meads** (Laser) and **Andrew Hughes** (both Junior Members), **Brian** and **Rita Jones** (Miracle 397), **Alan Lowe** and **Derek Wraight**.

School Uniform Party

New Years Eve W.S.C. Celebrate St. Trinians Style

Registration from 8-00pm

American Supper You bring we eat!

Please Attend in School Uniform

Well here we are at the end of another season - how time sails by. It has been one of disappointment, great sadness and hope. Disappointment by the low turn-out for Sunday sailing; great sadness by the tragic loss of one of our members, and hope for the future by the number of new members who have joined of late. We welcome you all to Wilsonian and hope the next season you will join us on the water regularly, when we must make every effort to re-establish the fleet. My term as fleet captain ends in February and I have nominated **Roger Frith** for the fleet captain. I am sure he will do his utmost to rally you all.

The season's results are listed below:

Spring Points

1st	D Vettergreen	20175
2nd	R Frith	19174
3rd	C Wastell	20466

Early Summer Points

1st	D Vettergreen	20175
2nd	R Frith	19174
3rd	T Dewynter	15415

Late Summer Points

1st	D Vettergreen	20175
2nd	R Ramsden	20056
3rd	J Talbot	17606

Autumn Points

1st	C Wastell	20466
2nd	D Vettergreen	20175
3rd	R Ramsden	20056

The series prizes will be given at our **Enterprise fleet evening** which will be held in January 1989. Trophies will be given for first place at the Club's Annual Dinner and Dance on 3rd December. I do hope as many of you attend, for it is a very enjoyable evening and a good chance to take the girls out in proper clothes for a change.

Winter dinghy parking is now available to members for a single payment of £10. One proviso is that the mast must be down, and suitably retained with a hull and a dinghy park label attached to the launching trolley. Application forms and a label are obtainable from me.

Enterprise Association News

I recently attended the Enterprise Association Southern Area AGM at Maidstone SC, where ten people attended including Phil Saunders, the Secretary, and Clive Norris. The clubs represented were Maidstone, Dell Quay, Bewl Valley, Sussex YC and Wilsonian. The National Committee had a proposal to raise Association subscriptions to £10, this was agreed but general feelings were if it was enough compared with many other classes? The class needs a good publicity campaign to boost its popularity, and this requires financing.

Also proposed was the re-introduction of cruising sails for racing. Again this was approved generally, for it was felt that less experienced crews would be able to race in stronger conditions and so increase turn-out.

It is essential that if you own an Enterprise you should belong to the Class Association; let's try next year to support our Association by ensuring that we are all members. Measurement certificates can be brought up to date and sail labels with measurer's signature attached to the tack of the sail.

We are fortunate to have **Tom Sims** as class measurer within our Club. All problems relating to measuring should be directed to him.

Phil Saunders is standing down this year and with the small number of people attending the meeting, meant pressure being put on them. Colin Nutt of Bewl Valley was nominated and confirmed as Secretary and Mike Blake (also of Bewl Valley) as Treasurer. The problem of finding people to

do a specific job was difficult, especially for myself as at present I have enough to do. With our fleet being somewhat depleted this year and clubs such as Chipstead, Hraysbury and Weirwood having by far the largest fleets in the Southern Area, it was thought only fitting that as they had not sent a rep. to the AGM they would be advised that should have at least one member of their club on the Southern Area Committee. If not, to forfeit the right to have their opens nominated as Blue Jib. At this point I was pleased to be at the meeting, for our Club benefits from these meetings!

Southport 24 hour Race

By now, I don't think there are many people in our Club who haven't heard of the Southport 24 hour race. Well, we did it, and what a superb weekend; I will not go into a blow by blow account for this is the Club magazine. But I can assure you that to sail 24 hours with a group of people who by their own efforts support each other, is in itself truly memorable. There were moments of sheer magic and little gems. Although my boat was taken, everybody agreed our main objective was to finish with as little damage as possible. Our Rear Commodore arrived at Southport on the Thursday to assemble base camp. I arrived on Friday morning to a cordoned off area for three tents, 3 feet from the water's edge, the Wilsonian flag flying and **Tom Sims** with his *Dayglo* jacket, who was affectionately called 'Tom the Flare'. He and .bo on Barbara contributed magnificently. One of those little gems was when Barbara, with Tom proudly wearing his

WSC tie, introduced himself at the Commodore's Reception "I am Tom Sims of Wilsonian Sailing Club, Hoo".

"Hoo?"

"Tom Sims"

John and Judy Vinson videoed the majority of the event and I have a copy which is available to show at your fleet evenings. This captures one magic moment which shows just how slowly you can capsiz an Enterprise. Good one **John and Mick!** Thanks for showing us how it's done! Finishing the race, as it was my pleasure to do with my crew **Wendy Ward**, was a proud, moving experience. We had spent a year preparing and raising money to get there and being sponsored by so many of you for the Elimination of Leukaemia Fund has raised in the region of £1800 to date. We completed 91 laps and at that rate we sailed for £19.80 per lap.

Many, many thanks to all of you who sponsored us and my heart-felt thanks to the crews: **Roger Frith, Dave Vettergreen, Bob Dutton, Ken Flowerday, Ian Wyatt, John Cocker, Frank and Wendy Ward, Ray and Molly Fryatt, John and Judy Vinson, Mike Smith, John Cassell, Tony Dewynter,**

and to the shore crew: **Celia Flowerday, Sandra Cocker, Brenda, Barbara, Tom, "anyone for a bacon sarni?" - Pam, and "who wants a coffee?" - Linda.**

Thank you all.



Handicap "A" . . .

by : Mike Upton

By the time you read this article the 1988 season will have ended and we will be thinking about Christmas. Personally I need a new pair of gloves

Actually I think that this last season has been a very good one for Handicap 'A' and it gives us a good base to build upon for next year when we will have more exciting additions to the programme, but more of that later.

To clear up this year's business we need the results of the **Autumn Points Series** which are given below:

1st Mike Upton & Chris Bickford	Fireball
2nd John Reed	Contender
3rd Carl Palmer	Contender
4th Bryan Saunders & Terry Smallbone	Fireball
5th John Lupton & ????	Wayfarer
6th Martin Jones	Toy

It looks as if Chris and I have won the **Femco Shield**, mainly for turning up regularly I suspect.

A good result for Handicap 'A' came in the

Laying-Up Cup which was won by **Ian and Ellie McDonald** who have found an extra turn of speed in the last few weeks.

Fireball Open Meeting

As this is meant to be a short report there are just a couple of other items to deal with. Next year the Club will be holding a Fireball Open Meeting on the 17th September which will be a chance for us to show off our Club to visiting Fireballers. Call me biased if you like but I don't think there's a better boat to sail. Buy one now and get in some practice!

Social

The Handicap 'A' end-of-season social is likely to be on the evening of Friday 9th December. Apart from the usual prizegiving, chat, food and drink we are hoping to show some good sailing videos. The location is not certain yet and might depend on the number attending but it will certainly be an evening to remember. Let me know if you can come (Dartford 26191) and I will send more details before the day.

Best wishes for the festive season.

Handicap "B" . . .

by : Hendy Hard

Here we are at the end of the season. In my last report I asked if you had any ideas where we could meet for our Fleet Evening.

I have found great difficulty in finding a venue, so have decided to hold it at my home.

You are therefore invited to the Handicap 'B' Fleet Evening and Prize Giving, at:

5 Commonwealth Way,
Abbey Wood,
London SE2

on Friday 25th November 1988 at about eightish, RSVP.

If you are intending to leave your boat in the dinghy park for the winter would you please let me know. The fee is £10.00.

Laser . . .

by : Kevin Powley

Well, the season has drawn to an end once again and before I go any further I will give you the final positions for this year's points series (as they have yet to make it to an edition of 31½!).

Spring Points

(Total entries: 13)
(Average boats on water: 4.7)

1st Graham Jenkinson
2nd Jonathan Alldis
3rd Jason Ramsden

Early Summer Points

(Total entries: 10)
(Average boats on water: 4.2)

1st John Cockersole
2nd Jonathan Alldis
3rd Graham Jenkinson

Late Summer Points

(Total entries: 11)
(Average boats on water: 4.7)

1st Kevin Powley
2nd Gordon Belcher
3rd John Cockersole

Autumn Points

(Total entries: 12)
(Average boats on water: 5.6)

1st John Cockersole
2nd Reg Kuhn
3rd Jonathan Alldis

As we now have 22 boats in the fleet let's see if we can see an increase in the average turnout each week. (Although I'm a fine one to talk!)

This year's South-East Travellers' was once again an enjoyable circuit, with some excellent sailing and a fine bunch of lads. Three of our fleet were regulars of the series, with **Peter Belcher** finishing 3rd, **Gordon Belcher** coming 9th and myself in 17th place. The total entries for the series was 189 with 23 qualifying with more than four results.

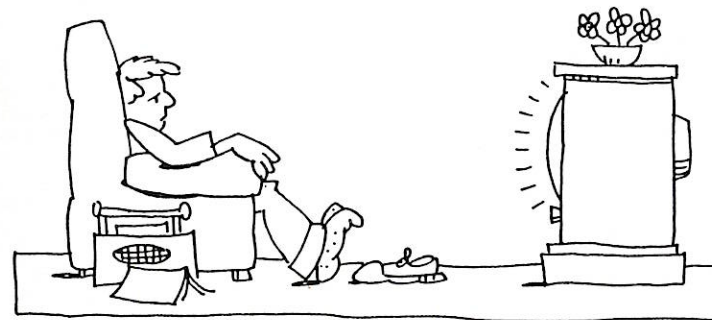
Nationals

Both **Gordon Belcher** and myself took part in this year's National Championships at Mount's Bay, Cornwall. We both had a very enjoyable week's sailing in a fleet of over 200 boats and got good sun tans. As for the results, let's just say we weren't used to such calm weather conditions!

Next year's Wilsonian Laser Open will be on 18th June - so put it in your diary now. Hopefully our Open will again be part of the South-East Travellers' circuit.

Anyone wanting to leave their boat at the Club over the winter should contact me for full details.

Does anyone have any suitable videos that could be shown at a winter fleet evening? If so, please contact me.



Miracle . . .

by : Patrick Ward

Club Renewals

The special short series we ran this year was attended by thirteen boats and seemed to work well, since people only needed to race in the mornings. Results were as follows:

1st	Martin Smith	1808
2nd	Paul Absolan	2180
3rd	Keith Jeremiah	2511
4th	Bob Jones	1958

Hopefully we can fit another series of the same format in next year, and maybe take the results towards a Club Champion.

Autumn Points Series

Eleven boats took part in what turned out to be a closely contested set of races, with **Martin Smith** taking overall honours.

1st	Martin Smith	1808
2nd	Paul Absolan	2180
3rd	Keith Jeremiah	2511
4th	Bob Jones	1958

(Fleet Captain's Note:) Looking at the above two sets of results, was anyone else taking part since it seems to be the same people at the front of the fleet!!!! Well done to them, maybe the rest of us need to get in some more practice.

Winter Dinghy Parking

Anyone wishing to leave their boat in the dinghy park over the winter season should contact myself or Brian Rennie, to apply for a space; the fee is £10. This needs doing before December, and remember to take down your mast and fasten your boat securely to its trailer.

Fleet Evening

Next meeting is 21st January at **John and Sue Smith's**. Please come since we will be looking at next year's racing, and basic racing rules. We will also be presenting the various series prizes.

Jane and I would like to wish you all a very happy Christmas and good sailing in the new year. See you in 1989.

Tasar . . .

by : Derek McAuley

1988 SERIES RESULTS

Spring Points

(8 competing, 6 races count)

1st	Paul Cussen
2nd	Derek McAuley
3rd	Ray Fryatt
4th	Ken Crundwell
5th	John Vinson
6th	Peter D'Costa

Early Summer Points

(9 competing, 5 races count)

1st	Ray Fryatt
2nd	Peter D'Costa
3rd	John Vinson
4th	Ian Wyatt
5th	Derek McAuley
6th	Paul Cussen

Late Summer Points

(7 competing, 4 races count)

1st	Derek McAuley
2nd	Ray Fryatt
3rd	John Vinson
4th	Peter D'Costa
5th	Ian Wyatt
6th	John Bradley

Autumn Points

(7 competing, 5 races count)

1st	Ray Fryatt
2nd	Derek McAuley
3rd	John Bradley
4th	Ken Crundwell
5th	John Vinson
6th	Ian Wyatt

Albert . . .

by : Ray Craddock

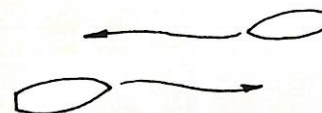
Good Day !

My name is Albert. I am an Albacore from the far seas. I have come to your island to see *how the other half live* so to speak.

On my journey across the sea and along the shores I have noticed many things, some of which have order and others that are left to chance.

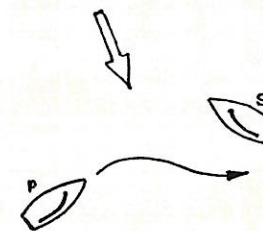
For instance, I recently flew over an estuary and up along a river. It was a fine day with a steady breeze from the north-east. There was a lot of activity on the water below and I wondered how collisions were avoided between all those craft.

For instance, I saw two craft heading towards one another. As they approached each other they both **turned to the right** slightly as they passed each other with a safe gap between them. This looked good from up in the air - I now understand that this is the correct procedure for this situation.



We in the air have other rules that prevent us from colliding but I am not going into those now.

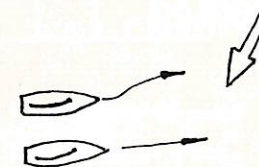
Another incident that I observed was two *winged* craft each on a different heading but on a converging course. One had its wing to the right side of the craft and the other to the left side. The one with its wing on the right side upon seeing the other craft turned down wind slightly to pass under the stern of the other craft. The craft with its wing on the left side sailed a straight course.



I now know that this was the correct procedure for this situation. I have also been informed that those things that look like wings are called sails and that the two craft were sailing on **port** and **starboard** tacks.

From this I now acknowledge that **port tack craft gives way to starboard tack craft**. But both craft should be ready to take avoiding action should the situation require it.

Further up the river I saw two sailing craft sailing **side by side**. The one that was to **windward** was travelling faster. As this craft had wind in its sails it seemed logical that it should **keep clear** of the other craft. This it did.



Several other incidents were observed but these I need time to consider.

That is enough of the serious stuff for now. I have just seen something interesting in the estuary.

Flutter Bye for now.

Albert

Dear Editor . . .

Are there any other Club members who are as fed up as I am, racing to an upstream club buoy. It is rare for the buoy to give a good beat anyway, so why set it?

There are two very different circumstances when an upstream buoy makes sailing a lottery.

The first is a flood tide and a westerly breeze. Sailing should be fun but no, we all charge to the upstream mark, get in each others way, the boats late to the mark blanket the early ones. The scramble to get out of the tide is very unseaman like, and collisions can occur. How many of us have drifted back onto the mark?

Many I am sure.

The second is a nasty ebb tide and a

westerly breeze. The boats struggle to the mark. If the first boat rounds without hitting the mark he is away and the rest of the fleet with their hopes sinking watch the first boat sail away and over the horizon. One other effect of this type of start is that the early fleets have to cross the start of later fleets.

Let's go back a couple of years when the fleets were larger and we were told not to use buoy 28 because it was too close to moored boats for safe sailing.

In those pleasant days, for 90% of races we started downstream and for the other 10% the first mark was 32. Racing was fun and fair, and races were not won or lost on the first mark.

John Smith

Club Goodies . . .

SWEAT SHIRTS -

Super XL £10.00
 XL £ 9.50
 L } £ 9.00
 M }
 S }
 children £ 8.00

T-SHIRTS - £3.50 adult
 £2.50 children

CLUB TIES - Navy Blue £3.50

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

Logo - Large or breast logo

CLUB RACING BURGEEES - £5.00
 available at the bar

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

1	2	3	4	5	6
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8					
		9		10	11
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				18	
19	20	21			
22			23	24	25
		27		28	
29	30				
	31			32	

Across :

- Jammer without moving parts.
- Must be turned on before starting engine!
- Meeting for visitors.
- Capsize (colloq.)
- Excellent after a summer's sail.
- WSC Safety Boat.
- We will probably be there at this time.
- Morning.
- Low stretch fibre used in ropes.
- Type of reefing.
- Device to control rudder.
- Make fast.
- Insure against this.
- Period in time.
- There's a new one in the race box.
- Portsmouth Yardstick (abbrev.)
- Listen to what they say - their fittings are the best.

Down :

- Light.
- Pulley for principal sail.
- Centre of a storm.
- Lower front corner of a sail.
- Nuisance which delays start of race.
- Pretty colours downwind.
- Hope the kids enjoyed the little boats.
- Bad shore to be on.
- To steer.
- Wilsonian is where it's ...!
- Another type of reefing.
- Championship for part of country.
- Lima India.
- Metal used for dinghy fittings.
- Echo Sierra Kilo.
- To ... or not to ...?
- Up with the boat?
- Tall story.
- Long playing record.