

Forthcoming Attractions . . .

- Sunday 26th March Easter Egg Hunt
- Monday 27th March Jumble Sail in aid of RNLi. Sailing jumble required please!
- Monday 1st May RNLi Benefit Day. Please supply gifts for a tombola.
- Saturday 27th May Medway Regatta
Sunday 28th May Weekend. Including a
Monday 29th May Bar-B-Que on Sunday.

More attractions to follow in the next issue of 31½. Please support the social side of WSC and think about becoming a member of the House Committee.

Jan



JUMBLE SAIL

EASTER MONDAY 27TH MARCH
PREVIEW DAY OF ARTICLES LEFT
OVER LAST SEASON - SMALL FEE
PROCEEDS TO R.N.L.I.

(Bring only sailing gear/garments for the sale)

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The Journal of WILSONIAN SAILING CLUB

March 1989
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31½ 2

Commodore's Letter . . .

A New Season

The start of a new sailing season is something most of us have looked forward to once Christmas was behind us, more especially this year as the weather has been so good during the winter!

There will be a few sailors who may disagree with the last statement if they tried to sail the Saturday race in the Hood Frotzer! However, there can have been few nicer days for the actual race in which the Club was well represented. Congratulations to Paul Cussen and Martin Jones sailing Paul's boat, who were the first to start to finish and also the leading HSC boat.

At the time of writing this a week before the start, the Club is a hive of activity with members putting the finishing touches to the clubhouse, the Club boats, the dinghy park, the race box and the track. Those of you who have not been down to the Club during the winter will be pleased with the improvements and the face-lift, and I hope will feel grateful to those who have worked so hard over many weekends. There has been a great deal of work done at times other than work parties, by small organised groups completing specific projects. Without the dedication of these loyal members there would be few improvements and probably a

decline. I am so grateful to them for what they have done and so pleased to think that our Club has such special members.

Sailboat 89

Last week was Sailboat 89 and, thanks to Ray Friggatt's organisation, we had an excellent stand which was busy every time I went near. Thanks also to all those who helped to "lean" it.

Three weeks ago we had our AGM in Gravesend and I hope those who came liked the venue as your Committee was adamant that it was the right place, but I would be pleased to hear what other member's opinions are.

Thank you all those members who have agreed to take positions of responsibility in the various offices of the Club for 1989, particularly those who are doing so for the first time. I believe that we have an excellent team to run the Club's affairs in what will be my last year as Commodore.

Lastly, I would like to wish every member a very happy season with many good sailing days and the comradeship of the *Friend's Sailing Club*.

K Crundwell

Don't forget to register for the Club's

TRAINING COURSES

See Membership Renewal Form for details, or contact

Barbara Sims 0689-54627

Bits and Pieces . . .

AGM

You will find the minutes of the AGM, which was held on the 23rd February, elsewhere in this issue. 68 members went along this year. If you were one of them and you do not think that I have got it quite right, let me know.

Several changes on the General Committee follow the AGM. John Benham, who has served us very well as Treasurer for several years now, has stood down to be replaced by Hedy Ward. Ray Fraytt and Ron Rawden, who have both been active members of the General Committee, have retired this year to be replaced by Ray Craddock and Frank Ward. But the House Committee continues to have 3 vacancies. It is an illusion that only ladies should apply. There must be someone out there who can help. Whoever you are, please let Jan Harris, the House Secretary, know that you are willing to help.

Abandoned Boat?

One of the interesting side effects of a better control system for winter dinghy parking this year has been the identification of an interloper, Laser B5160, named *Flora*, does not seem to belong to a current member. According to my records its owner was Pat Clark, formerly a Haddstone resident, who was a member until 1985. If anyone knows anything about this boat or its owner, I would be grateful if they would let me know.

Membership

Membership renewals have been coming earlier than last year, which is very good news on several fronts - not least of these being that it gets the duty list completed sooner. We have, of course, had a number of resignations as people move or are overtaken by other commitments. Among those leaving us this year are Brian Dunsell, John Cassell, David and Maureen Kelsey, John Lupton, Geoff Maskell, J Roberts and Brian Sweeney. We wish them all well. Sadly I have also to report the death of Peter Barrett who joined us only last year.

It is of course important that we keep new members flowing in at the high rate that we managed last year. By the time you read

by : Brian Rennie
Honorary Secretary

this I am sure that some of you will have done your bit towards this at Sailboat B9.

Dinghy Park

Last year's early season high rainfall left the Club with a considerable problem in that the front of the dinghy park is gently subsiding into the river. We have already suffered a significant lowering of the front area and obviously we must do something about it. You will see from the AGM minutes that the advice we have received leads us to conclude that we must pin the front of the site down by sinking 101 6-inch piles 7 metres deep at 1 metre intervals. The problems include finding the equipment to bore the holes. If any member knows where we can hire such equipment or of firms that will do this type of work and might give us a quote, please tell either the Commodore or myself or anyone on the General Committee. What we should like to do is to get the work done between the end of this season and Christmas.

I will close by hoping that you are all further ahead than I am in preparing your boats for the new season and wishing us all a good 1989 season.

KEYS

The locks on the car park and dinghy park are being changed on the 2nd April, i.e. the Sunday after Easter. New keys will be available on payment of a £10 deposit.

I shall be at the Club all day on the day of the change to issue keys to all members who want them. Bring your old key if you have one because its return is worth £5.

Keys can be obtained from me at any time after that in the usual way, but please bear in mind that I do not know everyone and it helps me if you can show me your current membership card.

Brian Rennie
Secretary

House Committee Vacancies . . .

What - No Food!

At the recent AGM we were able to fill vacancies on General Committee and Treasurer but we still have 3 vacancies unfilled on the House Committee. Unless these are filled we will not be able to run as many social events as last year or even have a choice of lunches on sailing days.

The duties of House Committee are far less demanding than Treasurer or General Committee member. We are looking for 3 members (male or female) who can decide a

single menu, buy the food for lunch and afternoon snacks, advise the duty staff on lunch arrangements and keep an eye on the running of the kitchen. Once every six weeks or so. Once you have organised your duty helpers you can go off sailing if you like until it is time to cash-up. As House Committee member you will not be expected to serve on the duty roster. If this appeals to you then please ring.

Jan Harris
0634-725591

Do Your Duty . . .

Did you know that there are 460 duty places to be filled every year by members so that the rest of us can sail?

It would not be possible to run the sailing without this system and even when one person lets the team down it can cause a major problem to the COB.

Everyone, on joining, signs the agreement to do their duties as requested and failure to carry this out is a serious breach of Club Bye-Laws. The conditions of duty are in the handbook and if you cannot agree to them then write to the General Committee.

It still remains your responsibility to find your own substitute first and then inform the Duty List Secretary, not the other way round. The Duty List Secretary does not want to hear your problems; she has spent hours and hours arranging the list, doing her best to suit everyone as nearly as possible, so please do not phone her unless you are prepared to do the list next year.

In order to equate the duties this season we require every member of the duty crew to help the others when they finish their designated part, so report to the COB to see where else you might help and do not go home until released.

Sailing Secretary . . .

by : Dave Vettergreen
Sailing Secretary

19 boats took part in the 1988 Frostbite. The series was a bit disappointing with a distinct lack of wind for most of the races. The winner was our only visitor.

Sailing instructions will be issued in due course to cover any changes.

Shortened Courses

Your attention is drawn to Sailing Instruction 14. This has an addition which hopefully will dispel any doubts about shortened courses when an upstream mark is used.

As most of you will now know, a new rule book comes into effect on the 1st May 1989. The Sailing Committee will be looking at this new book and an Addendum to the Club's

By the time you read this some hardy souls will have taken part in the Icebreaker Handicap Race to start the season on the 19th March.

"Blockhouse to Leander, Blockhouse to Leander" . . .

by : Nike Upton

VHF RADIOS FOR CLUB SAFETY

Those of you with your ears to the ground or attending the AGM will know that we have now purchased the VHF radios that were mentioned in the last issue of the magazine.

After some discussions with the Department of Trade we decided to apply for and were granted a license to operate a Business Radio System on Channel M (otherwise known as Channel 37, 157.85 MHz). What this means is that our Base Station, to be sited in the Race Box and the two mobile radios, to go in the safety boats will all operate on Channel M and no other.

The advantages of this system are that individual users do not require a VHF license as would be required if we were able to use a larger number of channels. Since Channel M is also the channel that is used by the other clubs on the river for rescue purposes we will be able to develop a mutual help system to improve the overall safety cover on the river. Discussions are already taking place on this at the MVA.

The disadvantage of the system is that we cannot use other channels such as the international distress frequency (Channel 16). Your committee decided that the advantages of being able to use unlicensed operators outweighed the problems of the limited channel availability.

Equipment

The system that we will operate uses a HUSON 65 base station which will have the callign **BLOCKHOUSE** and two ICOM M12 handheld VHF sets in the safety boats with the calligns **MILSONIAN** and **LEANDER** (the names of the boats; blame me for the lack of originality). We are limited to a transmitting power of 3 watts for the base station and 1 watt for the handsets but this should be sufficient for the area that we sail in on the river.

The ICOM M12 handheld sets will be fitted into waterproof cases and are fitted with waterproof speaker/mikes making them eminently suitable for safety boat use. All

the radios are simple to use and should be sufficiently robust for the sort of usage that we envisage.

Operation

Although there is no formal licensing requirement for operators of our system there is still a requirement for the radios to be used responsibly. With a number of other clubs using the same channel it is obviously important that we keep the actual time that we are on the air to a minimum commensurate with a sensible use of the system.

There are standard procedures for using VHF and it is to everybody's advantage if we adopt these good manners of the strays. For this reason we will be preparing a set of guidance notes for the use of the Race Officers and Safety Boat Crews that will be using the system. These will include standard calling procedures, a bit of protocol and a few notes on when and where to use the system. (It's not for ordering pie and beans at the clubhouse!)

Having read all the above I must say that it all sounds a bit serious. Actually, none of it is very difficult and I hope that by the adoption of a few simple do's and don'ts we will have an improved rescue capability to help us all enjoy our sailing (racing or cruising) just that little bit more.

End of message

FIRST AID

Please let Brian Rennie know if you are a first aider and willing to have your name displayed at the Club for emergencies.

Thank you.

Minutes of the Annual General Meeting held at the Masonic Hall, Gravesend on Thursday 23rd February 1989

Present: Ken Crundwell (Connoctore) in the chair and 68 members of the Club.

1. Connoctore's Opening Remarks

1.1 The Connoctore welcomed members to the Club's 30th AGM.

2. Minutes of the Previous Meeting

The minutes were accepted and signed.

3. Matters Arising on the Minutes

- 3.1 Trolley labels had been tried experimentally for winter dinghy parking.
- 3.2 To a large extent courses around 31 in bad conditions had been avoided.
- 3.3 The conservancy charge was being continued.

4. Apologies for Absence

4.1 M Docherty, R Dutton, K Flowerday, C Gillings, R McLeod, P Ward and Mrs J Ward, Mr and Mrs J Vinson.

5. Secretary's Report

5.1 The secretary reported that the membership total remained fairly stable as did the dinghy park occupation, though 38 new entrants in 1988 was a high figure. The new Associate Membership had been taken up by 5 members at the invitation of the General Committee. Sadly the Club had lost a member with the death of Peter Barrett on the 8th February 1989.

5.2 The increase in subscriptions and fees had been imposed reluctantly by the General Committee, who had finally accepted the inevitability of the Club's having to register for VAF. Even allowing for the extra costs of buying radios and a new safety boat, VAF made up for away the bulk of the increase.

5.3 Winter dinghy parking had worked better this winter with Fleet Captains overseeing their fleets. Four members had still to pay and one boat (Laser BS160, Phlee) appeared to belong to an owner who last renewed in 1985! Any information about this would be gratefully received.

5.4 Owing to the large number of keys now with ex-members, the dinghy park and car park locks were to be changed on 2nd April 1989, i.e. the Sunday after Easter. The Secretary would be at the Club all that day to issue keys to members on payment of a £10 deposit. £5 credit would be given for the return of old keys.

5.5 The General Committee had amended Bye-Laws 5 and 8 to allow members of the General and House Committees, instead of just the CO, to open the bar and make it clear canoes or sailboards brought onto the premises (with permission) needed insurance. The General Committee had also approved two new Bye-Laws. Bye-Law 22 gave the committee the right to leave or dispose of boats or property left on the Club's premises by non-members and/or non-payers. Bye-Law 23 sets out the conditions on which dinghy/car park keys are issued. All the new Bye-Laws would be in the revised Handbook which would be issued shortly with the Sailing Programme.

5.6 Medway Ports Authority would not be increasing the cost of the conservancy sticker this year. Members would need to apply direct this year, though MPA would like us to handle this for them. The sticker is a legal requirement and members should not sail without one.

6. To Receive the Audited Accounts

6.1 Presenting the income and expenditure account for 1988, the Treasurer reported that subscription income had increased partly (6%) through a subs. increase and partly through the number of new members. The House Committee's income had increased substantially, but food remained good value. Training income was down through smaller numbers on courses and the cost of hiring boats for the junior courses. Building Society interest had doubled and income as a whole was 20% up. Expenditure, on the other hand, had fallen. The total cost of safety boat maintenance, £2000, had been offset by insurance claims of £1100. Boat maintenance took 1/5th of the Club's income. Part of the reason for the reduction in costs was that the Club had had to pay £1900 the previous year for maintenance of the track. All in all it had been possible to transfer £3300 to the accumulated fund.

6.2 As to the 1988 balance sheet, the £200 addition to the clubhouse represented grants for the ground floor windows. The Building Society deposit was up from £4600 to over £10000. This included the boat and key funds, the latter having been reduced following a Bye-Law change concerning ex-members' deposits. Some had already been spent on radios and some allocated towards an extra safety boat. No loans remained outstanding at the end of this successful financial year which had reversed the previous year's trends. Registering for VAT in 1989 might well cost less than in later years because of VAT repayments which would follow the radio and boat purchases. In a normal year it would cost the Club around £2-3000.

6.3 The Commodore thanked the Treasurer for the presentation and clarity of his accounts at both General Committee and the AGM. He was sorry to be losing such an effective Treasurer. D Tozer proposed the adoption of the accounts. This was seconded by R Fryatt and carried by the meeting.

7. Appointment of Auditor for 1989

7.1 The Commodore said that the 1988 appointee had been unable to act as Auditor. The General Committee had therefore had to find a substitute, C Cherriman, but had no firm volunteer for this year. The Commodore therefore sought the meeting's permission for the General Committee to once more make an appointment. This was approved by the meeting.

8. Nominations and Elections

8.1 The only changes to the nominations published with the agenda were as follows:

Position	Nominee	Proposer	Seconder
Treasurer	Mrs W Ward	B Rennie	D Vettergreen
General Committee	R Craddock	M Upton	D Tozer
Members	F Ward	B Ransden	B Ward

Subject to these changes, all nominees were deemed elected and Class Captain appointments were confirmed.

8.2 The Commodore welcomed the new Treasurer and new members of the General Committee. He thanked R Fryatt and R Ransden, the retiring members of the General Committee, for their assistance over a number of years. He noted that R Fryatt would still be organising the Club's stand at Sailboat 89.

9. Sailing Secretary's Report

9.1 The Sailing Secretary reported that 1988 had been a successful year with no major disasters. The turn-outs of 4 fleets had gone up and three had gone down. The Enterprise fleet was particularly worrying with a very low average and a risk of losing fleet status in 1989. Open meetings had been well attended, but total entries had been down.

The Frostbite had had disappointingly little wind.

9.2 The 1989 programme was displayed during the meeting and the Sailing Secretary ran over the highlights. The new sailing rules would be introduced in May. A protest committee would be organised for Opens and the Medway Regatta.

9.3 The Sailing Secretary thanked R Ransden and J Ireland, who were retiring from the Sailing Committee, and welcomed I Farris and R Frith who would be taking their places.

10. Bosun's Report

10.1 Once through the early part of the year both safety boats had been kept in service. The Bosun would be trying a new system in 1989 to keep this up. He thanked all those who do odd jobs to keep the boats working when the Bosun was not present. The Commodore remarked on the amount of unseen work put in by the Bosun and thanked him for all his work during the winter.

11. Radio Progress Report

11.1 Mike Upton reported that the General Committee had decided that the Club should have radios and obtained a Business Radio Licence. This allowed the operation, on Channel 37 (Marina) only, of two hand held radios and one base station to operate from Race Box. Although it is useful to have some knowledge of radio procedure, this type of license does not require users to be qualified. Nevertheless, courses were being arranged. It was hoped to have the equipment installed and inspected before the beginning of the season. The range would extend to the Isle of Grain in line of sight. Martin Jessop asked who would collect the radios and recharge them. This was still to be decided. John Smith asked whether the base station would be left in the race box. It was light enough to remove it. The Commodore said that guidelines would be set out on paper for COOs and Race Officers. Tom Sims said that there would also be a brief paragraph in the Handbook.

12. Fast Safety Boat Progress Report

12.1 Tom Sims spoke for the sub-committee which had been considering fast safety boats. It was recognised that at times there was a need for such a boat, but the question was one of cost-effectiveness. A Searider or the like could be bought for £4000 plus with an engine, whereas the Janneau presently on loan cost only £700 and could be repaired with a soldering iron. It only needed 15 hp to make 14 to 15 knots with 2 on board, but it had proved impossible to borrow an engine of this size and had therefore not been possible to test it properly.

12.2 Mike Hancock queried the safety of outboards. T Sims replied that the boat would not be used every week and its use would have to be restricted to those considered qualified to do so. Sportsboat courses might be required. Wendy Ward asked whether it was for extreme weather only. It was intended for training as well. It was for people rescue, not dinghy touting. Alan Smith asked how it would be crewed. He was told that they would have to come from those who had been trained. A Smith remarked that he would not like to be downstream in the Janneau in extreme conditions. In his view only a displacement boat could cope and provide the reliability which was required. T Sims replied that the RYA view was that we should have a fast planing boat. M Hancock thought the Janneau too small. John Parsons thought that a Cathedral hull would cope with the weather. Ian Farris queried the size of the hull. He was told it needed 2 crew and 2 rescued people. M Hancock thought that with radios there was a better chance of getting the existing boats into the right position. John Smith recounted that he had sailed on the south coast with only one Seamaster as safety boat. It had proved useless in rough conditions since those aboard were afraid to close with dinghies. Eddie Rose said that he had a 12 foot Orkney boat with a 6 hp motor and had sailed round the Scillies in it. With an 8 hp engine it would be remarkably quick. A Smith said that training needs should be divorced from the rest of the Club's requirements. He was not sure whether the Club should have one large displacement boat and one slower one, but he was not keen on planing boats. T Sims pointed out that the capital and fuel costs of displacement boats are much higher. The Commodore brought the discussion to a close saying that decisions were still a long way off.

13. Any Other Business

13.1 As members would have noticed, Bob Jones said, a substantial area of the front of the dinghy park was subsiding. Pilot holes have been dug this winter to enable our geotechnical engineer to have a look. A series of slips on top of a layer of clay is moving slowly towards the river. Over two seasons the surface has dropped 2 feet. The recommendations are to insert 4 metre by 6 inch reinforced piles at 1 metre intervals across the front of the park, ie. 201 piles in all. Sheet piling would cost £60,000 and was not on. Piles would be more labour intensive but much cheaper. The situation was not helped by heavy rainfall, nor by tides being up to a metre higher following the building of the Thames Barrier. What was required was a suitable drilling rig. If anyone had any useful suggestions they should be made to either the Commodore or the Vice-Commodore (R Jones). As to grants or financial assistance towards this work, enquiries to Rochester City Council, NPA and the Army had been unfruitful, though there had been some encouragement from the landlord. It had been thought previously that the problem was river erosion, but the problem was water coming from behind the dinghy park. There was, nevertheless, a risk that improved drainage could worsen the problem. The Commodore said that since this winter's rainfall had been so low, summer rainfall was unlikely to have much effect. The aim must be to do the work between the end of the 1989 season and Christmas. Any information on drilling equipment that anyone could provide in the meantime would be very helpful.

13.2 Ian Hyatt offered thanks to Barbara Sims for her work on keeping the clubhouse clean and to the ladies who provide food.

13.3 Mike Hancock asked about progress on a permanent pad for the generator. Tom Sims replied that Bob Dutton had on his own initiative organised a great deal of work on the clubhouse this winter. Particular thanks were also due to Chris Harris, Derek Dunstons, Peter Hampson and Ross McDonald. It was still hoped to dig the base for the generator and outside toilet on the next work party.

13.4 Michael Tomkins asked what was the significance of the Club's withdrawal from the Mirror Association Year Book. Bob Jones replied that it was an adopted class of the Club and normally a member of that class would have written. Brian Rennie said that now it had been mentioned he or the Sailing Secretary could write to the Class Association.

14. Commodore's Closing Remarks

14.1 The Commodore congratulated David Tozer on editing an excellent Club magazine. He was grateful to Wendy Ward for taking on the Treasurer's role and to Phil Holmes for his offer to help. The House Secretary and House Committee were owed thanks not only for the weekly meals, but also for the very good social events. There had been no disasters during the year. Indeed, not only were there no gales for the Frostbite Series, but very little wind at all. The Miracle Southern Area Championship had been a welcome event and they would be welcome again. Thanks were due to the officers of the Club for all their work. The Sailing Secretary had already organised the Sailing Programme. Bob Jones pointed out that the Commodore also put a lot of work in for the Club. The Commodore closed the meeting by thanking the members of the General Committee for their work and the members of the Club for attending the AGM and putting forward their comments.

Handicap "A" . . .

by : Mike Upton

Well, here we are at the beginning of the season again and as there has not been any winter there are no excuses for not having the boat ready for the Icebreaker (Ha, Ha?) on the 19th March. Having said that, I may not be there myself because I've been busy, etc.... Actually Chris is still out in New Zealand so I suppose I've got some sort of excuse.

As I have said before in this very place, there is a lot to look forward to in 1989. The Medway Regatta has been extended to three days (27-29 May) and we have a Fireball Open on the 17th September. If you haven't got a Fireball perhaps we can find you a boat or a helmsperson as appropriate to help give us a good sized fleet.

One of the benefits of having an Open is that we get to do one of our duties together as a class running another Open. Ours is to be the GP14 and Solo Opens on the 20th August and we shall be helped by the Comet class who also have an Open on the same day as ourselves. Wendy Ward and I have put together a Duty List for the 20th. See me if you have any problems because we aim to make this the slickest open meeting of the year on and off the water.

Contenders

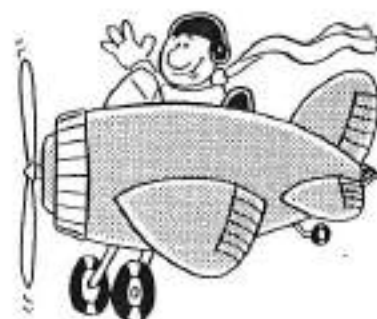
Those of you who were around at the beginning of last season will remember the mini invasion of Contenders that we had for a few weeks. I understand that some of them are coming to the Club again this year and are considering joining. I hope that

you will help me in making them welcome. They can only improve the standard in the Club and will be a valuable addition to our fleet. Since the Contender has virtually the same Handicap as a Fireball it will make the racing more competitive.

Social

Traditionally it is normal for the fleet to have a social evening at the end of the season and in 1988 we held ours at the CEBB Social Club in Gravesend. Thanks to all of you who came along. Those who were there will long remember Ed's attempts to open a tin can containing a fruit cake without a tin opener, and the appalling commentary on the video of the Fireball Worlds. Actually, what I was going to suggest was that we had another fleet evening not too far into the season. I have got a good video of the Bloody Mary pursuit race held in January, and Chris has promised to bring home a video of the 18 foot skiffs sailing in Sidney Harbour. Any suggestion for a venue will be welcome.

Finally just a few words to thank Ian and Ellie McDonald and Dave and Fiona Tozer who helped me through last year. Without their help a lot of things wouldn't get done and without them in the races my placings would improve! Seriously, though, thanks to you all for making this the best fleet in the Club. We certainly seem to have the most fun without getting too serious and I for one am looking forward to some excellent sailing and some good laughs (wait till you see Dave's new spinnaker!) in the coming few months.



Don't forget the Fireball Nationals

24 - 30 June 1989
Abersoch

The Nationals are a GREAT week-
for all the family. Why not make
this your summer holiday?
Give me a ring for more details
David Tozer 01-852-5028

The Club has been working continuously over winter preparing for the start of the '89 season. The sailing diary is substantially complete and a recent visit to the dinghy park confirmed the efforts of the work parties had been well spent. It is clear that large numbers of the fleet have come out from their hibernation within their garages to help.

The winter has been exceptionally mild, and there have been numerous days when the river has called out for the presence of a solo GP'er (maybe not myself, but where are the hardy brigade?). I understand GP'ers would have been seen along the river on such days in earlier years, and that was before the advent of wetsuits, drysuits and thermal tights and that! Perhaps the central heating has unweakened us all!

Fleet Evening

Nonetheless, the GP'ers did get together again for the winter fleet evening. This was again held at Jan's (Yes, the central heating was on). With the likelihood of a similar evening to last year, the turn-out was excellent. The evening had been well prepared by our hosts, and with no chance of a quiet minute the fleet was whisked through quizzes, games and puzzles. A neat slot was found for the requisite formalities of the evening before we were on our way again: a flash of the Southport video (kindly loaned by R Ramsden), a few more beers and a while later a tired fleet dropped to various parts of the floor for reminiscings of any subject that came to mind. Yes, a fine evening, and thanks to Jan and Chris for the efforts put in.

The Club sailing, together with the GP14 Association's Area Travellers' Trophy and the team racing with Segas, represents the major venues for '89's GP fleet.

In view of the success of last year's Nationals at Lee-on-Solent, which was augmented by a successful cruising week, the Association is repeating the cruising venue for the Nationals being held at Nubbles between the 6th and 13th August.

Refining

I feel I should leave my tale of boat preparations from this last write up. Yes, I am now stepping down from the past of Fleet

Captain: I have enjoyed it and would recommend that anyone with an interest in the GP and the Club should consider this role at some future stage. The Sailing Committee is extremely accommodating and, with the help and direction provided by our Sailing Secretary, many an objective discussion has been held with an amicable resolution made to make such changes and improvements which we believe to be for the best.

It is quite an insight to see how committees operate and their necessity as a way of directing the present and future activities of the Club. I am pleased to say that Ian Ferris has boldly taken on the task of Fleet Captain, and both the GP14 Association and our fleet will be well represented in the future to the benefit of us all.

New Hull Construction

Whilst recently mentioning the subject of a new prototype to Ian, I found I had hit on a nerve - well, I was given Ian's view. I am sure he would be surprised to hear if there is another view. For those not up to date, an explanation. I will first refer to the GP14 Class International Association: the Association is the hub of the continuing popularity of our class - bearing in mind that the boat was designed in 1949 I believe it's existence and popularity has much to do with the Association as the fact that there is little competition for its all round merits and suitability to our river. Over the years the Association has closely monitored and preserved it's original concept in respect of the ruggedness and simplicity of the boat. Whilst there may have been concern in the initial stages at its development into fibreglass, the glass fibre boat has been with us for some years without affecting the popularity of the original boat. The traditional framed boat will no doubt continue, but the Association (as part of it's continuing role) is re-evaluating construction in view of the relatively high material and labour costs. (Apparently from the builders' point of view the hulls are sold for similar prices as other much less sturdy forms of construction). The prototype is, in fact, of a lighter frame construction but utilising additional plywood skins for strength in a construction similar to the GRP boats. I am sure it will cause some waves! Perhaps now is a good time to get hold of such an undervalued

traditionally framed GP! The new boat should have been on show at Sailboat '89 and I understand that it will appear from time to time on the racing circuit. Interested, or wish to put forward your view? Then those members who are not part of the Association should consider joining: annual membership is 9 and I believe it is well worth forking out for. (The WSC Club Rules require membership of the appropriate class association, see Bye-Law 9 and Sailing Instructions 1 and 17 - Ed.)

Returning to the Club sailing: 1988 has seen the GP14 fleet holding up well with good turn-outs, second only to the Laser fleet. Looking forward to 1989, Mike Sherty received his new Durrwin boat just prior to Christmas and he is no doubt becoming restless with the start of the season so near. I admit to not knowing any details but I am sure that the rest of the racing fleet are wondering what this new machine will produce. Still, the boat will

only receive it's first launch at the end of March, and it may be a while before it has been tweaked up to it's full potential; not to mention the re-adjustment needed by the crew after having sailed BIN for so long. I wonder if Mike's had trouble seeking a new name for this boat - BIN TOO maybe?!

I understand that Ray Elth will be taking on Paul Heather as his crew in light of David's move to Brighton. I am sure that many of us will note David's absence and whilst he may soon be whisking along on a windsurfer at Brighton, he will be missed as helm, where with Ray they have held their place at the top of the fleet with an unerring perseverance and regularity for many years. However, I believe that a large part of the membership that form the remainder of the fleet will be there again this year.

We have a good fleet held together by a strong racing contingent; why not join us?

Handicap "B" . . .

by : Wendy Ward

I just hope that the spring and summer are as good as the winter has been. The winds have been super; those of us who have been lucky enough to sail through the winter have had some marvellous Sundays.

While I have been enjoying myself in the Tigger, people have been working VERY hard in the clubhouse, the dinghy park and on the road. The clubhouse looks very smart having been painted, and Ron Jordan has made a super job of putting new wood around the bar area. There were also people from our fleet working on the road to flatten out the area where the concrete finished and the dirt road started.

Looking forward to the new season, which started with the Icebreaker on the 12th March. Now for the year is the Basun's Trophy which will be sailed at the same time

as the Commodore's. This will be a series of shorter courses for helms who do not wish, for whatever reason, to sail the Commodore's Series. At the end of the season there will be prizes to the first three places and a bosun's pipe mounted on wood.

We are hosting Open Meetings for Solo and Comet, and National Championships for the Pacer Class. The Regatta will be held earlier over the Bank Holiday weekend 27-28-29th May.

The Ladies' Trophy will have four races with three to count.

Look forward to seeing you all soon.

Wendy

Fleet Evening

Our fleet evening was once more a resounding success: many thanks to John and Sue for their hospitality. It was good to see so many new faces taking an active interest in our fleet activities. Last year's series prizes were awarded and it was nice to see some new faces getting some pots as well as the regulars. Well done all the winners.

The main topic of discussion was next year's sailing programme. As you can see from the Club racing programme, our Summer Points Series have been changed in format. We now have morning and afternoon races counting towards different series. This still gives nine races in each series, but will enable those people who can only sail morning or afternoon to compete in a full set of races.

Short Series

The special series we ran last year is again going to run alongside our normal morning racing on specified days, because we will be running this throughout the year. The points will count towards an Overall Fleet Champion (ie. the most consistent helm/crew throughout the year). Dates for this series are as follows:

26th March	Championship 1	(Spring Pts 1)
16th April	Championship 2	(Spring Pts 2)
7th May	Championship 3	(Summer-an 1)
18th June	Championship 4	(Miracle Open)
16th July	Championship 5	(Summer-an 4)
27th Aug	Championship 6	(Summer-an 9)
10th Sept	Championship 7	(South Kent)
8th Oct	Championship 8	(Autumn Pts 7)

As you can see, we will be having eight races. This means your best five count towards your overall total.

Boat Tuning & Team Racing

We also hope to run a boat tuning day, which could also include afternoon team racing if there is sufficient interest. The provisional date for this is the 23rd April.

I will be putting a list up on the notice board, so please sign if you are interested.

Association Membership

Don't forget that Association membership runs out at the end of March. Renewals should be sent to the Class Association Membership Secretary.

Buoyancy tests will be carried out at the Club on the 30th April, so please try to have your boat there for testing.

NOTE: Remember that your Measurement Certificate is not valid unless you have current buoyancy test check and Association membership.

National Championships

Our Nationals this year are being hosted by Sovereign SC at Eastbourne, from the 29th July until the 4th August. The entry fee is £48, or £36 if paid before the 30th June.

This is probably the most local venue to us that could host our Nationals, so try to make it a date and enjoy sailing against 50+ other boats. It is a good experience and the social side is very enjoyable.

Fleet Vice-Captain

Nike Groom has decided to step down as vice-captain. Our thanks to him for his support and helping to push our fleet forwards in the past few years. Martin Smith will be taking over this role. (By the way, did anyone tell Martin, the vice-captain's main job is to bring up rear of the fleet.)

Opens

Our Open Meeting date this year is the 18th June, so mark this date in your diary with BLOCK CAPITALS.

The first open this year is at JCI Slough on the 2nd April, kick-off 11:00am.

I will be posting a full Open Calendar on the notice board.

Summer Cruise

As can be seen from the programme, no date has been fixed for our annual cruise. This

is because Colin Lown and myself are still awaiting some feedback from the rest of the fleet as to IF, WHAT and WHEN you would like this event to happen. Colin and myself are around the Club most Sundays, so ideas please.

This just leaves me to thank you all for making my job easy last year (and hopefully this year).

I look forward to seeing as many of you as possible on the water in 1989.

Enterprise . . .

by : Roger Frith

Another new season is upon us already and your new Class Captain has been caught with his sails down - or more importantly, not even got anything to hang them on! Hopefully this state of affairs won't last very long however, I'm sure everyone else is ready for the start of the new season!

I'm sure you'll all join me in passing on our thanks to Ron Ramsden for looking after the class for the last two years with such enthusiasm and energy and also to Linda Ramsden for repeatedly organising the edible side of some very enjoyable fleet evenings and letting Ron get away without finishing the decorating - you can have him back this year Linda if you can stop him sailing instead!

Sailing or TV?

This year is important for the Enterprise Class as the last few years have seen some disappointing turn-outs. Unfortunately, if the trend cannot be reversed this year we may be sailing with the Handicap Fleet in future, so, the next Sunday you have a choice between a day's sailing or a quiet day lazing in your favourite armchair in front of the TV you know which to choose - I do!

Personal Handicaps

During the course of the year I hope to organise a personal handicap system within our fleet with a view to running an Individual Handicap Series in conjunction with the Summer or Autumn Points Series. If

the handicaps can be biased to favour the older boats and novice crews I hope this will keep the interest going in the latter half of races when the fleet gets spaced out and encourage the more experienced crews to try that little bit harder! So, if anyone's got any thoughts on this or has any other ideas that they would like to see tried during the course of the year, then I'd be only too pleased to hear them.

Programme

Having had a quick look down the Sailing Programme, there's plenty of variety of races again this year along with the new Bosun's Series which is an alternative for those not wanting to join in the long Commodore's races. A few specific dates for the diary are our own Enterprise Open Meeting on the 21st May, closely followed by the Medway Regatta which is a 3 day event this year over the Bank Holiday weekend of 27, 28 and 29th May.

One last date which is for the annual buoyancy tests on the morning of 30th April. Don't forget to bring your measurement certificates along so they can be updated.

All that's left is to wish everyone a good year's sailing and hopefully see if we can fill the river up with light blue sails again. If anyone needs any help or advice on rigging your boats or sailing in general, catch me in the bar on a Sunday or give me a ring. If I can't help myself I might know a man who can!

This is your space in 31½, so air your views or say anything you wish to say. Tell about the course you went on from School, with the RYA...

When you next come to the Club, if you look in the Juniors' Corner you should be able to see the new noticeboard which has been hung for you. This is for notices, about Club training courses, Junior Cup results, any messages you would like to leave for other Juniors. We are sure there are many uses. There will be some books hanging from the board that you may find interesting; borrow them by all means, but if

you do please leave a note on the board to say who has the book, and please remember to return it the next week as someone else will be waiting to read it.

We are running another *Oppy* and *Tepper* weekend on the 15-16th July 1989. There will be a list on your noticeboard. Please add your name if you would like to be included.

Look forward to seeing you soon.

Wendy

To Do or Not To Do . . .

There has been a suggestion that the clubhouse be opened either the first Wednesday or the last Wednesday during May, June, July and September.

The aim being to open the bar about 8'ish, have a speaker on a general topic for an hour to an hour and a half, then chat-chat until about ten - ten thirty.

Suggested topics include:

- Race Officer ■ Working out handicaps, timing, shorten course procedure
 Tides ■ Effect, on start line
 Protests ■ How to protest
 Video ■ On sailing
 Flags ■ Sequence, shorten course

or in fact any subject you would be interested in, providing we could get a speaker.

We need to know if these evenings would get your support. There will be a notice on the notice board. If you are interested, please add your name or give me a ring on 01-311-4046.

Wendy Ward

RYA Rescue Boat Certificate Courses . . .

The following courses will be run by Medway Yacht Club:

Basic Power Boat Course:

cost £9
 from 10:30 22nd April
 until 17:30 23rd April 1989

Rescue Boat Endorsement Course:

cost £12
 from 10:30 21st July
 until evening 23rd July 1989

You need the Basic Power Boat Certificate to take the second course, but should you fail to get it the cost of the second course will be refunded.

Anyone interested should contact **Tom Sims** (0689-54627) as soon as possible.

Salty Tales of Yesteryear . . .

3. The Midnight Prowler

Ever since the departure of *Milsonian* from the river the old chap had not been able to sit at the bar gazing out of the window at the boats passing close alongside. Instead he sat looking out of the open window in the clubhouse or, if the weather was fine, down by the water's edge. Wet or fine, he was always willing to talk to someone, even if they didn't want to listen. He was very willing to accept a drink, even if the offer was not really intended.

On this particular day he sat watching a member, who had only recently joined the Club, and appeared to be deep in thought. "Penny for 'ee", said the old chap. "What?", replied the young chap, rather startled.

"I said I'll give you a penny for 'ee", insisted the old man. "Oh, no", was the reply. "I can't do that. It's a very serious problem I have".

"Can't be that serious that I don't 'ave an answer to it", mumbled the old one.

"Well on this occasion there doesn't appear to be an answer", said the young one. "I've looked at it all ways, and I can't see one".

"That b'aint be so, somewhere there must be", said the old chap. "Let me tell 'e a true tale of years ago".

So he began. "Many years ago, long afore all you young 'uns 'ad cars, members of this 'ere Club would travel down by train on a Friday night, catch a bus to Upnor from Strood or Rochester, walk along the foreshore 'ere, and stay all the weekend aboard *'Milsonian'*. Right ol' times we used to 'ave too. Why, one weekend I 'members quite well, we wuz all goin' to ..."

At this point he started to chuckle. Then, looking at the young man, he said "Well, p'raps I better not tell you that now. That's another story".

He continued. "Well, one Friday night this 'ere young gal 'ad come down from Lunnon, got 'erself aboard *'Milsonian'*, 'ad 'er grub-tucked 'erself in bed, and was just droppin' off 'er sleep when she 'ears someone a-walkin' the deck above 'er 'ead".

"Well, you can imagine what effect it 'ad on

'er. There she was a young gal all by 'erself aboard a vessel moored in the stream, some 'ulkin' great brute a-sloopin' all over the deck, and she 'as no-one to 'oller to. She's a-rigid o' fright".

"Worse 'appens. The brute came below decks. She decided the best thing for 'er to do was ter lay quiet an' 'ope that 'ee only a robber, and will buzz off after a bit o' runagin'".

"Well, this 'ere hustruder clomped down the companion way, along the passage-way and into the toilets. 'e obviously does what 'e wants ter do 'cause the next thing she 'eard was the cistern being pumped full o' water and being flushed".

"It's at this point she gets a-thinking, if 'ee a rabber or nebba somethin' worse, 'ow come 'e knows 'ow to work them there toilets. Only them what's members know 'ow to do that. More'n that, if 'e were a villain 'ed do 'is business topsides, not come down 'ere and flush the toilet. Come ter that, 'e must be a member".

"Takin' what she thought was 'er life in 'er 'ands she opens the cabin door and seed a face what she knew. She arterwards tol' me she damn near fainted, from relief or fright she weren't sure, but she weren't 'alf glad she was alright".

The young man looked puzzled. "What's the point of that story? What are you trying to tell me?"

The old chap looked hurt. "Are you daft, or do you always ask such damn fool questions?"

He paused and then went on. "The moral of what I'm a-saying to you, young lad, is that quite often the most frightenin' problems in this 'ere world can be solved by the most common and nat'ral thing you can think of. P'raps by 'earin' the toilet being flushed. You think on't young 'un".

He paused again, lifted his empty pint glass, looked at the young man and moaned "Toilets ain't the only thing that needs flushin'. Sometimes a dry throat, caused by givin' good advice wot ain't appreciated, needs liquid to flush out the parchness".

Shellback

Albert ...

by: Ray Craddock

Albert is a sea bird
He likes to fly up high.
Albert is a sea bird
He is also very shy.
He is looking for a lady
But never knows where to go.
He is looking for a lady
But there is never one on show.

Albert is a sea bird
He likes to fly up high.
Albert is a sea bird
He is also very shy.

That was a waste of time. I saw what I thought was a shoal of fish in the estuary. It was just a flock of gulls going crazy over some rubbish in the water. Lazy they are. They only fly when there are easy pickings about, not like me. I rarely touch the ground or the sea.

I just drift aimlessly about over the sea, searching for any ship that comes my way.

I was beginning to find this boring. That is why I am here watching the craft below me drawing lines on the water, like the tails of shooting stars.

Getting back to the things these sailing craft get up to down there on the water. I saw one the other day with a big sail out in front; it had the wind behind it. Another craft was heading across its path from the left. This second motor craft turned to the right to pass behind the sailing craft.

A similar incident occurred later in the day; this time both craft were sailing on a converging course. This time the one on the left kept sailing in a straight line across the wind from left to right. The one with the wind behind altered course to pass behind the one on its left. Two different rules must apply to this situation.

I was interested to see how a lot of craft turn around a buoy without hitting each other. It appeared that the inside craft has to turn as soon as it has passed the buoy and the one on the outside must give him room to manoeuvre. This worked for the first two craft but the bunch behind looked like that flock of gulls I saw earlier in the day all doing their own thing and getting in each others way.



I am getting confused up here. I think I'll stick to the air; it seems a lot safer.

Hoops! That was a nasty one; I was nearly turned over onto my back. Oh, what a mess down there! I wonder if those people like swimming, some of them seem to be having trouble getting their craft upright. What are those coloured things being blown away? Aren't they supposed to be in the craft? Lucky that motor boat is standing by to help them.

I suppose they are having fun down there. Oh dear, it's beginning to rain. Time to find some clear air.

Bye for now.

Albert



The Earthdwellers Guide through the IYRU Rules 1989-1992

NO NUMBERS	INTRO	NO NUMBERS	1-12	18-24	31-46	50-66	68-78	A1-A14
(NO INTRO)	PART I	PART II	PART III	PART IV	PART V	PART VI	PART VII	APPENDIX'S
TRANSLATION	Rules that can be changed by:	Management of Races	Owner Qualifying his Yacht	Race of Way	Yacht Handling	Protests, Penalties Appeals	NO INTRO	1) Amateur
SHALL	M.I. S.I.	(NO INTRO)	INTRO	A Obligations Penalties 31-34	INTRO	NO INTRO	NO NUMBERS	2) Sailboards Funboards
CAN	FUNDAMENTALS	Rules Authority Committee	Entry form Club member Anchor	B Penalties 35-41	Ranking as a starter	A	A	3) Alternative Penalties INTO PART IV 100% Races etc
MAY	A) Rendering Assistance	Jury Appeal	Boaty Equip Sail Numbers Advertising etc	C Principal of Way Rules and Limitations 42-46	Sailing the course Touching a mark	Initiation of Action 43-44	A	4) Team Racing
Effective date	B) Responsibility of a Yacht	Notice of Race Sailing Instructions		D	Means of Propulsion outside distance	Protest Procedure 45-46	C	5) Scoring
1-MAY 1989	C) Fair Sailing Accepting Penalties	Signals Starts Timing Recalls Time limits Ties etc		E	Setting sails Flags etc	Specials Rules 45-46	D	6) Protest Committee Procedure
	DEFINITIONS			F		Appeals 47-48	E	7) Protest Form
	sailing racing starting finishing etc			G			F	8) International Series
				H			G	9) IAPCS
				I			H	10) Weighting Sailing
				J			I	11) Photo Guidance
				K			J	12) Sailing Instructions
				L			K	13) Principle Instructors Guide
				M			L	14) Advertising

Club Goodies . . .

SWEAT SHIRTS -

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

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

Logo - Large or breast logo

T-SHIRTS - £3.50 adult
 £2.50 children

CLUB TIES - Navy Blue £3.50

CLUB RACING BURGEES - £5.00
 available at the bar

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



Adverts . . .

WANTED

Superbly fit, agile, experienced *Enterprise Supercrew* with broad shoulders (to take the blame for my mistakes) for the forthcoming season. Failing that, anyone with at least one arm and leg will do! If you're interested in a regular competitive crewing job for Club racing and some Open Meetings ring Roger Frith on 0634-685430 or catch me at the Club. Enthusiasm more important than experience as plenty of guidance and instruction will be given!

FOR SALE

Laser 54406

Standard and 'W' rigs, with launching trolley. £500 ono.
 Dave Carter 047482 3707

CREW WANTED

Wayfarer 7261. For the '89 season.
 Brian Ward @ringfax 06891 28020

FOR SALE

Graduate 1290

£350 Contact Tom Sims 0689-54627

FOR SALE

Sole B22

Hood by J Stone. Good condition. £450 with cover. Coabi trailer £150.
 Ray Harvey 01-850-5788

FOR SALE

Fireball 10769

GRP hull, good condition. Complete, ready to sail, with launching trolley and cover. £800 ono.
 Call Steve Johnson, Meophan B14498

FOR SALE

Fireball K-10801

HPS special in good condition. Barken gear, M2 mast & Superspar boom, 2 spinnaker poles, M & M centreboard and rudder, selection of sails. Coabi road trailer + trolley, under and over covers.

Good strong, light boat. £2950

Contact Andy Hemmings 0705-581972(N)
 0329-331325 (W)

WANTED

MIRACLE

Please ring Ed Martin 01-777-2219