

Veils' Disease . . .

Many of you will have read or heard comment about this disease, one of many suddenly appearing from medical history books. There has been a sudden increase in the occurrence of this disease and so it seems a good idea to give a few guidelines as to the causes, habitat, symptoms and prevention.

Causes The organism is a parasite, harboured in rat's kidneys and excreted in their urine.

Habitat Mainly where rats live! Most commonly present along river banks especially at the entrance to rat holes; it dislikes sun and strongly moving water.

It also dislikes acid or salt water, for the technically minded, a pH of less than 7 is not favourable.

Symptoms The incubation period is 7-12 days.

Flu like symptoms include muscle pain, headaches, abdominal pains, vomiting and fever. These last for 3-7 days.

Ode to a CDO . . .

(With apologies to all the good work they do)

He arrives at 9.30 every Sunday morn,
Regardless of the weather,
Wind, rain and storms,
To open up the Club for all to get in,
Apprehensive of the day ahead of him.

"Where are my staff?" he thinks to himself,
Whilst putting all the goodies on the kitchen shelf.
The race crew arrive at 10.00
That's interesting, 3 women and no men.

Ah, the safety boat crews are now in their boats,
One is new, he hopes it floats,
The engines are running, no need to worry,
Here come the sailors all in a hurry.

This is followed by an intense and unremitting headache on which pain killers have little effect. The person could be delicious but there is no fever.

Prevention GOOD HYGIENE The parasite enters through cuts and abrasions on the skin and through the mucous membranes (ears, nose, mouth).

Any cuts on the body should be covered prior to entering the water and preferably kept covered. Hands should be washed well before consuming food.

REMEMBER: Personal hygiene is top priority. Wash cuts well and then cover.

It is rare for Veil's Disease to occur in salt water, but we sail on a tidal river where the saltness varies considerably. And,

If you capsize, don't swallow or breathe in!

The generator's plying up - so lights in the Club,
Thinks to himself "Shall I nip down to the pub?",
No, it's only the diesel that needs topping up,
Thank goodness for that I'll have a quick cup...
of coffee.

The day's nearly over he says with a sigh,
Everyone is going bye, bye, bye.
That leaves our hero to mop up the mess,
And lock up the Club,
Goodnight all you sailors, and God Bless!

ANON

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Commodore's Letter . . .

Congratulations to all those members of WSC who won prizes in the Medway Regatta. It could not be said to have favoured light or strong weather sailors, as it went from very strong at first moderating gradually over the three days to virtually nothing. The Regatta Committee is to send out a questionnaire to all those who took part, and I hope you will fill it in and hand it in as it will help to provide you with a Regatta to your liking. Those of you who did not sail but who would have done if it was at a different time of year or for whatever reason, should also send in a completed form.

Congratulations to the House Committee and their hard working helpers who put on such a magnificent barbecue for the rest of us and our guests. Thanks too for those who have done house duty and provided us with much needed teas, coffees and food - it really is much appreciated. Unfortunately we have been let down several times this year by last minute withdrawal from their duty by non-sailing wives. These members have been removed from the membership, but it would have been better had they not been included in the first place as last minute replacements are hard to find, and the result is always that the Secretary spends an hour or so on the 'phone or the other House Officers have to work

harder. Neither of these situations is satisfactory, so would all members check up whether their wives are prepared to help before including them in the family membership.

The summer work party was poorly attended, but thanks to the hard work by the few quite a lot was achieved. I know I was away on holiday but that was no excuse for the rest of you not turning up! Those who are keen can quickly get disenchanted if their task is made too great by lack of help. It was noted that certain members were working on their boats in the diaghly park during the work party. I must ask you not to do this in future.

The season is about half way through and so far the weather has been quite good. Let's hope it continues favourable for all of the remaining open meetings and the Facer Nationals. The water in the river is now quite warm, so come on out all of you fair-weather chaps and have it sail, you may even catch the habit.

Happy sailing to you all.

Kca Crundwell

HELP WANTED

The grass in the car park and around the Clubhouse desperately needs cutting. Any volunteers? No previous experience necessary, just a lawn mower or strimmer!

Bits and Pieces . . .

We have had some very busy weekends since the last issue of 31^{1/2} - the *Miracle* and *Enterprise* Opens and the *Regatta* in particular. Thankyou very much all those who worked so hard to make these events successful. But it has become apparent that the work can bear unfairly on some members of the duty team. We can all help in several ways. Firstly, if you have finished in the race box or safety boat and the CDO still needs help, don't push off and leave him to it. Secondly, when you are on duty help the CDO by taking a sack of rubbish away with you - there can be more than he can readily deal with on his own. And thirdly, whether you are on duty or not, if you see people struggling to cope, speak in and help.

Jannets

A couple of months ago the *Blockhouse* was broken into and the *Seagull* outboard stolen. Fortunately we suffered no other damage. Anyway, we got something back from the insurance company and we have now invested in a much larger outboard which is being used to power the *Jannet*. The latter is the grey plastic object that you may have seen Tom Sims carting up and down the river in. The *Jannet* was loaned to the Club for a number of months so that it could be evaluated for use as a safety boat. The General Committee has now decided to purchase a *Jannet* as a support boat for training and as a tender for shuttling crews to and from *Whitton* and *Leander* (the white dinghy ship water and has reached the end of its useful life). The *Jannet* will, of course, also be available for use as a rescue boat in emergencies. We are restricting operation of the *Jannet* to those who have had some form of training. If you hold a Sports Boat Licence it would be helpful if you would let Tom Sims know.

Trailers

The General Committee has passed the following new Bye-Law, which you might like to note in your Handbook:

"24. Road trailers may not be left in dinghy park spaces. Trailers may only be left on Club premises by Members with the permission of the Dinghy Park Secretary, or an Officer of the Club, in the designated area for trailers and at the owner's own risk. Trailers must be clearly marked with the owner's name. Where any of these conditions are not met, the trailer may be dealt with by the General Committee under Bye-Law 22 in the same way as a boat."

The Committee felt that space in the dinghy park was tight and that trailers can be very space

consuming (in terms of length and/or width), so we would rather not have them there at all. But if you need to keep your trailer in the dinghy park, or it is simply temporary parking, make sure that your name is on it and that the Dinghy Park Secretary knows about it. Subject to all that, the place to keep it is in the area beside the Clubhouse in which there are already several trailers. The new Bye-Law will be brought into effect from 1st July.

Dinghy Park Stickers

Still on the subject of the dinghy park, I was surprised to notice the other Sunday the number of boats not displaying transom stickers. And I know that some at least of the owners of these boats have been sent stickers. It makes it very difficult to spot who is cheating on the dinghy park fee if those who have paid do not put their stickers on their boats. It is also confusing if boats are not placed in the spaces allocated to them on the dinghy park plan. So put those stickers on and make sure your boat is in the right slot please.

One interloper in the dinghy park has now been sold. There are other boats in the dinghy park with unidentified owners at the time of writing. We may have to put some of these up for sale too. Still we have members without boats, so there might be some good for someone in this yet.

Membership

Those of you who remember *Miracle* sailors Geoffrey and Janet Stevens will be pleased to know that they are still Country Members despite living in Paris these days (Our magazine is international! - Ed). Their summer sailing will, I understand, be in Brittany in something even more stable than a *Miracle*.

I would like to welcome the following new members:

John and Helen Timmins (*Tasar* 2160 and *Topper* 7930), Andrew and Sally Morgan (*Mirror* 30710), Alan and Pearl With (*Miracle* 2002), Peter Sellars, Richard Smith (*Contender* 420), Mark and Adrienne Budds, Stanley and Margaret Russell (GP14 7145), Derek Williams, Simon Martin, Brian Cory (*Mirror* - and he is not the one who builds *Streakers!*), Christopher Mitchell (*Contender* 452), Richard Turner, John Wells (*Enterprise* 1455), Simon Ramm (*Contender* 413) and Ian Clark (*Scorpion* 1402).

I wish them and you good sailing.

Brian Resnie

Sailing Secretary . . .

Commodore's No.1

27 boats took part.

1st	Contender 373	John Reed
2nd	GP14 12434	Ian Parris
3rd	GP14 12758	Chris Harris

Bosses's No.1

With 10 entries, several of which would not have sailed in the Commodore's, this was a good start for this series.

1st	Topper 29000	D Thomson
2nd	Miracle 3024	Sue Smith
3rd	Miracle 2511	Keith Jeremiah

Sailing Programme

There is a mistake in the sailing programme for Sunday 17th September. The open meetings are *Fireball* and *Comet*. Would you please amend your programmes accordingly.

RNLI Handicap Open

An entry of 48 boats, including 10 visitors, split into fast and slow fleets, used a Force 3 breeze to produce some close racing.

Fast Fleet Race 1 was won by Simon Ramm in his *Contender* followed by the *Contenders* of Andrew Irons and John Reed. The second race was won by Andrew Irons followed by Simon Ramm and the 470

of Nigel Scudder. In the last race the *Contenders* did not do so well, first and second places being taken by the GP14s of Ian Parris and Chris Harris, followed by Carl Palmer in his *Contender*.

Slow Fleet Race 1 was won by the *Topper* of David Bourne followed by Ron Jordan in his *Streaker* and the Solo of John Parsons. David Bourne also won the second race followed by John Parsons and Steve Scudder, *Streaker*. The last race was won by Steve Scudder followed by David Bourne and John Parsons.

The entry fee money of £144 was donated to the RNLL.

Final results:

Fast Fleet

1st	Andrew Irons	Contender	Bough Beech SC
2nd	Simon Ramm	Contender	WSC
3rd	Ian Parris	GP14	WSC
4th	Carl Palmer	Contender	WSC
5th	John Reed	Contender	WSC

Slow Fleet

1st	David Bourne	Topper	MYC
2nd	Steve Scudder	Streaker	Bexley SC
3rd	John Parsons	Solo	WSC
4th	Ron Jordan	Streaker	WSC
5th	C Larby	Solo	Maidstone SC

Dave Vettergreen

Tasar . . .

Spring Points Results

1st	Paul Cussens 284
2nd	Ray & Molly Fryatt 371
3rd	John & Judy Vinson 1263
4th	John & Sue Timmins 1260
5th	Derek & Andrew 2151
6th	Ken Crundwell 285
7th	John Finch
8th	Ian Wyatt & John Cocker 281

Tasar Open 15th May

1st	M Barnes & I Emery 2167	Whitstable YC
2nd	M West & F Spooner 2307	Weirwood SC
3rd	M Pavey & J Fidler 733	Stoar SC

5th	Wilsonian Crews (no number)	Martin Jones
8th	Paul Cussens & O Hughes	284
9th	Ray & Molly Fryatt	371

The class welcomes Tim Gorman, a very experienced *Miracle* sailor. I am sure he will soon be testing the leaders. The *Tasar* presence is very much in evidence, but let's make the later half of the season better with all of you out sailing.

Derek McAuley

GP14 . . .

This is my first article in the prestigious role as GP14 Class Captain. I would like to start by thanking my predecessor John Ireland for his work in the role. Hopefully John will now have enough spare time to complete the refit of his boat and join us sailing.

The Sailing So Far

Hard to believe as it is, we have had over a quarter of the season already, where have you been? The weather has been uncommonly kind to us for this end of the season, assisting our turnouts and making for some very close, competitive sailing.

GPs accounted for 1/2 of the starters for the Ice Breaker race with two of our boats in the first three.

Easter Monday saw a day of light winds with only two of the three races being sailed. The Cup was clinched by myself and Malcolm in Rough Justice.

The Spring Points Series was won by the team of Chris & Derek in Brummagem Scree Dryva.

The next major event in the hectic calendar was the RNLI Mayday Open. This was well attended by GPs but the event was dominated by Contenders with their fast close reaching speed, but we did manage to split their tanks.

The Whitsun Cup was again won by the Brum Scree Dryva team showing a clean pair of heels to the new

Handicap 'A' . . .

Mike Upton has decided to stand down as class captain and I have taken over until the end of the year. Our thanks to Mike for all his hard work for the fleet.

The Spring Points Series was fairly thinly attended, but we did manage some good racing. Overall results were:

- 1st Contender 373 John Reed
- 2nd Contender 473 Carl Palmer
- 3rd Fireball 11599 Jerry March + Chris

Well done to John. How does a new Contender PY number of 85 sound to you?

I think the best feature of the sailing so far has been the encouraging growth of the Contender fleet.

Deffin hull.

This year's Medway Regatta was sailed in a wide variety of winds, resulting in both gear failure and hull damage to boats. Once again, Brum Scree Dryva won the day by making the least number of mistakes.

Points of Notoriety

The Ice Breaker saw the launch of Mike and Keith's new Deffin boat, with interesting results - very fast and it floated quite nicely on its side whilst the occupants were having swimming lessons! However, as the season has progressed they have become a force to contend with, and I feel the best is yet to come.

We have a new team this season in Ray Blyth and Paul Heather. They started the season late due to a leg injury incurred by Ray; they were then plagued by boat problems (or was it lack of water). However, I believe that Ray is now a convert to plastic boats.

The Best is Yet to Come

I would like to take this opportunity to wish you all a very entertaining middle to the sailing season and I hope to see many more of you out on the water taking part in the competitive spirit to which we are all accustomed.

Ian Parris

Thanks to the hard work of Carl and John we have better racing and also someone for the Fireballs to chase when it's blowing!

Fireball Open

I know the 17th September seems a long way off but please mark it in your diary. This is, of course, the date of the Wilsonian Fireball Open. I am trying to encourage as many visitors as possible but we need the maximum number of home boats on the water. If you are short of a crew or would consider lending a boat (to the right person of course) please let me know. I am sure that we can find enough spare bodies to fill in the gaps! The Open will be an excellent chance to encourage new members, let's make sure we show the Club at its best.

Training Day

Dave Hall, of Hyde Sails, is coming to the Club on Saturday 16th September for a Fireball Training Day. The course will start at 10:00 (boats rigged) and will cover boat tuning and handling techniques.

Handicap 'B' . . .

We seem to have had an epidemic of Pacers this year, with three members added to our fleet, namely Mark & Adrienne Buds, Tony Coles & family, Duncan Thompson and Stuart (sorry don't know the surname). Is this because the Nationals are being hosted by Wilsonian this year? The Whitsun Cup was very exciting with everything to go for in the final race. John Parsons won the final race thereby winning overall with Ron Jordan coming a very worthy second. The results are listed below, as well as the results for the last two series.

Early Spring

- 1st Ron Streaker 1259
- 2nd John Solo 3525
- 3rd Frank & Mark Pacer 2200
- 4th John & Clare Pacer 1387
- 5th Bak & James Pacer 816
- 6th John Solo 1257

Whitsun Cup

- 1st John Solo 3525
- 2nd Ron Streaker 1259
- 3rd Wendy Topper 26119
- 4th Graham & Alison Pacer 1680
- 5th Brian Streaker 866

Rescue Boat

Have you noticed the new planing all stinging all dancing rescue boat? David & Jackie Hudson and Frank Ward have their Sportsboat Certificates. If anyone else has a Sportsboat Certificate would they let either me or Tom Sims know, as we now need

Class Association Membership

A reminder that the Club Rules require all racing members to be members of their appropriate Class Association.

Perhaps owners of Fireballs, other than the following, should take note!

9120 10744 11599 12370 12698 12737

I admit that this is my hobby-horse, but come on chaps, Class Associations generally do a splendid job promoting our classes and our sport in general - let's give them our support. After all, it's to the advantage of all of us. DRT

Numbers are limited to 10 boats, so please contact me (04747 2192) a.s.a.p. to secure a place.

The course will be open to non-members nearer the time.

Ian McDonald

'certified' drivers.

Veils

There has been talk recently about the Veils disease, or *Leptospirosis*. Apparently salt water kills the germs but just in case, if you have any open cuts or grazes please cover them with a water resistant band aid before sailing. If you do capsize have a shower as soon as possible after sailing.

Bosua's Series

The first race in the Bosua's Series was well supported with the course first Whitewall Creek and MYC4 then through Hoo Creek to buoy 24. It was a super race with a good steady wind. Duncan Thompson won in his Topper, well done Duncan. Thank you everyone who sailed.

Regatta

The regatta has come and gone. Adrienne Buds was the regatta secretary for the Wilsonian line, and did an excellent job. Ron Jordan won a tightly contested race and won the Handicap B cup with Martya Jessop a close second. Frank Ward & Mark Buds won the Chatham Rose Bowl, and John Parsons won the Solo trophy. David Bourne from Medway Yacht Club won the Topper Drummer trophy & Wendy Ward came a not very close second.

I hope you all enjoy the rest of the season.

Wendy (Topper 26119)

Laser . . .

When the Great Designer created our planet he made $\frac{3}{4}$ ths of it water and $\frac{1}{4}$ th land. It is quite evident that he intended us to spend 5 days a week sailing and 2 days working. And to help with that concept he sent us Sunday 18th June - the most perfect day for sailing.

To match the day, the Club turned on its best for the Laser Open and South-East Travellers' Series. 20 Lasers took to the water for the 3-race series under cloudless summer skies and with a steady wind that lasted throughout the day. The morning race started on the Club line into wind and tide. Simon Dodds (Hythe & Saltwood SC) led the fleet from the first mark and took a comfortable first place. Mike Matan (Datchet SC) and Peter Belcher (WSC) both made the most of the 3-4 wind and flat water to make their way from the middle of the fleet to 2nd and 3rd places respectively. Peter just sneaking in front of the 4th finisher on the line.

The second race started after lunch in a slightly stronger 4, touching Force 5 wind and with a significantly increased wave as the ebbing tide ran against the wind. The start was on a tight committee boat line and in true Laser style found a large group hopelessly impaled on each other and the start boat as they jockeyed for position right on the gun. As the fleet recovered, Simon again found his way to the front until fate struck at the second mark. His outhaul came undone and the price was 8th place. Meanwhile Andrew Hewett (Datchet SC) and Peter Belcher took up the race for 1st, Peter eventually easing into first place by making full use of the small wind shifts as they came across the course. Edward

Styles (Downs SC) took 3rd place.

The final race used another committee boat start and was over the same lapping course as the second race but was shortened at the end of the first lap. A clean start had every boat over the line within seconds of the gun. Peter Belcher led to the first mark but was overtaken by Simon Dodds at the second mark as he demonstrated a clear ability in the stronger wind and tide conditions. Andrew Hewett sailed another determined race and was rewarded with 3rd position. The highlight of the race was Greg Eaton capsizing to windward on the downwind leg just as Mike Matan was overhauling him. The end of Greg's mast missed Mike's head by inches and crashed on the deck behind him. Greg was at pains to assure Mike afterwards that this was not a defensive ploy!

The overall prizewinners for the day were:

1st Simon Dodds	Hythe & Saltwood SC
2nd Peter Belcher	WSC
3rd Andrew Hewett	Datchet Water SC
4th Mike Matan	Datchet Water SC
5th Edward Styles	Downs SC

The Laser Fleet extend their gratitude to the 10 visitors who took part in the day's racing and especially to the Club members who were on duty for the day and provided us with a perfect day's sailing, including Pam Smith and Linda Ramsden who fed us all so admirably and presented our prizes at the end of the day.

Geoff Jervis

Protests . . .

Protests are something we do not have many of mainly, I suspect, as we do not have much close contact sailing. But just in case here are some Do's and Don'ts for the remainder of the season:

1. Keep your protest flag handy. It is no good in the bottom of your sailing bag back in the changing room. It forms part of the racing man or ladies' equipment. It is your signal to the world that you intend to protest.

2. Act quickly after an incident. Hail "protest" immediately to inform the other dinghy to allow for alternative penalties. Put up your protest flag as soon as you possibly can. You need not lodge the protest if you think better of it, but at least you keep

your options open. Bring the Race Officer's attention to the flag as soon as you possibly can. Keep your protest flag flying until this has been done.

3. Make sure that your protest form is filled in accurately but keep it as brief as possible. Make sure that any diagrams reflect the facts (overlap or not at the mark, etc.)

4. Lodge your protest with the Race Officer in time. Check sailing instructions for time limitations.

5. Read the relevant rules carefully; if you realise that you were in the wrong after all, admit it and save everyone's time.

6. Don't take your drink or sandwiches to the protest room with you.

If the protest goes against you and you still feel aggrieved you may appeal to the RYA. Having been caught up with a messy protest and appeal late last summer I thought you might be interested in the procedure, and the responsibilities involved.

The Appellant's Responsibilities

1. Within 10 days of receiving the protest committee's decision the appellant shall submit to the Organising Authority, that is the sailing club, regatta organiser, or whoever was organising that particular event, notice that he or she is going to appeal. Then write to the RYA that they wish to appeal. The letter should include the appellant's name and address, the name of the Organising Authority, the date of the race and the date of the protest committee's decision. The RYA will log receiving the letter and send the appellant an appeal form.

2. Within seven days of receiving the appeal form the appellant must send to the Organising Authority the completed form, the grounds for the appeal (why the appellant believes the protest committee's interpretation of the rule to be incorrect), a copy of the protest committee's decision and the Appeal fee of £25.00.

The Organising Authority's Responsibilities

1. Within ten days of receiving the appeal they must notify the RYA that an appeal has been received and distribute copies to all parties to the protest inviting written COMMENTS stating the date by which these are to be received (no later than 14 days from receipt). On receipt of any comments these must be sent to the protest committee inviting their OBSERVATIONS. On receipt of the COMMENTS from the parties and the OBSERVATIONS from the protest committee the Organising Authority shall collate in order the following:

A. The completed appeal form and fee.

B. The original protest form including the forms of ALL protests relating to the incident.

C. A diagram prepared or endorsed by the protest committee, showing the force and direction of the wind; the set and rate of the tide; the course to the next mark or the mark itself and the required side to

pass; the position and tracks of all dinghies involved; and, if relevant, the depth of the water.

D. The Notice of Race; the sailing instructions; any other conditions governing the event; and any amendments to any of these.

E. Any written statements submitted by the parties to the protest.

F. Any observations by the protest committee.

G. Any additional relevant documents.

H. The names and addresses of all the parties to the protest and the protest committee chairman. Forward a copy of the observations of the protest committee to the appellant.

The Protest Committee's Responsibilities

1. Ensure that all facts on which it based its decision are included, either on the original protest form or added in its observations.

2. Consider if action under Rule 73.5 'Re-opening a Hearing' would now be appropriate. In this case the appeal fee of £25.00 shall be returned to the appellant.

3. Complete its own observation and submit to the Organising Authority.

An appellant may withdraw an appeal at any time by accepting the decision of the protest committee, but the appeal fee shall not be returned once submitted to the RYA.

Failure by the appellant to meet the requirements of the appeal procedure will result in the RYA refusing to hear the appeal, save in very exceptional circumstances.

Failure by other parties to the protest or the protest committee to meet the requirements of the procedure may result in the RYA deciding the appeal as it thinks fit.

The particular appeal in which I was involved was resolved by re-opening the hearing - the appellant won the day. It was a frustrating and extremely interesting experience, which gave me an interest in protest and appeals which I hope to be able to build on during the coming seasons.

Wendy Ward

Level 5 Training Course Coming Up Soon

Contact Barbara Sims for details

0689-54627

Emsworth Sailing School . . .

At half term I went down to Emsworth, near Portsmouth and Southampton, for a sailing course. We had lovely warm weather - it's a pity the water was not so warm.

The first day we were put in boats and could change them if we liked. There was a choice of Optimists, Toppers or Wayfarers. I was on a Wayfarer for four days and a Topper the other two days.

Capsize Drill

On the second day we had our capsizing drill. In the Wayfarer with me were three other girls, and we had to do the drill four times so we all had a go at righting it. Although the water was cold we did not get wet suits, whereas those who did their drill later in the week were allowed to borrow them. Toppers had wet suits because they needed them, and many Toppers capsized.

Measuring Matters . . .

Take a fleet evening, good company, a glass of wine and anything is possible. It is even possible to get two new class measurers, and so it was that Adrian Linder and myself agreed to become Miracle measurers.

Well, agreeing to become a measurer is one thing but getting started is something very different. A 'phone call to Tom Pearson gave us the advice that we needed an existing measurer to measure a boat with us. That was all very well, but we had offered to do the job mainly because of the shortage of measurers in the South East. Desperation may have driven us to contact Bryan Matthews, the original measurement secretary, but it turned out to be a really smart move as Bryan was as keen as ever to

Entertainment

There was entertainment for us also. On the Wednesday there was a video which lasted from 8.00pm until 10.15pm. While we were harmlessly watching "Big", the parents and most of the instructors were living it up at "The Smugglers' Inn".

On Saturday night, which was our last night, there was a barbecue. When everyone had finished eating the delicious food, the instructors took the children off for a quiz. It was both about sailing and "general knowledge". As the "general knowledge" covered questions such as "When did Nick (the instructor) last have his hair cut?", my team ended up with -28 points! In spite of this, we had a very enjoyable and interesting week.

Sally Martin

show us the correct way of going about it all. Bryan gave up a morning's sailing to help us measure the first of a long list of unmeasured boats and sails. Not content with passing on all his knowledge, Bryan also presented the Club with a set of measuring tools.

One year on and some seven boats later, we are getting up to date and nearly all 26 Miracles in the dinghy park have a valid measurement certificate.

Just to make sure we don't run out of work, another two Miracles should be taking shape in garages this winter.

John Smith

Club Goodies . . .

Sweat Shirts T-Shirts Club Ties
Racing Boreos

Order at the Club, or 'phone Margo on 047463-3202

The Joys of Sailing with Your Husband . . .

I have not sailed very much with my better half, but on the occasions that I have they were not very successful.

I suppose it's a bit like him coming into the kitchen and telling me how to cook. Not many women that I know appreciate their husbands telling them that "the gravy is too thick" or "that's not the way to cook meat", but as in all marriages this happens.

This is how it was with my husband, after we had both done a course at a local sailing club (not, I hasten to add, on the Medway, or even on a river).

Although he was, and is, a better sailor than I will ever be, I felt that there were times when he could have let the main out a little more, or that instead of leaving me to lean out on my own he could have joined me. Then there were the times that I was forever being told of my crew's duty "to keep the helm dry", of all the cheek, why should I be the one to get the full force of the water, and he is sitting there with his dry suit, splash suit and any other dry clothing you could think of...

Then there was the time we were out on an Irish river, having an enjoyable cruise. The day began

perfectly, sun shining, little wind (just right for me) and a very large expanse of water with no tankers or speed boats to worry about. "Let's make for that island in the middle of the river" says he, and me thinking "Oh, it's not far away". Little did I know just how far away it was. Once we had rigged the boat and set sail I had a strange feeling that the wind was getting up and that this was going to be more of a battle than an enjoyable cruise. The island was getting no nearer and yes, the wind was getting up, but never mind, just keep leaning out and keeping the helm dry! Eventually after two hours, and still no nearer the island, I had had enough. "Can we please go back", I say. "If we go back now it will take ages, let's try to get on the island and weather out the storm", says he... We ended up having a blazing argument and a very tiring sail back to shore. I cannot remember having sailed with him since that occasion, and I don't think I ever will, but I believe that when sailing with his crew now they still have the same disagreements we used to have.

So maybe it's not because we were husband and wife, but just that I am obviously a better sailor than he is...

ANON

Winged Fellowship . . .

On Saturday 29th July the Club is providing sailing experience for a group of approximately 15 severely disabled guests of the Winged Fellowship Trust's Jubilee Lodge holiday centre, during their *Festival* which caters for 18-30 year olds.

The outline table involves sailing between 13.00 and 17.00 using GP14s, Wayfarers and cruisers, maybe with a barbecue to round off the afternoon.

A number of members, in particular from the GP fleet, have shown interest in assisting in this project, and other volunteers are requested to contact Roy on 01-303-2155 who is coordinating the day.

In addition to the guests there will be an equal number of *pushers* who will lift the wheelchairs/guests as necessary.

Winged Fellowship takes its name from a comment made by a guest when it was formed in 1963 "that it was like having a pair of wings fitted to his wheelchair" and they pride themselves in taking their guests into situations that would not normally be open to them. They also need volunteers throughout the year to assist with these holidays - *any takers?*

Flotilla Sailing in the Aegean Sea . . .

Outward Bound

The excitement and anticipation were beginning to peak as we neared Gatwick on a lovely May morning at the start of another flotilla holiday. We had done it all before to other locations, so there were no unknown fears and our experience would stand us in good stead. It was our first time with Island Sailing and we had not been to the Northern Sporades before. In the airport we looked for people with the same baggage labels, curious to know what our fellow sailors would be like.

Arrival

The flight was on time, the visibility clear enough to enjoy the Austrian Alps and the whole of Yugoslavia and by the time we had eaten and had a couple of drinks, we were circling low over Skiathos, skimming the water in the bay to touch down on a runway sloping upwards quite steeply from the water's edge. The airport was minute and we were quickly helping ourselves to our luggage from the tractor trailer before the formality of walking through passport control and Customs to our waiting coach. Here we were joined by our flotilla hostess Karen, a red-headed Kiwi, for the five minute journey to the harbour and our boats, a line of twelve brand new Beateau first 26's awaiting their first tenants. At first the boat seemed to have no room at all inside, but after stowing our things it was surprisingly roomy for three of us although a bit short of head room unless you were under 5'8" and I soon developed a technique for getting into the aft quarters and the toilet compartment despite the low narrow doorways.

We spent the afternoon, evening and next morning looking around Skiathos town which is built around two harbours and on two hills with the main street running between the hills. It is very obviously a holiday place with an abundance of restaurants and shops full of ceramics, jewellery and leather goods. Hotels are not obvious but there are many rooms to let. The harbour is busy with commercial traffic and the ferries and hydrofoil always seem to be coming or going, but nevertheless an interesting place and the food is very good.

Food!

We set sail in the afternoon breeze and had a good sail for a couple of hours until the wind dropped and the heat into Panormos Bay on Skopelos Island took longer than we anticipated and we duly paid the penalty for being late by singing after supper in the taverna. For the second evening in succession we all ate at one taverna as there were

only 36 of us including a two boat flotilla which tagged along and added greatly to our party. By now we all knew one another and it became the friendliest flotilla in my experience. This was partly due to most boats only having two people aboard, but mostly brought about by our excellent head crew led by David who was very outgoing, Geoff the engineer, who fitted twelve refrigerators in the first three days, and Karen our very busy and delightful host.

Panormos Bay was beautiful, so peaceful and green, mostly untouched by development. We would have liked to stay longer but we were scheduled to be in Patitiri Harbour on Alonissos Island by evening. We made a lunch stop in a shady bay along the Skopelos coast where we swam and relaxed until the afternoon breeze freshened and we could sail on until it faded again and we completed our journey under power. Patitiri was a busy harbour like Skiathos with ferries and fishing boats so we all rafted up together about two hundred yards off the beach. We rowed ashore to a beach side taverna in the evening for a meal, but were up early next day to climb the hill to Alonissos village before the heat of the day. Well worth the effort and quite spectacular with thick mist rolling between the hills and marvellous views from the top. We enjoyed a huge breakfast in the taverna by the harbour and stocked up with food from the shops before motoring up the coast in a flat clam. We stopped shortly at Vosti to row into some caves and have a swim before setting sail in a very light breeze which filled in a little as we approached the channel between Alonissos and Peristera Islands and neared our destination at Steni Vala bay. Having decided to rig the windsurfer whilst we were still in open water, the windsurfer promptly dropped so we proceeded into the bay, dropped anchor. Steni Vala is a super spot, just a few fishing boats, a couple of tavernas and a shop and almost everyone there is related. The food was good and we all ate together in Angelica's taverna where we were entertained to Greek dancing by the three sisters before trying it out for ourselves.

and the Scenery ...!

In the morning we set off north eastwards between the two islands again in calm air, hugging the coast of Alonissos to its spectacular orange coloured cliffs on its northern end before crossing to the island of Pelagos. At the southern part of Pelagos Island there is a large sheltered anchorage called Pellos Cove although in the broader part of the bay there was good clear air for windsurfing. We anchored at the end of one limb, head into a stiff northerly that suddenly sprang up and we also rowed our kedge out from the stern as an extra precaution, just as

well as it got very windy during that night. Pelagos is an uninhabited nature reserve, although monks did inhabit a monastery there until 1974. We decided to try to walk to the monastery but found the terrain extremely tough going and after climbing a thousand feet to the top of a ridge where we could see to the northern end, there was no sign of any buildings and we returned to the boat, having seen a very large tortoise and numerous lizards. The monastery was best approached by sea and sailing up the eastern coast in a good wind but very lumpy sea, we saw it perched on a ledge. We could anchor in a small bay where steps led up the cliffs to a path and eventually the buildings which had been left more or less as they had been when in use except for the dust and weeds.

Near Disaster!

Sailing on from Monastery Bay around the northern tip of Pelagos we had a good view of the island of Ivoia to our north, but as there were already three boats in its tiny harbour, we heard over our radio that there was no more room. We made for Planedhi Bay which had a fairly narrow entrance between the mountains but was an extensive piece of water with two main limbs almost a mile long. We anchored at the northern end of the longest, bows facing out and a stern line ashore in a flat calm. At about 2.00 am the wind awoke me and I listened for while as it grew stronger with gusts that howled down the mountain to the north. I decided to go up to the cockpit to check everything was secure and found that we had dragged our bow anchor so that we were very nearly aground. I woke the others and together in the teeth of the gale we managed to re-anchor using both anchors off the bow to allow the boat to swing with the changing wind. We had been very close to disaster and hoped as we sat in the cabin with steaming mugs of tea to warm us, that we were now safe for the night.

Wildlife

The southern end of Planedhi Bay was excellent for windsurfing and we stayed on another day. Around us on the mountain slopes, the shrubs had mostly been defoliated by a species of caterpillar which, having eaten all of the available food supply then descended the sloped hill bent on drowning themselves in the water. There were millions of them, their dead bodies piled up along the tide mark and despite the numerous birds, nothing would eat them. We set sail on the next morning for Steni Vala with two reefs in the main, but shortly after the wind died and we turned south on to a run under full sail. We restocked at Steni Vala, topped our water tank up, had a good meal and slept well. Next day we motored across to Peristera Island as we agreed to share sailing the windsurfer for the whole of this leg. For a while the windsurfer was the best we experienced but inevitably the wind stopped. The whole flotilla assembled and we all had a very happy

barbecue on the beach.

We left next morning under full sail, chugging along on a reach until it fell calm. We had a swim and lunch and still no wind so we motored. Later we had a glorious wind as we approached St George's channel between Alonissos Island and Skopelos Island but it died again between the small islands in the channel and we motored into Skopelos harbour.

Skopelos town is a charming place, a dense cluster of white walled, red roofed houses from the water's edge to the top of the hill. Most of it is only accessible on foot as the streets are too narrow for cars and often become steps when the gradient increases, but every corner turned is a new vista of brightly coloured flowers in pots by the walls or falling from the many artistically constructed balconies. Close to the harbour are the restaurants and in the side streets are found the small but elegant shops selling jewellery, leather goods, ceramics, paintings, clothes and a host of other things that make very interesting viewing but fairly expensive purchasing. The food and drink shops are few and relegated to the northern end where the road from inland enters town. Next morning we planned for our regatta on the long leg around to the far side of the island and Loutraki. After a beautiful still early morning and breakfast in a harbourside restaurant, the wind freshened and we started, proudly flying the club flag, we were first over the line at the start, but the wind was not to favour us and we were becalmed while others found eddies of breeze close under the cliffs for a time and some resorted to cheating! The course had to be shortened because of time, but it was all great fun and our journey was completed under power. Loutraki the harbour and Glossa the village on top of the hill above it are lovely. The steep path up to Glossa is for the energetic only but the views along the coastline are rewarding.

Salute!

Next day dawned windy and we established a new speed record in our crossing to Kookanaries on Skiathos Island despite winding a reef in the gennoa. The beautiful sandy beach is long and broad and backed by large pine trees, not a single building along its entire length of nearly a mile. Two big but unobtrusive hotels flank it, built up on the rocky cliffs, their customers spilling out along the sand under colourful parasols. A few dinghies and windsurfers sailed in the broad bay going well in a stiff breeze, whilst waterskiers and ski bikes buzzed around our yachts as though to announce us, I am sure unintentionally. This lovely spot was our last anchorage before returning to Skiathos town and the airport and the end of a really great flotilla holiday.

Kea Cruddwell