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Where's Albert?

STOP PRESS

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Dorset College for Visually
Handicapped Youngsters.
Please send all sponsorship money
to Ron Rensden a.s.a.p.

WORK PARTIES

12th November & 10th December

9:00

Please Help

('Phone Tom Sims for details)

WILSONIAN SAILING CLUB	Main Road, Hoo ME3 9HP	0634-250318
Commodore:	K Crundwell	Dawco Cottage, Northfleet Green, Southfleet 047 483-3202
Secretary:	B Rennie	333 Frindsbury Hill, Strood ME2 4J9 0634-715550
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Wilsonian
Sailing Club

31 1/2

October 1989

Issue Number : 40

Commodore's Letter . . .

As the sailing season draws to a close for us at Wilsonian it is nice to reflect on those enjoyable moments at the Club during this most glorious summer. It is thirty years since we had such a sunny time and those have been the lifetime of the Club, founded on the very same spot. I wonder whether those founding members thought of the transformation which was to happen in three decades. I hope, looking back, that they would have a lot of satisfaction out of what has happened year by year along the way.

In all of these thirty years, I doubt whether so many visitors have been to our Club during one season as we have seen in 1989. Six of our fleets have had Open Meetings and a seventh their National Championships. Rochester City Council, in promoting sport on the Medway, have organised visits by groups of children and adults, and Roy McLeod brought us the severely handicapped young people from Winged Fellowship. I would like to give credit to all of those members who worked so hard to make those visits possible and indeed such happy days for so many visitors.

So what of the future, are we becoming a club which is known for its excellent hospitality? We must be

careful to get the balance of visits right and not let them intrude upon the members' enjoyment, but to add to it. We must promote the Club in order to maintain our membership, and visits are a way of doing this.

The current and future members will expect a continuous process of improved facilities; the future generations will not be content if we stand still. We must all work together to ensure our club goes into the next century in tip-top order - we owe that much to those who in the last thirty years have worked so hard to give us the excellent facilities that we enjoy today.

Don't forget that the Club is still active during the winter, so support your fleet evenings - it's a good way to get to know more of the Club members, especially if you are new.

If you are a new member and wish to have information about Club activities during the winter please call me on the telephone.

A very happy Christmas to you all.

Ken Crundwell

Bits & Pieces . . .

Well, here we are nearly at the end of another season. We shall have contractors start work on the front of the dinghy park fairly soon after the end of the season, we hope. So it will be helpful if you can take your boats home as quickly as possible after the Laying-Up Cup. For those of you who need to leave your boats at the Club over the winter, please note that we shall have men and machinery working in the dinghy park and there may be periods when we have no front fence.

Winter Dinghy Parking

If your boat is to be left in the dinghy park at any time between 11th December 1989 and 28th February 1990 please fill in and let me have the application form opposite, together with your cheque for £10. (Those who do not pay in advance will be unable to re-join next year until they pay the outstanding fee). In return I shall let you have an identification tag to attach to the rudder hanger of your boat. It is important that everyone puts the tag in the same place otherwise we have an awful job trying to identify which boat is which. And of course we cannot tell who has not paid unless we check. So please make sure that I get your completed form before 11th December.

Guardian Membership?

The General Committee has been discussing the formation of a Junior Section following the successful Optimist/Topper days for very young sailors. One of the problems which has emerged concerns children from non-sailing families who want to join as Junior Members. If we run a Junior Section on Saturdays, say, it eases the supervision, catering, etc if the parents of Junior Members can help, even though they will never want to sail. If we insist that one parent joins as a Single or Family Member we are in effect making Junior Membership very expensive, as well as imposing the full burden of duties on a non-sailor. Wendy Ward, John Smith

and I are in the process of working out how a Guardian membership might work. But we will of course welcome your views. Whatever we come up with would mean a Role change, so this is something which we shall have to put to the AGM next February.

Time for a Change?

A number of changes are taking place in the membership of the General Committee. Bob Dutton, Ian McDonald and Mike Upton all find that they are having to move away with their jobs. All three will be sadly missed. Those of you who attended work parties last year will know that this is a particularly bad time of year for us to be losing Bob's services. So we need people to fill the gaps on the Committee and to help organise work parties. There must be someone out there who is interested, or at least willing! So please get in touch with me.

Secretary

I shall have completed three years as Secretary next February. I have enjoyed the job, the contact with members that it gives and being in touch with what is going on. But the time is coming for someone else to have a crack at the job before I become completely stale. Under the Rules the Secretary must have served on the General Committee for twelve months. If anyone who is not on the Committee is interested I would be quite happy to keep the title and split the work with them for that twelve months. There must be someone who thinks that he or she can do it better (and probably can). So volunteers, one pace forward, quick march!

See you all at the Halloween 'do' and the Dinner & Dance.

Brian Rennie
Honorary Secretary

Clothes

It is causing great concern that articles of clothing are being left in both the ladies and the gents changing rooms.

With the end of the sailing season rapidly approaching, we would appreciate these articles being removed. Otherwise they will go into the Annual Jumble Sale at the beginning of the 1990 sailing season, proceeds to the RNLI.

Barbara Sims

WILSONIAN SAILING CLUB

WINTER DINGHY PARKING APPLICATION (1989/90)

Owner's Name Please return this form to

Brian Rennie
Hon Secretary
233 Frindsbury Hill
Rochester, Kent, ME2 4JS

Address
Postcode

Telephone

Boat Details

Class Sail Number Name Hull Colour

NOTE

Contractor's men and machinery will be working on the front of the dinghy park for part of the winter. This means that there could be periods when the dinghy park will be unfenced. It will certainly mean that dinghies will have to be moved within the dinghy park during the winter.

DECLARATION

I wish to leave the above dinghy in the dinghy park for the period from 11 December 1989 to 28 February 1990 and enclose £10 in payment. I agree to

- * take down my mast
- * fasten the boat securely to its trolley or trailer and
- * complete the label with which I will be supplied and attach it to the rudder hanger of my boat.

I understand that it may be necessary for the General Committee to have boats moved within the dinghy park. I accept that the Club will not be liable in respect of damage caused to or by boats in the dinghy park.

Signature Date

Sailing Secretary . . .

Would all winners of long series trophies in 1988 please note that the dinner and dance is on 2nd November. Do not forget to get the trophies engraved and polished, and returned to the Sailing Secretary by 29th October.

The Sailing Committee is at present starting to put together the sailing program for 1990. If you want any variation from the usual points series discuss it with your fleet captain who will put it before the Sailing Committee.

I would like to thank all those who helped to make the Pacer Nationals the success that it was. A full account of this meeting appears elsewhere in this issue.

River Festival

1st Laser	25867	Paul Kirk
2nd Laser	102552	Reg Kuhn
3rd Streaker	1259	Ron Jordan

Pursuit Race

1st GP14	12434	Ian Parris
2nd Fireball	12737	Ian McDonald
3rd Solo	3525	John Parsons

Commodore's 2

(27 boats took part)

1st Tazac	371	Ray Fryatt
2nd Contender	473	Carl Palmer
3rd Contender	437	Simon Ramm

Bosun's 2

1st Miracle	2511	Keith Jeremiah
2nd Miracle	2573	Patrick Ward
3rd Miracle	2180	Paul Absalom

Ladies' 1

1st Tepper	25119	Wendy Ward
2nd GP14	12758	Carol Smith
3rd Miracle	3024	Sue Smith

Junior 1

1st Enterprise	14600	S Russell
2nd Miracle	1958	Natalie Jones
3rd Tepper	20435	Jackie Russell

Commodore's 3

1st Contender	413	Simon Ramm
2nd Contender	429	Andy Irens
3rd Laser	135195	Peter Belcher

Bosun's 3

1st Miracle	1808	Martin Smith
2nd Miracle	2180	Paul Absalom
3rd Tepper	29060	D Thomson

Ladies' 2

1st Tepper	25119	Wendy Ward
2nd Graduate	2804	Jean Bright

Ladies' 3

1st Graduate	2804	Jean Bright
2nd Miracle	2110	Doreen Davis

Junior 3

1st Miracle	1808	Kirsty Smith
2nd Miracle	3024	Natalie Jones

Dave Vettergreen



Royal Yachting Association
21A House, Berran Road
Eastleigh, Hampshire SO5 4JH
Tel 0703 629963
Telex 47321 SCAR190
Fax 0703 629964

24 August 1989

To the Sailing Secretary of all RYA Affiliated Clubs

International Yacht Racing Rule 18

This letter is to ask you to help the RYA to improve the standard of compliance with Sailing Rule 18 - Measurement or Rating Certificates.

It has become apparent that many yachts, of all types, are racing without the necessary Measurement or Rating Certificate as required by IRRS 18. The RYA appreciates that this Rule is often the last to be considered, but nevertheless considers it to be a fundamental part of the structure of our sport, without which competition could soon become inequitable.

Accordingly, I should be grateful if you could encourage compliance at your Club, and in particular ensure any of your members sailing at other clubs do have valid certificates.

Yours sincerely

Ray Fryatt
Sailing Secretary

From:
The Honorary Treasurer
RYA
21A House, Berran Road
Eastleigh, Hampshire SO5 4JH

This communication has been received from the RYA - the Club is an affiliated member of the RYA - and you are advised that the Club will be insisting on valid measurement certificates next year. For most classes, this requires current membership of the Class Association. So, if you want your race results to count, take heed!

Enterprise . . .

It seems like the season has only just started from the amount of Enterprise sailing I've done this year. However, a quick check of the sailing programme shows that with the cancellation of the Freshwater Series the season is as good as over!

The good news is that a quick analysis of the Points Series indicates an upturn in the number of Enterprises sailing, admittedly from last year's very low average turn-out of 1.2 boats per race. This year the average is up by one whole boat per race, to 2.2! Nothing to get too excited about but at least it is a reverse of the trend of the last two or three years, and as the season draws to a close we have two or three potential new members to the Club with Enterprises showing an interest in joining us next year.

Having been shore-based for most of the season without a boat I've not seen much of the actual racing so I'll let the following Points Series results speak for themselves.

Spring Points

1st	21637	Roger Frith	Moonlighting	7.75pts
2nd	20175	Dave Vettergreen	Falout	14.75pts
3rd	20056	Ron Ramsden	Glossado	14.75pts

Early Summer Points

1st	20175	Dave Vettergreen	Falout	8.75pts
2nd	15415	Tony Dewyster	Vamoso	23pts
3rd	20056	Ron Ramsden	Glossado	39pts

Late Summer Points

1st	20175	Dave Vettergreen	Falout	4.5pts
2nd	20056	Ron Ramsden	Glossado	9.5pts
3rd	20465	Chris Wastell	Span Gold	25pts

Southport

This summer has also seen the resurrection of the Club Enterprise and its return to competitive racing. Despite its extensive refit I think we were all somewhat surprised that it got through 24 hours continuous sailing without a single mishap or breakage at Southport. We therefore have another Enterprise in the class and although it will be used primarily for training there is no reason why it cannot be raced by anyone in the Club who fancies trying out the delights of an Enterprise on a Sunday. In future, therefore, anyone using the excuse of 'I haven't got a bent to sail' will be pointed firmly in its direction!

Fleet Evening

I hope to be organising a fleet evening in the not too distant future so we can round off the season on a sociable note and give out the series prizes. I seem to remember a very enjoyable fish & chip supper down at the Club at the end of last year, so I would propose a repeat event this year unless there are any other suggestions - more news on this very shortly...

Roger Frith

Tasar . . .

Ian Wynn (Tasar 281) has volunteered to act as Tasar class captain. I am sure that you will give him your support. Many thanks for putting up with me for so long.

I have acquired a Contender in the hope that it will be kinder on my poor knees. Only time will tell if this was the right decision. Tasar 2151 is now in the hands of Chris Ashby, who is new to sailing. He has crewed for me and shows a lot of determination to learn. Do please show him the ropes.

I'm in at this time organising next year's open meeting which it is hoped will take place two weeks before the Nationals at Whitstable.

I have enjoyed Tasar sailing at Wilsonian and hope that I can still have a go sometimes. Regards to all.

Derek McAuley

Early Summer Points

1st	371	Ray & Molly Fryatt
2nd	2160	John Tinnans
3rd	284	Paul Cassons
4th	2151	Derek McAuley & Andrew Hughes
5th	1277	Tim Gorman
6th	1203	John & Judy Vinson
7th	985	John Finch
8th	285	Ken & Peter Grundwell
8th	281	Ian Wynn & John Crocker

Late Summer Points

1st	371	Ray & Molly Fryatt
2nd	2151	Derek McAuley & Andrew Hughes
2nd	281	Ian Wynn & John Crocker
4th	1263	John & Judy Vinson

Miracle . . .

Looking back over the year as the season draws to a close it seems surprising that, having had such lovely weather, our weekly turn-outs have been so low; although saying this it has been nice to see Club boats supporting many of the class Opens and also the Nationals. Paul and Siobhan have sailed most of the more local events and have been consistently in the top three places. This is good for our fleet racing, since to be competitive at Open Meetings it is necessary to be fast and efficient with your spinnaker work. This is now apparent in our Club racing with more people fitting spinnakers and using them on a regular basis.

We seem to have a small nucleus of regular people sailing but are unable, it would seem, to encourage the other twenty-odd boats to sail on any form of a regular basis. The Sailing Committee is at present setting out 1990's sailing programmes, so if anyone has any suggestions as to the form that our programme should take, please contact me with your ideas. Suggestions to date have been to try team racing and relay racing.

Winter Racing

Various inland clubs offer a comprehensive winter sailing programme, the four most local to us being Maidstone SC, Blue Circle SC, Bough Beech and Chipstead SC. Colin Low and myself both sail at Chipstead and would recommend it to any other hardy souls who wish to sail throughout the colder months.

Miracle Open

A beautiful, warm, sunny day greeted the twelve visitors and ten Club boats to our Miracle Open Meeting. The wind was ideal, blowing Force 3-4 NE and stayed constant all day.

The first race was started from the Club line with a beat down river against the tide. Phil Sowden was first around the windward mark, followed by Wayne Atherton and Patrick Ward. This order was kept throughout the race with Phil Sowden increasing his lead to win by a fair margin.

The second race was started from a committee boat line. Again Phil Sowden pulled into an early lead followed by Patrick Ward and Paul Absalom. Phil Sowden again won this race, with Wayne Atherton pulling through the fleet, after being over the line at the start, to come second and Patrick Ward third.

The third race was sailed back-to-back with the

second, and again the first three positions remained unchanged.

Overall Results

- 1st Phil & Linda Sowden (BSC)
- 2nd Wayne & Mark Atherton (Leigh & Lewton)
- 3rd Patrick & Jane Ward (WSC)
- 4th Paul Absalom (WSC)
- 5th Barry Goacher (Worthing SC)

Race Training & Tuning

On Saturday 17th June, the day before our Open, Phil Sowden came down to the Club to give us a day's race training and an introduction into how to make a *Miracle* go fast!

Ten boats turned out for the session. Phil started off with a lecture on the shore about general points that should be carried out before going afloat, and he then progressed to discuss sail settings and how to power-up or de-power our sails. We then went afloat and sailed some short races which included starting practice with a short beat and a run back, enabling us to do some spinnaker work back towards the line.

In the evening we ran a barbeque where it seemed that fleet members who had not been able to attend the training session came and were able to talk over any points that were covered during the day.

From Sunday's Open results the session seemed to have worked since we had two Club boats in the first five, and it also encouraged fleet members who don't regularly sail to come to the Club and take part in the Open.

Miracle Nationals

Heavy seas and mostly Force 4-5 winds provided exciting and class racing conditions all week at our Nationals, hosted by Sovereign SC, Eastbourne.

Defending champion Mark Lunn lead to the first mark of race 1 but was soon overtaken by Phil Sowden on the first reach. Phil then went on to win the race in convincing style with Mark second.

The second race was a re-run of the first, giving Phil two clear wins. Race 3 was again won by Phil, but was then awarded to Mark because Phil had not tallied on. This must have given Mark confidence because he went on to win race 4.

Race 5 was won by a delighted Eamonn Cuthbert, Mark was second and Phil third. This was enough to

seal the Championship for Mark for a second year running.

Race 6 was a re-run of the first two races with Phil opening a large lead to give him his third win of the week.

The three Club boats which sailed - Paul & Siobhan, Bob & Natalie and Patrick & Jane - all had an enjoyable week where tuning and other points could be discussed with the best in the country.

The Nationals next year are at Rock in Cornwall, so let's see if we can get a few more boats there.

At the AGM, held on the Wednesday, it was noted that WSC again has the largest fleet in the country, comprising twenty fully paid-up Association Members. The Committee commented on this and the fact that only three boats were representing the fleet at the Nationals.

Why?

Our personal view is that the following may help to increase numbers at future Nationals:

1. Having shorter races might encourage those people with children who crew to go out. The *Miracle* is a family boat after all!
2. Having the racing organised so that not all the week is spent at the sailing club. This may encourage families to take part who don't sail (wives especially). Maybe even taking this one stage further and organising a day off altogether so that families can see some of the area. We enjoyed Brixham, Bala and Sovereign very much but didn't explore as the racing at all events took up most of the day. Although Bala was not good because of the RAIN, both Brixham and Sovereign had very long rows and a lot of time spent on the water beforehand.
3. We have a lot of families in the Club who sail and race at club level but who speak of the Nationals as beyond them. Maybe they hear only of the cut-throat racing at the top of the fleet and this puts them off. We have been for three years and found the people at the top as friendly as the people who come last - one could almost call them *huzzah!* (They can forget things like the rest of us.)
4. The social side of the Nationals is very important. I know a lot of people put a great amount of time and energy into the organisation of these events but numbers were not very good at Sovereign. Maybe people had spent too long hanging around the club all day and they did not wish to spend the evening there as well.

The above comments are personal but possibly the *Miracle* Committee should consider the following points:-

1. Having more flexible race times due to variable weather conditions.
2. Having a rest day mid-week.
3. Remembering that over 80% of the people who attend the Nationals come for a holiday, to renew old acquaintances and to enjoy their sailing.

Does anyone else have strong feelings about our Nationals? If so, why not write to *Halo* - the Class mag' - and air your views.

Spring Points Series (7 entries)

- 1st Martin Smith
- 2nd Bob Jones
- 3rd Paul Absalom

Summer am Points Series (15 entries)

- 1st Patrick Ward
- 2nd Martin Smith
- 3rd Bob Jones

Summer pm Points Series (14 entries)

- 1st Patrick Ward
- 2nd Martin Smith
- 3rd Paul Absalom

That just leaves me to thank you all for an enjoyable year's racing, and I look forward to seeing you ALL in 1990.

Patrick Ward

PS. Congratulations to Paul and Jan Absalom who were married on 16th September.

RYA Race Officer Training

Medway Yacht Club

23th November

3rd December

Contact Tom Sims for details

GP14 News . . .

GPs have continued to have good turn-outs during the season; I can only assume this is because of the competitive racing we get as a class. Unfortunately we are still waiting for John Ireland to join us - perhaps next year John.

Early Summer Points

- 1st 12434 Ian Parris & Malcolm Bryant
- 2nd 12758 Chris Harris & Derek Cummings
- 3rd

Late Summer Points

- 1st 12758 Chris Harris & Derek Cummings
- 2nd
- 3rd

Autumn Points

- 1st 11586 Paul Heather & Ray Blyth
- 2nd 12434 Ian Parris & Malcolm Bryant
- 3rd 12758 Chris Harris & Derek Cummings

Handicap 'A' . . .

Following on from the last Handicap 'A' report, in issue 39, we now need yet another change of fleet captain! It was reported in the last edition that Mike Upton had decided to stand down - his work was to take him away from this area. I am pleased to report, however, that Mike hopes to keep his Fireball, at Wilsenan, and sail it whenever the urge becomes totally irresistible (once a week!).

And the latest change. Would you believe that Ian and Ellie McDonald are seen to depart to less sunny climes? The demise of yet another fleet captain. Thanks for the good work you have put in as acting fleet captain over the last few months, Ian, especially the training/tuning session back in September, when Dave Hall explained one day how to make a Fireball go quickly and the following day demonstrated amply how it was done. But why were we all so far behind...? Oh, well, there is always next year.

Fireballs

Talking of next year, you can pencil in the WSC Fireball Open for the 23rd September 1990 (subject to confirmation). And the Nationals. Next year the Fireball Nationals are being held at Lyme Regis during the first week in September (1st-7th). I'm

August Cup

- 1st 12434 Ian Parris & Malcolm Bryant

GP14 Open

Watch this space, next year perhaps one of us will make the placings.

Talking of open events, would anyone else be interested in participating in an open event next year? There are three venues which offer similar sailing to our own and are only about one hour's travelling from us. If so, please contact me - provisional dates are already available. These events are fun and offer a good opportunity to tune your boat.

I have not had any feedback from anyone regarding the new style hull. I can therefore only assume that no one has any objections and everyone knows which way they will vote.

Ian Parris

told this is a super venue. Mark & Helen Lawrie (remember them?) rang the other night to say that they are going, so we are well on the way to filling a cottage - do get in touch if you are interested in coming along. Being that late in the year we should all have plenty of time to practice - perhaps Dave Hall will come back and have another go at knocking us into shape?

Classes

The Handicap 'A' racing this year has been contested by about 18 boats, comprising mainly Contenders and Fireballs, with an average turnout of about 6 boats. Simon Ramm was a clear winner, by 3½ points, of the Late Summer Points Series. The results of the two summer series are as follows:-

Early Summer Points

- 1st Fireball 9130 David & Fiona Tozer
- 2nd Fireball 12737 Ian & Ellie McDonald
- 3rd Contender 420 R Smith
- 4th Contender 473 Carl Palmer
- 5th Fireball 12601 Bryan Saunders & Terry Smallbone
- 6th Fireball 10031 Derek Wright & Nicki Hursell

Late Summer Points

- 1st Contender 413 Simon Ramm
- 2nd Fireball 9130 David & Fiona Tozer
- 3rd Fireball 12601 Bryan Saunders & Terry Smallbone
- 4th Fireball 12698 Mike Upton & Chris Hickford
- 5th Contender 473 Carl Palmer
- 6th Wayfarer 7261 Brian Ward

Finally, how about a get together some time before Christmas? The fleet evening last year was a great success, a chance to chat (and reminisce) in comfort and to collect your prizes. I haven't sorted out a date or venue yet, so if you have any suggestions please let me know.

David Tozer
(Vice Captain)

WSC Fireball Open . . .

On 17th September a Fireball fleet returned to the River Medway for an open meeting after an absence of some years. David Hall (runner-up in the Worlds!!) spent the previous day running a training day for the home fleet.

The first race saw him establish a good lead which he held to the finish, followed by Toby Strauss of Chew Valley and John Clementson of KYC. The second race was started from a committee boat line down river and was sailed in perfect Force 4 and above winds. David Hall was seen in the lead although this time followed much more closely by Strauss and Clementson. At the finish 2nd and 3rd placed boats (Strauss and Clementson) were locked so closely together that Strauss' crew, Ian Colwallader, became entangled with the other boat and crossed the line aboard the opposing Fireball. After recovering from his surprise at being abandoned, Toby Strauss retired.

In the last race it came as no surprise to find David Hall in the lead at the finish. The home boat of John Reed and John Hill at last managed to split the visitors to finish a creditable 4th.

Results

- 1st 14100 David Hall & Paul Constable (Datchet)
- 2nd 13736 Toby Strauss & Ian Colwallader (Chew Valley)
- 3rd 13801 John Clementson & John Driver (KYC)
- 4th 12956 Rupert Smith & Neil Arnett (Newhaven & Seaford)
- 5th 12698 John Reed & John Hill (WSC)

Ian McDonald
Fleet Captain (retired with a broken arm!)



Handicap 'B' . . .

It seems no time at all since we arrived mid Sunday morning at the beginning of the 1989 season, and now all too quickly we are at the end of the season.

Quite a lot happened this year. We hosted the Pacer Nationals - what a super weekend that was. Thank you Ron & Linda Ramsden and their team, Bob Jones and his team, but particularly to David Vettergreen who worried, pushed and cajoled everyone. And how right he was. A report on the event is elsewhere in this issue. But I would like to say 'WELL DONE' Frank Ward & Mark Budde who, after a disastrous day's racing on the Saturday, fought back to finish eighth overall.

We also had a Comet Open - a first. It was not very well supported; the weather was dreadful. It was nevertheless a very enjoyable day. And a Solo Open which was also a good meeting. This was combined with the GP14 Open and we invited Mr. John Truitt, an International Rules Judge, to the Club for the day to Chair any protest that might arise. We did have a protest and I was fortunate to be on the committee (my poor, long suffering husband again waited for his supper). It was very interesting to observe the expert.

Bosun's Series

The Sailing Committee are currently putting the 1990 programme together. The Bosun's Series has been a success and has been built into next year's programme. Speaking to people in the dinghy park during the summer and getting their views, we have decided that next year the Summer Series, for our fleet, will comprise an 'AM' and a 'PM' series, as some people are not able to complete series as they cannot be at the Club all day but are able to race either in the morning or afternoon. We are also thinking about running a day of team racing and a day of relay racing. The cruise will be on for 1990. If you have anything that you would like included in the programme please let me know and I will bring it to the Sailing Committee's attention.

Results 1989

Spring Points

1st	Ron	Streaker 1259
2nd	John	Solo 3535
3rd	Frank & Mark	Pacer 2200
4th	John & Claire	Pacer 1387
5th	Bob & Stuart	Pacer 816
5th	John	Solo 1257

Early Summer

1st	Martyn	Streaker 194
2nd	Steve	Solo 1830
3rd	John	Solo 3535
4th	Jackie	Comet 70
5th	Brian	Streaker 866
6th	Wendy	Topper 26119
7th	David	Comet 169
8th	Bob & Stuart	Pacer 816
9th	Graham & Alison	Pacer 1689
10th	Mike	Solo 2072
11th	Ross & Amanda	Pacer 1845
12th	Frank & Mark	Pacer 2200

Late Summer

1st	John	Solo 3535
2nd	Duness & Robert	Pacer 1700
3rd	David	Comet 169
4th	Jackie	Comet 70
5th	Graham & Alison	Pacer 1689
6th	Roger & Wendy	Pacer 2200
7th	Steve	Solo 1830
8th	Brian	Streaker 866
9th	Frank & Mark	Pacer 2200

Autumn Series

1st	Wendy	Topper 26119
2nd	Frank & Mark	Pacer 2200
3rd	Mike	Topper 18292
4th	Brian	Streaker 866
5th	Ken	Topper 11775

Ron Jordan has been very much missed this year. He is so supportive and always the first to say 'well done'. Please hurry and get well Ron, look forward to seeing you next year.

Wedding bells have been heard in the fleet. Congratulations to Ross & Amanda who were married at the end of September.

If you have any ideas where you would like to hold our fleet prize giving this year, please contact me (01 311 4016).

Junior Section . . .

WATCH THIS SPACE !!

24 Hour Race . . .

9th-10th September 1989

For the second year in succession WSC sent a team to the West Lancashire Yacht Club's annual 24 hour dinghy race, one of the UK's largest dinghy events attracting around 2,000 people from 80 clubs throughout the country. For many clubs the social event far outweighs the sailing with bars open virtually continuously for 30 hours, but for the top clubs winning is the name of the game, some having teams that read like a Who's Who of dinghy racing. Our main aim this year though was to improve on last year's finishing position of 67th and enjoy ourselves in the process!

The race is held on Southport Marine Lake with a triangular course of approximately 1.4 miles and with the wind from the north for the entire race, giving a long beat, a long run and a short reach.

We had intended to take a team of 16 people. However, at the final count on Saturday morning, we were down to 13. Ian McDonald in particular going to extraordinary lengths to ensure he couldn't sail by breaking his arm!

By the start time at 2.00pm on Saturday the remainder of the team had safely negotiated the 250 mile trip so we had a starting line up as follows:

Roger Frith	David Tozer
Dave Vettergreen	Pianna Tozer
Jane Ward	Ken Flowerday
Patrick Ward	Celia Flowerday
Ron Ramsden	Keith Borders
Jason Ramsden	Martin Smith
John Cocker	

The event is sailed in GP14's and Enterprises with times corrected using the relevant FY numbers. The results are calculated on average lap times throughout the 24 hours.

The race is started with a series of flights of 10 boats setting off at 1 minute intervals in last year's finishing order. We got off to a clean start in the 7th flight with Roger Frith and Jason Ramsden taking the first stint. With the wind at this stage blowing a Force 3-4, lap times were around the 17 minute mark, but as the afternoon wore on the wind strength decreased and the lap times rose to about 18-19 minutes. All our crews that were new to the event were sent out for about 1½ hours stint each so they could find their way around the lake before it started to get dark at around 7.00pm. At this stage of the race we had been holding a position in the low fifties which was very encouraging, especially sailing

the recently renovated Club Enterprise which turned out to be the oldest boat in the event at 31 years old. Even more remarkable was the fact that by the end of the 24 hours, the only problem with the boat had been frayed jib sheets.

As the evening wore on the wind dropped even further and lap times increased to between 20-25 minutes and it would be dawn before the wind would start to increase again. Most of the team got an opportunity to sail during the night. It can be an eerie experience drifting around the lake - especially in the early hours when the entertainment has ended and the only sounds are distant (hopefully) shouts of "Starboard"!

During the night we collected our only Rules infringement of the race - this is penalised by being docked ¼ of a lap from our total which dropped us down a few places but by dawn we still maintained a position of around 58th which we would hold to the finish. Sunday morning proved fairly uneventful until the final crew change of the race when Dave Vettergreen took over and promptly did a reverse somersault (with twist) out of the boat, right in front of the Clubhouse, for which he received a rousing cheer of approval from the assembled crowds.

As the finishing gun went at 2.00pm on Sunday we had achieved our aim of improving on last year's position and everyone had enjoyed the atmosphere of this unique event. Can we improve again next year?

If you think so, put the 15th-16th September in your diary - it's certainly a different way to spend a weekend!

For the statisticians among you we completed a total of 69 laps and sailed about 96 miles in the 24 hours.

Roger Frith



Pacer Nationals . . .

Scudder Dominates

The Pacer National Championships took place at WSC over the weekend of 2nd-3rd September and attracted a strong entry of 29 boats.

The first points race was held in a south-westerly wind of Force 3-4 gusting 5, Nigel Scudder and Alan Bunclark having a clean port hand start. They dominated the race from the start although Bill Packham of Bexley and Peter Fewster of Lancing fought for 2nd place all round the course. Local helm Roger Frith was pushing them for 3rd place only to capsize and had to settle for 14th place.

The second race again saw Nigel Scudder in the lead, again pursued by Bill Packham of Bexley, Peter Fewster of Lancing and Roger Frith of Wilsonian all pushing for 4th place, Roger breaking his centreboard on the final lap.

Sunday morning saw the conditions dramatically changed, with a dying wind of only 2-3. A change of positions at the head of the fleet saw former champions Chris Reeves and Brett Coleman of Hampton Pier away to a clear lead and by the time they reached the windward mark they were leading Scudder by 6 boat lengths, a lead they hung on to until the final gun. This race was closely contested by the first 6 boats, Nigel Scudder 2nd, D Thomson and R. Filley 3rd (Maidstone SC); Bill Packham

(Bexley) had to settle for 5th place.

The final race was sailed in a dying breeze with the fleet searching for the slightest breeze. Peter and Tom Fewster, having the ability to spot the cats paws on the water quicker than anyone else, sailed an excellent race to get the final gun with a clear lead of 5 boat lengths from Chris Reeves and Brett Coleman of Hampton Pier YC.

The Nationals were staged in extremely variable conditions, testing for the crew but challenging for the Race Officer, who nobly rose to the task of an excellent course.

Wilsonian proved to be excellent hosts, the Saturday Barbeque being appreciated not only by competitors but also Club members who came to enjoy the fun in the evening.

The Association has already thanked the Club's Officers and Committee for its excellent organisation of the Nationals. I should just like to single out Dave Vettergreen who has lived with this event for 12 months and with his single-minded purpose made it a great success.

Frank Word
(WSC member and Chairman, Pacer Class Association)

Training . . .

There's a lot going on at Wilsonian that we are not told about.

What I mean is, I've attended two training courses at the Club this year - RYA Level 4 (Racing) and RYA Level 5 (Advanced Skills) - and have come to realise just how many people are toiling away behind the scenes on our behalf. There are the administrative people, the maintenance people, the catering people, the training people . . . the list goes on and on.

So, thanks to all you unseen people, and particularly those who run the training courses. I was flabbergasted to hear how many weekends our Training Principal has spent at the Club this year - and I don't mean sailing his own boat - and his wife is at the Club every week as well.

Thankyou all!

David Tozer

PACER NATIONALS 1989 SUMMARY OF RESULTS



a = GRT
b = CABOT
c = NOVICE
d = OVER 50
e = TOP UP TREASURY

BOAT NO.	BOAT NAME	HELM	CREW	CLUB NAME	PRIZES ENTERED FOR	SAT AM					SUN PM					DISCARD	POSITION
						RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8	RACE 9	RACE 10		
1	B4	B. WILSON	A. FREEMAN	Wilsonian	J	11	4	6	3	13							4
2	131	S. SKINNER	J. HAY	Bexley		6	11	14	10	30							16
3	386	P. O'LEARY	J. O'LEARY	Hampton Pier	6	17	14	21	15	46							19
4	B12	J. MURPHY	C. MURPHY	Wilsonian		20	17	18	18	26							27
5	B16	R. GIBBS	S. McMAHON	Wilsonian	A.C.	20	18	22	18	36							25
6	B45	N. SCUDDER	A. BUNCLARK	Bexley		1/6	3/6	2	2	33							1
7	1042	B. COLES	W. THOMSON	Wilsonian		5	17	13	12	30							13
8	1303	P. DEWITT	A. DEWITT	Bexley	4	15	17	19	18	30							21
9	1382	G. HAYDON	B. HAYDON	Maidstone	J. 4	21	17	17	18	35							26
10	1417	B. PRITCHARD	A. RYDING	Bexley	J.	2	2	5	4	4							3
11	1433	R. SANDERSON	A. SANDERSON	Lancing		12	5	24	14	23							15
12	1587	P. FEWSTER	T. FEWSTER	Lancing		3	3	4	3/4	6 3/4							2
13	1636	R. NICHOLS	R. NICHOLS	Lancing		4	6	23	6	16							5
14	1680	G. McLELLAN	A. McLELLAN	Wilsonian		13	17	8	7	28							11
15	1700	D. THOMSON	R. FILLEY	Maidstone		10	7	3	9	11							6
16	1703	G. MARSH	D. MARSH	Hampton Pier		8	17	12	3	28							12
17	1767	S. BAXBY	D. BAXBY	Wilsonian	8	3/4	11	15	11	37							17
18	1843	D. THOMSON	S. HANCOCK	Bexley	4	19	10	16	14	40							18
19	1846	R. McDONALD	A. RIGBY	Wilsonian		23	12	17	18	57							22
20	1875	C. MORRIS	B. COLEMAN	Lancing	J.	7	9	11	17	27							10
21	1877	H. BARRETT	L. McLELLAN	Bexley	A. J. 4	22	17	18	18	32							23
22	2074	M. FREEMAN	C. FREEMAN	Bexley	J.	18	17	17	12	48							20
23	2097	D. HURSTALL	R. HURSTALL	Maidstone	J.	9	8	10	17	27							7
24	2109	R. PATE	M. WARD	Wilsonian		14	17	7	6	15							7
25	2232	C. GIBBS	G. GIBBS	Hampton Pier		1/6	17	3/4	2	30 3/4							16
26	2240	F. WILSON	M. BUBB	Wilsonian	J.	16	13	9	5	27							8
27	207	T. MURRAY	C. MURRAY	Wilsonian		1/6	18	20	19	43							24
28	812	P. HANCOCK	A. HANCOCK	Wilsonian		1/6	18	17	18	100							29
29																	
30																	

Cruising in Brittany . . .

I thought I knew how to handle boats with motors; after all I couldn't remember having any problems ferrying people out to the Wilsonians in the snow. However, after half an hour of faffing around trying to reverse a 'First 26' into a tiny twenty foot wide space under the mole at Port le Palais on Belle Isle, I began to realise that there were some things I still had to learn. Fortunately Fritz, my Australian neighbour and crewman, was expert with the dinghy, despite its tendency to deflate rapidly, and with a wrap between his teeth and with only one paddle he glided over to the wall and soon had us tied to a ladder so that we could swing into place without bumping anyone. During this performance there were hoots of laughter all round and five minutes later a large French cat showed us how to do it - head straight for the nearest boat, use it to absorb the momentum and eventually push it out of the way to get the pitch beside the ladder!

That was fairly typical; manoeuvring with the motor at the ends of passages was always tricky. Sailing was fun. Not quite always, because we found ourselves two days later in the middle of Quiberon Bay coping with thirty knot winds and rather short, steep seas. We were trying to get to Quiberon from the island of Houat so that Fritz and his wife Beverly could get back to Paris. It had been a marginal decision to go; after all the ferry was available about six hours later. It was looking rather grey and unpleasant when we got out of our bunks and there was no weather forecast available. The French 'Meteo' service was 'on grass', BBC's shipping forecast wasn't receivable at Port St Gildas, so I had consulted a local fisherman who had said, encouragingly I thought, that the weather would

"not be wicked" for our intended trip. Some hours later we ended up in Port le Croisic, some sixty degrees off and about fifteen kilometres from our planned landing. However, we and the boat were all in the appropriate number of pieces, except for a few plates and bowls, and a lot more lessons had been learned about tides, leeway, how to tell a red buoy from a red tower, and wandy other navigational points.

Port le Croisic is a purpose built marina with about 1000 moorings on pontoons, with a pseudo Breton village going up all around it. We prefer La Trinite sur Mer, a little further west, also provided with many pontoons (including 70 for visitors) and good services. Its village is genuine and perhaps we were biased by the superb dinner we had there to celebrate an anniversary. It's obviously a well-known place to Britons as blue and red ensigns seemed to be fluttering all round us. We contented ourselves with flying a Wilsonian cruising burgee from the back-stay.

Other memorable passages were via the Teignhouse lighthouse, surrounded by reefs at the end of the Quiberon peninsula, and the race with the current into and out of the Gulf of Morbihan. We're very much looking forward to going again. It doesn't quite have the excitement of dashing around the Medway in a Miracle but Janet says my shouting is much nicer when I'm another twenty feet away from her.

Geoffrey Stevens
Paris

(Accompanying letter on noticeboard at the Club)

Juniors . . .

I would like to pass on my thanks to all at WSC for arranging the recent Oppy and Topper weekend.

As the exasperated mother of 2 boys, asking every week, "When can I go out to sail?", it was absolutely wonderful to see my youngest sailing around Hoo Bay in an Optimist, to my amazement on his own. I could not believe my eyes when he appeared from behind some moored yachts, actually in full command of what has been described, quite

incorrectly, as "a bath tub".

Unfortunately, I am still asked the question "When can I go out to sail?", but please keep up the idea of the Junior Section. After all, these are the future members of the Club.

Well done to all, especially Wendy.

Miss Polly

House Secretary's Report . . .

Halloween & Bonfire Party

Remember, remember the 28th October 1989. Not quite the exact words, but please don't forget the date. We shall start the bonfire at 6.00pm and the fireworks at 6.30pm SHARP. £2.00 adults, £1.00 kids including supper. Fancy dress prizes for children. Games and music all night!

Dinner & Dance

Friday 3rd November 1989. 7.00pm for 7.30pm. Tickets available now from Jan, Jean Bright or Ann Heather. Please order your tickets ASAP as they go fast! Carriages 1.00pm.

Ring Jan (6634-72588) if you do not see her at the Club.

New Year's Eve Party

31st December (surprise, surprise! - Ed!) 8.00pm

onwards. Fancy Dress Party, due to last year's success, with a pantomime theme (not too many Cinderellas please!). We will run it as an 'American Supper' again, as this was a very relaxing night for the House Committee.

Finally, I would like to express my thanks, through GY, to all kitchen staff on duty this year. The House Committee were running at two under par, and if it hadn't been for the marvellous help from duty staff I think we would all be very tired and exhausted by now. Special thanks to those who helped at the Medway Regatta Barbeque and the visit of the Winged Fellowship, and to the four ladies on the House Committee itself - Joan Bright, Ann Heather, Doreen Davis and Barbara Craddock.

Jan Harris



Club Goodies . . .

Sweat Shirts & T-Shirts

Club Ties

Racing Burgees

!! NEW !!

POLO SHIRTS

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