

Adverts . . .

FOR SALE

Fireball 6432

£250 Ray Craddock 0322-63458

WANTED

Road Trailer to suit Tasar. Tim Gorman 0622-717357

WANTED

Road Trailer for Miracle. John Forster Gravesend 321782

FOR SALE

A GIRL'S WETSUIT

Longjohn style, 3mm double lined, dark blue with ankle and front zips. Size 30-32" bust. Height up to 5'2" £15

Two piece nylon oversuit. Worn but serviceable. Size similar to above. £4

Contact Mike Groom 0732-822994 (or ask around the Miracle fleet)

Training

We still have a few places on the Level 2 and 3 courses so don't leave it too late if you want to attend. We have quite a lot of space on the Safety Boat courses. We are now an approved "Power Boat Training Establishment" and if you meet the required standard on assessment during the course I shall be able to issue you with a Level 2 (National Power Boat Certificate) and a Level 3 (Club Rescue Coxswain Certificate). Please, if you are a Race Officer this year attend a training course. Some of the rules have changed this January and you need to be up to date to be in charge of our racing.

Tom Sims

The Journal of

Wilsonian Sailing Club

31¹/₂

April 1990

Issue Number : 42

Commodore's Letter . . .

As I have only been Commodore for a short time there is not too much to write about. Firstly I should like to take this opportunity of thanking you all for the honour of being your Commodore.

The most unfortunate happening in the last few weeks has been the break-ins to the Clubhouse. We are rapidly taking steps to improve the security, but there is a limit as to what can be done to stop a really determined person getting in. Last time a 3/4" bolt was sawn through!!

We have had very successful workparties this winter, but it is unfortunate that so many of the same faces seem to turn up each time. Perhaps we should go back to using a rota system next winter, especially as we may be piling the front of the dinghy park and all the work that this may entail. I hope that you will all find that the top of the track is better. There still remains some work to do on

the upsteam slipway and this may require an emergency workparty on a midday low tide say.

Frank Ward has had to do some re-arranging in the dinghy park to accommodate the Wayfarers we now have in the Club. Please do not change the position of your boat without consulting Frank and please seek the permission of the Sailing Secretary if you wish to change the class of boat you keep in the dinghy park.

My thanks to John Talbot for producing a very fine stand for the Club at Crystal Palace. It was not in the perfect position but we had a good response. The Club had boats on the Graduate and Pacer stands and the GP stand was manned by Club members on Sunday. Thanks also to those who helped on Friday and Sunday evenings.

Tom Sims

WILSONIAN SAILING CLUB	Main Road, Hoo ME3 9HF	0634-250318
Commodore:	T Sims "Tekei", Grasmere Road, Orpington BR6 8HB	0689-54627
Secretary:	R Craddock 46 Salisbury Avenue, Swanley, Kent	0322-63458
Memb. Secretary:	J Smith 28 Mitchell Close, Wilmington DA1 1PJ	0322-78927
Training Secretary:	B Sims "Tekei", Grasmere Road, Orpington BR6 8HB	0689-54627
Editor:	D R Tozer 29 Quaggy Walk, Blackheath, London SE3 9EJ	081-852-5028

Monday 7th May

RNLI Mayday Open

3 races, 1st start 11:00

Entry Fee £4 Goes To The RNLI

Bits and Pieces . . .

I would like to welcome you all to the new sailing season and hope that we have some good winds this year. Thank you all those who helped at the work parties - a considerable number of jobs were completed.

Both rescue boats were in the water by the 25th March but the gremlins seem to have returned to one of them.

Sorry about the delay in getting the duty list out. The renewal forms were not sent out until after Christmas due to the amount of bread-winning work that Brian Rennie, David Tozer and others have had on their plates recently.

Many thanks to Brian for the work he has put in as Secretary over the past three years.

Also, many thanks to Margo who has also given up the Duty List Officer's job after many years. Having now taken over the job I feel for her.

Changing the subject, the Medway Port Authority have decided that from April next year all boats

5.05m and under will be exempt from their conservancy charge. Craft over 5.05m will be charged £25 plus VAT, this being the minimum reclaimable via the small claims court. You are obliged to pay £5 plus VAT this year.

Still on fees, there are still some unpaid winter dinghy parking fees due.

On the river, the two downstream outer trot buoys will be removed and put on the end of the two outer trots upstream as swinging moorings, this giving the Club a better line.

The clubhouse has been broken into on two occasions this winter and you are therefore advised not to leave anything in the clubhouse during the time the Club is not occupied.

Wishing you all the best for the coming season,

Ray Craddock

Brain Teaser

A man, sailing a Mirror dinghy on a lake, attributes his poor racing performance to his 5kg anchor. To improve his performance he throws his anchor overboard. However, the rest of the fleet still leave him behind.

In his solitary position at the back of the fleet he has time to ponder. What, he wonders, happened to the level of the lake when he threw the anchor overboard? Did the level rise, fall or stay the same?

Do you know the answer? Our hero never resolves the problem - the cry of

STARBOARD !!!!!

breaks his train of thought. The leaders were on the second lap!

Mike Groom

Sailing Secretary . . .

This year's sailing programme is again very full. The Club is holding eight open meetings for the various classes as well as the RNLI Open.

We have made a few changes to the Club sailing instructions for this season, the main change being to bring our scoring system into line with the current IYRU rules and that in future points will be awarded to helms rather than to boats. This is so that if a person changes boat within a class during the year he does not lose all his other race points.

Because of this change I would ask all helms to print their names on the signing on sheet for entry to a race to ensure that your fleet captain can tell who sailed which boat.

The Bosun's Trophy after its successful trial in 1989 will continue in 1990. A trophy has been presented for the overall winner (many thanks Frank Ward).

Bosun's and Commodore's races will all be started by committee boat this year, so if you are in the race box please bring your wet gear.

As you will see from the programme we have two special events scheduled this year; 10th June and 26th August. More information on these to follow.

From your notes on the sailing programme you will see that we are again running Race Officer training. All members who have requested to do R.O. duties should attend one training day. Further details from Barbara Sims (tel: (0689) 54627).

I would also like to draw your attention to note 33 on the sailing instructions about sponsored classes and new boat applications. Byelaws 8 and 14 state that Sailing Secretary's permission **MUST** be obtained before a member changes class and bring a new boat into the dinghy park). Only I have noticed a few members have changed to non-sponsored classes and are assuming that dinghy park spaces will be available for their new boat. I would just like to point out that all new class changes are discussed at the Sailing Committee before adoption.

I wish you all a very happy sailing season.

Patrick Ward

GP14 News . . .

Happy new year to all of you who I have not seen.

Once again I would like to start by expressing my thanks to the following people:- Jan Harris, Malcolm Bryant, Alan Smith and Derick Cummings who assisted me and represented the club on the GP14 stand at Crystal Palace. We had a very enjoyable morning and were all surprised at the amount of genuine interest shown by people in the class.

I would also like to thank Alan Tibbs for the use of his house for our second fleet evening, (I now know how much a slave costs and the weight of a cannon ball) which I am sure will be useful information for deciding a means of handicapping within the fleet, more of this later.

We have gained some new members during the winter months, David Fry who is in the process of buying a GP, Roger Brenner who has bought 2024 Zoe from Bob Jefferies and Nick Cobley who has bought 4580 Dede from Stuart Jefferies, I look

forward to seeing all of them on the water and wish them the best of luck.

GP14s were represented this year in the Hoo Freezer by Bill Bevan and his crew Andy Hatfield. They did well on the Saturday practice race but decided against starting on the Sunday, well done to both of you for having a go.

The second fleet evening was to discuss forms of handicapping within our fleet, after some discussion it was decided not to alter any of the racing formats this year, but to run a system, called the "Cumulative Points Scoring System" run in conjunction with the summer points series and to consider the information gained from this as a basis towards next year.

Ian Parris

Enterprise . . .

Another new season beckons and by the time you read this you should have had a couple of Sundays sailing to test out all the new go-faster goodies lovingly fitted over the winter. No? Excuses in writing please to ...!!

There were encouraging signs towards the end of last season of an increased turnout and with a couple of potential new members it is hoped that this trend continues this year. To help things along (hopefully!) there is a change this year to the early and late summer points series which will be replaced by separate morning and afternoon series which will both run from 6th May to 2nd September. It may sound a long time but in fact there are only 7 races in each series during this period due to other special events throughout the summer. This is an experiment for this year intended to give those who have a fortnight's holiday during the summer and often miss 3 consecutive weekends sailing still to sail enough races to count for each series. It is NOT

meant to give you a lie-in on Sundays and miss the morning race!!

Two Sundays have also been set aside this year for special event days. These are intended to involve all fleets in a more fun-oriented race, the format of which has yet to be decided but should prove to be a little different from normal class points races. Further information to follow when the format is known.

Following another enjoyable fleet evening last November it is hoped to follow this up with another one early in the season with something similar or if there are any suggestions for an evening with a difference they would be most welcome.

All that remains is to wish you good sailing and fair winds (well, as far as you can get on the Medway) for the new season.

Roger Frith

Tasar . . .

March again - doesn't time fly when you're having fun at work parties?

1990 should see our old Commodore - I'll re-phrase that - our recently retired Commodore sailing his boat more regularly. After all his hard work he should relax and enjoy it. Thanks for all your hard work, Ken.

Jason Ramsden has bought Tony Moore's boat and will be sailing it regularly when it has been repaired. Unfortunately it was badly damaged at the Hoo Freezer this year (with only 8 finishers and 36 starters he was brave to sail). The damage was caused by the boat rising and falling on 3-4 feet waves against the marina piers which neatly "unzip-ped" the deck from the hull.

Paul Cussen sold his Tasar 284 but now regrets it a bit and is looking to buy another.

The idea of a Tasar being fitted with a bowsprit and asymmetric spinnaker seems to have died with the World Tasar Council - shame, we could have made kebabs with the Fireballs!

It is also a shame that we still have to sail with a PY number of 108, our request for 109 has been ignored.

The Tasar fleet in its keenness now occupies that part of the dinghy park nearest to, and sometime in, the river. If the tide is right, we could be in the water before the 5 minute gun and still in the dinghy park.

Nationals

With the Nationals at Whitstable this year, we are being asked by the Tasar Association to field some boats, it's on Saturday - Monday 26th - 28th May. Anyone interested?

Dare we hope for as fine a summer as last year? Let's hope for some good breezes at least.

Pleasant sailing.

Ian Wyatt

Handicap 'A' . . .

By the time this is received I am hoping that those of you not already enjoying their sailing in the brisker months will be champing at the bit to start the new season. This will no doubt be realised with a healthy turnout early in the season.

For those of you who were unable to make the end of year fleet evening, an enjoyable night was held in a local hostelry (conspicuously close to the acting fleet captain's house!) where we were all plied with curious amounts of sandwiches and liquid refreshment. Prizes were distributed in due course and congratulations to all the winners. Many thanks are due to David and Fiona Tozer for organising the evening and we all expressed our gratitude to him for his hard work during the previous year. At the time of going to press there is some doubt as to my continuing as Fleet Captain due to personal commitments, but watch this space!

Rumour has it that Fireballs have been changing their owners during the winter months. Ray Craddock has, I understand, purchased David and Fiona's old "ball" (which was always difficult to catch

[thank you! - Ed]) whilst the latter pair will be sailing a new plastic "ball" (which will undoubtedly make them impossible to catch [flattery will get you almost anywhere!! - Ed]. It will no doubt lead to a lot of fun racing in the coming year.

I look forward to seeing you all in the new season. So get all that maintenance done.

John Reed

WANTED . . .
Miscellaneous Artwork,
Photographs, Brain Teasers
.... for YOUR magazine

Miracle . . .

Croquet & Higher Things

I'm sure you will all join me in passing our thanks to Pat Ward for his invigorating session as class captain and wish him the best of luck in his new role as Croquet Secretary with special thanks for his laying out the croquet hoops for the Miracle fleet to trip over! Seriously it is a reflection of Pat's enthusiastic class promotion that by early March sixteen Miracles had signed up for the season and I'm sure Pat will continue this in his new role as Sailing Secretary.

Fleet Evening

The event was even more crowded than last year - many thanks to JOHN and SUE for their hospitality. It was impressive to see so many new faces taking a keen interest in fleet activities and looking forward to getting on the water.

The talk ranged far and wide, particularly with the presence of boat builders and sail makers, but Pat's request for programme views met with a deafening

silence - please if you have any ideas/requests, it's your fleet, let myself or your new Vice Captain PAUL WILLIAMS know.

Association Membership

Don't forget to renew your membership in March - it's essential for club races this year and let's make WSC the biggest (and slowest?) national fleet again. Remember, the measurement certificate is not valid unless you have a current buoyancy test certificate and testing this year is on 29th April at the club. It's a good idea to test your buoyancy before then, blow a little air into the tanks, hold the pressure for half a minute or so and check air flow - mine failed this year and it's much easier to repair at home!

Opens

Our open is 24th June but don't forget the Miracle start at Medway Regatta on 26/27/28th May. The first open meeting is at ICI Slough on 22nd April and the next local open is at Redoubt on 10th June. It's only at Hythe, could we go in force?

Nationals

Our Nationals this year are at Rock SC, North Cornwall, from 29th July to 3rd August - superb estuary venue with adjacent sand, sea and surf. Accommodation details on Club notice board for this popular holiday venue.

Just Another Sunday . . .

Friday, a phone call. "Shall I bring the boat along for the Sunday?" says the voice. "Perhaps we can go sailing after the do on Saturday?"

This plea of enthusiasm came from a recent convert to sailing from motor-cycling via several outings and numerous years of hearing various disasters to do with boats and myself. Enthusiastic enough to buy a Miracle and join Hoveringham S.C. His other half has sworn never to forgive me!

"That sounds like a good idea" says I, absently thinking that I might cancel Sunday anyway, if all goes well.

Sunday 3 am. All went well! Colin had a wonderful time and managed to get only slightly smashed, but still requires a seat belt to stop him falling into his coffee.

Sunday 7.30 am. With sudden burst of enthusiasm, Colin leaps at the alarm clock and turns it off.

Sunday 8.15 am. Colin, with the grace of an elephant, is tiptoeing across numerous bodies still asleep on the floor, heading for the teapot. After checking for daylight (affirmative), being rescued from drowning in a cup of tea, having dragged assorted boats out of the garage, we are in convoy heading for the Medway. Fit and raring to go, we have a short multi lap course around the Club buoy, 31 and Thumb buoy.

The wind is varying between 2 and 3+, lively enough for me as I have friend Alan's eldest daughter as crew who is only 9 and hasn't spent too much time in

Mission Statement

Well even the Post Office has one!

"Half the fleet on the water for each race!" - well one race perhaps and I am quite happy to organise some experts - Pat, Paul, John etc. for tuning/briefing session as mentioned at the fleet evening.

Martin Smith

boats, but at 4 stones in weight is the perfect Miracle crew. Colin's usual bad start puts us well down on the leaders. Jodi, after one or two tentative tacks, appears to know more about sailing than her Dad let on, we are against the tide and take several tacks to work our way through the trots, pinching the beats to the extent of brushing a yacht gently with the mainsail. A slide across the river at a crazy angle against the wind and tide sees us rounding the Club buoy in third position and the fourth place well within striking distance of us if I should make a mess of things. On the run down to 31 I have the distinct impression that we are making up some ground on the leaders, we approach the Thumb buoy too closely and nearly get sucked onto it by the undertow. On the beat up to the line we have managed to close the gap slightly. This time the beat up the trots isn't so good and we have to put in several tacks along the shore line and an extra one to make the Club buoy, this drops us back a bit. Approaching the line and we are definitely catching them on the beats. Third lap and up the trots in one this time, on the beat to the line we are visibly catching them and Jodi is asking for another lap so that we can make up the 20 yard gap that we had closed to, with only a 10 yard gap between Patrick first and Paul second.

Whilst sampling the energy reviving delights of a nice hot bowl of gruel in the Clubhouse, two more refugees from the night before arrive to take up my offer of going for a float. Simon, quite experienced in Lasers and the like was keen to introduce his non sailing other half Jane to the dubious delights of dinghies. Thus, with the wind picking up enough to see us continuously planing on a nice broad reach, down past the island heading for 28, when/whereabouts Simon takes over the helm.

Now the wind was even more lively out there and I'm not the best of crews due to a severe lack of practise, so we were perhaps healing a little more than we should have been but still going quite nicely with Jane getting comfortably soaked when Simon informs me that the rudder has gone! The night before must have taken it's toll. "Gone where?" I asked. "Gone, broken!" replied Simon and just to prove it the boat does the quickest pirouette I've ever experienced. Everything starts to bang flap and crash in the usual deafening manner and tries to shake itself to pieces in a lemming sort of way (quiet relaxing sport, huh?). Colin dives for the main halyard and lets go, Simon grabs the boom and makes sure that it doesn't crunch onto his brand new decks and Jane stuffs the main into the bottom of the boat. Now Colin has played this game before so he grabs the paddle and heads for the stern. Simon, on request, heads for the jib sheets. We meet in the middle, the boat completes its third pirouette and is aiming for a fourth when we untangle ourselves and attempt to take charge again.

With Colin on paddle (as rudder), Simon on jib and Jane providing the ballast we are prepared to see how far we can sail back to the Club, with Simon dumping the jib in the gusts as it threatens to take over what little control we have.

"Hello are you alright?" comes the voice from one of our rescue boats, "We'd like to offer you a lift but it's this race thingy that we're covering and they are heading the other way and I think they would appreciate our company."

"Well we are quite comfortable so we'll try to make our way back as we are, but if you could pick us up on your way back that would be appreciated." So saying they went on their way and we went straight on the island! We now decided that this was as good a time, if not place, to discuss a possible skiing holiday for the coming season. The place being 15 feet on the wet side of the shoreline with Colin strolling back towards the Clubhouse, boat in tow, Simon and Jane in boat.

"Hello are you alright?" comes the voice from one of our rescue boats. "We've had an idea, swim out and give us your line and you can come on board so that we can cover the race whilst we leave the boat on a mooring." What a good idea I think, while trying to tempt the rescue boat into shallow water and they try to tempt me to tow the boat out to them. We compromise, we board the rescue boat and leave the boat on a vacant mooring and head for 23. I now explain to Jane about the duties of the rescue boat and how well the Club looks after its members, who seem to have a tendency to try their utmost to wreck themselves, as we head for a Graduate that's resting

on its side with two tired looking bodies hanging on to it. While we are throwing them a line, helping to right the thing and hauling the crew in to join us, there's a Topper practising eskimo rolls as the guy gets blown over before he can remount. This we manage to dismantle and stowing the mast, boom and crew with us in the rescue boat.

Now, just for the hell of it, out goes our anchor so that we can drift down into shallow water so that we can reach a Tasar with very sorry looking mast. About now our high speed launch arrives to be sociable and rushes around doing something while we lasoo the Tasar and pull the crew into the rescue boat with us. With a considerable amount of rope twiddling we manage to capture all 3 boats and make a start for home, along with other rescue boats with various boats in tow. I must admit on looking around, that it reminded me of one of those paintings of the Battle of Trafalgar, only the gunfire and smoke were missing.

"Would you like us to collect your boat as we go past?" enquires our captain of me, "Or shall we leave it for the other rescue to pick up?" Mindful of the 3 boats that we already have in tow and also of having spent 6 months completely rebuilding my Miracle and not having yet got over the paranoia of scratching the varnish, I elect to let the other rescue boat collect mine. "Can you tell them to be careful please?" I ask. On arrival at the beach numerous assorted drowned rats and bits of boats are offloaded and sorted into some sort of order.

"It isn't always like this" I try to explain to Simon and Jane, but they didn't seem convinced as they disappeared towards the Clubhouse.

By the time we'd packed up the boat and were ready to head for home distinct shell shock was setting in and my thoughts were along the lines of "Where will I get a new rudder and stock?" for on inspection we found that the rudder blade wasn't rotten at but the stock had cracked through old age and left the blade unsupported.

Just another Sunday!

Colin Lown

