

## Training Courses 1991

**RYA Level 2**  
7/ 8 June  
14/ 15 June  
21/ 22 June  
28/ 29 June

**RYA Level 4 (Racing)**  
4 May  
11 May  
18 May

**RYA Powerboat / Safety Boat Course**  
21 September  
28 September  
5 October

Contact Tom or Barbara Sims for details.



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The Journal of

# Wilsonian Sailing Club

# 31<sup>1</sup>/<sub>2</sub>

November 1990

Number: 43

## Editorial . . .

To those of you who have given me articles many moons ago and have been waiting patiently to see them in print, my humble apologies. To those of you who have to receive our glorious tome (go on, there must be some of you!), apologies. To those of you who have been generally messed about by the rather erratic production this year, apologies.

Unfortunately - and haven't you all heard this before! - pressure of work over the last year has been severe and has meant that additional tasks like production of the magazine have just had to go by the board.

Still, enough of the apologies. This is only the second edition of the magazine this year and as you will see there is lots of reading to catch up on. Lots of results from series, general sailing comments, specific events and what will be happening over the winter. If that is not enough to keep you away from painting the boat, how's about a work party or two, or five.

There are lots of things happening during the winter so please do read thoroughly and don't forget to mark up your diaries.

Enclosed with the magazine are a winter dinghy parking form and next year's membership renewal form. Please note that 1991 dinghy park spaces are now entered on a separate sheet, also enclosed. If you have any difficulty in deciphering the forms please ring the "Hotline" number on the back of the forms - it

is better to ask than to risk missing out on the membership discount scheme.

Regarding winter dinghy parking, if you intend leaving your boat at the Club during the winter please note that it must be registered for winter dinghy parking (and paid for!) and, most important, the mast must be lowered and the boat made secure in order to ensure that no harm becomes it or any adjacent boats.

One more mention with regard to the magazine. It seems likely that I shall have to give up the editorship next year. So, if anyone is interested in taking over the job, please speak to a committee member or myself. I have enjoyed the job and the Club has even supplied the computer software used to lay the magazine out (a DTP program called Timesworks which will run on almost any MS-DOS computer, albeit somewhat slowly on my antiquated machine at home, which is why I am typing this at work!). If you would like to consider taking over the job, please give me a call.

On your behalf, I would like to thank the General Committee for all the hard work they have put into running the Club during 1990. I know how much they do because I know how many meetings I have missed this year. And most of the committee members were down at the Club for the first work party.

David Toner

## Bits and Pieces . . .

To all Wilsonian Sailing Club members and in particular the 29 new members that we have gained this year, I wish to thank you for the support that you have given to the Club this sailing season.

### Club Duties

The Club duty rota has been well attended with only a handful of defaulters. The CDO's comments in the log book have been favourable to all the duty crews.

Next season John Smith will be in the driving seat regarding Club duties and we are reducing the requirement by only having one Assistant Race Officer, the other position being filled if necessary by a junior in training or a loan from the galley crew at the start of points racing. This will give the Club 30 extra available duty crews for the season, thus reducing the burden on members who do more than their fair share of duties.

### Club Fees

An increase of £5 across the board has been agreed for next season with a £5 discount for early payment before 31st January 1991 (see membership renewal form part B1).

Alternatively, payment by 3 post-dated cheques will be accepted if submitted together with the renewal form (see part B2).

The dinghy parking is also being increased by £5 to £35 but the same discount of £5 will also apply if payment is made before 31st January 1991.

The winter dinghy parking fee for 1991/2 will be £35. Yet another discount is available if this is paid with your 1991 renewal - reduced fee £20.

## Membership Renewals . . .

My recommendation to the General Committee for the 1991 subscription is an overall increase of £5.00 on both membership subscriptions and summer dinghy parking.

We decided, as an incentive to renew before the 31st January 1991, that we would offer a discount of £5.00 from both the subscription and the dinghy parking. To qualify for the discount the renewal form and cheque must be received by the Renewals Secretary Ray Wyatt before or on the 31st January 1991 - not posted by the 31st January 1991. This will be very strictly adhered to.

### Work Parties

It is proposed to have 5 working parties this winter on the following Sundays:

18th November 1990  
5th December 1990  
20th January 1991  
24th February 1991  
17th March 1991

### The major jobs are:

Car park and road  
Sea wall and slipways  
Fire escape stairs/galley  
Race box

### Co-ordinators

Frank Ward  
Ray Craddock  
Ian Wyatt  
Patrick Ward

Fencing around the Club premises and other smaller jobs require doing, some of which could be taken home for a leisurely fix.

### Other dates for your diary:

Dinner Dance 30th November, Masonic Hall, Gravesend

New Year's Eve 31st December (!) at the Club

AGM 28th February, Masonic Hall, Gravesend

### The Loyds of London Gunwharf Trophy

There is to be a new Trophy presented this year for the member who has completed the most points races. This trophy has been given to the Club by Loyds of London for services rendered by the Club.

Please continue to support your club.

Ray Craddock

We also decided to accept payment over three months, namely January, February and March. To qualify for this the renewal form and three cheques must be sent to the Renewals Secretary during January, the last cheque must be dated 1st March 1991. Please total the amount due and divide by three. If the total is not divisible by three, please make the January cheque the larger and then two equal cheques dated February & March. If you opt for this option you will not qualify for the discount.

Wendy Ward

## Sailing Secretary . . .

The Sailing Committee is at present putting together the sailing programme for 1991. If you feel your class could benefit from any variation from the usual points series, discuss it with your fleet captain who will put it before the Sailing Committee.

The Club Annual Dinner and Dance is on 30th November so all winners of long series trophies in 1990 should have their trophies engraved, polished and returned to the Sailing Secretary before this date.

I would like to thank all duty crews who helped at this year's open meetings to make the events run smoothly without any serious problems.

### 1990 Race Results

South Kent		
1st	GP14 12435	Ian Parris
2nd	Ent. 20175	Dave Vettergreen
3rd	Miracle 2620	John Smith

Pursuit Race		
1st	Contender 521	Richard Smith
2nd	Contender 473	Carl Palmer
3rd	Fireball 12501	Bryan Saunders

Leigh Trophy		
1st	Fireball 14175	David Tezer
2nd	Laser 91157	John Cockersole
3rd	GP14 12952	Mike Doherty

Treasure Hunt		
1st	Keith Jeremiah and crew	
2nd	Tony Dewynter and shipmates	
3rd	Sarah Wyatt (all on her own?)	

Commodore's (50 entries)		
1st	GP14 12434	Ian Parris
2nd	GP14 12952	Mike Doherty
3rd	GP14 11886	Ray Elyth
4th	Ent. 20175	Dave Vettergreen

Boatman's (28 entries)		
1st	Streaker 194	Martin Jessop
2nd	Pacer 1650	Graham McLaren
3rd	Miracle 3620	John Smith
4th	Miracle 2180	Paul Abelson

Ladies' (12 entries)		
1st	Miracle 3620	Sue Smith
2nd	Graduate 1777	Jean Bright
3rd	Comet 70	Jackie Hudson

Juniors' (13 entries)		
1st	Topper 27178	Natalie Jones
2nd	Taser 281	Sarah Wyatt
3rd	Ent. 16448	C Jibb

Laying Up Cup		
1st	GP14 12434	Ian Parris
2nd	Ent. 20175	Dave Vettergreen
3rd	GP14 12952	Keith Lennox

### Prizes

Prizes for the Commodore's, Boatman's, Ladies' and Junior series will be presented after the final race of the Frothite Series.

Patrick Ward

## Security . . .

Some of you may have noticed on the etoissee landing notice board an item regarding volunteers for the Midway Night patrol, mounted by the cruiser clubs.

Every night of the season two members of the Clubs spend the whole night out on the water patrolling in 'Heather' around the moorings.

So what, you might say. Well it seems to me that we

must derive some benefit from this, for in the long summer evenings/nights they keep an eye on our boats and our Clubhouse, so shouldn't we contribute?

If you feel like me that we should be involved and are prepared to do a night's stint please add your name to the list.

Ian Wyatt

## House Committee . . .

It is getting near the end of the season and that means we have a few social events coming up. The next is our Annual Dinner Dance which is on Friday 30th November at 7.00 pm for 7.30 pm until 1.00 am and is being held at the Gravesend Masonic Hall. The price this year is £14.75.

Our New Year's Eve party won't cost you anything - just bring your food; starts at 9.00 pm.

### HELP WANTED

There must be a lot of new and old members who really feel they would like to be more involved in the Club. Then why not join the House Committee? You will feel more a part of the Club and meet so many other members, it was the best thing I ever did. The

Committee consists of 6 Club members and anyone else who would like to become involved is co-opted. Being a house member doesn't mean you are involved in the kitchen every week, we ask if you will organise the food for one weekend in six or more according to how many people are willing to help.

I would be only too pleased to discuss this further for anyone who would be interested.

For tickets and more information contact:

Pam Smith (04747) 5651 or

Ann Heather (0322) 228251

Pam Smith



## Labour Party? . . .

*"We'll keep the Willie's flag flying there!"*

Well, no we won't unless lots of us (and I mean lots) mock in and help with all that work that needs doing at the Club over the winter.

Work parties will be on the following dates:-

18th November  
9th December  
20th January  
24th February  
17th March

We need as many people as possible to turn up on each of these dates armed with spades, forks, paint brushes and anything else you think might come in handy. Oldest but warm gear is all the rage on these occasions. So turn up as soon after 9.00 am as you can make it and stay as long as you can.

We have no one person to run the show this year, so the General Committee has asked Ian Wyatt and myself to set up a small committee to organise things. Either or both of us will be at each work party and we shall tell you where you are needed.

Of course not everybody can get to work parties, but you can still do your bit. We need people who are prepared to take on particular jobs to be done in their

own time. Some of these may be single-handed jobs. Others will suit groups of people. So if you, either alone or with your family or friends, can take any of these on, let Ian or myself know. The sort of thing that needs doing includes painting and varnishing in the Clubhouse, repairs to the downstream slip and sea wall, repairs to the woodwork of the race box, plumbing work, repairs to the track, carpentry in the kitchen and so on. And of course John Yoo will welcome help with the safety boats. If there is anything in particular that you feel is really your thing, perhaps something I have not mentioned, let us know. Our addresses and telephone numbers are at the end of this article.

So go on, you will need the exercise before and after your Christmas pud! We look forward to hearing from you or seeing you at the work parties. Don't forget - no winter work = no sailing club.

Ian Wyatt

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Brian Rennie

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Rochester  
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Brian Rennie

## Tasar . . .

Looking back through my diary to the start of this season I find at least three references to a "beautiful day" and one (20th May pm) to a "perfect day".

Since then it seems to have gone from better to better still.

### Open Meeting

The Open Meeting on 13th May was sailed by 14 boats (4 starters) in light, fluky conditions.

In the first race Frank and Brenda Robinson, sailing "Mr and Mrs Happy", led for over half the course but a slight increase in wind later favoured those boats out in the main channel and the eventual winners were John and S Tinnams. After lunch in the second race "Mr and Mrs Happy" got their own back and were first across the line, only to be disqualified for failing to sign on, so honours went to Oliver and Judith Halford.

The third race was hotly contested and on the penultimate leg the five boats of the leading group all stayed close to the Hoos Island shore, but on turning at Hoos Ness for the final beat four went to the port side and only one stayed to the east shore. The east shore was the right choice and gave victory to Martin Harris and Lucy Vinson, sailing her dad's boat.

### Overall results

- 1st John & S Tinnams (WSC)
- 2nd Oliver & Judith Halford (QMSC)
- 3rd Martin Harris & Lucy Vinson (WSC)
- 4th Ray & Molly Fryatt (WSC)

Thanks to all the duty crew on that day and everyone else who helped make the meeting the success that it was.

We would like to welcome Frank and Brenda Robinson to the Club. We've known them for some years as they have been regular visitors from Queen Mary Sailing Club. John Tinnams has sold his Tsar and has become a cruiser sailor. We are sorry to see

him go but wish him well.

The first special event, held on 10th June, was a Treasure Hunt. The writer thoroughly enjoyed it. It was certainly interesting looking for the answers to clues and having to look closely at things that we regularly sail past without noticing. Thank you to the organisers.

### Spring Points

- 1st Ray & Molly Fryatt
- 2nd Ian Wyatt & John Cocker
- 3rd John & Judy Vinson

### Easter Cup

- 1st John & S Tinnams
- 2nd Ray & Molly Fryatt
- 3rd Ian Wyatt & Paul Cussen

### Whitsun Cup

- 1st Ray & Molly Fryatt
- 2nd Frank & Brenda Robinson
- 3rd Peter & Ken Crundwell

### Summer Morning Points

- 1st Ray & Molly Fryatt
- 2nd John & Judy Vinson
- 3rd Ian Wyatt & ...

### Summer Afternoon Points

- 1st Ray & Molly Fryatt
- 2nd John & Judy Vinson
- 3rd Ian Wyatt & ...

### Autumn Points

- 1st Ray & Molly Fryatt
- 2nd Peter & Ken Crundwell
- 3rd Brin & Jackie Ward

Ian Wyatt

## GP14 News . . .

By the time you read this another season will have finished, my second as fleet captain, one more to go, perhaps?

It has been a mixed year, both for me personally and the fleet collectively.

From my situation, Malcolm and I suffered a bad accident with the boat at Stone S.C. resulting in a large insurance claim. Secondly but not related, after years of suffering Malcolm has decided to take a well earned rest, therefore Paul Cussen has been fitted with ear plugs and has successfully taken his place.

As for our fleet situation? Unfortunately we had poor turn out at the beginning of the season, 3 to 4 boats per race, possibly due to the members that we have lost, but throughout the season our turn out has increased to 8 to 9 boats per race, the highest levels seen for years. I hope that this higher level will continue throughout next season and hopefully will continue to grow.

Whilst on the subject of turn out I would like to welcome to our fleet Terry Sullivan and his sons who have rejoined the club and Michael Williams. I wish them the best of luck and look forward to seeing them on the water.

### Results 1990 Season

#### Spring Points

- |     |                             |
|-----|-----------------------------|
| 1st | Ian Parris & Malcolm Bryant |
| 2nd | Ray Blyth & Paul Heather    |
| 3rd | Mike Doughty & Keith Lennox |

#### Early Summer Points

- |     |                             |
|-----|-----------------------------|
| 1st | Ian Parris & Paul Cussen    |
| 2nd | Mike Doughty & Keith Lennox |
| 3rd | Ray Blyth & Paul Heather    |

#### Late Summer Points

- |     |                             |
|-----|-----------------------------|
| 1st | Ian Parris & Paul Cussen    |
| 2nd | Mike Doughty & Keith Lennox |
| 3rd | Paul Heather & Ray Blyth    |

#### Autumn Points

- |     |                             |
|-----|-----------------------------|
| 1st | Ian Parris & Paul Cussen    |
| 2nd | Mike Doughty & Keith Lennox |

#### GP Open

Oh dear, what happened? Firstly where were you? From those that did attend, 2 of our boats did not make the first start due to damage sustained on the way to the start line. Well there is always next year, it can only be better!

#### GP Team Race Against Segas

We have retained this trophy for another year.

Once again I would like to express my thanks to Alan Tibbs for kindly opening his house to us, and providing an excellent August bank holiday barbecue. No surprise quizzes this time, just the heaviest rain for months, but the evening was superb and the start to a brilliant weekend.

Two important dates for your diaries :-

1) December 8th 1990 GP fleet evening. More details will be forwarded in a separate mailshot. If you do not hear more by this date and you feel you should have done it probably means I do not have your address, so please contact me.

2) Next year's season starts on March 24th 1991 there.

May I take this opportunity of wishing all of you a happy Christmas and a prosperous new year.

Ian Parris

## Miracle . . .

As the season comes to a close it's traditional to look back at the highlights:

The Nationals at Rock SC - 4 boats from WSC end all in the top two thirds - well done. A blow by blow (literally I'm told!) account is promised from among those who braved the sun and sand, so I shall leave the details to the correspondent on the spot.

The Miracle Open - 20 entrants with results as follows:

- |     |  |
|-----|--|
| 1st | 208 Frank & Erica Riddle from Worthing SC - proving that you don't need a new boat to be competitive in the Miracle fleet. |
| 2nd | 2180 Paul Absolom & Siobhan Loftus - well done.  |
| 3rd | 1287 Tracy & Mike Amos from Redoubt (Hythe) SC.  |

the racing breeze leaving only 8 boats on the water for the final race with the remainder performing minor maintenance - straightening masts etc.

#### What the fleet wants:

Thanks to the 60% who returned the questionnaire I now know what the fleet would LIKE to do - if only the decorating, work etc. did not intrude. But seriously, thank you for taking the trouble and perhaps the listed results may be of use for the future:

80% want to race

88% prefer class racing

79% thought race length about right - which is very generous as setting race courses to suit all ain't easy and thanks to those who commented on courses through the year even if I was trying to slink quietly up the track!

38% attend open meetings

50% would like tuning sessions and almost as many would like short informal races.

More than half wanted organised cruises split roughly 50/50 between whole or half days but NOT regardless of weather. Any volunteers to organise cruises?

40% liked novelty events evenly divided between treasure hunts and team events.

50% sail on Saturdays - the Saturday Club does a grand job.

and finally 2 less boats are trailed from the Club than attend open meetings, which just shows that Miracle sailors sail everywhere!

#### Series Racing

Attendance is rising through the season with 7 boats on the water for later races and results so far are:

#### Spring Points (5 entries)

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

#### Summer Morning Points (11 entries)

- |     |              |
|-----|--------------|
| 1st | Bob Jones    |
| 2nd | Martin Smith |
| 3rd | See Smith    |

#### Summer Afternoon Points (11 entries)

- |     |   |
|-----|---|
| 1st | Martin Smith  |
| 2nd | Bob Jones   |
| 3rd | some people stop at nothing to collect<br>GAST HOUSES! SUE SMITH! |

#### Autumn Points (11 entries)

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

and to finish could I welcome two, or maybe by now three, new members to the Miracle fleet and ask you to put 19th January in your diaries for the fleet evening.

Martin Smith

## Handicap 'B' . . .

Last Sunday I was sitting on the beach thinking how lucky I was to sail at such a super place. The sun was shining, the last of this year's series races had just started, the boats were heaving to the first mark (against the tide), there was just enough wind to be interesting, when I realised that the season had virtually come to an end. Another year had passed, where had the Summer gone? It did not seem more than a few weeks ago when I had arrived at Easter to do my weekend of Race Officer Duty.

I reflected on the year, races sailed and won or lost, Medway Regatta, Whitson Cup, Six hour race, Boson's & Commodore's, Pursuit Race, that funny pursuit race when we all started and finished together, and then had our laps worked out on handicap. It was all there.

We did not have as much series racing as in previous years, but it is always good to have a change.

The results:

### Spring Points

1st	John Parsons	Solo 3535
2nd	Tom & Barbara Sims	Graduate 2941
3rd	Wendy Ward	Topper 26119
4th	Frank Ward & Mark Buddie	Pacer 2340
5th	Bob Godbold & Stewart	Pacer 816
6th	Paul Nudda	Solo 2425

### Summer AM

1st	Ron Jordan	Streaker 1259
2nd	John Parsons	Solo 3525
3rd	Brian Rennie	Streaker 896

4th	David Hudson	Comet 169
5th	Jackie Hudson	Comet 70
6th	Martin Jessop	Streaker 179

### Summer PM

1st	Ron Jordan	Streaker 1259
2nd	John Parsons	Solo 3525
3rd	Brian Rennie	Streaker 896
4th	David Hudson	Comet 169
5th	Martin Jessop	Streaker 179
6th	Jackie Hudson	Comet 70

### Autumn Points

1st	Ron Jordan	Streaker 1259
2nd	John Parsons	Solo 3525
3rd	Brian Rennie	Streaker 896
4th	Graham & Alison McLaren	Pacer 1680
5th	Bob Godbold & Stewart	Pacer 816
6th	Frank Ward & Mark Buddie	Pacer 2340
7th	Paul Nudda	Solo 2500
8th	Ken Davis	Streaker 1172

The Prize giving and Fleet Evening will be held this year on Friday 16th November 1990 at 5, Commonwealth Way, Abbey Wood. Look forward to seeing you there.

Wendy Ward

P.S. I would still like to hear from any budding fleet captain as I am unable to continue with this job this year.

those stalwarts of the fleet Martin Jones, Bryan Saunders and Terry Smallbone, who between them clocked up over 25% of the boat-races for the fleet, who have captured the lion's share of the prizes, and in particular the coveted Femco Shield (awarded for the best performances throughout the year).

We have a number of new faces - and boats - in the fleet now. I am very disappointed not to have been at the Club more often to welcome you and to help swell

## Handicap 'A' . . .

So here we are approaching the end of another year's sailing, and what has been different to previous years? Well, we've had days with too little wind - so what's new? We've had days with (much) too much wind - so what's new? I think the biggest difference this year has been the number of active boats within the Handicap 'A' fleet. Where are you all?

It has been particularly pleasing to see the number of Wayfarers sailing regularly this year. However, it was

# WILSONIAN SAILING CLUB

Minutes of the Annual General Meeting  
held at the Masonic Hall, Gravesend  
on

Thursday 22nd February 1990

Present: Ken Crundwell (Commodore) in the Chair and 70 members of the Club.

### Commodore's Opening Remarks

1. The Commodore welcomed everyone to the Club's 32nd AGM.

### Apologies for Absence

2. Chris Ashby, Heather Frost, Clive and Margaret Grindley, Fiona Tozer and Paul Williams.

### Minutes of the Previous Meeting

3. The minutes were accepted and signed.

### Matters Arising on the Minutes

4. None.

### Secretary's Report

5. Membership was holding up, partly due to the misfortune of other clubs, such as the lack of water in reservoirs at this time. The Club's own misfortune had been the break-in which had followed New Year's Eve, though nothing seemed to have been taken.
6. The main concern this year had been the dinghy park. There were now over 130 new keys to the park issued and the new committee would have to consider whether the time had come to write off deposits on old keys.
7. Within the dinghy park the aim had been to make sure that all boats were paid for. Bye-Law 22 had a useful deterrent affect when unauthorised boats were detected - indeed a boat had been sold under this Bye-Law for £120. But it was essential that dinghy park stickers were displayed by those who had paid up, since the work of trying to positively identify boats with no stickers was very considerable and not containable in summer.

8. Winter dinghy parking remained a problem. Only 20 of the 50 boats in the park at the beginning of the winter had been paid for. Few had their masts down or were even tied down and so put those who had done so at risk when they were thrown about in the storms. It had taken 6 to 8 people at 2 successive work parties to untangle the mess. The silver lining in this was that 3 boats had been identified as not belonging to present members: Laser 981 (Mike Christmas), Mirror 57357 (T B Jones) and Seafly 201 (no records at all of this entering the Club).
9. Medway Ports Authority had announced that they wished to increase the annual rent for the downstream slip from £30 to £500 with effect from 2 years ago. They had now given up the backdating. The RYA had advised on how to take the argument further. Clive Davy queried whether MPA were entitled to increase the rent having let the stipulated review date pass. The Secretary replied that this was not certain, though his interpretation of the relevant clause was that they probably were.
10. The Conservancy Charge would be invoiced by MPA directly to everyone who had paid it last year. A fresh application was only needed in event of a change of address or boat.
11. The Secretary closed by thanking members for their patience during his term of office and by introducing Ray Craddock who would be standing for election as his successor.

#### To Receive the Audited Accounts

12. The Treasurer ran briefly through the Income and Expenditure account. Income from the bar and galley had dropped slightly, showing a profit of 19.8%. VAT would have brought this down a little. The £60 profit on the scow was the difference between the written down value and the sale price. Rates had increased in 1989, but for 1990 they were going up from about £1,100 to around £5,000 with transitional relief. The Club would be appealing against this. The charge for gas had gone down, partly due to the more efficient larger bottles now being used and partly due to the hot summer leading to cold meals. Increased maintenance costs reflected the work that had been done, but which as maintenance could not be capitalised. 31½ was now shown separately from Administration. There had been extra costs arising from issue of the new Members' Handbook.
13. On the Balance Sheet, the Treasurer mentioned capitalisation of the purchase of the new generator, the Janneau, new cookers, the radios and a stock of stationery for the next 3 years or so.
14. John Yeo proposed the adoption of the accounts. This was seconded by Ray Fryatt and carried by the meeting. The Commodore thanked the Treasurer for the way she had presented the accounts to the AGM and to the General Committee over the year. He was very pleased that she was prepared to serve for another year.

#### To Appoint the Auditor

15. The Treasurer thanked the Auditor who stood in to fill the gap at the last minute. John Yeo proposed Jane Ward as Auditor for 1990. This was seconded by John Smith and carried by the meeting.

#### Elections

16. The following were deemed elected:

Position	Nominee	Proposer	Secunder
Commodore	T Sims	K Crundwell	J Smith
Vice Commodore	K Crundwell	D Vettergreen	J Smith
Rear Commodore	J Smith	T Sims	K Crundwell
Secretary	R Craddock	B Rennie	T Sims
Treasurer	Mrs W Ward	Mrs M Crundwell	B Rennie
Bosun	J Yeo	T Sims	D Vettergreen
Sailing Secretary	P Ward	D Vettergreen	K Powley
House Secretary	Mrs P Smith	K Crundwell	T Sims

#### General Committee Members

F Ward	B Rennie	D Vettergreen
P Cassens	J Vinson	R Jones
B Rennie	R Craddock	T Sims
A Smith	I Parris	M Docherty
C Stevers	K Crundwell	B Rennie
I Wyatt	K Crundwell	T Sims

#### House Committee Members

Mrs J Bright	Mrs A Heather	Mrs B Craddock
Mrs B Craddock	Mrs J Bright	Mrs D Davis
Mrs D Davis	Mrs B Craddock	Mrs A Heather
Mrs A Heather	Mrs D Davis	Mrs J Bright
Mrs L Ramsden	Mrs P Smith	R Jones

17. The appointment of the following Class Captains was confirmed by the meeting:

Enterprise	R Frith
GP14	I Parris
Handicap A	J Reed
Handicap B	Mrs W Ward
Miracle	M Smith
Tasar	I Wyatt

It was presumed that the Laser Fleet Captain, K Powley, would be continuing.

18. The Commodore said that in addition to those elected, the General Committee nominated to itself people to take on special posts. Thus, David Tozer attended as editor of the magazine; Ray Fryatt had taken on membership renewals this year; John Smith was continuing to act as Membership Secretary, and Frank Ward had become Dinghy Park Secretary. Tom Sims would continue as Training Principal with Barbara Sims remaining as Training Secretary. The Commodore thanked them for their efforts and also Ray Fryatt for organising the Club stand for "Sailboat" at Crystal Palace in previous years. This task had been taken on by John Talbot, who would require volunteers to assist.

#### Sailing Secretary's Report

19. 1989 had been a successful season with only two races cancelled for lack of or surfeit of wind, one being the Laying Up Cup. The introduction of the Bosun's Series had been a success. The series would be continued and a Perpetual Trophy had been donated. Open meetings had been held for Enterprise, Tasar, Miracle, Laser, GP14, Solo, Fireball and Comet as well as the Pacer National Championships, which had been enjoyed by all 29 competitors. Fleet turn-outs had been up for 2 fleets, but down for 5 as compared with 1988. The results of most open meetings had not been entered in the Race Book. The Sailing Secretary asked Race Officers to note that the Race Book was the Club's official record and all results should be entered in it.
20. The 1990 sailing programme was on display. The season would start with the Icebreaker on 25th March. The start times of Enterprise/GP14 and Miracle/Handicap B had been swapped. The Juniors' and Ladies' Series had been extended to 5 races each. Each Bank Holiday would be a short series with 3 starts, Lasers joining the Tasar/Handicap A start. All finishers would be timed in for analysis for a possible handicap series. The Commodore's and Bosun's Series would be all committee boat starts and Race Officers should come prepared accordingly. 10th June and 20th August had been set aside for special events (which were yet to be decided) in order to break the round of points series. The Laying Up Cup would be on 28th October and would be followed by a Frostbite Series of 10 races from 4th November to 2nd December.
21. Members were reminded of the need for a valid measurement certificate if results were to count. Class Captains would need to see certificates and to keep lists. Tom Sims point out that if someone not on such a list could not produce a certificate, they would not appear in the results. The Sailing Secretary closed by congratulating his successor, Patrick Ward, on his appointment.
22. The Commodore thanked Dave Veitergreen for his report and for having been a very good Sailing Secretary. He was sure that Patrick Ward too had the ability to do the job well and would do so.

#### Bosun's Report

23. The engines had been sent away for complete overhauls at a cost of nearly £3,000, but were now guaranteed for the next 12 months and expected to give another decade's

good service. Leander had a new see-through fuel tank and had performed satisfactorily at the Hoo Freezer. Wilsonian would be launched at the next working party. The Janneau's new trailer had guides to aid retrieval which should not be used for pulling. The Bosun thanked all those who had helped.

24. The Commodore emphasised that having had the engines restored to as new at great cost, they should be treated as the valuable objects they were. He thanked the Bosun for all his work.

#### Dinghy Park Conservation

25. The Commodore reported that it had proved too ambitious to start the work of retarding the slippage of the dinghy park into the river between Christmas and the new season. It was therefore postponed until next autumn. The position was that the results of test pile driving were awaited as well as the necessary design work. The expert advice was that we should be able to weather the delay. Given the high cost (probably £15-20,000) it was perhaps fortuitous that the work should be postponed while interest rates were as high as they were.

#### Junior Fleet

26. John Smith asked what the Club had had to offer to the under 14 year olds who had come to it last year. There had been no guarantee of a boat to sail in. What was needed was a Junior or Cadet Fleet. The aim was to launch a Junior Fleet on Saturday 12th May which would meet once a fortnight after that. A Mirror had been donated by Gordon Ramage. More were needed (Ray Blyth asked whether 2 Miracles would be of any use. They would indeed!). Sessions would be fairly short, but would aim to give a basic understanding of sailing and racing. Since the weather would not always be element for Juniors to sail, the Fleet would also have to function as an activity club when necessary. As to safety boats etc., the Junior Fleet would have to be a self-running concern. It was not something which parents could leave the children behind at - they would have to stay and help.
27. John recognised that some adult members were nervous about sailing in the Sunday racing fleets. Mature members would therefore be welcome to join Junior Fleet activities to gain experience more gently.
28. Anyone wishing to be involved should contact either John Smith, Wendy Ward or Patrick Ward.
29. The Commodore emphasised that the Junior Fleet was not an offer to baby-sit. It could only succeed with parental involvement.

#### Any Other Business

30. Ian Wyatt suggested that there should be rubbish bins in the dinghy park in view of the rubbish that collected there.

31. Brian Blakeley said that he had suggested last season that there be a bunker for rubbish from which the Council could collect. The Commodore said that this was still in mind but there had not yet been an opportune moment to mention this to the landlord. Another suggestion was that the Club should use the landlord's collection point. Another point to bear in mind was there should be no more fires behind the Clubhouse in view of the damage this could do to the plastic plumbing fittings. Ed Martin pointed out there was also a gas risk. Tom Sims agreed. He thought that fires should be on the beach but cans and bottles should be separated out. Black plastic rubbish bags should be brought and used. It was true that there could be a lot of rubbish, but there were 11 members in a duty crew among which it could be shared. The dustman did not call so it had to be taken away.
32. Ron Ramsden had received a letter from the Royal National Institute for the Blind thanking members for their generous sponsorship for the Southport event. Visitors to Dartmouth House would be very welcome. The Commodore thanked Ron for his efforts and complimented him on the amount which had been raised: around £400. Would the Club do it again? Yes, if people were willing to support the event.
33. Peter Hampson asked for well defined dinghy park spaces giving a reasonable space around each boat. Members should be able to fasten the boat down and this would mean some security of tenure. Tom Sims replied that members could keep their space all season. Subject to the electricity cable running though the first row of the Miracles, they could certainly stake boats down. Peter Hampson thought that spaces got smaller last summer. Frank Ward said that the next working party would try to half sink tyres every 2 or 3 spaces linked by a rope on which to tie down. This should not impede movement. Tom Sims saw winter dinghy parking as different because there was a need not to leave boats spread out. Frank Ward said that winter dinghy park spaces should be booked, allocated and occupied by the owner by the last day of the season. Tom Sims asked Fleet Captains to come to the next working party.
34. Dave Vettergreen said that the Winged Fellowship would be visiting the Club again on Saturday 11th August. All possible helpers would be needed.
35. Tom Sims drew attention to the training programmes displayed in the hall. Race Officer training would cover both Race Box and Committee Boat starts.
36. Ray Craddock invited members to put their preferred duties on the duty list displayed in the hall.
37. Ian Wyatt proposed a vote of thanks to the ladies of the House Committee and to Barbara Sims for cleaning the Clubhouse.
38. Bob Jones formally thanked Ken Crundwell on behalf of the membership of the Club for having been Commodore for the last 3 years. He had worked hard and not just said "Do it" to everyone else.

#### Commodore's Closing Remarks

39. The Commodore thanked those who were retiring from the General Committee and in particular Bob Jones who had completed 9 years as a Flag Officer. He had been invaluable to both the Committee and the Club. Bob Dutton had led a great deal of work around the Clubhouse and organised working parties very effectively. John Vinson had efficiently laid out the dinghy park for some years. Ian McDonald had done quite a lot behind the scenes. Sadly he had now moved away as had Mike Upton, who had introduced the radios.
40. The Commodore thanked David Tozer for his hard work to produce a worthwhile Club magazine. He enjoyed both reading it and writing for it, but wished that more people would write about themselves and their experiences.
41. Special thanks were due to the Commodore's wife, Margo. She had prepared the duty list for 3 years, which had entailed a great deal of hard work. But she had also supported the Commodore in every possible way during his period of office.
42. The Commodore noted the presence of Phil Holmes who was a trustee of the Club and member of 30 years standing, during which he probably had not missed an AGM. The Commodore closed by offering Tom Sims best wishes as the new Commodore.

the sailing fleet. Unfortunately work, both in the office and at home, sometimes has to take priority over what I would like to consider one of the more important things in life, i.e. putting the boat to good use! Let's hope we can produce better turn-outs next year.

It is a shame that we have lost Ian & Ellen McDonald and Mike Upton from the Club as their work takes them to pastures new. We wish them well.

#### Fireball Nationals

Ian McDonald, Keith Borders (taking a temporary break from that plastic Laser thing he's bought), Mike Upton, Chris Bickford, Fiona & I (sailing that new thing we've bought!) had a wonderful time at the Fireball Nationals in September. They were held this year at Lyme Regis SC which was a perfect venue from both the sailing and social viewpoints. There was no expense spared in the effort to provide a Nationals to be remembered. For example, the rescue and committee boat crews totalled 40 people! The only thing they could not arrange was the weather, but by the end of the week the rescue crews were getting plenty of business, and indeed we stopped them getting bored on a number of occasions.

Fiona and I have competed (if that is the word!) in quite a few Nationals now, and if you haven't been it is an experience to be recommended. The prospect of starting a race with 130 or so other boats sounds daunting, but there is a lot of water out there. The use of gate starts (which are a real doddle) means that you can keep well out of the way of all the keen types, and by the time your turn comes all of the experts are long gone and you are left to sail with others of your own standard. That is what I like - there is always someone to chase, but it is comforting to look over your shoulder and always see a number of boats behind, hopefully more at the end of the week than at the beginning. Oh, and before you ask, none of us won anything - or came within a mile (literally) of winning anything - but we wouldn't have missed it for the world. So next year? ...

#### Fleet Captain?

And back to earth with a bump. Some of you will know that I did not intend to take on the responsibility of fleet captain for 1990 because of pressure of work. However, as vice-captain I inherited the job by default as no one else was available. I feel that my lack of commitment / time this year has been reflected in our identity as a fleet. I regret that I will be in the same position work-wise, and other-things-wise, in 1991. I ask, therefore, that you consider who could take on the job for the coming year. It is none too onerous, requiring primarily that the fleet captain be a regular Sunday sailor. This is something which we should discuss at the Fleet Evening.

Talking of which, Fiona and I cordially invite you to an evening do, and prize giving, at our house some time

in January. How about Saturday 19th January 1991? Please let us know (081-852-5028).

And as to the results for 1990:

#### Spring Points (2 entries)

1st	Gerry March	FB 11509
2nd	Martin Jones	Toy 215

#### Summer Morning Points (16 entries)

1st	Edward Ayrin	Way 847
2nd	Martin Jones	Toy 215
3rd	David Tozer	FB 14175

#### Summer Afternoon Points (16 entries)

1st	Martin Jones	Toy 215
2nd	David Tozer	FB 14175
3rd	Edward Ayrin	Way 847

#### Autumn Points (8 entries)

1st	Bryan Saunders	FB 12601
2nd	Brian Ward	Way 1261
3rd	David Tozer	FB 14175

#### FEMCO Shield (19 entries)

1st	Martin Jones	Toy 215
2nd	Bryan Saunders	FB 12601
3rd	David Tozer	FB 14175

To close, may I wish you all a very happy Christmas and see you all in the new year (if not before).

David Tozer



## Rock Miracle Nationals 1990 . . .

Like most holidays, this one started on the journey. Beforehand, we had planned to travel with John and Sue Smith and family and stop at Stonehenge for a break.

Unfortunately Dad was late home so we decided to start later and meet them on the way. With John towing a boat at 50 mph and us driving at a slightly faster speed, we were able to catch up with them quite easily. From then on, there were two extra passengers in our car with a lot more noise!

The beach was flat, clean and sandy. We could either put the Miracle on the beach or on the shelf which is used in high tides for the boats to stay on. If we decided to keep the boat on the shelf then we would have to drag it up and down the steep slope every day but as there was no races on the beach, our decision was already made for us.

Rock is in the north of Cornwall and is based on the estuary of the river Camel. This is where the boat club is.

There are large sand bars at one end of the estuary and I found it quite difficult to believe that you could walk around most of the course at low tide. In one of the races, I looked down into the clear water and saw crabs scurrying along the sea bed - it wasn't very deep and in the estuary the waves were small; just outside the estuary is a good surfing beach.

Only race 1 was very windy with clouds as the rest of the week was light winds, clear skies, very hot and

dry.

Colin demonstrated on the Sunday how to have an extra self bailor for those conditions by putting his foot through the bottom of his boat! After a repair this part no longer leaked and as he lightened the boat in this way, his results improved.

WSC had 4 boats at the Nationals: Patrick and Jane, Paul and Slobhan, Colin and Maureen and our alicia Smith and Jones combination.

The crews' race had Sue Smith showing us all up with a fourth place. In the singlehanded race, Dad came eighth with Colin tenth. In this race, which was rather late, to reach the finish line, centreboards and rudders had to be half up to avoid grounding which shows how tides affected racing. This race was shortened to avoid having to walk to the finish.

There were several other memorable moments such as Dad putting his clothes in the boat and realising that the car keys were in his trouser pocket while slamming the boot lid down. About sixty people tried their car keys before an effort to short circuit the electric lock worked (jump leads, bits of wire and fingers crossed).

A marvellous holiday we shall all remember but don't ask Dad to show you his photos unless you have half an hour to spare!

Natalie Jones

## Appreciation . . .

After about 18 months of sailing at Wiltonian, I thought I should show my appreciation for everyone who has helped me to get to grips with it.

Despite a few disasters early on (and more recently), I have stuck it out and am now a true addict.

I recently bought a Miracle (Miracle fleet watch out!) and will find everyone's advice invaluable in keeping it in one piece.

I would especially like to thank Pete, who has left his

Albacora and Wayfarer in my not-so-capable hands to show me the ropes and has given me some needed confidence.

Finally I would like to thank everyone for being so friendly and making me welcome despite me being a mere juvenile.

Thanks again.

Kate

## Opens - A Sideways Glance . . .

"Opens" or the "travelling circus" as we call them (you seem to see the same faces at each meeting!) seem to have two distinct circuits, the northern and the southern. However, with the advent of the Miracle "Travellers' Trophy" more people appear to be prepared to cross the border!

Having arrived and shared a few friendly greetings, it's down to the serious business of rigging and fine tuning the boat - or in our case, just rigging!

### The Briefing

...then follows where the marks are pointed out, the water and coastline are mentioned, with a note not to get the two mixed up and also to avoid the fishermen. At one Open two guys were fishing near the windward mark. It must have been an awesome sight seeing 20 Miracles bearing down on them from all sides. They weren't there on the second lap!

### The Start (preparation)

The line seems much shorter and far busier than we are accustomed to, with lots of boats rushing up and down looking for some sort of advantage. Our technique is to 'heave to' somewhere quiet and keep out of the way until our watch tells us it's time to join in.

### The Start (actual)

We go for the line with one eye on the clock and both eyes on the boats within a few feet of us jostling for position as the seconds tick away. There are cries

around you as people call other boats for various misdemeanours, bringing an awareness that the rule book isn't the dry dusty tome one thinks but a live vigorous beastly that applies to ME.

### The Gun

Everyone hardens up on the boat (no downhill starts here) for the windward mark with lots of tacking for advantage. The race settles down, with the fast boys up there, the not so fast lot somewhere around here and these along for the ride, back there. Incidentally, we've found a good technique for really light airs. You touch with an oncoming starboard boat; the momentum you get from the resulting 700° takes you past at least half the fleet!

### Impressions

A pecking order appears and surprisingly remains fairly consistent in that one finds oneself racing with the same group of boats in each race, involving some close tight racing which certainly raises the adrenalin content and brings home what racing is all about.

If you haven't tried an Open yet, you're missing out, not only is the racing good but new acquaintances are made, which makes for a thoroughly enjoyable day as experiences are compared and yarns swapped.

Colin & Maureen Lown

(and Colin wants to crew for an "experienced" helm in the Club! - M.S.)

## Winged Fellowship . . .

Saturday 11th August dawned as bright as the rest of August and, with a light wind, promised a good day's sailing for the handicapped young people from Jubilee Lodge in Chigwell.

Although we did not take part directly, we arrived at the Club to find several wheelchairs had made the trip down the drive, a bit of a challenge in itself. There were several helpers accompanying the young people

and the whole day appeared well organised. Certainly the visitors appeared to thoroughly enjoy their joyriding out in the various dinghies - some even got wet.

I hope the Club continues to be involved in this sort of activity and that more of us could help out to enable these young people to have more time afloat.

Many thanks to all those who gave their time to this worthy cause.

## Sailboat '90 . . .

Whoop! I must apologise for missing the last edition of 31½. I would like to take the opportunity to thank all those concerned who so ably assisted me in making this year's exhibition possible.

This included volunteers for the setting up on the Friday evening, everyone who turned up so punctually to do their stint on the stand and of course the breakdown on the Sunday evening. In addition my special thanks for all the very fine photographs we were kindly given by one of the members and from outside the Club I would like to thank Jack Warner of Hargreaves Photographic Supplies in Croydon for his very generous help in the mounting of the photographic prints.

Although we were unable to be in the normal hall we had an interesting position in the gallery overlooking the swimming pool and in turn we received a healthy

number of enquiries which hopefully have turned into new members joining the Club.

Looking ahead to next year, we have placed our booking with the RYA and hopefully we should find ourselves in the correct hall with other clubs.

In addition to volunteers to assist as before, which we shall be seeking at the AGM, I would like to hear from anyone in the Club who could help in providing a good map showing the location of our Club which can then be mounted in time for next year's exhibition.

Once again, my thanks to all those who helped in 1990 and let's hope we can make it an even better exhibition next year.

John Talbot

How Long Ago ???...

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## 6 Hour Race . . .

I arrived about 5 minutes late to find Chris and Natalie admiring the Topper which was adorned with red, blue and white flags. Next to us, also rigging their boat, was the women's team. Each member sported a trendy red skirt made out of Jean's tablecloth and a T-shirt top. The final touch was a bonnet which completed the whole extraordinary outfit.

I regretted that we had not dressed up and watched as the women began sticking plastic hand-made flowers and bows to the front of their boat.

When our boat was fully rigged, we got changed and went down on to the beach. Our team consisted of Chris, Natalie, Martin (pretending to be a junior) and myself. Natalie was first off and got a good start. There were only 5 teams and Natalie easily won the first lap. Chris was next and she got the boat back in time for Martin to win the sailing backwards prize. When it was my turn, the tide had increased, the wind decreased and, combined with my inexperience of Toppers, meant I sailed backwards! Andrew was on board at the time and I had to refine my language as we tried to get down to 31. In the end after almost getting round 31 four times, I gave up, came back and vowed never to sail a Topper again.

I then went up to the Clubhouse and sulked, feeling sorry for myself. It didn't really take that long to get over the initial embarrassment and I was soon laughing about it like everyone else. (We've all been there! - Ed)

I went down to watch the others and Chris came back to say she had almost bumped into the infamous Stewart in his Streaker (a mistake, or so she said).

None of us all tried to pile on to the Topper and sail against the tide over the line to win the Junior Helm. Andrew managed to fall off the front, but was hauled in at the back. We weren't getting anywhere so

everyone jumped out to let Natalie sail it. The only other junior in another team saw his chance, hopped in his boat and almost beat Natalie to it, but not quite! We then tried for the fastest crew change, which consisted of jumping in and pushing the previous crew over the side. We had two tries, Chris to Natalie, then Natalie to me, but neither were fast enough to win.

By this time, it was obvious that we had not won the most number of laps, as the women had done at least 3 more laps than we had, although their boat was looking rather sorry for itself as many of the flowers and bows had fallen off.

Seeing as Chris and I had done our quota of laps, we asked Paul Cussen and his friend to take us out in the safety boat. They weren't too pleased with the prospect (it's called damage limitation - Ed) but the CDO said it was ok and they didn't really have much choice!

We chugged around for about an hour, chatting about such things as large yachts compensating for small equipment, at which point Paul said "That's why I've only got an Optimist". Seeing as he thought himself such a man, Chris and I let him have the pleasure of pulling up the Club buoy on his own.

We went in and changed before the presentation. Our team had managed to get the worst team prize and now we all have a plastic duck decorating our bathrooms (or two in my case). Everyone in the team got a prize and not surprisingly the women's team won the best dressed category.

I had a great time and would like to thank those who organized it and made it so much fun. I look forward to similar events next year and am sure they'll be just as successful.

Kate Rawlings

## "Odd sailing boot"

Does anyone have my size 39 (right) Alpina blue sailing boot in exchange for a size 38 (right) boot?

If so please contact Jean Bright on (081) 856 9143.

## Junior Word Search . . .

When the Secretary of the "Breezy Water Sailing Club" visited the Club dinghy park after the gales this year, he found the dinghies all jumbled up. Lying in all directions, some lying across others but fortunately none was damaged.

The secretary drew up a plan of the boats. Unfortunately his young son filled in the spaces with other letters. Can you find where the dinghies are hidden?



What - no Fireballs ? They must all be neatly parked at the other end of the Dinghy Park !! - Ed



## Junior Club . . .

If you had been at the Clubhouse on alternate Saturday afternoons at two minutes to two, all would be quiet, just the Duty Officer. By two minutes past, between one and two dozen children would be excitedly chattering away, parents trying to help and John Smith with Martin Jessop, Ian Wyatt and a few others (sorry if I missed you) apparently calmly organising the afternoon.

At the start of the season a cruise in Leander and Wilsonian showed them how to steer and you were advised to set the trend.

From then on the Optimist (followed very closely by the Jannou), Toppers, Miracles and GP14 saw a wide variety of youngsters from nervous, total non-understanding to happy confident young sailors who could

sail a boat roughly where they wanted.

It was not unknown, however, for the Jannou driver to be asked by passengers to go "full speed". This boat did however show its value in that it can accelerate to within a foot of an Optimist or Topper to give advice, re-assurance or go easily alongside and change young crews without terrifying them.

A magnificent summer achievement. Thanks to John and all your helpers.

Bob Jones

NE, and by October it has had a visible effect on numbers racing (M.S.)

### Abandoned Fireball

Would the owner of, or anyone who knows anything about, the abandoned Fireball located beside the clubhouse please contact the Club Secretary. If details are not forthcoming, the boat will be disposed of in an appropriate manner.