

## Adverts . . .

### For Sale

Laser mast top section Miracle mast top section (Holt)  
Solo rudder and tiller now Miracle tiller and extension  
folding launching trolley suitable Topper/Miracle/  
Streaker etc Blow up tubular seat for inflatable

Also parts for Mk I Fiests as new exhaust system,  
clutch, flywheel, inlet/exhaust manifolds, rv carb., air  
cleaner, distributor, coil, fuel pump, rocker.

Call Paul on 081 859 1255

### For Sale

Ladies Dolphin (black/luminous pink) wetsuit, size 10.  
Good condition £20. Martin Smith 0634 864074

## MAMMOTH "FUN DAY" WORK PARTY

SATURDAY 13TH JULY

Fun For All The Family :

- |                              |                  |
|------------------------------|------------------|
| (1) Sea Wall Piling          | (3) Laying Paths |
| (2) Painting The Fire Escape | (4) Concreting   |

... and much more.

DON'T MISS IT!

Starting at 10:00, and culminating with a Barbeque in the evening.

... and the same day . . .

## NAUTICAL BRING & BUY SALE

All Day : Come early for the best bargains!

(Money raised will be used to buy equipment for the Junior Section)

WILSONIAN SAILING CLUB	Main Road, Hoo ME3 9HP	0634-250318	
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The Journal of

# Wilsonian Sailing Club

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

May 1991

Issue Number : 44

## Commodore's Letter . . .

Welcome to the new season which has got off to a good, if rather cold, start.

I hope that all those members who were unable to attend a work party during the winter are agreeably surprised at the work achieved by the others. I should especially like to thank Ian Wyatt, John Cocker and Alan Wills for our new kitchen, Dave Vettergreen, Brian Blakeley, Ron Hamadon and Brian Warwick for assembling the new fire escape, Ray and Mike Craddock for the piling together with John Vinson for the "piling motor" and welding on the fire escape, and finally Peter Hampson for the new outside tap. Yet again thanks to everyone who turned up to work to complete these jobs. We shall have to organise one or two Saturday work parties this summer and Ray Craddock will want people say Saturday or Sunday to continue piling.

We seem to be getting more and more road trailers in the dinghy park. Please park them well up the bank past the trees bearing the notices, as the fire officer

requires us to keep the area level with the feet of the fire escape clear for safety reasons.

We shall again be hosting a days sailing for the Winged Fellowship (holidays for the disabled) on Saturday 17th August. Anyone who would like to help, especially with a large boat, please let a Flag Officer know.

We appear to have lost a set of Duty Officer's keys. If anyone has them please return them to Bob Jones. The safe lock has been changed and we are changing the front door lock.

Don't forget the Medway Regatta 6th-7th July. Let's have a good club turnout, also our main summer barbeque on Saturday 24th August during the Enterprise Southern Area Championships that we are hosting.

Have a good season.

Tom Sims

## Bits & Pieces . . .

Welcome to the new season and let's hope the weather is good to us again.

There is to be no conservancy for this year but there is an intention to privatise part of the Medway Port Authority's responsibilities. This leaves a question over the use of the river in future.

The membership fees have been held down this year for those who paid early, which was about 75% of members. The winter dinghy parking is still being abused by members not paying. There are still some old abandoned boats in the dinghy park that will be sold or scrapped if not claimed.

### Trolleys

Remember that we are not permitted to leave launching trollies on the beach (Bye-Law 11); these

should be returned to the dinghy park after launching.

### Work Parties

The work parties have been well attended this year and some major jobs have been done. Thankyou to all those involved with these projects without whose help and guidance it would not have been possible to achieve the required results.

The duty rosters is being managed by John Smith this year and the Membership Secretary is Doreen Davis. Ann Heather will be running galley and social evenings.

I wish you all good luck during the season.

Ray Craddock

## On The House . . .

I would like to take this opportunity to welcome the new members of the House Committee: Diana Robbins, Brian Dixon-Jones, and also Kate Rawlings and Sam McClean (Junior Members who have offered to help and have been co-opted onto the committee). If there is anyone else who would like to join the House Committee please let me know.

### Dates for Your Diary

- Saturday 24th August Bar-B-Que
- Saturday 2nd November Bonfire & Halloween Party
- Friday 29th November Dinner & Dance

For the Dinner & Dance, the same band as last year has been booked. If anyone has any suggestions for a band for the next year, please let me know.

Now to more boring matters. Price increases at the

kitchen have been kept to a minimum this year. The price of tea and coffee has been increased for the first time in many years. The prices of Barge sausages, burgers and hot meals have been kept generally the same as last year.

Please could any tea or coffee cups that are taken into the dinghy park be returned to the kitchen. For there are black plastic dustbins in the dinghy park. Please help to keep the dinghy park tidy.

And finally, a big thankyou to Ian Wyatt and his team who have done a wonderful job of rebuilding the kitchen. Everyone who has worked in the kitchen has much appreciated the team's hard work.

Ann Heather

## Sailing Secretary . . .

Most fleets for the first part of the season have been exhibiting fair turnouts. It should give us something to build on so that by the season's end all fleets will be enjoying good racing, at least around the 8 boat mark. Remember, the more the merrier.

### Sailing Programme

The programme this season is biased towards class racing. This is in the hope that all you keen racers will turn out and boost your fleet numbers and also encourage new members to come down to the club and join in.

### Boats/ Commodore's

These series each have five races from which your best three races count. You will note from the programme that number 4 shares the same date as the Leigh Trophy. On this day the Commodore's results will be taken from the overall Leigh Trophy results, with people who wish to sail a shorter course having a Boats' open to them.

### Prize Giving

All class event prizes will be given away at the various fleet evenings. If in doubt, consult your fleet captain. Silverware will, as usual, be presented at the Club's Dinner & Dance. Other club races, ie Commodore's, Boats', etc, will be presented at the Laying-Up Supper/Firework evening.

Special events over the weekend of the Enterprise Southern Area Championships are to be organised by your fleet captain, so it should be a good chance to try tweaking various bits of string on your boat or maybe selling somebody else's. If you have any ideas what form your fleet activities should take I feel sure your Fleet Captain would like to hear from you.

Good sailing for the rest of the season.

Patrick Ward

**ENTERPRISE SOUTHERN AREA  
CHAMPIONSHIPS**

24 - 25th August

All members welcome to the  
barbeque

**MEDWAY REGATTA**

6-7th July

Entry forms available at the Club

## GP 14 NEWS . . .

Hopefully I have not too much to say in this article as I have only recently written to you all. (If you did not hear from me and you think you should have done, it probably means I still do not have your address. So please get in touch with me).

Assuming there were no upsets at the AGM? The bad news is you are stuck with me, as fleet captain, for one more year (the last). The good news is Paul Heather will still be the vice captain.

I would like to take this opportunity, to give my thanks to Paul Heather, Alan Smith and Mike Doherty, for their help and benefit of their experience, in running the GP 14 Class stand on Sunday 3rd March at Crystal Palace.

### Janneau

I have my cap in my hand again, not wishing to start a riot, cause people to resign from the club or any other such actions, I am looking for a volunteer, well two really to man the Janneau for the Tansar/Laser open on the 12th May. We and the Miracle fleet are running this open and unfortunately the club membership levels do not stretch to manning this boat. Having been race officer at the open last year, this boat is essential to the smooth running of the day. (I feel it only fair to put it in black and white so there can be no miss understanding, this will not count as one of your two compulsory duties).

### "BOB and GRACE LIGHT" Cup

After three years of not being presented, mainly because I did not know the trophy existed, the "BOB and GRACE LIGHT" cup was awarded to Mike Innes GP 12920 High "Ca". Congratulations Mike. Unfortunately Mike did not attend either the annual dinner dance, or the fleet evening so this trophy is still to be formally presented. For those like me who have not heard of the above trophy it is awarded to the years best improver, or achiever in the fleet.

### Dinghy Parking!!

Well here goes for the next political bombshell. Basically positions will be the same as last year, with a few shuffles to allow for people changing crews. I have also tried to allow for members with young crews (offspring). The main theme behind positions allocated is your number of turnouts last season. If you feel

hard done by I am sure you will let me know. Lastly on this point, positions will be reviewed during the season, again depending on turnout.

### SEGAS

Team racing with SEGAS could be a problem this year, on account that they have scrapped half their GP fleet. They are still keen to have an event with us and as it has always been popular, two dates have been set aside in our racing program to allow for this event.

### Points

Following discussion at the sailing committee meeting, I have two proposals for consideration, which affect class points racing :-

- 1) Average points will be awarded to people when on club duty. (Rostered or volunteered).
- 2) Average points will be awarded to people when attending class open events.

To qualify for average points you will have to attend at least 60% of the affected points series of races. (Either as helm or crew). You will also have to let me know if you are attending an open event, so I can keep the records straight, preferably before you attend the event. 1st place will not be awardable under this system. The results sheets will show points awarded. (Average points = average of your results). Unless I hear from you to the contrary of the above proposals, they will be implemented from this season.

### Spring Points

The results of the Spring Points Series are as follows:

- 1st Ian Parris & Paul Cassan
- 2nd Brian Warwick & Ray Blyth

Ian Parris

## Miracle . . .

Welcome to all new fleet members.

The new sailing season's resolution is - double the number of Miracles SAILING. A couple of thoughts which might help. Firstly, if you need assistance, perhaps to rig, race or just to find your way around the river, need a crew or would like to crew, please ring myself (0634 804074) or Adrian Linder (0322 222239) or contact any of the (far more expert) fleet members. All, I am sure, will be pleased to help and as I am certain another fleet member is not far away, I would like to circulate all members with a full list of (not including crews) telephone numbers. If you have any objection to this, please contact me as soon as possible and I will delete your name from the circulated list.

Secondly, a few changes to class racing to encourage sailing:

1. Minimum of 3 boats constitutes a race - 2 or less boats race with the Handicap B fleet. This effectively formalises existing practice but stops the results of one boat racing counting in a series.
2. "Retired" counts boats in RACE plus 1 and "disqualified" plus 2. Let's encourage people to compete. DNS is number of entries in the series plus one.
3. Those on Club duty or at open meetings - average points for series providing 50% of races sailed, otherwise DNS. Reasoning, don't penalise members who happen to be on duty during class racing and

encourage members to attend open meetings, the experience benefits the rest of the fleet (see Colin and Maureen's note).

If you disagree, please write.

I would like to thank Sue and John Smith for hosting the fleet evening, which was well attended and look forward to seeing you all on the water. Please put the Miracle Southern Area Championships at WSC on 30th June in your diary.

### MAY UPDATE

Well done the fleet! - 15 in the Spring Points Series and 9 in one race. Congratulations to Pat & Jane for winning in style - 5 firsts! Next places:

2nd	M Smith	11 pts
3rd	R Jones	14.2 pts
4th	A Linder	24 pts

Full results on class notice board - comments welcome on effect of changing the points scheme - personally the effect was embarrassing but I'm pleased that every series race exceeded 3 boats and thus qualified as a Miracle race. Perhaps we could provide recognition to those who improve up the fleet or have just joined - spinnaker-less series for instance.

Don't forget the Miracle Open on 30th June - make the WSC entry into double figures.

Martin Smith

## Calling all Miracles . . .

Colin and Maureen had such a good time last year doing the open circuit that we think it would be really nice to spread the word and persuade some of the great untravellers to come along and see for themselves.

There is a nice local event coming up on Sunday 9th June, at Redoubt SC, Hythe, so not much travelling involved.

What about a Club weekend? There's a very nice venue at Steeple Bay SC in Essex. Their open date of 13/14th July should hopefully ensure reasonable weather.

Based on an estuary this should appeal and be familiar to all. Maureen and I are prepared to investigate a campsite and jolly you all along - so come along and wave the flag with us on the open circuit.

Colin and Maureen 206  
081 641 4319

(Club burgees and posters for WSC open are available for all open meeting travellers! MS)

## Tasar . . .

This season has started rather slowly with the first four points races seeing no starters at all. We now, however, have 12 boats in the dinghy park and the most recent races have seen 5 boats out.

The results of the Spring Points Series are as follows:

1st	371	Ray & Molly Fryatt
2nd	125	Frank & Brenda Robinson
3rd	1109	Chris Pygall
4th	2156	Brian & Jaz Ward
5th	281	Ian Wynn & John Cocker
6th	1263	John & Judy Vinson
7th	2151	Chris & Neil Ashby

### Open Meeting

This year's open meeting was held on 12th May in utterly frustrating wind conditions, blowing Force 0 to 2 in all directions and changing rapidly - I wouldn't have changed places with the Race Officer (Ian Parris) and crew for all the coffee in Brazil.

The first race was destined to be the longest, going down to 27, 26 and back, and at that time (midday) it was no problem as high water was at 12:08. Chris Pygall and Samantha McClean almost won this race, just being beaten to the line by 1½ metres or so by Matthew Wetz from Sovereign SC.

We had hoped to sail two races back-to-back before lunch so that we avoided the rush on the kitchen, but the wind disappeared soon after the first race so we were all towed back for a break.

Rather than sit around after lunch in the dinghy park, we thought we'd all go off to Hoo Bay and hang around for some breeze. Hang around is certainly what we did too - everyone desperately clinging to buoys, marks, committee and safety boats - anything to stop the tide taking us to Sheerness for the afternoon.

Eventually a light breeze did enable us to sail a very

short course and this was won by Derek MacAuley and Neil Ashby sailing his dad's (Neil's) boat.

Another short third race was sailed enabling Frank and Brenda Robinson to get a third place to go with their similar result in the first race, and placing them second overall.

Overall results were as follows:

1st	2307	M Wetz & A Spooner	Sovereign SC
2nd	125	F & B Robinson	WSC
3rd	2305	B Hall & C Tranter	QMSC
4th	2359	C Harris & S Aytan	QMSC
5th	2151	D MacAuley & N Ashby	WSC
6th	1109	C Pygall & S McClean	WSC

May I, on behalf of the Tasar fleet, thank everyone involved in the running of our open, for all their hard work - it really was appreciated.

### Tasar Crew Weight Rule

As advised by the World Council, the Tasar Association UK has adapted for "sanctioned events" the minimum crew weight rule. It only applies for open, nationals, etc. and states that for these events the minimum combined crew weight should be 287 lbs when weighed in shorts or swimming gear only. Crews weighing less than this, and not carrying compensating weights in the boat, may find themselves liable to protest if they were to do well.

This rule has been adapted solely to give heavy-weight crews a fairer chance in competitions. Crews lighter than this 20½ stone can sail the Tasar quite satisfactorily, in fact too satisfactorily, that is why the rule has been adopted for important events. Because the rig can be de-powered so easily, crew weight is not an advantage at all, except perhaps in gale conditions, and then it must be in the right place like lots of other boats.

Ian Wynn

## Enterprise . . .

By the time you read this, the new season will be well under way, a season that is going to be very significant for the Wilsonian Enterprise fleet. Unfortunately, it will be significant for the wrong reasons because this will probably be the last year that the Enterprises will have their own start and thus will mean the demise of the Enterprise fleet. The fleet numbers have been diminishing for some years and the number of boats racing now falls below the Club's requirements for an individual start.

During the early days of the Club's history the Enterprise fleet was the mainstay of the Club's racing programme and fleets of over 20 boats would regularly turn out for racing on a Sunday. This situation continued during the 60's and 70's but the introduction of an increasing number of other classes into the Club

had the effect of depleting the Enterprise fleet to the extent that this year only 9 boats have joined the Club.

I have the dubious honour of possibly being the last Enterprise class captain and hope that in this last year, as an independent fleet we can at least ensure a good percentage turn-out of boats.

This season is also notable because the Club is hosting the Enterprise Association Southern Area Championships during the weekend of 24/25 August. A good entry is expected and it is hoped that it will provide a fitting climax to nearly 30 years of Enterprise sailing at Wilsonian.

Tony Dewynter

## Handicap B . . .

Class captains are good sailors, who win races and know their way round the river. Right? No, not right, at least not for Handicap B now that I have been elected to that post. As a sailor I am between novice and expert, I enter races but have not yet won one (though I intend to keep trying) and I know my way around some of the river, though not nearly as well as do lots of other people in the class.

So how did I get to be class captain? Nobody else wanted to do it and, not knowing exactly what is involved but feeling that somebody has to do it, I (foolishly?) volunteered (at the AGM) and was instantly elected. Now I am beginning to learn what is involved, having been given a list of duties which runs to nearly two typed pages! Most of that is "what" and I still have to find out "how".

One of the duties is to be at the Club at the right time to set courses for racing. I rather like the idea of courses involving a loop or zig-zag, so that those at the back of the fleet (a position with which I am not unfamiliar) get more chances to see those in the middle or at the front. What do other people think about it?

This rather visible duty is, unfortunately, one which sometimes I shall fail to fulfil; house and garden are

looking (in parts) unacceptably neglected, a situation which has somehow to be remedied, and the remedy will sometimes need to occupy a Sunday. However I am sure that courses will get set, even if only by using the well known prescription "as Miraclo".

My list (dated late February, so probably needing correction) shows a total of 29 boats, of 9 different varieties, in the fleet. The most numerous are the 12 Tappers (although only 5 of those are "first boat") and then 4 each of Solo and Streaker, 3 of Comet and Graduate, two Pacers, a Mayfly and an Optimist. I have not got last year's list but my impression is of more Tappers and rather fewer Pacers.

Anyway, as the season progresses I hope to see most of you, not just in the dinghy park, but on the water.

### Spring Points

The results of the Spring Points Series are as follows:

1st	John Parsons	Solo 3625
2nd	Ken Davis	Tepper 11773
3rd	Martin Jones	Tepper 27178
4th	Jackie Hudson	Comet 70

Ken Davis

## Laser . . .

One Sunday lunchtime early in the season a few Laser sailors, wet but happy having just completed another exhilarating race on the Medway, were discussing the absence of a Laser Class Captain. As a result of these discussions I volunteered my services to fill the role, thereby fulfilling one of my life's ambitions (?)

Being reasonably new to the club myself, having joined in August 1990, there are still a few names on the fleet list I do not recognize, so for those of you who do not know me either, please search me out next time you are down at the club - I hope to be there on most Sundays throughout the summer.

The start of the season has been rather windy (Laser sailors love a good blow, as they say) and produced some lively racing at times. The most regular starters in the Spring Points Series were Martin Cokersole and Simon Coppen, with Simon's performance on 7th April, when the wind was probably gusting Force 6 combined with 90° windshifts, deserving a prize for persistence.

### Open Meeting

The weather conditions for the open meeting on 12th May were totally different, with virtually no wind and

## Handicap A . . .

Welcome to the new members of our fleet, both those who have recently joined the Club and also who have seen the light and transferred to Handicap A! The turnout so far this year has not been particularly spectacular, so let's get those boats out of mothballs and come on down...

### Sailing Instructions

Those of you who were at the fleet evening at the end of last season will recall that the following changes were decided on for the Handicap A fleet Sailing Instructions. These will be adopted starting with the summer series. Any problems with this, please let me know.

1. Minimum of 2 boats constitutes a race. This is designed to prevent a series being won by simply turning up, but should not discourage anyone from coming to the Club by the fear of there not being enough boats there to form a race.

a number of sunburnt faces evident at the end of the day. There was a strong representation from the club with 10 members in the fleet of 22. Congratulations go to Keith Borders who, with two third places in the last two races, was fourth overall and to Paul Kirk who was fifth. Our sympathy should go to the Race Officer, Ian Ferris, who had the almost impossible task of trying to set courses and start races while the sea breeze battled it out with the land breeze. A measure of his success should be that despite numerous delays I heard no complaints from any of the competitors. Thanks should also go to everyone else involved in the success of the event.

With the summer now upon us I hope to see you all out on the water soon. There are still a few Lasers in the dinghy park which I haven't yet seen with their covers off, so shake the dust off your wetsuits, slip on the tuxedo jacket and get out there. Try it - you'll love it!

### Spring Series Results

1st	130795	Andrew Hewett
2nd	91157	Martin Cokersole
3rd	52340	Simon Coppen

Andrew Hewett

2. Points awarded for "Retired" is the greater of either (i) the number of boats in the series divided by rounded up; or (ii) the number of starters in a race. This is designed to encourage people to sail, and is considered perhaps safer than the approved RYA system whereby retired boats are awarded points equal to the number of boats in the series.

It was also decided at the fleet evening that this year the Mason Trophy will be awarded for the Summer AM Series - in the past it has been awarded for the Spring Points but as this is usually poorly attended it seems sensible to present it for the best attended series of the year. So the summer series are definitely the ones to go for.

See you on the water soon.

David Tozer

## Did you know?

Every time you launch your boat at the Club you sail by Chatham Docks on the southern bank, but did you realise how much history is tied up in its buildings and basins?

There was a Royal Dockyard at Chatham for four centuries, from the reign of Henry VIII to the reign of Elizabeth II. During all that time, it played an important, sometimes crucial, part in the building and upkeep of the Royal Navy.

The first ship to be built at Chatham in 1588, was the *SUNNE*, a 56 ton pinnace carrying five guns. Nearly five hundred ships followed the *SUNNE* into the Medway, before the last Chatham built ship, the submarine *OKANAGAN*, built for the Royal Canadian Navy, was launched in 1966.

In its long history as a defence establishment, the dockyard was closed to the public; even on Navy Days since the Second World War people were not allowed to wander into the oldest part of the yard.

Chatham was the principal Royal Dockyard of Great Britain during the Dutch wars of the 17th century. It became unsuitable as a fleet anchorage as ships became larger and the river silted up, but continued as a ship building and repair yard. The best known and best loved ship in the Royal Navy - HMS *Victory* - was built at Chatham, in the old Single Dock where No. 2 Dock now lies.

In the 1860's as the Navy was converting from sail to steam and from wood to iron, a massive 500 acre extension was built around St Mary's Creek to the north of the original yard. The result of this expansion was that the older part of the dockyard was left largely unaltered much as it was in the days of sail.

Now these Georgian and Victorian buildings represent the largest concentration of listed buildings anywhere in Britain.

When the Royal Dockyard was closed in 1984, the buildings were handed over to a new, independent, non-profit making charity, the Chatham Historic Dockyard Trust. This Trust was charged with the duty of caring for the buildings and giving new life to the dockyard.

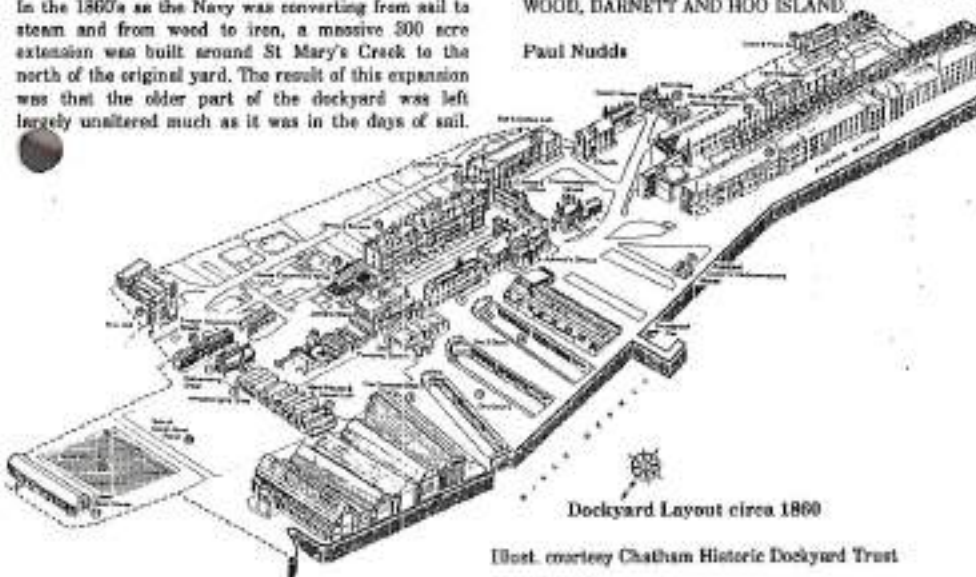
In the coming years leisure, museum and educational facilities will be developed; as well as commercial activity of a maritime nature.

As the first stage in this development, the old galvanizing shop, which had been due for demolition, has been refurbished and adapted as a Visitor Centre where people are introduced to the dockyard, its buildings and its history.

So the next time you sail past, try to imagine the bustle of activity in the 15th century as ships of the line lay in various states of construction and should you sail into a patch of fog and feel an eerie presence, maybe it is the ghosts of the Dutch sailors who mounted an attack, getting their ships right up the Medway to attack Chatham in 1667.

In the next edition of 31/3 we will research the history of the various defensive forts we use as landmarks such as AMHERST, UPNOR, COCKHAM WOOD, BARNETT AND HOO ISLAND.

Paul Nudds



Dockyard Layout circa 1860

(Inset courtesy Chatham Historic Dockyard Trust)

