

Coincidence in Turkey ...

Malcolm and I were at an international scientific meeting in Kusadasi (Turkey) on 23rd September last year and on our last evening an outside meal was organised at the local yacht marina.

During the evening I saw a lady whom I thought I recognised (but not as a member of the meeting) and when I spoke to Malcolm he said he thought he knew her too. When her husband joined her a few moments later I was sure. Geraldine and Robin (ex. Commodore from late 70's / early 80's) had gone crashed quite happily!

They had arrived in harbour that afternoon after leaving Majorca some 5 months before, and had pattered gently through the Mediterranean happily stopping when and where they felt like it or the winds took them. What a coincidence. They were sailing a Spanish built BE Fournies called POPPIDOS and had arranged that afternoon to fly back to Majorca in early October with 2 weeks left to explore the area down to Bodrum where the boat would overwinter ready for their return in the spring.

They kindly invited us on board for a coffee to end the evening. Oh what blissful smells and a gentle movement in harbour - 5 years since our last time in Greece. How unfortunate too that we were leaving next day and couldn't catch a few hours sail with them. However, a lovely memory in a gorgeous part of the world.

Sincerely,

Sheila Lilly

Stevens . . .

I have received a note from Janet and Geoffrey Stevens telling us that they are settling in France. They wish us all a good season and say they would be very happy to see any friends who pass by. The area is Le Plessis Plage - full address from Roy Fryatt at myself.

Doroon Davis
Membership Secretary

For Sale

Helly Hansen dry suit. Red/white, large, tall fitting, worn only 5 times. Offers around £300 Contact John Talbot on 081 302 8112

Wanted

Ladies size 10/12 wet or dry suit. Suitable for someone about 5ft tall. Contact John Talbot on 081 302 8112

For Sale

Tow bar for new shape Fiesta - 1989 onwards. Good as new, complete with fitting instructions. £22 Terry Wright (0474) 812361

For Sale

Club sweatshirts in navy blue & grey: XL, L & M Also Club ties at £5 each

The Journal of

Wilsonian Sailing Club

31 1/2

June 1992

Issue Number : 40

Your Club Needs YOU . . .

Work Party

4th July

Clearing nettles from the track, the dinghy park and the car park.

Levelling and making good the dinghy park behind the new sea

General mid-summer maintenance.

Be there - bring a friend!



Mr David Vettergreen
113 Billing Road
Snodland
Kent ME6 5EA

WILSONIAN SAILING CLUB

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House Committee . . .

I would like to welcome the new members of the House Committee for this year, Carol Hunt, Margo Crundwell and Alison McClaren who will be joining the continuing members Jean Bright, Diane Robbins and myself. I would like to thank those members of the House Committee who are retiring, Doreen Davis, who had been on the House Committee for three years and who is now Membership Secretary, and Brian Dixon-Jones.

Dates for your diary:

Saturday 18th July - BBQ, Medway Regatta weekend at WSC

Saturday 7th November - Bonfire party and laying-up supper at WSC and will include a firework display followed by a hot supper

Saturday 21st November - Dinner Dance at the Masonic Hall, Gillingham

River Patrol . . .

Members may remember that some time ago I asked for volunteers, thinking that we might take part in the nightly patrol of the river moorings, etc.

I have suggested that this season we will undertake to provide personnel on an "emergency" basis, that is we will provide crews to fill any gaps in the patrol rosters that occur because of sickness, or other unforeseen circumstances. They hope to be able to give us at least 1 or 2 days notice for us to take part.

Next year it has been suggested that Wilensians take responsibility for crewing the patrol for a week or so. The crews will use the How Ness Yacht Club safety boat BRACKEN. It has a cabin so is relatively comfortable and is capable of 11 knots in an emergency, although the maximum speed allowed by bye law on the river is 6 knots.

The area to be patrolled lies between Whitewall Creek and How Ness, starting at 2000 hrs until 0700 the next morning.

Some 21 members added their names to the list (can they remember who they were?) but anyone who is interested please let me know.

Ian Wyatt (Tasar 251) - (0689)861962

Please put these dates in your diary so that we can make each of them an enjoyable evening.

At the moment it is not going to be necessary to increase any of the prices for food in the Club except for the prices of sweets and cakes. Please could I remind everyone who takes cups and plates into the dinghy park to return them to the kitchen and to keep the dinghy park tidy by putting any rubbish in the black plastic dustbins.

And finally, there are two people I would like to thank - Barbara Sims, who, although she is not part of the House Committee, cleans the Club every week, and Ian Wyatt who made further improvements over the winter to the kitchen and behind the bar.

Ann Heather

Sailboat '92 . . .

I would like to express my grateful thanks to everyone who helped with this year's Wilensian stand at Crystal Palace in March. I'm pleased to report that, with only one exception, everyone attended the stand on the correct day! The one hiccup I believe was something to do with the Rugby World Cup!

In addition, I would like to thank Karen Turner and her aunt, both non-members, for their generous help in colouring and preparing the heading boards etc for this year's show.

Next year's show will be in March. I've already received offers of help to man the stand. If you have a preference, it's not too early to let me know. . . .

John Talbot

**CALLING ALL
SAILORS**

Sailing Committee . . .

1992 Sailing Programme

The season started this year on the 29th March with the Ice Breaker, which was a general handicap race. As Patrick intimated in the last edition of 31st, this year's sailing programme is biased towards class racing. This is broken up with three open meetings, five Junior/Commodore's races, the two long distance races, the Medway Regatta and one Junior Training Weekend (this is the weekend of the Admiral's Cruise, which limits our use of the river). The season ends on 23rd October with the Laying-Up Cup, which again is a general handicap race. We hope that we have achieved a suitable balance, but if you have any other ideas that you would like to try, then please tell your class captain, or write to us.

Prize Winners for 1991

There is one correction to be made to the previous list. The South Kent listed Paul Cussen as my crew. Paul is guilty of many sins but not this particular one. It should have read Keith Borders. Congratulations Keith.

Buooyancy

We move in an ever increasing safety conscious world, and sailing is no exception. For those boats which require buoyancy tests we would like to bring to your attention the following. If your buoyancy check has lapsed your measurement certificate is not valid, if

your measurement certificate is not valid neither is your insurance. Therefore you will be in contravention of the new Club rules.

The regulations covering personal buoyancy are being changed this month. This is mainly to bring us into line with the European Community. The amount of buoyancy provided by a buoyancy aid will be quoted in Newtons instead of pounds. There will also be recommendations on the type of buoyancy aid to be used, depending on where it is to be used and what is expected of it. Chandlers will be able to sell their old stock off first, so it may be worth waiting for a while if you are thinking of buying a new buoyancy aid. (NB. A copy of the new EEC standards is available on the Sailing Committee notice board.) Finally may I thank the following retiring committee members for their time and contributions to our sport over the previous season:-

Martin Smith	Miracle
David Tozer	Handicap "A"
Ken Davis	Handicap "B"
Tony Dewynter	Enterprise

Let it be by no means least to Patrick Ward, Sailing Secretary.

Ian Parris

On behalf of the Sailing Committee

Tying Down Boats . . .

Dear David,

I read with interest Ron Tibbs' article on 'tying down boats in the dinghy park'.

I have a Newton Crum insurance policy for my Miracle and one of the general conditions is "warranted that the craft be securely tied down to the ground with ropes fixed to ring bolts or stakes etc - capable of withstanding not less than 1 cwt pull per securing point . . ." The two stakes, from my experience in our dinghy park, recommended by Ron will certainly not withstand a pull of 1 cwt.

Last summer I found that someone had removed the screw pickets securing my boat (they were eventually found in another part of the dinghy park), thereby invalidating my insurance, probably for several weeks.

The Club quite rightly insists that we have valid insurance for our boats, but we do need to comply with the conditions for the insurance to be valid.

Yours sincerely

Ed Martin

GP14 . . .

This will be my fourth, and most definitely my last, year as fleet captain. This raises the question as to why I am still in the position. Paul Heather, who was the Vice Captain and who should have taken over from me, has changed class to the Miracles, thus enabling him to be able to sail with his children. May I take this opportunity to extend my thanks to Paul for the help he gave me over the year. David Fry is now the Vice Captain and I am doing one final year, to give him a chance to come up to speed.

May we offer our condolences to Ray and Helen Blyth on the death of their daughter-in-law Gloria.

For my usual article at this time of year on buoyancy please see the Sailing Committee report.

1992 looks like being another good year for our class. Firstly we have gained the following new members: Dave Barfoot who sails with Ray Laphorn, Ian Wilson & family and David Cowell. We extend a warm welcome to all of you and look forward to seeing you on the water. Secondly, the competition should be even warmer in the fleet this year, with various parties investing in new sails (or getting them out of their own personal sail loft, Mike). Ray and Brian have taken Graft to Richard Estowh, to be race tuned whilst having a new mast, boom and sails. Lastly I am now an authorized sail measurer, so there will no excuse for non-measured sails, either new or old.

The format for allocating dinghy parking spaces will be the same as last year, as most positions will not be

Miracle . . .

What a high spirited start for our Spring Points with many racing to go. Even in Force 6 we had a great response with 6 boats taking part and not one capsize during the race. Only Paul decided to take a dip and that was after he had gained his victory.

Where are all you sunshine searchers? We are now into the Summer Points and with points split into two sections, am and pm. We hope that 6 boats will at least double to 12. So come on down and blow those cobwebs away.

Our open meeting is on Sunday 28th June. Last year

changed. If you were unhappy with your position, or your circumstances have changed, please let me know.

Long Series Trophies

I have spoken to as many fleet members as possible on this subject to get a consensus of opinion. Last year classes were allocated a sum of money to buy their own trophies. This year the Club has found a replacement pottery maker. This raises a question, whether to go back to pottery or continue to buy our own trophies? The answer is that we are going to use the money and buy our own trophies. I am sorry to those of you who voted the other way, we will vote again next year and I do emphasize that pottery will be available for the short series, eg. Bank holidays - now there is an incentive to turn out!

SEGAS Team Racing

As with the above subject I have obtained views and opinions, although the vote was unanimous. We will continue to have a social based team racing event with SEGAS. The format being tried this year is to integrate with the Miracle fleet. Therefore there will be 3 GPs sailed by GP sailors and 3 Miracles sailed by Miracle sailors. As this reduces the number of GP sailors taking part in this event, normal class points racing will be held on these days. I will produce a mail shot on this subject listing all details, with a view to finding our team.

Ian Parris

we managed to turn out a creditable 15 Club boats. Perhaps this year we will do better?

Results

Spring Points

- 1st Bob & Natalie Jones
- 2nd Adrian Linder
- 3rd Patrick & Jane Ward

Adrian Linder

Handicap B . . .

The season got off to its usual slow start with the Spring Series being sparsely attended.

The results are as follows:

1st	Ron Jordan	Streaker
2nd	David Hudson	Comet
3rd	Jackie Hudson	Comet

There were a total of 11 competitors, none of whom put in 5 races.

The Summer Series this year is split into morning SM and afternoon SAP, so you won't lose out too badly if you take a holiday even do a few open meetings! This year also we have the Entis with us, providing a much needed boost to our fleet. A warm

welcome to Alan Dewynter who is getting to grips with a centre mainsheet for the first time in his very nicely turned out Streaker.

Rule 31.2

Handicap B start last with the Miracle fleet. This gives us the opportunity to get out on the water and watch the other classes start and look for the best line to the first mark. During this time, however, we must keep well clear of boats starting as this is one of the few occasions when a port tack yacht has right of way over a starboard yacht. Being protected even before your five minute gun could spoil the entire day!

John Parsons

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Tasar . . .

The first thing I must do is apologise for not writing in the last edition of 31½. Although business is not good I am very busy and I simply forgot.

The results that should have been published are as follows:-

Whitsun Cup

1st	125	Frank & Brenda Robinson
2nd	1109	Chris Pygall

Summer AM Series

1st	281	Ian Wyatt & John Cocker
2nd	742	Ron Ramsden & Mike Smith
3rd	125	Frank & Brenda Robinson
4th	371	Ray & Molly Fryatt
5th	1109	Chris Pygall
6th	2151	Chris & Neil Ashby
7th	1263	John & Judy Vinson
8th	2156	Brin & Jaqi Ward
8th	285	Peter & Ken Crundwell

Summer PM Series

1st	281	Ian Wyatt & John Cocker
2nd	742	Ron Ramsden & Mike Smith
3rd	1109	Chris Pygall
4th	371	Ray & Molly Fryatt
5th	1263	John & Judy Vinson
6th	125	Frank & Brenda Robinson
7th	2156	Brin & Jaqi Ward
8th	285	Peter & Ken Crundwell

Autumn Points

1st	285	Peter & Ken Crundwell
1st	371	Ray & Molly Fryatt
3rd	1109	Chris Pygall
4th	281	Ian Wyatt
5th	2151	Chris & Neil Ashby
6th	125	Frank & Brenda Robinson
7th	1263	John & Judy Vinson
8th	742	Ron Ramsden & Mike Smith

Enterprise Trophy

Awarded for endeavour to the helm and crew just out of the above prizes, decided by their colleagues. For 1991: 2151 - Chris & Neil Ashby.

(This prize was kindly presented to us by Ron Ramsden, but was not available for our prizegiving / get together of the 13th December.)

What Wind?

It was a strange season. From about August onwards most Sundays were without wind and on four occasions those crews present agreed to cancel the races and not start at all. Even the Nationals at St Austell (Porthpean SC) in Cornwall were the same, two whole days were without any racing at all.

Nationals

Three boats from WSC went to Cornwall (there was to be a fourth, see later paragraph) and I am sure I am right in saying that we all had a smashing week - the weather was not fantastic, the winds were generally too light, but we had some good laughs, saw something of Cornwall and came back with a slight suntan.

The fourth boat was to be Brin and Jaqi Ward, but Brin unfortunately had an accident just before the Nationals. (Although badly injured he still turned up for his duties at WSC - thankyou, Brin). We hope to see them both back in action this season in 2155.

Results from Porthpean were as follows:-

10th	125	Frank & Brenda Robinson
20th	1109	Chris Pygall & Neil Ashby
34th	281	Ian Wyatt & John Cocker

PLEASE NOTE 1992 NATIONALS - EASTBOURNE
First race Sunday 26th July. Then races through the week, hopefully one per day up to Friday 31st July.

New Boats

It is hoped that Rondar is to be the new builder. New moulds are on their way from Australia and it was hoped that a Rondar boat would be ready for the Crystal Palace dinghy exhibition in March, but the ship bringing them to the UK did not arrive in time.

Class Association

May I please remind you that you are required to be members of your class association. Send £10 to:

Tasar Association UK
7, Lionel Rigby
5 Sycamore Avenue
St Austell
Cornwall
PL25 4DR
(tel. 0726-76903)

The quarterly newsletter is well worth reading with articles on making the boat go faster, notes by the

designer, details of secondhand Tasars for sale, etc, etc.

Fleet Additions

We should see two more boats out this year. No.445 EBYORE will be sailed by Mike & Jackie Davies - not new to the club but new to the Tasar.

No.420 has been bought by David & Annette Cleeton who are new to WSC but not to sailing. I hope we can make them all welcome into the fleet.

We hope that Eric Lane will be able to sail his Tasar No.251 (Peter DeCosta's old boat for those of you who remember Peter and all his young dolly girl crews) this year - we look forward to seeing you again, Eric.

Tasar Open

Sunday 17th May saw 20 boats sailing in near perfect conditions.

8 visiting Tasars came to WSC representing 8 clubs, from Porthpean at St Austell to Great Yarmouth and Guleston SC (the eventual winners).

The highest placed WSC boat was 4th, Martin Jones sailing Eric Lane's boat (251) with Eric as crew. 5th was Chris Pygall (1109) with Gordon Hughes as crew.

I am sure the whole fleet would wish me to thank all those who helped to run this day's event. With no organised Club racing it really felt special and I'm sure it seemed so to our visitors. Thankyou.

The remainder of the WSC boats finished as follows:

5th	Ray & Molly Fryatt
10th	Ian Wyatt & John Cocker
12th	Tim Gorman & John Sossons
13th	Ron Ramsden & Mike Smith
14th	Brin & Jaqi Ward
15th	John & Judy Vinson
16th	David Cleeton & Trevor Grace
17th	Chris & Neil Ashby
18th	Ken Crundwell & Don Phelps
20th	Mike & Jackie Davies

1992

For this season we should have 14 boats in the park - now don't please go having accidents, keep away from people with colds, flu, etc, chew your food properly and keep well, so that you can come down to the Willies and go sailing.

See you there.

Ian Wyatt

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Tying Down Boats ... Again!

At least one Club member read the item in the November edition of 31½ about tying down boats - literary success at last!

Furthermore he has very conscientiously read his insurance policy and identified the specific requirement to resist a pull of 1 cwt (his insurance company has not yet caught up with new fangled metrication any more than I have - see dimensions below).

So, we carried out some tests:-

9"x3"x1" wooden stake - moved and pulled out at 110 lb.

18"x2¼"x¾" wooden stake - moved at 180 lb and pulled out with a steady pull of 140 lb.

Another wooden stake did not shift at 200 lb when we went off the scale - so the length of that one is still buried in the ground.

Much to our (and Tom Sims') surprise, his 24" long x 1" dia steel pin and eye bolt moved at 160 lb and pulled out with a steady pull of 120 lb.

Our specification for next year is:-

12" min. length x 3" x 1", notched down the sides to improve grip, hammered in to be flush with ground level for safety.

Last words:- CHECK YOUR INSURANCE POLICY - JOIN THE TIE DOWN CRUSADE.

For Auld Lang Syne?

Picture the scene. It is 11:30pm, 31st December. In the freezing clubhouse shadowy figures stoop furtively behind the bar, their torchlit faces intent on the vital operation in progress. No, not burglars or arsonists but desperate club members carefully despoiling Shepherd Neame into large Tupperware bowls (the rubbish bin having reluctantly been deemed unsuitable on health grounds).

But why were those normally sensible folk resorting to such drastic measures? Let me explain.

A small but jolly group of members had arrived clutching trays of pizzas and bowls of salad looking forward to the usual lively evening of fun and games, convivial company and a glass or three of the stuff that cheers. Instead they found the clubhouse in darkness and no-one with a key. A lot of 'phone calls

and driving round the locality eventually resulted in a key being procured, and the company entered. The evening felt damp and icy cold and looked far from festive. With 30 minutes to go it seemed that our introduction to the New Year was going to be a miserable affair, when salvation arrived in the shape of Brian and Gill Warwick. They generously offered the use of their house for the remainder of the evening - the only possible drawback being the lack of beer. Thus it was that Ron Ramoden, not being the sort of man that easily separated from his drink, set about devising a method of transporting as much beer as possible to the new venue, hence the Tupperware.

So as Big Ben heralded another year, the evening ended happily, helped along by a few draughts of Ron and Mick's Special Bitter - but that, as they say, is another story...



The Dutch, The Medway, Some Boats and a War

The year, 1666. The venue, just to the left of Flanders. Time, tea time.

The English fleet had just fought a successful action against the Dutch fleet and found themselves in a position to go a-raiding. Sir Robert Holmes, Admiral of the English fleet, was outlining a plan that would take the war onto the enemy's home ground for the first time in what had up until then been a purely naval

"Now lads, this 'ere letter is telling us a-what to do next" (after you with the crumpets) "We're going to visit Wiceland, where there be vast amounts of warlike stores and ordnance an' suchlike" (more tea anybody?), "an' burn the lot" (perhaps a bun?). "If there be any ships in Terschelling then we'll be 'aving them too" (perhaps a biscuit then?).

The upshot of this conversation was one hundred and fourteen Dutch merchantmen and the town of Terschelling (sorry, wrong town) burnt to a cinder, and some very angry Dutchmen. Unfortunately, what with the great plague of London the year before, something slightly more devastating for us had hit the fan. We barbed London! Normally not something to get overheated (sorry!) about, but this did have the effect of removing any means of paying for the war, equipping the navy and paying the seamen, many of whom hadn't seen a groat for nearly a year or so. Basically, the fire virtually bankrupted England.

That then be the background for a war that was unwanted by both the participants, increasingly more expensive and distracting both sides from fighting the French (some things just don't change).

"Now then one and all, the English are down but not quite out; I have an idea." Thus said Mr Johan de Witt, Dutch Chief of State, to his brother Cornelis. Being well versed in naval matters Cornelis de Witt trotted the idea along to the fleet and said "Boys, here I got something for you!" This being said with the fleet already at sea thus preventing any possibility of word getting around. What actually transpired was a plan, dreamed up by Johan, to attack the English fleet on their home ground (or water). To go where no Dutchman had been before. To venture up creeks and adventured, with or without a paddle.

"So you are saying that you want me to take the fleet up the Channel into the River Medway and attack the English fleet at anchor. MADNESS!"

Thus was the comment of Admiral Michiel Adriaenszoon de Ruyter, chief laddie of the fleet.

"If the winds and tides allow us to get in, do you think that their forts are undefended (they were)? That their fleet will be completely laid up and unready (it was)? And assuming that we aren't held fast on the mud flats being shot to pieces, just how do you think we are going to get out again, we could wait for days for the wind to back round and the tides to let us out (they didn't). Not one of your better ideas, Wit my boy, but the arselock behind my back and the flintlock in my ear tells me that it just might work."

17 June 1667 (lunch time)

"Hey you guys, there's a jolly big fleet of warships out there and it's not one of ours!"

"Cool it man, it's only the Dutch getting over done on the heavy side an' flexing a bit of muscle."

Thus was the feeling in England when the Dutch anchored in the mouth of the Thames. After all, peace negotiations were in progress so everything was cool, right? Wrong! After the Dutch had sallied up to Gravesend attempting to collect some merchantmen for their stamp albums and getting further up the Thames than anybody since the Vikings rang the doorbell, the English started to lose their cool and think of numerous places they'd rather be than London.

19 June 1667 (branch)

Peter Pet, Commissioner of the dockyard at Chatham wrote a note to the Navy Board informing them that "It looks seriously like these Dutch heavies are heading this way and things could become very unwhip if we don't shake a rug and move it." This letter was rather naive, for that was exactly de Ruyter's intention and the rug shaking consisted of a new fort started only a few months earlier at Sheerness. Unfortunately, after a visit to the works by the King all the peasantry upped and went in search of something called wages as an alternative to starving to death. So when Mr de Ruyter came a calling on the 29th June only a few guns had been installed and after a few shots these helpfully recoiled off their mountings and stuck fast in the mud. It also didn't help when the Dutch landed at Sheerness and found all the bits and bobs that the English didn't at Wiceland. News of this reached Chatham and attempts to move the anchored fleet further up river for safety were set in motion.

Unfortunately the prospect of having a rap session with a big hairy Dutchman was just too groovy a thought to bear and many dockyard muties decided to motion elsewhere. Thus, not a lot of bent moving of any kind took place. The "Henry" was set adrift to lean on Rochester Bridge, to sit on the mud and back up river to berth itself better than any pilot could, the "Mennouth" was aground by Upnor Castle for a while before being moved up to the dockyard, the "Royal Charles" flagship of the fleet was left unrigged, unarmed, unloved and unmoved, whilst all around many cool dudes were to be found.

22 June 1667 (breakfast)

A special premise of some fire ships were sent down river as a welcome present, a nice gesture but not received in the spirit intended and neatly avoided to allow the 20 or so ships on this ill-will visit to arrive at the next stop in the obstacle course, a chain barrier weighing 14 tons and set on floating platforms across the Medway between Hoe Island and Gillingham. Nice idea but it was supported by only a few guns and was swiftly overcome by ramming said hardware and applying some heavy thought to the problem. Cornelis (remember him?) de Witt, who had taken over the inshore attack while de Ruyter remained with the big boys in the Thames, now boarded the Royal Charles and decided that this would be as good as any place to have lunch and await the next favourable tide to continue the party.

The night of the 22nd was a distinctly unromantic time. By the light of the burning ships a great deal of unsynchronised swimming was taking place as attempts to move ships continued. The 3 biggest, the "Royal Oak", the "Royal James" and the "Royal London" were all planted in the mud just above Upnor castle and told not to feel lonely just because nobody wanted to float in them. On the shore soldiers were trying to mount batteries of guns on the mud, with the expected results. Somehow the fable "situation normal, all messed up" seemed appropriate.

23 June 1667 was a great day to be a Dutchman, or an English sailor serving in the Dutch fleet, and there were many (receiving cash instead of tickets - Navy IOUs). For on this glorious day Mr de Ruyter, who had joined the party to see for himself, proceeded onward forever onward past Upnor Castle and barbecued the said 3 ships previously planted there. "Hoopy non, toss on another fire ship" was the order of the day. Of the Castle, the less said the better, rusty guns, rotten gun carriages, wrong size rocks, in fact probably more effective to throw said rocks. So, having stoked the boiler well and truly de Ruyter raised his woggle sticks and lo, as though somebody up there really liked Dutchman (somebody must), the wind swung around to a westerly and the tide did flow, now was the time

to be a party peeper and leave. Pausing only to pick up his own bottle of wine and reflect the "Royal Charles" as a take away, he said the party a fond farewell, leaving a few ships sheltering by Rochester Bridge for another time and brilliantly navigated the mudbanks of the Medway with the "Royal Charles" in tow, safe from pursuit by burning the means of.

Epilogue

Cornelis de Witt and Michiel de Ruyter were both carried shoulder high around the park and presented with vast amounts of cool hardware as reward for being such cool dudes.

Johan de Witt hit the roof (not so cool) 'cause he hadn't done any follow up aerobics to the original exercise. The final score was 6 major ships lost, 2 captured and several others scuttled, and damage to the uncool sum of £200,000 being reckoned. Due credit had to be given to these hip lads- they thought of it, they did it, they didn't burn anything they shouldn't have (houses etc) and they didn't pillage anything at all, and they sewed all their own requins too. If one has to be thrashed then it couldn't have been done by nicer people. On our side, the muck was spread very thickly on the head of a certain Mr Peter Pott (see above if you can't remember), he received the lot for all the post neglect and mishandling of naval affairs "man it wasn't me guv", but they still gave him a holiday in the Tower to rival Butlitz. On the monopoly board we still had other fleets and could still kick backsides(!) if required. In the ensuing seance, several islands were swapped, the Dutch kept something in South America, we kept a fart in Africa, they continued to say helle in the Channel and we kept Manhattan! Nobody passed Go and nobody collected £200. This left both sides free to start fighting the French (some things etc).

The "Royal Charles" oddly enough never sailed again, being laid up by the Dutch until 1672 and then for matchsticks.

Disclaimer. All events depicted herein are entirely fictional and happened a long time ago and I had nothing to do with them. Any inaccuracies are correct and therefore not true.

Colin Lown

