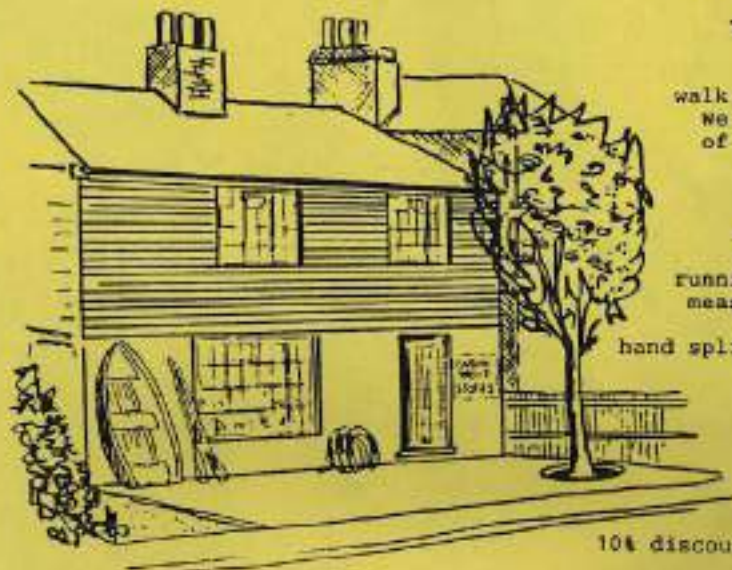


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31 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 47

MAY 1993

FROM THE COMMODORE


A fortnight before the season was due to start I was worried that my first few weeks as Commodore would not be remembered as the smoothest start to sailing ever. We had an unfinished race box, only one safety boat operable, and the Clubhouse floor in desperate need of some beauty treatment. By some miracle yet again things happened because certain members of the Club pulled out all the stops and the sailing started on time!

On behalf of the rest of the Club, I would like to thank all those members who built the new slipway, rebuilt the race box and attended to the 1001 other jobs that needed to be done before we could go sailing again. So with the winter's work behind us and a few weeks into the sailing season, we can be fairly pleased with ourselves and look forward to another full season of sailing.

There is always one job which provides enormous headaches every year, and that is making up the duty list. I have had several complaints regarding duty dates. The system is that you request your dates when your subscriptions are renewed - the early replies get their choice of the duties, but by the time the Annual General Meeting has been held, the dates left are reduced to a point where you will probably get no choice at all. Attendance on your duty day is a requirement of membership and the Club cannot run without the co-operation of all members. If you need to arrange an exchange of duty dates please inform both CD0's as soon as you have arranged a substitute.

Most importantly of all, and the reason why we joined the Wilsonian Sailing Club - I wish all members a happy season and good sailing in 1993.

JOHN SMITH



ON THE HOUSE....

I would like to welcome Carol Linder and Jane Treadwell who are new members of the House Committee this year. Our thanks go to Diana Robbins and Margo Crundwell who have left the House Committee. Margo Crundwell will continue to assist the House Committee by maintaining stocks for the bar.

EVENING RACE AND BBQ 5th JUNE 1993

This is an event for all the family, an evening race followed by a BBQ. This event was held for the first time last year and was enjoyed by all who attended.

REGATTA BBQ 3rd JULY 1993

This will be the BBQ on the Saturday of the Regatta weekend.

FIREWORKS AND HALLOWEEN PARTY 30th OCTOBER 1993

This will be the usual bonfire and firework display followed by supper. A fun evening for all the family.

DINNER AND DANCE 20th NOVEMBER 1993

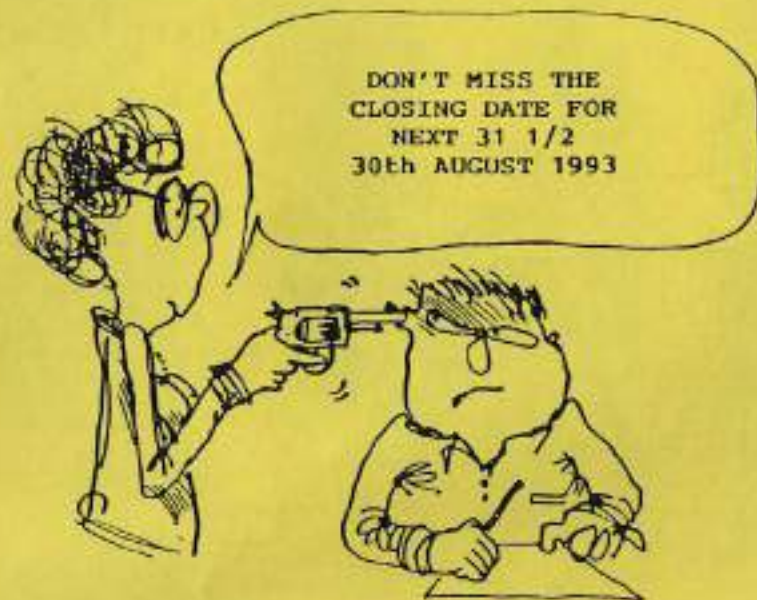
This will be held at the Gravesend Masonic Hall, Wrotham Road, Gravesend. Dinner will be followed by dancing to First Circle.

The WINGED FELLOWSHIP visit will be on 7th August 1993. No doubt Roy McLeod will be looking for helpers for this very worthwhile day.

If you would like any further information on any of these events please contact Ann Heather (0322 228251)

As you may have noticed, there is now a new design of Sweatshirt and Polo shirt available. These will be on sale in the clubhouse from the start of the season.

Ann Heather
House Secretary



ACKNOWLEDGEMENTS

I would like to thank my friends for their help and encouragement:

John Austin - local artist

Dorothy Rogers - paste-up and printing skills

Barry for his artwork and literary skills

Club members for their enthusiasm and contributions - keep up the good work.

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TROPHY SECRETARY

Be honest with yourself! Have you at any time voiced an opinion on the trophies we have at WSC? Well, here is your chance to really do something about it - yes, you can influence the committee and the Club members by becoming the Club's first TROPHY SECRETARY. Just contact John Smith or any member of the General Committee - TODAY!

FROM THE SAILING SECRETARY.....

Well, here I am before a blank screen having being soaped at by the club editor to produce an article for the magazine, only this time I have two additional problems: firstly I don't have much to say as I have put out so many hand outs and informative's you already know everything. Secondly the editor is now a lady and I cannot be rude to her. I also believe that the editor and my wife are conspiring to get some dirt on me, it will all be lies. I am only grateful that they have not thought of asking Keith what I am like to sail with!!

Down to business, I would like to take this opportunity to thank the following people: Andrew Hewitt (congratulations to you and your wife on the birth of your child) and Steve Gibbins who have seen the light at the end of the tunnel and managed to escape from the sailing committee. Peter Belcher, Mark Dew, Colin Booth, Ray Craddock & Brian Warwick, who have all joined the sailing committee. Why have more joined then left I hear you say? No I did not kill some off, but this year I am pleased to say we have a full compliment of both class captains & vice captains. Well we did have a full compliment but Chris Pygall has secured a job in foreign parts and will therefore be leaving us, I am sure this will be a sad loss to the Taser fleet. Good luck to Chris, Jill and family on your new ventures. I shall have to look for other additional crews than young Tom half way round the Commodore's course. Peter Belcher, David Vettergreen and Brian Warwick for their help in writing the new sailing instructions, which hopefully are easier to understand. Lastly to the sailing committee and all of you for help and support during last season and hopefully this one.

The season has started well with very clement weather and reasonable turn outs. The Ice Breaker event was anything but with clear skies and an exciting South Easterly force 3. This event was won by Keith & myself in the Fireball, with newcomers to the club (but an old adversary of mine) David Mason & his son in their Taser second and Chris Pygall & Paul Cussen again in a Taser were third.

Scouts and Juniors Club Day This is an opportunity for club members who are also associated with junior organisations to be able to bring them along to the club and for the juniors to get a sail. So far Peter Mathews has written to me and other people have spoken to me on the subject, but would all interested parties please contact me ASAP so we may confirm numbers. John Smith is the CDO for this weekend and will be staying overnight at the club, therefore groups interested will be able to camp at the club. I am told that the adults responsible for these campers (Ha Ha!!) will be able to make use of the bar.

The new six-start three minute interval start sequence appears to be going well I have had no negative feedback from anybody who I have spoken to. Except those asking for advice on how to reset their watches from 10 minute count downs to 6 minutes.

Please Note: Those of you doing club open meetings and/or the Medway Regatta these start sequences will be five minute intervals between signals.

The same peace, quiet and tranquillity cannot be said of the enforcement of the paddles and towing lines rule. I have only one view on this rule, that is it is either in or out for all classes. Therefore to allow this rule to be reconsidered for possible alteration or removal I would like all parties to write to me with views and opinions in either direction.

Well, that has filled the screen up and will hopefully stop the editor nagging. Look forward to seeing you all on the water.

HOO FREEZER

This year, Tom Sims, Dad and I were in Loander on the Saturday and Sunday of the Hoo Freezer. On both days, the weather was windy, cold and very wet - from both rain and spray.

We began each day by getting the safety boat started and dropping a large orange buoy opposite our club as the upstream mark. Shortly after, we watched one of our CP14's sail out of the club, capsize, right itself and sail back into the club i.e. a 200 yard sail. We then rescued our first vessel - their drifting sponge!

It was now time to be on station so we stayed by the first mark and watch the boats tacking around it. A couple of boats got in trouble - a Snipe and a Toy, both of whose rudders had fallen off and so we towed them back to the marina. I had never really noticed how large Toy tiller/rudder contraptions are until I had to find a space for one in the safety boat!

Once back in Hoo, we motored off to give encouragement to various upturned boats until their owners got bored of swimming in the freezing (they do have a reason for calling it the Hoo Freezer!) water, right their boats, point them in the right direction and see them sail slowly, and low in the water, back.

We were told by the committee boat that there was a boat in trouble down river so we went to help. We found that it was Paul Cussen who had become fed up with being towed backwards in a Laser by another boat and they were all drifting about. We left the crew of this other boat to squabble among themselves whilst we towed Paul home.

On Sunday, it was even windier so after setting the mark, we chugged down to Hoo to drum up some customers. We found that it was a dead run out of Hoo with two gybes. As you can imagine, people were having difficulty navigating their way so we towed a few unrigged boats out so that they could put their sails up in our lee and then went back into the marina to help one unfortunate chap whose Bosun was stuck upside-down, worryingly close to the yachts. Afterwards, we were kept busy helping boats withdraw their masts from the mud near the start line.

Once the race was under way, we teamed up with a Royal Engineers fast safety boat. It could get to a capsized boat really quickly to see that everyone was safe but that was all and we would shortly arrive to right the boat and point the RE's to their next task and off they shot.

In a lull, we took some photos of the boats as they went by. Martin had lent us his nicer camera (therefore enabling us to take twice as many "photos" for people to laugh at). At one stage, Dad got quite worried as a red light on Martin's camera started to wildly flash on and off - he was unable to read the print below it - use flash! Once, four Fireballs that were feet apart screeched past us, barely in control, all flying spinnakers, jumping from one wave to the next - most spectacular.

I felt sorry for one professional-looking International 14 which

I feel certain that one day as you all set off for the start line, you will see Fireball No. 14042 come screaming down the river with Keith hanging on for dear life. Whilst at the back there will be this little figure with tiller in one hand and in the other will be his faithful computer, at his side will be a pile of rule books and amendments he will be working out the sailing programme for next year. So keep an eye open you never know.....

May I just take this opportunity to say how much he is appreciated at home, even if some times I do get annoyed with the time that he spends on sailing I hope this article will give you a small insight into your Sailing Secretary. I have to finish this now as there is a little voice from the dining room I hear begging for his supper he has a can in one hand and in the other a rule book what a surprise.



DENISE PARRIS
SECRETARY TO THE SAILING SECRETARY W.S.C.

WILSONIAN AT SAILBOAT '93

Congratulations to John Talbot for putting on another very fine Club stand at Sailboat '93. If anyone has ideas or suggestions for next year, please let John know.

As well as the Club stand, we were well represented with Club members boats on two class association stands.

The greatest piece of 'HighTec Gear' at the show was on Colin Loun's Miracle which was fitted with a three minute egg timer to assist with out new six minute start sequence. Lots of Wilsonian members assisted on this stand which says a great deal for the health of the class at our Club.

On the next stand Graduate 2941 was on show (built by Bob Dutton and Tom Sims in 1989) which will again be sailed when the owner gets the gear out!
(What about the Poole mud Tom? Ed).

TOM SIMS

WHAT IS YOUR SAILING SECRETARY REALLY LIKE.....

It has been a long time since I remember sitting down at a dinner table on a Sunday for a nice hot Roast Dinner, but I exchanged all of that when I met Ian and found out the joys of being a sailing widow.

I have supported all of his little ventures to the full over the years. The one that has given me most pleasure was as Mrs Fleet Captain for the GP14 Fleet, we both made a lot of good friends which I hope we keep for many years to come.

Now that Ian has donned the hat of Sailing Secretary life for everybody in the Farris household has changed dramatically. I find all sorts of Sailing folders laying around the house, I have a dining table which is very rarely used for its intended purpose, the dining room actually looks like an office, complete with Lap top computer (which I am using for a change). Usually there are folders and papers strewn all over the place. Most evenings he arrives home from a hard day at work, demands a cup of tea and has a play with his two daughters (he has to do this because they nag him so much, its the only way to keep them quiet). Then he heads off to the dining room and places himself carefully in front of his computer and browses through files to see what he can get stuck into next. Most times it is new amendments to sailing instructions for special races such as the Pursuit Race or forthcoming open meetings. More often than not I am beckoned from my latest cross stitch project to find rule books or club books which always seem to go missing at the wrong time.

I must admit that with all the typing that Ian does he has great potential for becoming a typist if he is ever made redundant!!! Twice a month I am recruited for stapling up the club minutes and putting them in envelopes, I knew that all my training in the Post Room at Blue Circle would come in handy one day, it's just a pity that I don't get paid for it any more.

I must say that I am very surprised that Ian can actually remember and find the time to get into his boat these days as he seems to write more about sailing than he does actually doing it. He had enough trouble during the Winter trying to put the Fireball back together after getting all of the varnishing done, he even took photographs of it before it was dismantled to try to remind him, but that was not really enough. One night he was stood in the kitchen with a bucket full of ropes, (which had been soaking for a month in water and COMFORT, yes he even soaks the ropes so that Keith doesn't complain of hard ropes during the year) staring at some small pieces of rope with a very weird look on his face "I don't know where this goes? can you remember"? Well to ask me something like that he had to be in serious trouble. He eventually remembered what it was for.

His crew Keith seems to cope very well with Ian's little mishaps. The most recent one being when they were out sailing the other week, Keith was hanging off the trapeze when Ian decided to tack without telling him. He claims he thought he was still sailing the GP14, what an excuse I was really surprised that Keith took it so calmly. After a number of races I have noticed that Keith is wandering around with a reel of insulating tape, no it's not for taping up Ian's mouth, but to use as plasters you tend to get a lot of cuts sailing in this Fireball I don't think I'll be doing much sailing in this boat thank you very much.

had capsized near 28 with its asymmetrical spinnaker on one side of a mooring buoy and mast (shrouds and various other wires) on the other. I steered us onto the buoy whilst Dad and Tom tied us on but after valiant attempts by them to free the mesh from the chains, Dad had to cut their spinnaker uphaul so they could right their boat.

After rescuing a few other boats, it was time to tow some boats back to base, say goodbye and go home after a really enjoyable but tiring weekend.

NATALIE JONES



Sailing Towards 2000

was the title of a Conference held at St. Georges Hall at Chatham Maritime during the weekend of 20th/21st March 1993. Each day was split up into four seminar sessions each having a choice of three subjects, thus all interests were covered. In fact, the quality of the presentations was such that it was very difficult to make a decision, but on the last session there was no doubt which one to choose. Michael McNasara (for those from the planet Mars he is the Wayfarer World Champion and a maker of sails) gave a performance that delighted a capacity audience. We all went away itching to get those rigs up and start putting his tips into practice. Several people have already improved their performance due to the pearls of wisdom they picked up that afternoon.

Sunday was devoted to training and although it is titled the Coaching Symposium, it is open to all who help or are interested in any aspects of dinghy training. There is absolutely no checking of certificates held or experience.

The real message here is if the people who put so much into this event (including the Sports Council, Kent County Council, Gillingham Borough Council and particularly Martyn Styles) manage to repeat it next year, then I can recommend it to all members as an event to definitely put in your diary.

By the way, if you think that St. Georges Hall sounds a bit like the old green corrugated village hall, you could not be more wrong. It is in fact the church of HMS Pembroke and has quite a magnificent interior of small cathedral-like dimensions and thanks are due to Gillingham Council who allowed us the exclusive use over this weekend.

Barry Bew

LASER

Laser Fleet News

I would like to give a warm welcome to all new members of the Laser fleet. The prospects for this year's racing are looking very good with one of the strongest fleets I have seen for a long time. In particular Simon Coppen is going very fast upwind with his new sail!

For those of you who do not know me, I am Peter Belcher, the Fleet Captain and can be found sailing Laser 143512. Colin Booth is Deputy Fleet Captain and sails Laser 77750.

Laser Fleet Evening

On Saturday 29th May at 8.00 p.m. there will be a Fleet Evening at the Poona Indian Restaurant in Rochester High Street (near Radio Kent). We will meet at the Command House near Lloyds from 7.00 p.m. onwards.

Fleet Days

At the last Fleet Evening it was decided that a few days should be selected for every one to make a special effort to attend. The aim of this was to get everyone together on a few occasions and provide some really good class racing. The nominated days are 31st May (Whitsun Cup) and the 30th August (August Cup). On both of these days a short series event is held, so if you do have problems qualifying for the longer series, now is your chance to have some good racing and get a placing in a Club series.

Wednesday evening Sailing

If you fancy a sail on a nice warm summer evening with a light to medium breeze, then why not come down on Wednesdays for some informal racing starting at 6.00 p.m. In previous years we have been able to join in with the Medway Yacht Club's Wednesday Evening series.

EASTER CUP

1st	1.5 points	130106	S. Coppen
2nd	4 points	102615	C. Mason
3rd	4.75 points	125502	G. Belcher

SPRING POINTS

1st	12.5 points	25667	P. Kirk
2nd	22 points	138462	M. Cockersole
3rd	26.75 points	102615	C. Mason

PETER BELCHER



In the morning it is a quick dash around the shops and the market before setting off once again at midday. It is to be an overnight sail in which we will anchor in the Thames Estuary in the early hours of the morning.

The conditions are again calm, and it is an enjoyable sail. The whole crew are woken early the next morning when the ENTIRE boat is cleaned above and below deck. Waterproofs are washed as are the galley, chart room and heads! Nobody is allowed off the boat until every part is spotless! We cruise back down the Medway until we arrive at the Arethusa Venture Centre, home of the Arethusa.

Everyone has become good friends and although exhausted, everyone is sad to be leaving the boat. The whole week has been both an enjoyable and unforgettable experience for everyone involved.

I have now been given the chance to participate in the 1993 Cutty Sark Tall Ships Race from the Medway to Newcastle and then to the finish in Bergen in Norway. Unfortunately, the one problem is raising the necessary funds for the trip, so if anyone out there could help by putting me in touch with people or companies who could help with sponsorship can you please ring me on 0634 251446.

ZOE WARWICK

(Did you know that an ex-Wilsonian Junior member was Skipper on the first British boat home on the 1992 Grand Regatta Columbus Quincentenary Tall Ships Race, and that he logged 14,000 miles during the race? Do we have another prospective Skipper in the Club? - watch this space for more from Zoe and Paul. Ed.)

OPPIES IN LONDON



IN DECEMBER NATALIE O'ROURKE AND I WENT TO THE SERPENTINE. WHEN WE ARRIVED THERE WAS NO WIND. WE GOT OUR SELVES READY FOR A SAILING RACE. CHILDREN FROM ALL OVER THE SOUTHEAST CAME TO RACE AS GUESTS OF THE ROYAL THAMES YACHT CLUB. 30 OPPIES ALL GATHERED ON THE START LINE THEY STARTED THE RACE NATALIE SOON MOVED INTO SECOND AND STAYED THERE, I CAME THIRD. THE LAST RACE I WAS LEADING ALL THE WAY UNTIL THE LAST BEAT WHEN THE WIND CHANGED AND I DROPPED TO ELEVENTH PLACE. NATALIE RETIRED HURT. WE THEN WENT TO THE CLUBHOUSE TO HAVE LUNCH. BANGERS AND MASH WERE THE ORDER OF THE DAY, SHORT SPEECHES AND SOME PRIZES FOR THE LUCKY ONES SOON FOLLOWED.

WE WENT HOME FULL UP AND HAPPY AFTER AN ENJOYABLE DAY

ANDREW SMITH

ANOTHER KIND OF SAILING

Monday 28th September and the next crew of the Arethusa are ready to board the 72 foot ketch. The next five days crew and boat will be sailing to Belgium and Holland.

After boarding the boat and fighting for the best bunk possible the first of the two watches are up on deck for the duration of the next four hours. During that four-hour watch the main job of the crew is to look out for buoys and other boats, hoist sails, plot our position on charts and learn how to make the best cup of tea!

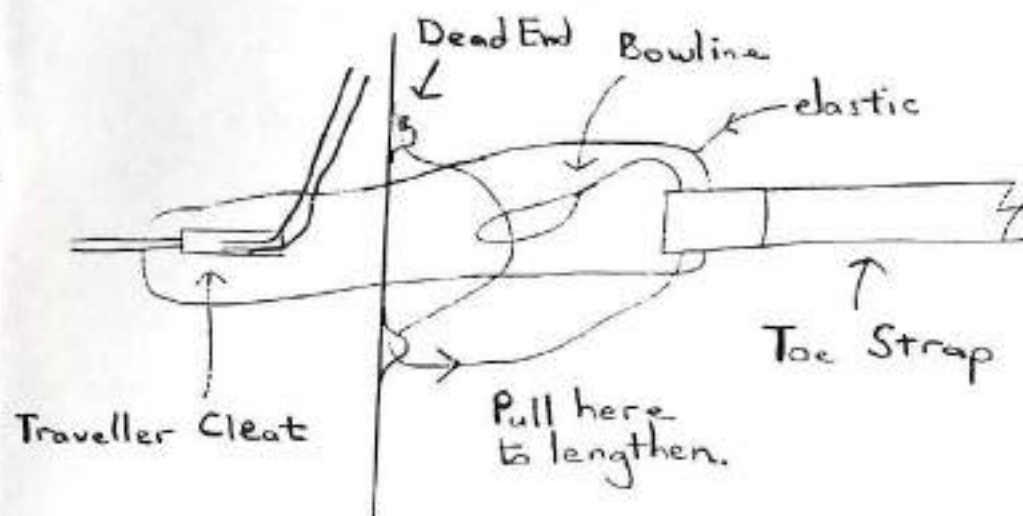
After reaching the Thames Estuary, it's full steam ahead with all sails hoisted (on a five sail reach) steering a compass course, and the hope that we will arrive in Holland by 0700 hours the next morning. Our first destination is Hellevoetsluis, which is south of The Hague in Holland. The conditions are calm, so harnesses are not necessary at all times, as it is standing orders to be clipped on during all hours of darkness.

We arrive before seven, just as the next watch is getting ready to take over, but nobody escapes helping out with the thorough cleaning that is given to the boat as soon as she berths.

An hour after our arrival in Hellevoetsluis, and the Jif bottle is empty, we are allowed ashore, where we rush for the block of showers. After discovering that the showers do not contain any hot water whatsoever, it is time for lunch aboard the boat. Every member of the crew has at least one turn to cook whether at sea or not, and the duty must be done thoroughly including washing-up. After a good night's sleep at Hellevoetsluis, we leave for Belgium early the next morning. The wind is stronger - measuring a force five. Harness are essential on deck in these conditions. This is by far the best days sailing, with many people ending up soaking wet from the spray caused by the boat hitting the waves and the torrential rain.

Whilst rummaging through the sailbags at the bow of the boat, we discover that we have a stowaway on board - a tortoiseshell kitten! Despite many attempts made by the crew to try to adopt the Dutch cat, the Skipper decides that it must be set free upon our arrival in Ostende.

We arrive in Ostende early evening in the hope that the showers will be hot and that we will have finished cleaning the boat in time to be able to go out for the evening. After spending the next couple of hours walking around Ostende looking at the other boats we return to the Arethusa for a quick game of Trivial Pursuit.



By adjusting the length of the toe straps in the boat a considerable advantage can be gained either on the beat or on a reach in medium to strong wind conditions. On a beat, the toe straps need to be slack, so that one can get the maximum weight over the side, while on a reach the straps need to be relatively tight so that the helmsperson can commit their full weight and still get in quickly in a lull. The diagram shows how to make the toe straps adjustable.

Note the elastic needs to be tied to traveller otherwise it will not have sufficient stretch when the toe straps are slack.

PETER BELCHER





RNLI PURSUIT RACE

May Bank holiday - which means poor weather, had very light breezes, so by Monday most were worn out, so the 24 entrants for the Pursuit Race were pleased as the breeze filled in and gave promise of a good sail.

A pursuit race is for boats of different speeds - the slowest going first - the fastest last, and under ideal conditions all boats would finish together.

A long course was set in anticipation of the sea breeze with lots of short loops at the end. The breeze did not strengthen significantly, so the race was shortened at the appropriate time at buoy 30, one of the marks of the course.

The RNLI burgee winner was Graduate 2962 sailed by Michael and Rosemary Wakefield from Chipstead Sailing Club.

The first six boats were all different classes:

- | | |
|------------------|-------------------|
| 1. Graduate 2962 | 4. Fireball 14175 |
| 2. GP14 12952 | 5. Laser 130106 |
| 3. Wayfarer 9168 | 6. Miracle 1336 |

In the Scratch Races which followed the Short Course race was won by visiting Graduate 2962 Michael and Rosemary Wakefield and the Long Course Race by Mike Doherty and Keith Lennox in GP14 12952.

NON JONES

DINGHY PARK SECRETARY

The dinghy park class layout is the same as last year but could change later in the year when we start using the area behind the new sea wall.

There are two boat layout plans on display - one on the blockhouse door and the other on the notice board in the Clubhouse lobby. Please put your boat in the position allocated. If your boat is not on the plan and you have paid a dinghy park fee, please contact me.

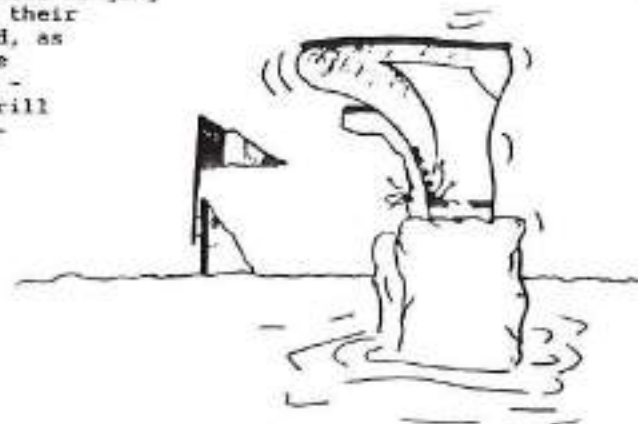
The Club recommends that all boats be tied down and some insurance policies will be invalidated if they are not.

There is a wooden canoe by the downstream fence. Will the owner please remove it within the next month otherwise it will be sold.

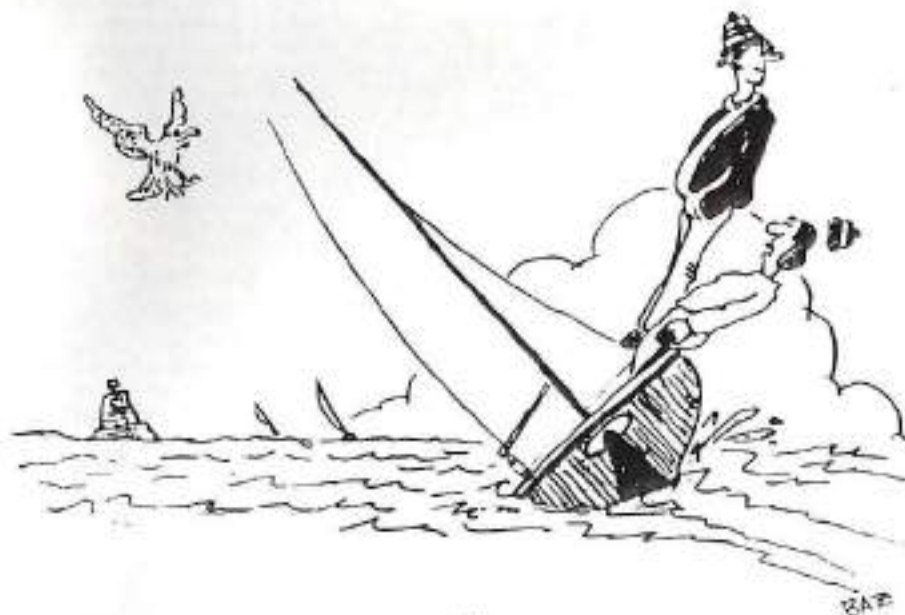
DAVID VETTERGREEN

THOUGHTS ON THE LEVEL 2 COURSE

On the first day it was noticeable that the students were hanging on every word that their Instructors uttered, as was observed at the end of the session - "Level 2 capsized drill keypoint Number 5 - ALWAYS STAY WITH THE BOAT"



.....however, by the last day perhaps a degree of over-confidence had crept in?



TRAINING NEWS

LEVEL 4 (RACING) unfortunately did not have enough takers to be viable and has therefore been postponed until September (no firm dates yet). It will be a great shame and loss to the Club if this course does not run, as the majority of Club members race and we are the leading dinghy club for many miles. If anyone is in any doubt whether or not we need the training, just scan our results when visitors come to our open meetings! We have qualified Instructors and a Racing Coach in the Club offering a course a fraction of the price of commercial establishments - so why the poor take-up? One of the main reasons is, I suspect, lack of information. The course is for all abilities, not just the top few, and you cannot imagine how much fun this form of concentrated practice can be - practice that we never quite get around to ourselves because we are too busy racing!

All aspects of racing are covered (see RYA publication syllabus) but just take one - STARTS. After the special Bob Jones Starts Clinic your improvement is guaranteed. No one completes this course without a large grin factor. To get this level of training, we really need ten or more boats - so it's up to the membership. If you have any friends who would like to take part (hopefully with their own boat) or if you want any further information please see Bob Jones.

LEVEL 2 has got off to a fine start with twelve students using Bosun dinghies very kindly loaned to us by the Royal Engineers at Upoor. Many thanks to all the Instructors who have turned out each Saturday at 0830 to steam up river to collect the boats and to the many people, especially those in the galley, who have helped to make the course a success.

COACHING SYMPOSIUM

The Coaching Symposium held on the Sunday at Chatham Maritime as part of Sailing Towards 2000 was chaired by our Regional National Coach Jim Ellis, who had informed around 700 people about the day - less than 100 turned up. This was a great pity because amongst other excellent speakers, the RYA National Coach John Driscoll gave a well balanced perspective of the initiatives for the Year of Youth and updates on the Young Sailors Scheme and the Coaching Scheme. This gave an opportunity for us to put forward any ideas or issues to the top man, and it was well worth attending just for that.

After lunch we were introduced to the RYA Optimist and Topper fleet hire system (which WSC has made good use of in the past) at the mast pond in the Dockyard, where we picked up some tips on junior single-handed training. Amongst the excellent junior demonstrators was the Commodore's son Andrew sailing a Topper. (Surely that was not the Commodore and his family sitting round a large picnic basket whilst members of the sailing club were toiling away at a Working Party on the other bank of the river?????)

BARRY BEW



GP FOURTEEN

GP14 NEWS

I sit here trying to write my article as Fleet Captain wondering just what has happened during the start of the season. What actually springs to mind? - was it putting the GP together in the back garden one week before the Hoo Freerzer, with Derek asking what the hole in the bottom was for? - or was it Mike Doherty on the Committee Boat asking us why we were late and had we been for a swim? Perhaps it was the arrival of Derek's new sailing gear (very nice Derek) or maybe Alan's help from above in the Easter Cup? What about the new style courses which make you think (we'll need Roger)?

Yes, in all it has been a good start to the sailing season.

RICHARD ESTAUGH

On the 17th April we were visited by our National Champion Richard Estaugh. With eight helms and many crews in attendance, Richard went through rig set-up and then took us onto the water for race training. After lunch, (for those of us without a wedding) we carried on training and gained a tremendous amount of knowledge from Richard's experience. (Remember - do NOT cleat the main!!!!).

I would like to thank Gill Warwick for the good food and Martin Jessop for driving our guest in the rescue boat.

SPRING POINTS

- 1st Ray and Brian
- 2nd Derek and David
- 3rd Roger

DATES

DON'T FORGET:

- 6th JUNE - our OPEN - as many boats as possible please
- 7th AUGUST - Winged Fellowship
- 15th AUGUST - SEGAS at WSC
- 26th SEPTEMBER - NSC AT SEGAS

Happy Sailing.

DAVID FRY

HANDICAP B

The sailing season is now well under way and the results of the first series are now to hand:

EASTER CUP

1st	Martin Jessop	Streaker 194
2nd	David Vettergreen	Enterprise 20175
3rd	Ken Davis	Topper 11773

Martin must have found the light airs of the Easter Monday to his liking, as he won all three races. Dave, himself no slouch in the light stuff, is looking forward to a breeze with a few more knots in it.

SPRING POINTS

1st	John Parsons	Solo 3525
2nd	Mark Bew	Solo 1353
3rd	Malcolm Levey	Solo 3692

Bit of a Solo Benefit this one, it seems that we woke early this Spring, piled up a few points whilst the others were still working on their boats. There were twelve entries - not bad - but you need five races to qualify.

Looking forward to seeing you all out on the water.

JOHN PARSONS



SAFETY BOATS

It is very difficult for all Safety Boat crew to keep in practice, and the Club does not expect everyone to cope with difficult conditions.

If you think that the weather conditions are more than you feel confident with PLEASE speak to the CDO and Race Officer and ask if there is someone with more experience who can go with you or perhaps exchange with the crew from the other boat to ensure that there are experienced coxswains in each boat.

If you are in any doubt about the operation of the boats or the duties involved and have not attended a Safety Boat Course, please ask the CDO if you can go out in a rescue boat as an extra hand before your duty date. Flag Officers, Committee Members and Instructors are always prepared to give advice - please ask if you are not sure.

TOM SIMS

TRAINING

INSTRUCTORS DO IT ONCE OR TWICE A YEAR

Having been on a few training courses as an instructor, it is a great encouragement to see the number of new instructors the Club has this year. So now we have got them, why don't we use them? We have sufficient senior instructors to run a number of courses each year. This year we are running a Level 2 course, but maybe in future it will be possible to run Level 3, 4 or 5 courses later in the year.

It is great fun being on the courses, both as an instructor and as a trainee. By the end of the first day friendships are developing and the capsized practice is always good for breaking the ice (forgive the pun!).

I suggest that training courses are suitable for a number of types of people:

1. Those who are totally new to sailing and want to learn the basics.
2. Those who have done a bit of sailing and now want to learn how it should be done.
3. Those whose experience is limited to crewing and want to progress to helming.
4. Those who know how to make a boat go and how to win races, but need some explanation of why the things they do actually work!

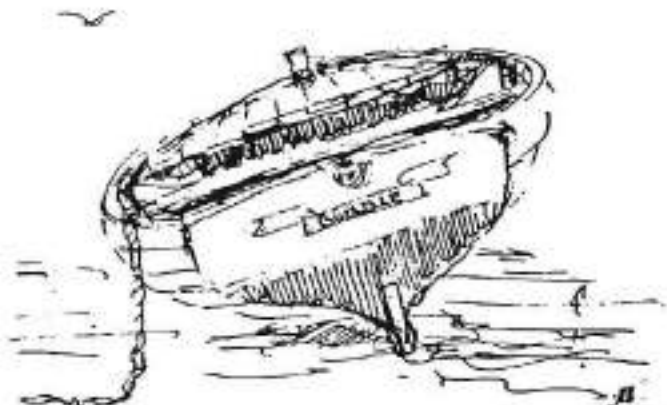
I think these categories probably cover every sailing member of the club. There are also those who would like to help others to benefit from training, and who themselves would benefit from the demanding instructors' course.

So, if you are fairly new to sailing, want to improve your technique, or would like to help others, why not attend a course, or think about becoming a senior instructor? That way Tom would not have to organise all the courses! If the course of your choice is not scheduled this year please let Tom or Barbara Sims know. You never know what they may pull out of the bag!

FIONA AND DAVID TOZER



It is with absolutely no regrets at all that we have pensioned off the Bubble. Despite many years of faithful service (I can remember it in 1972!) there can be very few Members who have not had good reason to curse it over the years - this will include three swappings last season.



WIN A PRIZE!

NAME THE LITTLE RED BOAT

The replacement, known as the little red boat needs a name and this is where you come in. Just drop your suggestions (all in good taste please) in the 31 1/2 box at the top of the stairs in the Clubhouse, and following the selection of a winner by the Commodore, there will be a naming ceremony and presentation of a WSC burgee to the winner.



OPPIES, TOPPERS AND LOTS OF NOISE.....

It was three years ago that John Smith first aired the view that some of the younger members of the Club might like to get together on a Saturday afternoon and go out on the river as a group. In a weak moment I agreed to help, and so the 'Junior Fleet' floundered uncertainly onto the water. In the early days a handful of youngsters took turns for 'joyrides' in whichever dinghies were available - Miracles, GP14s and Tazars were all used. Fun for all those involved no doubt - but not much chance to help, and still far too close to those awful adults!

Things changed rapidly following the arrival of the Club's first Optimist. With help as young as seven or eight happily sailing themselves around the river after only a few minutes instruction, it became immediately obvious that the best way to teach young people to sail is to get them into a boat by themselves as soon as possible. They all learn a lot quicker once the instructor gets out of the way!

Last summer a very successful RYA Level 1 course was held, with twenty children each having the use of a Topper or Optimist for the weekend, and a great time was had by all. And so to this year: the RYA have just completed a total revision of their Junior sailing scheme with the result that the Level 1 course no longer exists, but has been replaced by Stage 1, 2 and 3 certificates, with Stage 3 requiring a sailing ability equal to the adult Level 2 standard. The structure of the new scheme is ideally suited to our fortnightly meetings, and I will be trying to sell the attractive new log books (at a ridiculously low price...) to everyone who turns up on a Saturday afternoon.

So if you are 6 to 16 ish (or know someone who is...) and would like to join in the fun, just turn up at 2 o'clock on one of the weekends marked "Saturday Group" in your sailing programme - and certainly don't miss the 'Scouts and Juniors Open Day' on 19th June.

In the meantime, if you have an Optimist or Topper you have no further use for, let me know and I am sure we can sort something out! Also gifts of small waterproofs/buoyancy aid would be most welcome.

See you on (or in) the water.

MARTIN JESSOP





WILSONIAN SAILING CLUB
HOO - KENT
 ME3 9HF



MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE
 MASONIC HALL, GRAVESEND 25th FEBRUARY 1993

The Commodore was in the Chair and 58 members were present.

1. Commodore's Opening Remarks

Tom Sims welcomed everyone to the Club's 35th Annual General Meeting.

2. Apologies for Absence

The following sent their apologies: Paul and Ann Heather, Ray and Molly Fryatt, Ron and Linda Ramsden, Peter Hampson, Eddy Rose, David Fry, Alan Smith, Peter Woodley, Len Ayris, Judy Vinson, Mike and Pam Smith, Gill Warwick, Martin Jessop, Pamela Bowle, Mark Bew, Fiona Tozer, Denise Parris, Keith Borders, Janice Smith and Roy McLeod.

3. Minutes of the last Annual General Meeting

The Minutes of the 1992 Annual General Meeting were agreed as a true and accurate record.

4. Matters Arising

There were no matters arising from the 1992 Minutes.

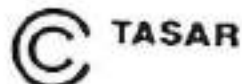
5. Secretary's Report

Ken Crundwell reported that the Club membership for 1992 totalled 214, and there were 160 dinghies in the dinghy park. Considering the state of the SW corner of the dinghy park throughout the season this was enough boats to be comfortable with. During 1992 twenty four new members joined the Club, and it is hoped that we can continue to recruit new members in sufficient numbers to at least replace those who leave. The SW corner of the dinghy park should be restored for use this year and this will allow for more dinghies to park without encroaching on the Clubhouse lawn, even when 'Opens' are held.

The downstream slip has been completely rebuilt by work parties this winter and should last a good many years. The Racebox has had its floor completely renewed, again by work parties, and the railings surrounding the outer platform, have been improved to comply with the Health and Safety regulations.

The Clubhouse is being brought up to the latest hygiene standards for the new season, and some heating is to be installed in the changing rooms and Clubroom before the Autumn. The new building at the rear of the Clubhouse, housing the generator and toilet is underway and should be finished by the start of the season.

An early evening race followed by a very successful barbecue was held in early mid-season when the Saturday Group were at the Club. This event is being repeated this year on 5th June, it is not to be missed!



TASAR FLEET NEWS

Losses - unfortunately we will be losing Chris Pygall and his family to Brussels. Chris, Jill, Tom, Jessica and Sam will be missed, but we wish them every success and hope to see them all soon.

Gains - David Mason together with his son Stuart and Christopher (Tasar 2357) have joined the Club, we wish them welcome. After only a few outings this is the boat to beat - all most of us see of it is the transom!!!

1991 Nationals - this year will be held in Lowestoft at the Royal Norfolk and Suffolk Sailing Club from 8th August until 13th August. I am told that launching is easy (unlike Eastbourne last year!). Three boats from WSC took part in the 1992 Nationals which was only "marred" by lack of wind and the superb summer weather. The Tasar Nationals are small affairs - 40 boats in 1991 in Cornwall, and 20 boats in Eastbourne in 1992, and hopefully there will be 40+ in 1993. Why not come? It is a great way to spend a week.

Tasar Open Meeting - will be held at WSC on 19th September 1993 - a change from the usual May fixture - hope it works!

Capsize - You may have noticed green Tasar 281 upside down just after the start of Commodore's 1 Race. They don't do it easily in a Force 2, just that having told my crew to sit down in the cockpit on the lee side, my foot slipped from under the thwart (not using the toe-straps properly) and hey presto - I fell out backwards. Then the real disaster nearly happened - I nearly lost my red cap.

After we got the boat upright, we completed the race, but I could feel the thing shaking from Audrey's shivering. I don't understand what all the fuss was about - I still had my hat and my dry suit worked perfectly. Give the crew a few more lashes.....all her fault.....

IAN WYATT



12. Commodore's Closing Remarks

Tom Sims thanked Trish Ayris, Ian Parris and Ken Crundwell for their reports. He also asked members to check their insurance policies, as some were now excluding storm damage if masts were up, unless the craft were tied down. Third party claims would then be the owner's responsibility and it was best for all to tie down.

Peter Hampson took on co-ordinating the winter work and did a marvellous job, but turnouts were appalling - the highest was 14 and the same 15 kept turning up, a very small proportion of the membership. Tom asked for a full turnout next time. Tom thanked Peter Hampson sincerely for all the efforts he had put in, and this was supported by the meeting.

Tom thanked John Talbot for organising the Dinghy Exhibition stand and said that John needed eight persons each day for two hours each, to man the stand. Exhibitors tickets were very limited this year. Ian Wyatt, John Cocker, Tom and Barbara Sims would be helping to set up the stand on Friday.

Tom then thanked the General Committee for their support over the past three years and also that of the House Committee. Two members were leaving the General Committee. Doreen Davis as Membership Secretary had done a marvellous job, and Christopher Stevens who had been on Committee for 16 years in one capacity or another, had been so reliable for help and his sound advice, Tom thanked them both. Diana Robbins retires from the House Committee, and thanks are also due for her help and support.

Tom then went on to thank a number of others who help in various ways, naming Margo Crundwell for providing beers, wines and spirits, Gerry March for victuals, John Vinson for gas and diesel, Alan Wills for plumbing, Mike Groom for electrics, John Talbot for doing Crystal Palace, Brian Warwick for emergency repairs, Stan Sprot for welding, Martin Jessop and Bob Jones with the Junior Saturday Club and Ian Wyatt who had done so much, producing plans, planning applications, specifications and getting grants as well as overseeing contractors.

Finally, thanking John Smith and Ken Crundwell as Flag Officers for their support and Trish Ayris for the difficult job of Treasurer well done, and the whole membership for their support. Tom concluded by presenting the Club with a board inscribed with the Club's founder and the names of the Club Commodores.

Ken Crundwell then thanked Tom Sims for all the work he had done for the Club as Commodore over the past three years. The meeting closed at 9.56 p.m.

COPIES OF THE BALANCE SHEET AND INCOME EXPENDITURE SHEET CAN BE OBTAINED ON REQUEST FROM THE CLUB SECRETARY.

A new event for 1993 will be the 'Wilsonian Welcomer' at the Clubhouse on Saturday 17th April. This is aimed at members who joined since 1992, but we would like other members to attend to introduce the new members to the Fleets and to help them to integrate into the Club and its activities. Ann will be preparing free punch to drink and 'nibbles' to eat.

6. To Receive the Audited Accounts

Trish Ayris (Treasurer) reported that 1992 had been another successful year showing increased profit for the upkeep of the Club. Copies of the accounts were circulated. The 1992 Medway Regatta sponsored by Lloyds of London showed a profit. Sponsorship for 1993 was being sought. A considerable sum had been spent on the sea wall which will be included as an asset on the balance sheet. Subscriptions had been increased by less than 5% in order to balance income and expenditure. Maintenance remains at the forefront of the 1993 budget, many areas of the Club requiring urgent attention.

The Club has been successful in obtaining a grant of £4,000 from the Foundation for Sports and Arts towards the cost of the disabled toilet and generator room.

The accounting procedures had been simplified and a separate account opened for Club Subscriptions.

The Treasurer thanked Ray Fryatt for his work with the Subscription account and Paul and Ann Heather for their work in maintaining the galley profits and for banking the money.

The adoption of the accounts was proposed by Doreen Davis and seconded by Brian Blakeley with unanimous support. The auditor, Wendy Ward, was thanked for her work in auditing the accounts and also for help in their preparation.

7. Elections

Officers of the Club - there being only one nomination for each position, the following were deemed to be elected:

Commodore	John Smith
Vice Commodore	David Tozer
Rear Commodore	Tom Sims
Secretary	Ken Crundwell
Treasurer	Trish Ayris
Bosun	John Yeo
Sailing Secretary	Ian Parris
House Secretary	Ann Heather

General Committee - six members are required, and as only six nominations were received, the following were deemed to be elected:

Ron Tibbs	Ray Craddock
Peter Woodley	Ian Wyatt
Gerry March	Colin Treadwell

House Committee - five members are required. Five nominations were received and the following were deemed to be elected:

Jean Bright	Alison McLaren	Carol Linder
Carol Hunt	Jane Treadwell	

Assistant Officers - the following have been appointed by the General Committee:

Dinghy Park Secretary	David Vettergreen
Duty Secretary	John Smith
Membership Secretary	Trish Ayris
Renewals Secretary	Ray Fryatt
Training Principal	Tom Sims
Training Secretary	Barbara Sims

There were no nominations for Editor 31 1/2 and the members were asked to consider this important position and find a volunteer.

Class Captains and Vice Captains

The following had been elected by their respective fleets and were confirmed at the AGM:

GP14	Captain	David Fry
	Vice-Captain	Brian Warwick
Handicap A	Captain	Ray Craddock
	Vice-Captain	Chris Swift
Miracle	Captain	Adrian Linder
	Vice-Captain	Alan Wills
Tasar	Captain	Ian Wyatt
	Vice-Captain	Chris Pygall
Handicap B	Captain	John Parsons
	Vice-Captain	Mark Bew
Laser	Captain	Peter Belcher
	Vice-Captain	Colin Booth

8. Sailing Secretary's Report

Ian Farris, Sailing Secretary, reported that during the 1992 season approximately 1800 boats sailed 340 races (5.29 boats per race). The 1993 season is to continue with the bias towards class racing, with the following changes:

1. A six start sequence with a three minute interval between starts - Handicap A followed by Tasar, then Laser, GP14, Miracle then Handicap B to give each class an uninterrupted start.

2. Commodores and Bosuns Races - the Committee boat starts had been planned because of the times of the tides.

A Frostbite series will continue in 1993 as an open event of 16 races, it will still be free to Club members. The series will finish the weekend before Christmas.

The Club Sailing instructions had been rewritten to comply with the new International Yacht Racing Rules. The Sailing Secretary asked that all members be tolerant with Race Officers who are dealing with new sequences and new rules. We thanked the Sailing Committee for their help and hard work.

9. Bosun's Report

John Yeo told the meeting that both safety boats were out of the water. Leander was in "good nick", had been antifouled and used on the Moo Freezer. Wilsonian had needed an engine rebuild, a change of prop and a rebuilt rodler shaft but would be ready to launch on 14th March or the following weekend. The outboard would be serviced by the agent at Cuxton and be ready for the season. A more robust pulling boat had been purchased after an overloaded Bubble had sunk three times in 1992. Tom Sims asked for volunteers for hull painting.

10. Appointment of Auditor

Tom Sims proposed Roy McLeod and was seconded by Bob Dutton with the members giving their unanimous support. David Tozer then proposed Barbara Bew for the position of Editor 31 1/2 and was seconded by Barry Bew with the members in unanimous support. The Commodore thanked Barbara for offering her services.

11. Any Other Business

John Parsons asked about the visitors fee for the Frostbite Series. Peter Belcher said that it should not be less than £10. David Tozer said that it should be left to the Sailing Committee. Tom Sims suggested that we have some picnic tables on the 'lawn'. Brian Ward seconded this idea and Peter Belcher also supported it as especially good for mothers with small children, and thought that we should try two at first. Doreen Davis thought that children may climb on them and that they should be stable enough to be safe. Ian Wyatt said that if they were stackable, intruders could gain access to the upper floor. John Vinson said that the normal type would not stack. Barbara Sims thought that we should also have more chairs outside.

Prizewinners had been disappointed with the quality of the pottery in 1992. Some members had been asking why glassware prizes cannot be given. Cost was the only problem, and either less prizes would be given or an extra £5 on the subscription would be necessary. Doreen Davis wondered whether we were giving too many. Ken Davis thought a subscription increase was not a good idea as a small number of members get the prizes and there would be an extra cost for all.

Gordon Belcher said that he had been embarrassed in the past as our 'Open' prizes were the worst on the circuit (Laser) as well as our entry fee being the most expensive. Black model boats were now given as 'Open' prizes and were well received. David Hudson hoped that oasthouses would not be removed as they were a most desirable prize and most people would "kill their Grandmother" to get one!

Paul Cussen asked why there was concrete along the sea wall, and he thought that boats could get damaged. Ian Wyatt said that this was not permanent, but the sea wall needed reinforcing and there had been surplus concrete from the slipway. David Tozer asked who was to check Sailing Instruction 17 (paddles and towlines), should it be the Race Officer? Tom Sims said that anyone could protest, but that a routine check of all boats would be made sometime.

Ian Wyatt gave a vote of thanks to Barbara Sims for all her work in keeping the Clubhouse clean during the season.