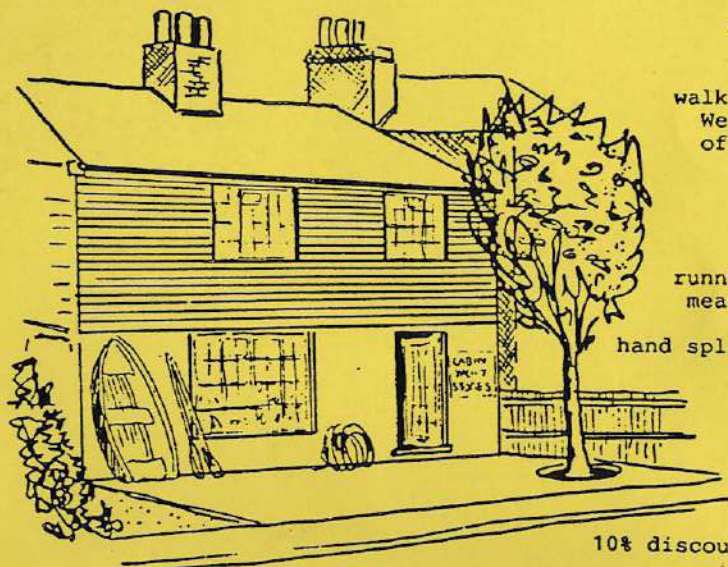


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Membership Secretary:		
Trish Ayris - 31, Sallows Shaw, Sole Street, Cobham, Kent. DA13 9BP		0474 812973
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Editor:		
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THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 48

SEPTEMBER 1993

FROM THE COMMODORE

I am writing this page whilst Sue is packing for the Nationals and with many other club members attending various championships I feel that the name Wilsonian will become better known to sailors around the country. Who knows, maybe some day we will need another plaque listing our National Champions!

We have already hosted two Open Meetings and the Medway Regatta. I think I am safe in saying that these were successful, but only because of the hard work put in by all of the organisers. The Medway Regatta in particular brought many local clubs closer together and proved that we can co-operate and produce a weekend of enjoyable sailing. If you did not participate this year, make sure that you do take part next year.

The Club has received a letter asking our members to be careful when sailing around the moorings as the number of boats moored on the river has increased and so has the number of incidents involving dinghies, cruisers and even larger craft hitting these moored boats. The committee is ever vigilant in ensuring that our access onto the river is left clear and has successfully campaigned over the years to prevent encroaching moorings.

Once the holidays are over it will be down to work again to plan the Winter work parties and the increasingly popular Frostbite Series. Please support both of these - they are for your benefit! Happy Sailing!

JOHN SMITH

ON THE HOUSE....



Please come and join us for these events:

FIREWORKS AND HALLOWE'EN PARTY SATURDAY 30th OCTOBER 1993

The event this year will be nearer Hallowe'en than Bonfire Night. Following the fireworks, supper will be served (with pudding) and then there will be a raffle and games for the children.

Tickets: Adults £3 Children £1.50 Family £8

DINNER AND DANCE SATURDAY 20th NOVEMBER 1993

This annual event will take place again at the Masonic Hall in Gravesend. The band will be 'First Circle'.

Tickets: £15

CHRISTMAS PARTY AND PRIZEGIVING SUNDAY 19th DECEMBER 1993

This new event, to take place on the afternoon of the last day of the Frostbite Series, will combine a Christmas Party for the children and a social end to the season for Club members and Frostbite visitors. There will be games, tea and a visit from Father Christmas for the children

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.

Finally, I would like to thank all the members of the House Committee and other members of the Club who have helped with the 'House' this year, especially Barbara Sims who regularly cleans the club.

Please contact me for further details of any of these events.

ANN HEATHER (0322 228251)

NEW YEAR'S EVE FRIDAY 31st DECEMBER 1993

A New Year's Eve party in the Clubhouse is being organised by Pam Smith and Gill Warwick. The theme is 'Fifties' - watch the Club noticeboard for further details or contact Pam or Gill.

SAILING WORDSEARCH

B	I	J	E	B	W	E	T	L	W	S
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Find the hidden words:

SAILING CLUB
BOW
CREW
HELM
BOOTS
SAILS
CLUBHOUSE
WETSUIT
TACK
BALER

TILLER
WILSONIAN
MAST
OAR
BUNGS
BOAT
LINES
WATER
JIB
TRAPEZE

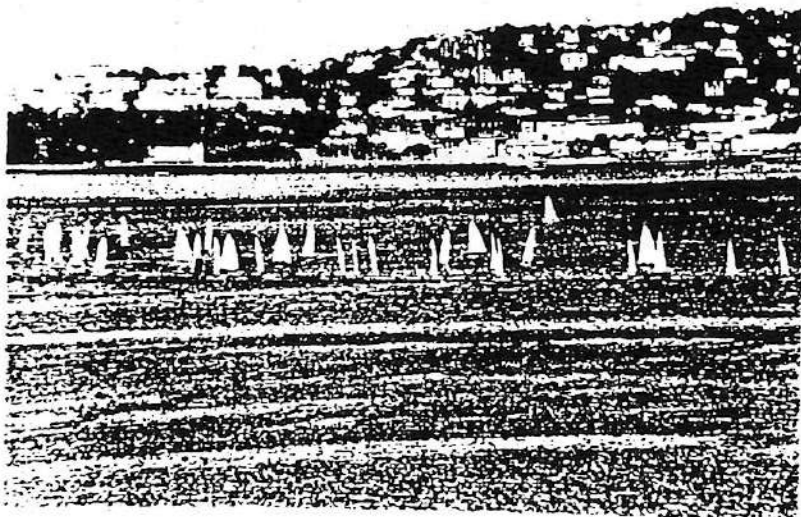
By LUCINDA HUNT

SOLO WORLDS AT PAIGNTON

The 1993 Solo World Cup was held in Paignton, Devon during the first week in August. Half of the WSC Solo Fleet (two) made their way to Devon to compete in a wide range of conditions ranging from a sunny Force 1, to heavy rain and a steady Force 6.

The first race found nearly the whole fleet of 90 boats at the weather mark together, resulting in some minor bumps and one major one, causing a two foot hole amidships for one unlucky competitor. The rest of the race was completed in a steady westerly 3.

The second race was the most eventful by far, with a steady 5 gusting 6 offering the best non-board surfing I have ever experienced. The down wind leg required particular care with large breaking seas towards the end of the race. My best position of the whole series took a dive when at the final gybe mark I capsized to windward losing ten places.



The remainder of the series we sailed in rather lighter airs, with the last race taking over two and a half hours to start due to a lack of wind.

Overall, an excellent week. I would recommend a championship series to anyone as a great way to improve your club racing skills.

MARK BEW

CONTRIBUTIONS FOR NEXT 31 1/2

BY 31ST DECEMBER 1993 PLEASE

FROM THE SAILING SECRETARY.....

I have only just retrieved the word processor from Denise and brought her back into line after her article in the last magazine.

FROSTBITE

Following lots of debate here is the format for this series:-

(A) The series will comprise of 15 races 2 each Sunday, except for the last Sunday (19th December) when there will be 1 morning race. (This is to allow people to pack their boats down and for the prize giving).

(B) As we have negotiated a second rescue boat with the Royal Engineers, the entry will be split into slow and fast handicap fleets and there will also be separate starts for these fleets.

This will also allow for a greater variation in courses which hopefully will suit everybody.

(C) Entry to this event will be open to visitors, so please encourage your friends. The entry is free to WSC members and will be £10 to visitors. All entrants (including club members) will have to complete an entrance form.

(D) The only piece of bad news is that all entrants will be expected to do a duty, **THAT INCLUDES VISITORS.**

(E) Back to the good news, **THE PRIZES WILL BE MEGA:** Minimum first five in both handicap classes, to encourage fleets there will also be a prize for first place in each fleet with 6 boats or more, the last race winners will get a bottle of Port, as will the most seasonally dressed crew for the last race and there are likely to be more prizes if I can find the Treasurer and the club cheque book.

(F) As mentioned earlier, Sunday 19th December our prize giving day, will also be the day the club prizes are given out. We are hoping to hold a Christmas party on this Sunday with decorations, winter punch, seasonal food and a visit by Father Christmas. So visit the relatives on Saturday, and the club on **SUNDAY 19th DECEMBER.** Please note that the club will be heated (probably the Treasurer letting off steam at me) and wet clothing will be banned from upstairs on this date.

PRIZES

This year's prizes will be glass, and believe me you will be proud to win one of these glasses! Individually engraved with your name and the event(s) you have been successful in, either as helm or overworked never recognised crew, and this year both helm and crew will receive the same type of glass. To this end if I cannot decipher your name, you probably won't like the way it is engraved! Alternatively, if I do not know the name of your crew and you don't tell me, they won't get their glass - and you probably won't have a crew next year. Your Class captains and I are starting to compile lists, which are displayed at the club, so please check them and bring any mistakes to our attention.

While I am writing about prizes, can I remind those of you who won silver trophies last year that they should be returned to me by the 1st October this year. We have increased the number of silver trophies available to the fleets, so that each fleet now has a silver trophy for each of its long series events. We have also purchased a trophy for the Ice Breaker event thus giving us a full set of silver trophies for all of our major events. Therefore there is more chance of receiving a silver trophy at the Dinner Dance this year.

Early as it may seem, I have now got the 1994 tide tables and the next job for the word processor is next year's sailing programme. I would be pleased to hear any views or thoughts you may have for this programme.

HANDICAP A

This year has been a bit of an up and down one regarding sailing weather. Nearly all of the early races this season were conducted in good winds - from drifting backwards with the tide to white water rafting. The Fleet sailing turnout has reflected the weather pattern. The results analysis to date shows the averages per class (except for the Toy and Contender):

CLASS	RACES	BOATS ENTERED PER SERIES	NUMBER OF RACES	AVERAGE TURNOUT OF BOATS
<u>Fireball</u>	Spring Points	8	7	1.14
	Summer Morning	25	10	2.5
	Summer Afternoon	32	10	3.2
<u>Wayfarer</u>	Spring Points	10	7	1.4
	Summer Morning	22	10	2.2
	Summer Afternoon	19	10	1.9
<u>Toy</u>	Total Turnout:			
	Spring Points	1		
	Summer Morning	2		
	Summer Afternoon	3		
<u>Contender</u>	Total Turnout:			
	Spring Points	0		
	Summer Morning	2		
	Summer Afternoon	2		

As can be seen, these averages require increasing in order to obtain Fleet status for Fireball and Wayfarer classes. Series race results so far:

SPRING POINTS

1st	Fireball	14042	Ian Parris and Keith Borders
2nd	Wayfarer	84	Bob Dutton
3rd	Wayfarer	1116	Brian Ward

SUMMER MORNING

1st	Fireball	14042	Ian Parris and Keith Borders
2nd	Fireball	13128	Steve Gibbins and Chris Swift
3rd	Wayfarer	9168	Brian Lamb and Bobby Darnell

SUMMER AFTERNOON

1st	Fireball	13128	Steve Gibbins and Chris Swift
2nd	Fireball	14042	Ian Parris and Keith Borders
3rd	Wayfarer	84	Bob Dutton

The Summer Afternoon points was a tie-break for 1st place with Steve getting first place on races sailed. We are now in the Autumn Points season with the Frostbite Series starting on 31st October 1993. A provisional date for the Handicap A get-together is Friday 1st October - details to be sent out later.



RAY CRADDOCK

FIREBALL

1st	14175	D. Tozer	(Wilsonian)
2nd	11599	G. Marsh	(Wilsonian)
3rd	13128	S. Gibbins	(Wilsonian)

MIRACLE

1st	3326	G. McLaren	(Wilsonian)
2nd	3620	S. Smith	(Wilsonian)
3rd	3042	R. Jones	(Wilsonian)

SEE ENTRY ANALYSIS ON NOTICEBOARD

LASER NATIONALS AT TORBAY

The 1993 Laser Nationals were hosted by the Royal Torbay YC. Torbay is an excellent venue sheltered from all but the Easterlies and plenty for the rest of the family to do. Four WSC members joined the approximately 160 boats, and with the recent Olympic status keen competition was guaranteed, including a female contingent opting to sail the 4.7 rig.

The fleet enjoyed six days of exciting competition in varied weather conditions with the WSC entry returning with credit in such a strong fleet.

RESULTS:

Peter Belcher	43	79	79	84	83	51	overall	69
Simon Coppen	71	76	66	76	59	92	"	73
Gordon Belcher	68	99	117	66	99	87	"	94
Steven Browning	99	158	109	158	55	76	"	105

(Due to printing deadlines, Peter's full report cannot be included but will be in the next issue of 31 1/2 - along with the others who have not submitted them yet - they know who they are! Ed)

PETER BELCHER



LASER

MEDWAY REGATTA

The Regatta, hosted by our Club, was held on 3rd/4th July in fine weather with moderate breezes on Saturday and light airs on Sunday. There was a good turnout, with one more entrant than last year. The sailing was much enjoyed by members and visitors, some of who have made contact since the Regatta. Race winners (from a spread of nine sailing clubs) were presented with a bottle of wine and the series winners with silver and glassware.

It is a great pity that after all the efforts of club members to organise and run the Regatta for the Medway Yachting Association, three of the club classes were unable to achieve their usual Sunday average of boats. Not only does the Club get good publicity from running this event, but our finances are boosted from various sources over the weekend. Let's have a MUCH BIGGER turnout in 1994.

TOM SIMS

MEDWAY REGATTA RESULTS

<u>GP14</u>			
1st	12952	M. Doherty	(Wilsonian)
2nd	8336	B. Smith	(Wilsonian)
3rd	12448	D. Fry	(Wilsonian)
<u>SOLO</u>			
1st	3525	J. Parsons	(Wilsonian)
2nd	1353	M. Bew	(Wilsonian)
3rd	1061	C. Larby	(Maidstone)
<u>LASER</u>			
1st	146289	P. Barnard	(Bewl)
2nd	147823	P. Curl	(Chipstead)
3rd	143208	N. Lamprell	(Maidstone)
<u>HANDICAP A</u>			
1st	215	M. Jones	(Wilsonian) TOY
2nd	445	F. Robinson	(Wilsonian) TASAR
3rd	2096	J. Waddington	(Medway) HORNET
<u>HANDICAP B</u>			
1st	2640	S. Wakefield	(Bough Beech) CHERUB
2nd	1942	S. Dodds	(Hythe/Saltwood) SCORPION
<u>HANDICAP C</u>			
1st	194	M. Jessop	(Wilsonian) STREAKER
2nd	2906	D. Wilson	(Emberton Park) GRADUATE
3rd	0780	P. Dunn	(Royal Engineers) BOSUN
<u>WAYFARER</u>			
1st	183	P. Goodchild	(Medway)
2nd	9390	N. Collumridge	(Medway)
3rd	84	R. Dutton	(Wilsonian)
<u>ENTERPRISE</u>			
1st	20175	D. Vettergreen	(Wilsonian)
2nd	5413	R. Hursell	(Maidstone)
3rd	5568	C. Treadwell	(Wilsonian)

HANDICAP B

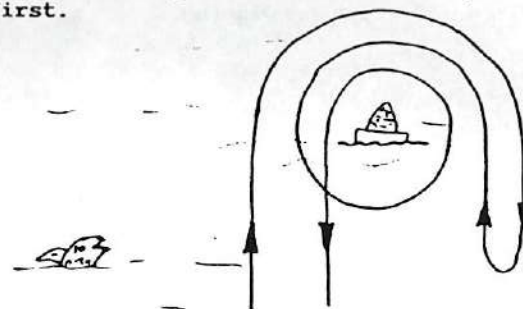
To the person who takes on the job of class captain next year - a word of advice - during the summer season take notes! It is a long time from race one to race ten and one tends to forget all the interesting little bits to put in the newsletter.

Question: What do you do if you hit a mark of the course?

Answer: Nip off smartly to one side and do a 360° mark that, ONE turn then back on track.

Question: What do you do if you round a mark of the course the wrong way?

Answer: Go back round it TWICE! the first one puts you back where you should be and the second takes you round the mark correctly - in other words you must unwind yourself first.



PICASSO

I hope the above squiggle makes all clear, if not try it with a bit of string!

By now most of you will have seen the results up on the notice board, if not there they are again:

WHITSUN CUP 1993

M. Bew	1st	SOLO
M. Levey	2nd	SOLO
P. Moncrieffe	3rd	COMET

SUMMER MORNING POINTS

M. Bew	1st	SOLO
P. Moncrieffe	2nd	COMET
J. Parsons	3rd	SOLO

SUMMER AFTERNOON POINTS

M. Bew	1st	SOLO
P. Moncrieffe	2nd	COMET
M. Levey	3rd	SOLO

Well done, all of you, and in particular Peter Moncrieffe for sailing all ten of the morning series. Finally, don't do as I do, do as I say and don't forget to sign on and off for each race.



GP FOURTEEN

Since our last 31 1/2 quite a lot has happened within the GP14 Fleet and members have continued to do well in Club races.

GP14 OPEN MEETING

With only three visitors, our Open Meeting was not the best attended event we have ever held, but it had its moments! Congratulations to Mike and Keith on winning.

EASTER CUP

1st 12448 Alan Smith and Paul Heather
2nd 11866 Brian Warwick and Ray Blyth

WHITSUN CUP

1st 12952 Keith Lennox and Mike Doherty
2nd 11866 Brian Warwick and Ray Blyth
3rd 12448 David Fry and Steve Bright
4th 5153 Alan and Ron Tibbs

EARLY SUMMER POINTS

1st 12448 David Fry and Derek Cummings
2nd 12952 Mike Doherty and Keith Lennox
3rd 11866 Brian Warwick and Ray Blyth

LATE SUMMER POINTS

1st 12952 Mike Doherty and Keith Lennox
2nd 12448 David Fry and Derek Cummings
3rd 8336 Brian Warwick and Ray Blyth

MEDWAY REGATTA

1st 12952 Mike Doherty
2nd 8336 Bernard Smith
3rd 12448 David Fry

AUGUST CUP

1st 12448 David Fry and Mike Doherty
2nd 13265... Brian Warwick and Ray Blyth
3rd 5153 Alan Tibbs and Marion

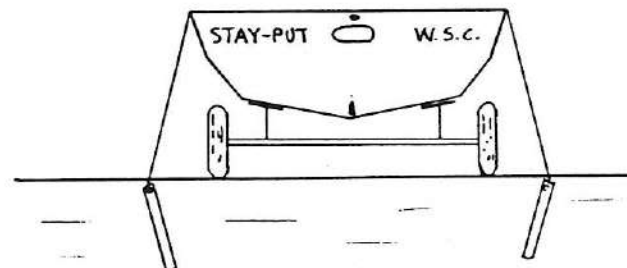
During August we said goodbye to Mike Innes and family, we wish him well with his new job in Scotland. Also in August we saw the launch of Ray and Brian's new boat (+VAT). Built by Duffin and with Brian and Ray at the controls, it will be one to watch!

I would like to welcome Jane and Arthur to the Fleet. Thanks to all who supported the barbecue and helped with the food.

BETTER SAFE THAN SORRY..

The need to tie boats down to prevent them blowing over in strong winds has often been discussed but I have found that the most effective way of doing this (and the cheapest) is to use two 18" (500mm) lengths of scaffold pole (the Club seems to have a lot of it) with a hole drilled in each to take a shackle, driven into the ground using a large hammer (see sketch).

If they are driven in at an angle they will hold a boat down in the strongest of winds, but can be removed when necessary with the aid of a large lever and if the tops are level with the ground no one will trip over them. Scaffold poles can be cut easily with an angle grinder or a hacksaw (ask Paul Heather) and they do not rust or rot.



Peter Hampson

DINGHY PARK SECRETARY

Elsewhere in this issue you will find an application for Winter Dinghy Parking. The fee covers the period from 1st January to 28th February 1994. Would all club members intending to leave their boats in the Dinghy Park during this period please complete the form as soon as possible and send it to Ray Fryatt with their fee. Please note that it is possible that the dinghy park will be unfenced for periods during the Winter, and you may find that your boat is not covered by your insurance.

Would the owner of Mirror 17743 please contact me as I have not received an application form for this boat.

TASAR OPEN MEETING

The forecast was SE 3-4 perhaps 5 - what a cruel joke! With the highest Spring tide for decades we needed every bit of wind we could get and certainly more than the 1-2 we did get. Fourteen boats entered including four visitors, which was quite pleasing - I had hoped to make 17 or 18 but a few could not make it. The first race saw Tom Pygall crewing for Tim Knight of Queen Mary's SC back about fifteen minutes before the next boat.

Race 2 was after lunch, in slightly more wind, and was started with a Hornet from Medway YC crossing the short committee boat start line on the gun right in the middle of the fleet - thankfully going in the right direction. Tom and Tim again managed to stay out in front with Chris Sallis from Great Yarmouth second once again. Race 3 saw a little more breeze and Chris Sallis managed to get ahead of Tom and Tim this time and stay there to the finish. Third place in all races went to David and Stuart Mason in 2357 - how's that for consistency.

I think I should have stayed in bed all day! - I got to the Club by 8.30, sorted out two boats that are rarely sailed so that Paul Absolon and Gerry March could try out a Tasar. The spare parts I needed for my boat did not turn up, so after 'borrowing' some from another boat we were late on the water, only later discovering that we had not signed on! For the last race I took a new member for a sail and nearly lost an eye on the mast spanner but the last straw was a puncture on the trolley! Still, all round it was a good day, the sun shone, no rain and the organisation ran like clockwork. On behalf of the Tasar fleet I would like to thank all helpers - including kitchen, committee boat, safety boat and everyone for a smashing day.

TASAR RESULTS

IAN WYATT

1st	363	Tim Knight	Queen Mary SC
		Tom Pygall	
2nd	289	Chris Sallis	Great Yarmouth SC
		Barry Bradford	
3rd	2357	David Mason	Wilsonian SC
		Stuart Mason	

LASER OPEN MEETING

Results of the Laser Open Meeting held 19th September 1993:

LASER RESULTS

1st	150785	Jonathan Emmett	Weir Wood SC
2nd	138241	Gavin Sayer	Bough Beech SC
3rd	143512	Peter Belcher	Wilsonian SC
Junior Prize (Under 18)		Jonathan Emmett	
Masters Prize (Over 35)		Peter Curl	

In the last 31 1/2 I forgot to say a big thank you to Ian Parris our last Fleet Captain - sorry Ian! We have been asked to help at the Laser/Tasar Open meeting. As there will be no Fleet racing, could as many of you as possible please turn up - unless of course you are attending the GP14 S.E. Areas. Segas will again be held on 26th September - we need to be at Segas by 10.30 a.m.

FROSTBITE 1993

If you do not plan to sail in the Frostbite, we are looking for volunteers to help out with duties. This need not be an arduous duty, but we will buy you a PINT (see Sailing Secretary)!!!! Good luck for the rest of the season.

DAVID FRY



WORKING PARTIES

Working parties are planned for:

23rd January 1994
20th February 1994
13th March 1994
20th March 1994

Please watch the board for more details or volunteer to the co-ordinator: Colin Treadwell (0634 221489)



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OCEAN CARE SERVICES LTD, sponsors of the Medway Regatta, have offered WSC members 10% discount on most lines on sales over £10 (cheque or cash only). Membership cards must be shown and discretion is politely requested - discounts are not available to the public.

TASAR 1993 RESULTS
SPRING POINTS

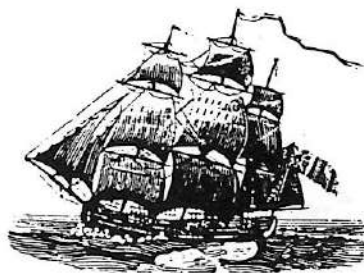
1st	David & Stuart Mason	2357
2nd	Chris Pygall & Gordon Hughes	1109
3rd	Len Ayris	449
4th	Ian & Sarah Wyatt	281
5th	Ray & Molly Fryatt	371
6th	Frank & Brenda Robinson	445
7th	John & Judy Vinson	1263

EASTER AND WHITSUN CUPS - NO ENTRIES
SUMMER MORNING POINTS

1st	David & Stuart Mason	2357
2nd	Ian Wyatt & Audrey Cook	281
3rd	Chris & Neil Ashby	2151
4th	Brin & Jackie Ward	2156
5th	Frank & Brenda Robinson	445
6th	Ray & Molly Fryatt	371
7th	John & Judy Vinson	1263
8th	John Burford	1234

SUMMER AFTERNOON POINTS

1st	David & Stuart Mason	2357
2nd	Brin & Jackie Ward	2156
3rd	Ray & Molly Fryatt	371
4th	Chris & Neil Ashby	2151
5th	Frank & Brenda Robinson	445
6th	John & Judy Vinson	1263
7th	Ian Wyatt & Audrey Cook	281
8th	Ken Crundwell	285
9th	John Burford & Kate	1234


TROPHY SECRETARY

Ian Povey has offered to assist Ian Parris in the search for the perfect prize!

TRAINING NEWS

We have run a good Level 2 Course this year and a single Saturday Safety Boat Course (Level 1 Power Boat). It seems, from the small number requesting this course, that the whole membership considers that they can handle our displacement safety boats!!!!

At the request of a number of Club Members we advertised a Level 4 Racing Course six weeks ago, to take place on 4th, 11th and 18th September. At the time of writing we have had no applications and therefore have cancelled the course.

We have had a number of requests for a Level 5 Course. This is sailing in all its aspects, to the level required to become a Sailing Instructor. This will have to be done in two-manned boats with spinnakers some of the time, and this means it will require a minimum of eight people with four boats for the course to run. We hope to do most of the lectures - Navigation, Meteorology, Rope Work, First Aid, Boat Construction and Repair, and Knowledge and Equipment of Dinghies on some Saturday afternoons during the winter. The on-water exercises will be carried out on three Saturdays early next season. We will not fix any dates until there is SUFFICIENT INTEREST in the course.

TOM SIMS


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

Our Saturday Club goes from strength to strength. More and more children are enjoying sailing under the watchful eye of Martin Jessop, one of the Club's instructors who specialises in Junior training. Even the RYA have helped by changing the training programme so that as a student completes a task he or she has their book ticked and another stage in the schedule is completed. By using this new programme several of the children are already on Stage Three.

After an afternoon of sailing, Martin is to be seen busy signing books thrust at him by enthusiastic children. On sailing days, anyone passing the Club can see a collection of brightly coloured Topper and Optimist sails, the Jeunneau busy helping, and the inevitable parents on the beach or waist deep in the water helper the smaller children. Paul Absolon (Miracle sailmaker) has offered to make a new Optimist sail for the Club's red Optimist and this should soon be ready.

If your son or daughter wishes to join this happy group of sailors, then give in and bring them along to the Saturday Group, but be prepared to be told just how to sail the 'proper way'. I am still trying to work out what happens to my hands when I tack - and I have been sailing for 20 years! There is no hope for some of us!!!!



Winged Fellowship

Holidays for Disabled People

JUBILEE LODGE CHIGWELL - WINGED FELLOWSHIP TRUST

SAILING DAY - SATURDAY 7TH. AUGUST, 1993

THE CLUB HOSTED THE 5TH SAILING DAY FOR THE DISABLED GUESTS OF JUBILEE LODGE AND THE PERMANENT STAFF AND VOLUNTEERS WHO WHILST PROVIDING HOLIDAYS ALSO GIVE THE MUCH NEEDED RESPITE TO THE NORMAL CARERS.

THE WEATHER WAS AGAIN VERY KIND AND MOST OF THE VISITORS SAILED IN ONE OF THE THREE VISITING CRUISERS, THE 'SHRIMPER' DAY SAILER, THE GP14, ALBACORE, AND THE WAYFARER. ONE OR TWO GUESTS WHO DID NOT FANCY THE TRANSFER TO A CRUISER ENJOYED A TRIP IN THE RESCUE BOAT.

THE BARBECUE PROVIDED BY THE HOUSE COMMITTEE WAS ENJOYED BY ALL THE GUESTS, THE VISITING CRUISERS OWNERS, AND THE CLUB MEMBERS PRESENT.

JUBILEE LODGE IS ONE OF THE FIVE HOLIDAY CENTRES RUN BY WINGED FELLOWSHIP TRUST WHICH EACH PROVIDE HOLIDAYS FOR BETWEEN 32 AND 36 GUESTS AT A TIME FROM MID FEBRUARY TO MID DECEMBER EACH YEAR - THEY RE-OPEN OVER THE CHRISTMAS PERIOD FOR THOSE GUESTS WHO WOULD OTHERWISE SPEND THE HOLIDAY ON THEIR OWN.

THE TRUST CELEBRATES ITS 30TH ANNIVERSARY THIS YEAR AND PROVIDES UP TO 6,500 HOLIDAY WEEKS A YEAR FOR ITS DISABLED GUESTS AND IT ALSO NEEDS THE SAME NUMBER OF VOLUNTEERS WHO GIVE RESPITE FOR THE NORMAL CARERS. IN ADDITION THERE ARE A NUMBER OF OVERSEAS HOLIDAYS AND ACTIVITY HOLIDAYS AT VARIOUS LOCATIONS THROUGHOUT EUROPE.

BY INTRODUCING THE VOLUNTEERS FOR ONE OR TWO WEEKS AT A TIME THE TRUST IS ABLE TO MAINTAIN A HIGH LEVEL OF ACTIVITY FOR THE GUESTS DURING THEIR HOLIDAY.

THE VOLUNTEERS COME FROM ALL WALKS OF LIFE, SOME UNEMPLOYED, SOME RETIRED AND OTHERS JUST GIVING A WEEK OF THEIR ANNUAL HOLIDAYS OR TRAVELLING IN EUROPE FOR THEIR HOME COUNTRIES. THEY ARE ABLE TO INTRODUCE A TREMENDOUS ATMOSPHERE TO EACH OF THE HOLIDAY CENTRES DURING THEIR STAY - FREQUENTLY RETURNING HOME WITH A NEED TO RECUPERATE!

ANYONE WISHING TO VOLUNTEER CAN OBTAIN FURTHER DETAILS FROM WFT, ANGEL HOUSE, 20, PENTONVILLE ROAD, LONDON N1 9XD - TELEPHONE 081 833 2594.

ON BEHALF OF WINGED FELLOWSHIP TRUST, AND THE GUESTS, STAFF AND VOLUNTEERS OF JUBILEE LODGE I WOULD LIKE TO THANK THE CLUB AND THE MEMBERS FOR THEIR KIND HOSPITALITY AGAIN THIS YEAR.

ROY MCLEOD

our club was very supportive, but in actual fact this was my best result as half the fleet were disqualified at the start! On the Monday the scenario was repeated with us doing not too well on the first race and doing badly in the second. We came last again as Kate had to retire when she broke her centre-board. She was back sailing later though with a borrowed centre-board and consequently improved. We found out later that we had our best result in this race as a lot of people retired because of the rough conditions.

On the following days there was one Novelty Race, such as the Crews Race in the morning and the Series Race in the afternoon, so I could enjoy my holiday and have a lie-in. In the Series Races the effect of our club sailing morning races became noticeable as many people would sail up to us and say "Good Morning!" On Tuesday, the benefits of having the joint best turnout from any club became apparent when Colin and Maureen arranged a get-together in the evening and a welcome break from the sailing.

Wednesday was not so good as it tipped down. After the day's sailing, Dad and I decided that it wasn't worth changing in the cramped changing room, so we collected our belongings and traipsed over the Hoe home - getting a few strange looks from the tourists in their stuffy cars. I feel that our club members had close racing as we all seemed to go around in a bunch - this would not have been so bad if we had not all been at the wrong end of the fleet! In the last race however, their previous night's homework paid off for Sue and John as they managed to get the tides right and consequently worked their way up the fleet and won the Improvers prize. Kate also succeeded in winning the Endeavour Trophy.

All in all we had a very good week - even when we weren't sailing.

NATALIE JONES



NAME THE LITTLE RED BOAT

The WSC burgee goes to Frank Robinson (Mr. Happy) for naming the little red boat 'TIPSY'.

MIRACLE NATIONALS

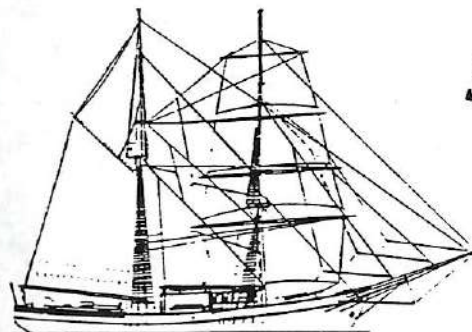
This year the format of the Nationals was different, as the Youth Nationals were held on the Saturday and Sunday. This meant that my family left home on Friday night so that we could be there on time.

Plymouth harbour is a couple of miles wide, so there was ample room for the racing to take place inside, guaranteeing that the laps of the Olympic Course were not too spaced out. The dinghy park was a public car park which had been hired for the week. From our boat space it was only thirty feet to the water - down! and the only sensible access for boats was a steep concrete ramp with a bend part way down. This meant that the boats had to be taken down one at a time and it took quite a while to get all the Miracles out. Also, there was a wind shadow at the bottom of the slipway as it was much lower than the car park, so although it was a good place to put the sails up when it was windy it also meant that we had to sail the first ten metres in fierce back eddies. This of course was no problem for the Wilsonians as we are all used to having the paddles at the ready!

There were other hidden dangers as we were trying to sail out, for example, day trip boats kept docking in our water, and the safety boats moored up in the entrance to the slipway. I think they realised the problem when several Miracles sailed into them, including, I hear one of the boats from our club.

Back to the Juniorsthere were 22 competitors in the Youth Championships, filling 11 boats in all. These were sectioned into two categories - age 17 and over were in the Youths and 16 and under were Juniors, so I was a very old Junior. We had our briefing then got ready for the first two back-to-back races in the afternoon. The courses were simple triangles of about three laps. The main difficulty I faced (ignoring the impossibility to interpret tides) was trying to work out which buoy I was sailing to, as we were using the permanent buoys and there was no systematic way of remembering which was which. On the way back to the boat park I asked Dad whether many of our club members would be there. WHY DID I ASK? Every time I looked up at the sea wall there was a different friendly face and encouraging wave. When we got closer to the slipway the trolley was already and everyone helped to heave the boat up.

I found this caring attitude continued throughout the week as everyone was keen to know how I was getting on. I noticed in particular their help after the third race. In this race the race committee moved the line one minute before the start - making the difference of 50 metres at the far side. As I had to spend my time getting back to the line I had a bad start and didn't catch up. Everyone from



SOREN LARSEN



SOREN LARSEN is a wooden Brigantine (two masts with square sails on the front mast) built in Denmark in 1949 to trade but better known to millions as the Charlotte Rhodes from the BBC series, the Onedin Line. She raced in this year's Cutty Sark Tall Ships races which started at Newcastle, which was thrumming with activity, with well over a hundred entries. The start was late afternoon with a plethora of squares sailing as close to the wind as possible (about 70 to the wind). Unfortunately the wind was on the nose, so whilst attempting to make good the 360 miles from Newcastle to Bergen, we were doing 25 miles (about 4 hours or at every watch change) for each tack. We had actually logged 605 miles when the time limit was reached and to really make our day we could still see Scotland! If anyone is interested in the results for this leg I am afraid I am not prepared to discuss them!!

Bergen, Norway, 62 N a tiny harbour packed with Tall Ships and very picturesque, gave us a wonderful welcome and many events to entertain us, but how can you smile all the time when lager is £4 a pint???

Next was a cruise in company to Larvik, Norway a larger but well run port. The town is typically Scandinavian - well run and orderly with mountains as far as you can see. Tall Ships rules say that half of the complement of crew have to be 25 or under, so at each port there is a wonderful mix of young folk and locals, many sporting national costumes. There are free visits, concerts and many other events organised for crews. The remit that the races were set up on back in 1954, when the first race was sailed, was that it should foster understanding, goodwill and adventure for young people of all nations and this has been shown to take place every year that the event takes place.

We then raced to Esbjerg, Denmark, again the wind was on the nose, a very fascinating situation. The whole series of races ended up in Antwerp, Belgium for the Sail Antwerp 1993 celebrations which was a great success. Next year's race is from Weymouth to the Bay of Biscay to La Corunna in Portugal - so who knows, you could be on board - there are places available. Maybe see you there?

PAUL BEW (2nd Mate SOREN LARSEN)
(Ex-WSC member - Mirror No.1626)



THE CUTTY SARK TALL SHIPS' RACES



This year's Cutty Sark Tall Ships Race took the huge fleet from Newcastle, through to Bergen, Larvik and Esbjerg in Norway. I took part in the first leg from Newcastle to Bergen aboard the Arethusa. The crew's ages ranged from 15 to 24 years and included two youngsters from Norway who were sponsored by Rochester City Council.

Before the Arethusa made its arrival at Newcastle it was decided that it was essential to go to several other ports in order to get the crew in training and to get over the inevitable sea sickness.

For the first leg of the race Arethusa was sponsored by the Royal Mail, who provided the entire crew (including the skipper) with rather fetching bright red tracksuits and T-shirts. After spending the first couple of hours aboard trying hard to work out how to ACCIDENTLY lose the tracksuits which made us look like a crew of letter-boxes, we set sail for our first port of call - Ipswich, where the Duke of Edinburgh was to make a brief inspection of the boat.

After our overnight stay in Ipswich it was off to Newcastle via Amsterdam for some serious crew training along the way. We reached Newcastle on the 15th July, a day late because of problems with the engine on our return from Amsterdam, causing us to make an overnight stay at Whitby. The crew then had two days in which to explore Newcastle and go to as many parties as possible before the start of the race on the 17th July. The evening before the Parade of Sail and start of the race, Newcastle provided a spectacular fireworks display which attracted thousands of spectators and was watched by the crew of the Arethusa from up the mast! We then had one last party aboard the boat and a good night's sleep before setting out on our four days and nights at sea. The next morning we were up bright and early for our last shower and morning in civilisation before we reached Norway. Two of the crew members had birthdays aboard that day which meant it was time for an extra special celebration.

We started the Parade of Sail in the early afternoon, and after soaking all of the Ocean Youth Club boats with a hose and singing the Arethusa song as loud as possible for two hours, it was time for the race. As the cannon signalled the start of the race for our class, the Arethusa was off to a good start. The winds were strong, perfect for a boat like the Arethusa, which is a heavy weather boat. After the first ten hours when the boat was in fourth position in its class, the winds dropped completely and we were covering miles in terms of backwards rather than forwards! At this point many of the lighter boats overtook us and we dropped back to a lower position. After realising that the wind was not likely to pick up, the race officials brought the finishing time forward by twelve hours. The Arethusa was

only six miles from the finishing line when the race was declared finished, but positions were taken at sea and after handicapping we were positioned as seventh in our class. This was something to be proud of as the first five boats consisted of the fleet of British Steel Challenge Round the World racing yachts.

As soon as we had berthed in Norway and thoroughly cleaned the boat, we headed straight for the hot showers that we'd dreamed of for days! It soon became obvious that they were going to be far from hot!! After facing temperatures colder under the showers than they were at sea, we got ready to explore Norway and find out where the parties were, but there was one slight problem; because the race had been brought forward twelve hours there were no parties planned until the next day as half the fleet had not yet arrived. We decided to wait patiently for the rest of the fleet to arrive and the entertainment to begin. The Arethusa crew took part in everything from five-a-side football to a rowing competition in which most of the team ended up taking a nice cold dip in the water.

All in all it was a brilliant holiday which was a chance in a lifetime. Everybody got on extremely well and there were a few tears when the crew departed in Bergen. I would like to say thank you to WSC for their kind donation towards my Tall Ships fund and for anybody who would like to take part in the Tall Ships in the future - in the words of our Skipper "it's not the taking part or the winning that counts, it's the parties at the end!"

ZOE WARWICK

CUTTY SARK TALL SHIPS' RACES

