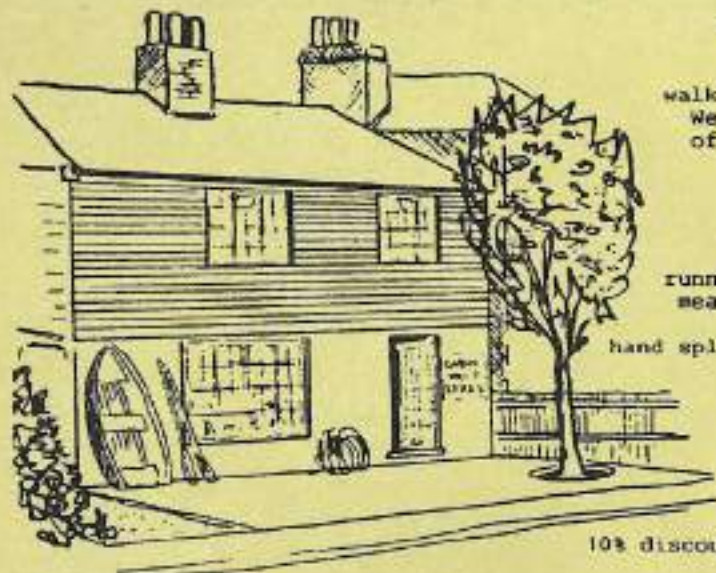


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31 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 49

JANUARY 1994

FROM THE COMMODORE

Our sailing seasons may be getting longer but they seem to go by quicker and quicker. Certainly the business of running the Club is a twelve month affair. This year the Club altered the Frostbite series to a more formal event, the next obvious step would be to lengthen the normal season to include the Frostbite. This would, of course, have repercussions on the duty list - would the members be happy with perhaps having another duty in November or December? Please let us know your feelings - it is your Club. We were only able to run the Frostbite this year thanks to the non-sailing members who volunteered to do an extra duty.

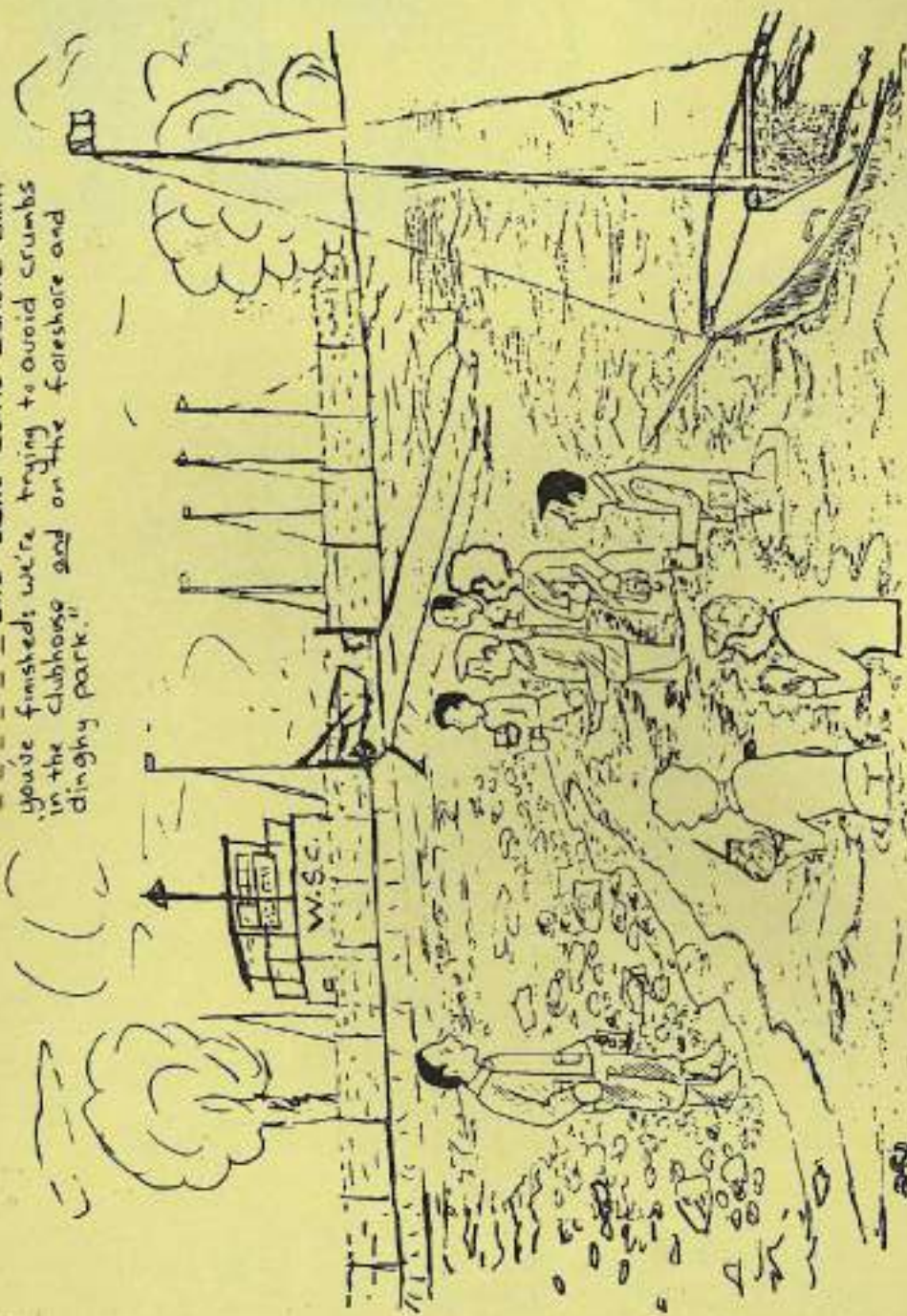
Regulars to the Club cannot have failed to notice our freshly painted race-box. Congratulations and thanks must go to the team that undertook the project. When finished it will be one part of the Club that will need a lot less maintenance in the future.

There is a vacancy arising on the General Committee next year for the post of Treasurer. Trish Ayris has done a great job but now wishes to concentrate on looking after our new members. My thanks to Trish for all the work she has done. Any applicants for the job as Treasurer please contact a member of the General Committee.

The work party dates have been circulated and I look forward to seeing as many as possible on those dates. Happy Sailing to you all in 1994 - see you on the water.

JOHN SMITH

"... and don't come ashore until you've finished; we're trying to avoid crumbs in the clubhouse and on the foreshore and dinghy park."



DISCLAIMER; no reference implied or otherwise regarding the House Committee comments on Page 3

HOW MANY CLUB MEMBERS KNOW THAT THE CIRCULATION OF THEIR NEWSLETTER REACHES NOT ONLY EX-MEMBERS IN MAJORCA, HOLLAND AND BIRCHINGTON-ON-SEA BUT ALSO TO THE UKRAINE. THIS LETTER WAS RECEIVED BY TOM SIMS TO HIS HOME ADDRESS SO THE SENDER IS NOW ON THE MAILING LIST FOR 31/1/2.

КОМЕКЛЮНОВЕД
ШАГАЛОВ ЮРИ АЛЕКСАНДРОВИЧ

LVOV 29 NOVEMBER 1993

Estimated Gentlemen

I am Shagalov Yuri, a collector from the city of Lvov, West Ukraine, I am going to organize here in Lvov a Museum of International Tourism. It is supposed that there would be some stands devoted to leisure time, sport and rest in general. I would greatly appreciate your kind assistance. I am especially interested in:

- leaflets, prospects, posters, magazines, books, post cards, pendants, metal badges, calendars, souvenirs, booklets, trademark envelopes and emblems, metal badges of club and federations, club calendars, T-shirts (large sizes)
- trinkets

I would also like to know the addresses of tourist companies and firms that are members of your organization. Informations about ship-companies, hotels are welcome as well. I think that my museum would be advertising International Tourism.

Thank you ever so much

Yours sincerely,

J. Shagalov

PS Please, wrap the parcel properly and tightly

Respond to:

Shagalov J A
Strijskaja str. 101/169
LVOV - 31; 290034
UKRAINE

290034 Україна
с. МБОС - 31
с. Стришківська 101/16
Шатаєвич Ю.А


LASER

Congratulations to those of you who won prizes last year and better luck in 1994 for those who did not. No one person dominated the prizes last season, although Martin Cockersole just put his bow ahead of the rest of us with two series wins. With nine different prize winners it demonstrates that everyone in the fleet has a chance to win a trophy provided you have the commitment. The statistics for last season show an average fleet turn out of four boats per race. The most popular series were the Late Summer Points and the Early Summer Points with ten boats in one race. Now that's what I call a real fleet. From this I conclude that Laser sailors prefer warm water and light summer breezes! For those of a different persuasion the BOG FREEZER is to be held on 27th February - see you there?

Tips for 1994

When sailing in very light winds, the key to success is keeping the boat moving. This is achieved by making sure that all movements in the boat are very smooth. Jumping around the boat just causes it to bounce in the water dissipating energy in the form of waves at the expense of speed. Roll tacks must be executed so that on completion of the tack a laminar air flow is established across the sails. The roll tack is initiated by smoothly heading up into the wind and allowing the boat to fall on top of you whilst maintaining the turn. Once the boat is heeled over at an angle of 45 degrees, you then counteract the roll and start to right the boat on the new tack with the sail out 10 to 20 degrees. Once you have levelled the boat without collapsing the sail, gently point up and pull the sail in. You can tell when you have a roll tack correctly because it feels like you almost capsized to windward and the sail draws immediately on the new tack.

PETER BELCHER

1993 RESULTS**SPRING POINTS**

1st Paul Kirk
2nd Martin Cockersole
3rd Chris Mason

WHITSON CUP - 1st John Peckham

EARLY SUMMER POINTS

1st Martin Cockersole
2nd Paul Kirk
3rd Steven Browning

AUGUST CUP

1st Martin Cockersole
2nd Gordon Belcher
3rd Peter Belcher

EASTER CUP

1st Simon Coppen
2nd Chris Mason
3rd Gordon Belcher

LATE SUMMER POINTS

1st Colin Booth
2nd Nick Fenton-Smith
3rd Paul Kirk

AUTUMN POINTS

1st Peter Belcher
2nd Steven Browning
3rd Nick Fenton-Smith

ON THE HOUSE....

Please come and join us for these events:

WELCOME EVENING

Saturday 23rd April 1994 from 7.00 p.m.

This event, which was held for the first time last year, is to welcome new members to the Club who joined in 1993. All Club members are welcome to come and enjoy a free glass of punch and snacks. Come and make new friends, meet old friends and catch up with sailing gossip from last season.

EVENING RACE AND BARBECUE

Saturday 11th June 1994

Race at 6.00 p.m. followed by barbecue.

Bring all the family to this popular event.

**MEDWAY REGATTA BARBECUE**

Saturday 9th July 1994

Make a note of the date - details to follow.

FIREWORKS/HALLOWE'EN PARTY

Watch this space.....

DINNER AND DANCE

Saturday 19th November 1994

Please put this date in your diary for an enjoyable informal evening.

Contact me for further details on any of these events.

ANN HEATHER

PLEASE HELP TO KEEP THE DINGHY PARK TIDY BY REMEMBERING TO RETURN ALL CUPS AND PLATES TO THE CLUBHOUSE AND USING THE BLACK DUSTBINS FOR YOUR RUBBISH

FROM THE SAILING SECRETARY.....

I have had my Christmas dinner, Denise is washing up, the children are playing with their new toys, so it must be time to write my article for the club magazine.

1993 SAILING SEASON

I hope you enjoyed this season as much as I have done? We certainly had a varied selection of weather, especially on the South Kent & Leigh trophy dates when my usual luck prevailed! One being blown out and the other a drift. The event I most remember is Comsodores 4, highlighted for me by:- "being informed by Keith whilst on screaming three sail reach that the course tape had just got so wet that it was illegible and could I remember the course as I had set it? The answer was no and we had to stop at the club for me to run up the beach and read the course, luckily it was a course with some laps!" Neil has already experienced just how forgetful I am with courses, (thanks for the Christmas present). What event sticks in your mind and why? I am sure the editor will be pleased to hear from you.

Trophies and results: Most of the silverware was presented at the dinner dance with the remainder presented on the last day of the frostbite series. Each fleet now has a minimum of 4 silver trophies, so there is a trophy to race for in each long series fleet event. If you have not seen your fleets new trophies? Ask your fleet captain.

CLUB HANDICAP RESULTS

- ICE BREAKER:-** 1st Ian Parris & Keith Borders
2nd David Mason & Stuart Mason
3rd Simon Coppen & (N/A single hander)
- EVENING RACE:-** 1st Ian Parris & Keith Borders
2nd David Fry & Derek Cummings
3rd Brian Lamb & Bobby Burnell
- LEIGH TROPHY:-** 1st Mike Doherty & Keith Lennox
2nd David Fry & Derek Cummings
3rd Peter Belcher & (N/A single hander)
- SOUTH KENT:-** Not held.
- LADIES' CUP:-** 1st Sue Smith & John Smith
2nd Janice Smith & Martin Jones
3rd Bobby Burnell & Brian Lamb
4th Katie Rawlings & Peter Hampson
5th Leslie O'Rourke & Natalie O'Rourke
- JUNIORS' CUP:-** 1st Neil Ashby & (N/A single hander)
2nd Sarah Wyatt & Paul Absolon
3rd Natalie Jones & (N/A single hander)
4th Stuart Mason & (N/A single hander)
5th Sam Pygall & Paul Cussen
- COMMODORE'S:-** 1st Peter Belcher & (N/A single hander)
2nd Ian Parris & Keith Borders
3rd David Fry & Derek Cummings
4th Mike Doherty & Keith Lennox
5th Steve Gibbins & Chris Swift
- CRUNDWELL PLATE:-** Mike Doherty



GP FOURTEEN

As the end of another year draws to a close, we can reflect on a season of either too much wind or not enough wind - and where was the sun?

As a fleet we did rather well in club handicap racing, even though it was Fireball courses most of the time! (Only joking Ian).

As many will have read in Mainsail, the London and South East Areas was not very well supported this year. Most of you will remember over the last couple of years the numbers have been in the forties and fifties. This year the fleet amassed to 8 boats, including us (us being Paul Cussen and myself). The venue was the Hamble Sailing Club (what a posh club - a bit like Medway Sailing Club with knobs on). We were greeted with "Hello Old Boy" and similar phrases to which we duly replied "Alright Mate". We then entertained the club with our efforts to rig the GP in the close confines of the car park - yes, the London boys had arrived!

With the Olympic-style course an hour's sail away somewhere in the Solent we set off. There is only one way I can describe crossing the Hamble in a dinghy - try hopping across the M25 during the rush hour on one leg. Boy, was it busy! Once out in the Solent it was a totally different kettle of fish, Force 4-5 and a very big swell. Talking of fish we tried to pick some up with the spinnaker - pity we were in third place at the time. However, the laughing stopped at the capsizes and the swearing began. I didn't know that Miracle sailors knew so many choice phrases - then it came to me - he had sailed a season in GPs.

At the end of the day's racing we retired to the pub, only to be hauled out by Mr "Hello Old Boy" to attend a weather lecture. Apparently no one had bothered to turn up and as the pub was next door it seemed the obvious place to look for victims. Then on to the sleeping arrangements - most crews look after their helm - did mine? Did he bah! while Lord Cussen had the club sofa, the helm had to sleep on the concrete floor. As for his morning remark of "I didn't sleep too well, how did you sleep?" Lord Cussen is lucky to be alive.

Next day I was dragged, yes dragged, to eat a fat laden breakfast before setting off on the now two hour trip to the start line. After a couple more races of fishing and other nonsense we returned to Hamble. Well, we didn't win a prize if that is what you're asking, but we did not come last. I would like to thank Paul for his help during the weekend - even though I had to sleep on the concrete rocks.

AUTUMN POINTS

1st Brian and Ray 2nd Mike and Keith 3rd David and Derek

TEAM RACING AT SEGAS

We managed to hold on to the Cup by the skin of our teeth this year. We wish Ray well after his operation.

Try to enjoy your break. I know what with working on the boat and earning next season's valuable Brownie points it's hard work but it's all worth it in the end.
Happy New Year to you all.

DAVID FRY

TRAINING NEWS

SAFETY BOAT

There will be Club safety boat training early in the season - any member who intends to do a safety boat duty should definitely attend on one of the Saturdays it is being held - see Training notice board in the clubhouse for dates. It is not mandatory yet but may well be in the future! Recommended pre-reading for all safety boat users is RYA Publication G16/90 "Safety Boat Handbook" about £3.00 from Tom Sims or the RYA.

LEVEL 2 - may be held later in the season if the demand is there - see Tom Sims for details.

LEVEL 5 - will have started by the time you read this. There will be three Saturdays ashore in the cold weather for theory and three afloat later in the Spring for the practical elements.

INSTRUCTORS COURSES

See Tom Sims or get lists from Regional Coach Jim Ellis (address below) for course details in the region. NOTE on the last Saturday of the WSC Level 5 course a Coach will be doing one-day assessments for Instructor Courses - it will probably be possible for non-course members to be assessed, but arrangements will need to be made very early so see Tom Sims for details now.

SOUTH EASTERN REGIONAL COACHES CONFERENCE

This will be held on the third Saturday in March in Sussex (venue to be announced). If you are an instructor (or would like to become one) and have not had notification of the conference from Jim Ellis, then you are not on his list - let him know this at the conference or contact him on 081-539-0668 or 25, Fletcher Lane, Leyton, E10 6JE.

BARRY BEW



Club Handicap Results Cont'd/...

BOSUN'S:- 1st Mark Bew & (N/A single hander)
2nd Sue Smith & John Smith
3rd Paul Cussen & Sam Pygall
4th Graham McLaren & Alison McLaren
5th Malcolm Levey & (N/A single hander)

LAYING UP CUP:- 1st Ian Parris & Neil Ashby
2nd David Tozer & Fiona Tozer
3rd Mark Bew & (N/A single hander)

GUN WHARF:- Brian Warwick

FROSTBITE RESULTS

FAST HANDICAP:- 1st Ian Parris & Neil Ashby (Wilsonian S.C.)
2nd David Fry & Derek Cummings (Wilsonian S.C.)
3rd Brian Warwick & Ray Blyth (Wilsonian S.C.)
4th Steve Gibbins & Chris Swift (Wilsonian S.C.)
5th David & Stuart Mason (Wilsonian S.C.)

SLOW HANDICAP:- 1st Tony Ellam & ?? (Royal Engineers Y.C.)
2nd Chris Steer & Darren Reynolds (Gravesend S.C.)
3rd John Parsons & (N/A Single hander, Wilsonian S.C.)
4th Roy Turner & Chris Hague-Smith (Gravesend S.C.)
5th Phil Dunn & Wendy Pixley (Royal Engineers Y.C.)

This year we experimented with individual engraved glass prizes, I like them and I hope you do. Your views please, preferably before I order next years. I would like to thank David Vettergreen, for suggesting these prizes and helping me compile the results into a suitable format for the trophy manufacturers.

The Frostbite series:- This was extended to 8 weekends and was also an Open event, which attracted 8 visitors (the good news). Unfortunately only 23 club boats entered, (the bad news). Last year there were 35 club entries and I hoped we would be building on the strength of last years club entry and offering members an event they wanted.

Was the 1993 season a success? If not why not, what can be done to improve your enjoyment of sailing at WSC?

AND SO TO 1994 "HAPPY NEW YEAR"

The sailing programme for the season has been drafted and the major dates for diary are:-

Sailboat '94 Crystal Palace 5th/6th March.
My birthday 15th March.
Start of season 27th March.
RNLI Pursuit Race 2nd May.
Evening race & Barbecue 11th June.
GP14 & Miracle Open Meeting 12th June.
South Kent Race 19th June. (11:00 start)
Medway Regatta 9th & 10th July.
Leigh Trophy race 24th July. (11:00 start)
Tasar & Laser Open Meeting 25th September.
End of season 23rd October.
Ladies, Juniors, Commodores & Bosuns:- 10th April,
15th May, 3rd August, 11th September & 9th October.
Frostbite series:- 30th October to 18th December.

These dates and start times are provisional and therefore form no part of the sailing instructions and may be subject to change.

While I am writing about dates we are holding a Rules Seminar on Sunday 13th February. (See advert in this magazine). The club is now heated so we will all be comfortable.

Hoo Freezer 26 & 27th February: As last year the club will be open for members to change and launch their boats, thus avoiding the crush and the mud at Hoo Ness Yacht club.

Our racing programme is still biased towards class racing as we believe this is the members wish. Last years trial "six start, three minute interval start sequence" is being discussed and voted on at the class fleet evenings. Hopefully this format will become the accepted start sequence.

A new class has been added to the list of "Club Sponsored Classes", this being the Contender (a single handed high performance trapeze dinghy with a PV of 105). A gap was identified in the classes sponsored by the club and hopefully the Contender will fill this opening. The Contenders will be incorporated into the Handicap "A" Fleet.

Medway (Dinghy) Regatta 9 & 10th July: A good turn out could be essential to WSC continuing to run this event. Many club members attended a Medway Regatta meeting, which had been requested by the Medway Yacht Club. The basic format of the Regatta was discussed and the Medway Yacht Club made it quite clear that they wish to run the event, including the dinghies from their club.

So please participate and if you have friends who sail at other clubs why not invite them for the weekend, thank you.

It is only fair to say that a lot of agreement was made at this meeting, including some large concessions made by the Medway Yacht Club, including setting a common date for the event for both cruisers and dinghies which must enhance the event.

I have been summoned by she who must be obeyed, to do the drying up. See you all on the water soon.

IAN PARRIS



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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.

I made arrangements for their transfer from wheelchair to ferry boat and made my own way to our boat moored on the river in order to arrive first. We took off the guard rails and the strong willing crew of the rescue boat made the transfer seem easy. The two young girls who were the helpers were as nervous at the prospect of sailing as were the guests. Wendy was wedged in a corner and was OK but Graham was a problem, solved eventually by putting him in a harness and tying him to the pulpit. This was only partially successful and there was no practical way of holding his bottom down to the cockpit seat, nor of holding his head up. However, we managed, and off we went, although much later than planned. Eventually the ship's company gelled and we had a nice little jolly down the river and back, marred only by the genoa splitting in a sharp gust which forced us to motor. During the sail we were faced with endless questions about sailing and the boat and we discovered the amazing selfless devotion and hard work of the volunteers and the sense of humour of the severely disabled guests.

We picked up our mooring and the guests were taken ashore where we joined them for the barbecue. We were encouraged to help in feeding the guests and I continued my efforts to learn Graham's language. When we were introduced initially I was told he was from Newcastle but every time this was mentioned he got very agitated. Eventually, when I understood his words better, I said "you come from West Hartlepool" - I shall never forget his face at this discovery. Later in the day the guests were made ready for their journey and transferred to the coach with a lot of excited noise and fond farewells and I was left wondering who had benefited most from the experience - the guests or the crews - in our case I think it was the crew!

KEN WALLER
HOO NESS YACHT CLUB

HOO FREEZER

Don't miss it on the 26th/27th February 1994. For those who have never been it is a commercially sponsored event now with a truly National entry - well worth a visit. For those with iron constitutions who want to have a go - contact Ian Parris for entry details NOW!

Whilst discussing future sailing activities with Frank and Pat Christie at Hoo Ness Sailing Club (Frank is a past Commodore of WSC) they mentioned that they had volunteered to take disabled people sailing. The Winged Fellowship organisation who run holiday centres in England were trying to add cruising boats to their activities.

Trudy and I offered our help and as a result, on a beautiful Summer morning we found ourselves part of a group of nervous skippers and crew assembled in Wilsonian Sailing Club's dinghy park not quite sure what to expect. Our instructions were simple, our guests would arrive by coach at 12.30, have lunch, then embark at 13.30 returning by 17.00 when there would be a barbecue. As the boat park is inaccessible by road, the wheel chairs were pushed down the bumpy track by a group of cheerful young (and not so young) volunteers. My initial response at seeing our guests was to run away, most were severely disabled and to see them all together was upsetting. Then it began to dawn on us all the enormous practical difficulties we faced. How on earth were we going to get them onto the boats, how could we keep them safe and secure while they were there? I began to feel very depressed and lunch time didn't help, with so many people being totally unable to do anything for themselves. I was filled with admiration for the helpers, who were mostly under twenty, and had volunteered to spend two weeks with the holiday guests and look after them night and day. Another startling discovery was the amount of love, affection and physical contact which was sought and so freely given by these youngsters.

Eventually we were given a piece of paper with the names of two guests and asked to make ourselves known to them and arrange to get them on our boat. Suddenly, we were no longer spectators, we were involved. Our guests were Wendy and Graham both in their late twenties. Wendy, who came from Essex, had no use in the lower part of her body, she was cheerful and intelligent and chattered away to hide her nervousness at the prospect of sailing. Graham came from West Hartlepool and had suffered severe brain damage in a road accident when he was a child. The only parts of him which were working properly were his right arm, his hearing and his sight. He was obviously bright and had a sense of humour. At first his attempts to communicate with me were just unintelligible grunts but by the end of the day we were making progress. He had no difficulty understanding me and his acknowledgement was a thumbs up or a salute - depending on whether I was giving advice or instructions.

Up at 3am on a Sunday in late October - thank goodness we put the clocks back! Flew from Gatwick at 6.40 am to arrive in Preveza at midday - that's because we've put the clock on two hours - it must think we're mad!

By coach we proceeded across the Levkas Canal by the new bridge into Levkas town and following the canal we stopped at Nikiana to drop off those sailing dinghies at the club there. Following the canal and then coastline we shortly arrived in Nidri for a late, long and liquid lunch followed by a spectacular drive over the mountain to Sivota. By now it was dusk and our fleet of Sunlight 30's awaited us, bows to the Ionio restaurant quay. Peter and I were allocated "Gem" and our stowaway was Andy. Having installed ourselves aboard we then dined very well in the Ionio before creeping back aboard to catch up on some sleep.

We awoke to a lovely morning, warm and sunny with a light Westerly breeze which soon changed to Easterly in the bay - a quirk of nature they said - soon it will be North West. A breakfast briefing followed by a leisurely morning and a midday start - destination Valhi on Ithaca island. In a freshening NorthWesterly (they were right) we sped past Arkudi island and into the Gulf of Molo where at first we lost the wind under the mountain only to find it again at double strength in the channel. In the harbour we moored on the NorthEast quay again outside a Taverna where our meal was preceded by a Punch Party.

Tuesday - 8am briefing - set off at 8.30 out of the Gulf of Molo and on course to pass the Southerly tip of the island of Oxia at the entrance to the Gulf of Corinth. As there was no wind at all we motored all day, seeing a basking shark and two pilot whales at close quarters on the way. Once into the Gulf we left the mountainous Dragonera Islands behind and a large flat and marshy area replaced it to our East. Our destination, Mesolongion, was at the end of a three kilometre buoyed channel through salt pans, fish farms and holiday chalets, some on stilts out in the shallow water. We moored alongside the East quay in the yacht basin with a backdrop of huge gum trees and walked into town. Mesolongion itself was a commercial town with many shops and was very lively in the evening. A Venetian wall and strong Italian influence on the architecture reminded us of the history of that part of Greece, but now it was truly Greek and English was neither heard nor understood. This was a bonus, with no tourists and cheap food and drink.

Wednesday - we awoke to another brilliantly sunny morning, the wind had risen and we were hopeful of a good sail but the destination, Trixonia was up wind and probably unattainable, so we set off to go to Nafpaktos on the far side of the narrowest part of the Gulf. Outside the buoyed channel we ran into huge seas and a force 6 wind which made us retrace our course. In the shelter of the gum trees the sun was hot and the water was warm for swimming and it was good to have a day's rest - maybe the wind would drop later! Any hopes of this were dashed when a yacht arriving later had recorded gusts of force 7 just outside the channel. We now planned an early morning start and went into town to eat well and cheaply, but at 5am the wind was still screaming through the rigging and everyone went back to sleep.

Thursday dawned sunny and warm, but if anything even windier. Gale warnings were issued at 10am for the following twelve hours so that meant another day at Mesolongion. It was a National holiday called Occi in remembrance of the day that Greece refused to capitulate to Mussolini in 1940, there was a parade and wreaths were thrown out to sea.

Friday - the wind seemed lighter and we set off early for Nafpaktos with one reef and a full genoa. After an hour the wind increased, so we reduced the genoa and put in a second reef - there was no turning back this time. However with waves frequently coming right over the boat we decided to head into Patras and not attempt the "narrows" where we would find it difficult to make any way at all. In all it took us five hours to sail the twelve miles to Patras. Once into the harbour it was tranquil and interesting amongst the ferries and warships. On the hill dominating the city was a castle or fortress which looked just challenging enough to require a visit and enough daylight to do it. The club was rewarded with magnificent views of the city and the gulf and on our return at dusk the shops looked marvellous with displays and lighting to rival almost anywhere in the world.

Saturday dawned with the sun still behind the huge mountains of the Peloponese and a clear blue sky. Once up the sun was warm as I set off in search of bread and milk although I was the only one in shorts - most people being more formally dressed. We set off shortly after 9.30am across a calm harbour, our destination Trixonia island twenty miles away. Once round the point we headed onto a force 4, a short chop and a lot of spray as the boat slammed into, rather than over the waves. We took down the main which was forcing us off course and motored near the shore, past all the ferries to the cement works. Leaving the buoy marking a shoal to starboard, we took a bearing on Trixonia, hoisted the main and genoa, and on a close reach made five or six knots with the wind picking up to force 6 we later reached seven knots, reaching harbour by early afternoon. The island was delightful, with vineyards and plantations of almond and peach in a deep red soil surrounded by rocky ridges. Outside of the tiny village clustered around the double harbours were few houses. We ate in the only taverna and a cold North East wind blew all night.

Sunday - up at 6am to leave at first light (6.30am) to sail the 51 miles to Corinth. The wind had backed during the night and we set off on a close reach with two reefs in the main and a full genoa until we reached the open water when the wind strengthened and veered and we resorted to motorsailing on the main, heading into a force 6 with huge waves much bigger than the boat coming from all directions. Later it backed and lessened so we resumed sail until it went light and we rolled around on the huge seas until suddenly we were in a force 6 again, it passed in an hour and we wallowed in a flat (not the sea) calm. Reports from the boats ahead told us they were in strong winds again and reports from Corinth harbour warned us of a force 7 coming. We had a fast sail to Corinth to be greeted by even bigger waves as we entered the shallow water outside the harbour. Help was at hand from the crew of "Flicker", who guided us into harbour and to the quay, where at least the water was level even if the wind still screamed through the rigging and the waves were coming over the sea wall.

Monday and the wind lessened, the sea was quieter and the sun shone. After minor repairs and some shopping we left for the canal after ascertaining that we could pass through without delay. A short journey took us to the Western entrance of the basin and the road bridge was lowered into the water and we motored gently by the green light into the canal. At first the banks were low but before long the twenty five yard wide strip of water entered the near vertical limestone cutting which rose more than 200' through the middle of the canal, it was truly spectacular viewed from a 30' yacht. At the Eastern end was the control building where documents were completed and fees paid in a friendly way

OPPIES IN LONDON



On 6th November 1993, Tom and I visited the Serpentine and raced in a Regatta consisting of three races. Teams from all over the South East raced in RYA boats and tried to attempt to win a magnificent silver trophy.

We started the first race in an inconsistent 3-4, with one inexperienced sailor capsizing before the start. Suddenly the air horn went and we were off. Using my experience in racing I tried to get to the windward side of the line. This was quite successful and I was in fourth place within ten metres of the windward mark, but then four boats came down on top of me on starboard and I ended up crashing into two leaving me with two 720's to do! I quickly did these and promptly rounded the mark. Then the rules went out of the window and boats on port hit me left, right and centre, none of whom did 720's. All of which left me in 22nd position and worst of all, trailing my brother! I went on to finish 14th with Tom 2nd.

The second race was my best of the whole regatta. After a truly breathtaking start (cutting straight up the outer distance mark) I was left with a 50 metre lead going round the first mark. Tom (though I hate to say it) was unfortunate not to come round the mark in second place because eight boats hit him when he was on starboard. Back to me - I held onto my superb lead until the final beat where I was taken on the line by a quick-witted boy who saw a wind shift before me. Overall I finished tenth and although I beat him in two races, Tom finished 4th and gained the best result in the South East. In the adult race (YES, WE ARE STILL TALKING ABOUT OPTIMISTS HERE!!!) the South East made history by taking the title from Thames Valley who have won it every year since the competition began.

Lastly, but not least, we would like to thank our Commodore, John Smith, for his efforts in getting us into this very exciting OPTIMIST REGATTA. Good luck to whoever represents the Club next year, and if you are a young person reading this - come down to the Club on Saturdays and soon it could be you!!!!

Sam Pygall



HANDICAP B

Something for the newsletter Barbara?!?! And you want it by when?!?! But I've forgotten most of last year already - still, let's start with the unpublished results.

AUGUST CUP POINTS

1st	Martin Jessop	Streaker	194
2nd	Mark Bew	Solo	1353
3rd	John Parsons	Solo	3525
4th	Anthony Dewynter	Streaker	1414

AUTUMN POINTS

1st	John Parsons	Solo	3525
2nd	David Vettergreen	Enterprise	20175
	Stan Sprot		
3rd	Colin Treadwell	Enterprise	5568
	Ian Povey		
4th	Malcolm Levey	Solo	3692

The class prizegiving and get-together was held on Wednesday 15th December at Maidstone Sailing Club and many were the subjects discussed. Mark Bew was elected class captain for 1994 and Malcolm Levey his deputy. Three minute starts were declared quick, but better, than the alternative. Glass prizes are good and I've been asked, quite nicely, by my nearest and dearest to attempt to win some of the long stemmed wine variety!

Looking forward to seeing you all at one or other of the work parties.

JOHN PARSONS

FOR SALE

DOUGLAS GILL SAILING BOOTS SIZE 10 1/2 TO 11
LITTLE USED - LESS THAN HALF PRICE £15 O.N.O.

TOW BAR 50 MM BALL FOR FORD FIESTA 1989 - ON
(CURRENT SHAPE) FITTING INSTRUCTIONS ELECTRICS
SOCKET £15

TERRY WRIGHT 0474 812361

in hi-tech surroundings. We were now in the Saronic, our destination for the night was Korfos about 15 miles distant and with the wind on our port beam a four, the water flat, the sun shining we had a cracking sail for an hour until the wind dropped. With a gentle breeze now astern we continued in fading light, finishing the journey using the engine. Korfos had a welcoming light on the quay and we tied up bows-to and dropped stern anchor. It was George's Taverna quay and George was there to greet us and provide an excellent and entertaining meal enjoyed in the company of John and Di the crew of Ghurka.

Tuesday dawned clear and sunny, with pleasant temperature but very light breeze. Some gentle sailing and motorsailing got us to our destination by mid-afternoon, time to explore the rocks high above the town. We ate in a waterfront restaurant, an excellent meal washed down with yet another Retsina - everywhere has a local type of this wine with a different flavour.

Wednesday - being the outside boat we were disturbed early by the hydrofoil "Flying Dolphin". Poros is a fun place to shop and as we had planned to only sail the 12 miles to Hydra we spent the morning at Poros. Leaving by the eastern channel we boat out to the small islands off the headland, and passing between two outer ones we headed on a slow run and reach to the picturesque and interesting town of Hydra where it was overcast and rain fell during the evening. We ate outdoors surrounded by cats, the town is alive with them, rain is unusual on Hydra, the water is brought in by sea in tankers. The streets are narrow and transport is by mule or donkey.

Thursday was cloudy and dull and we set off on a North West course at 9 am with a great wind for the series of tacks we needed, it faded away as we reached Poros and we had to use the engine to complete the journey of 25 miles to the island of Aegina.

Friday, in contrast was warm and sunny, we shopped for presents and food, looked around the busy harbour and market before returning to Poros. We could have stayed in Aegina and gone to Lavrion next day but the wind would give us a good reach and it lasted for thirteen of the fifteen miles. In the calm we swam from the boat until the wind returned from another direction and we anchored at Daskalia for a late lunch and some windsurfing before the exhilarating final mile and a half sail at seven knots on flat water under full sail which was so good that we ran out and did it again! The daylight held until we reached the quay, and again finding a typical Greek restaurant away from the tourists, with good food and free wine!

Saturday - up early, breakfast, leave at 8 am by East channel and on to a reach heading ENE with a fresh SouthEasterly wind strengthening as we reached open water allowing us to reach Cape Sounion in good time, completing the 35 miles in under six hours. We lost the wind as we reached the Cape, enabling us to see and photograph the Temple of Poseidon high up on the headland before a Southerly ran us up the East coast and into Lavrion to complete an eventful journey.

KEN CRUNDWELL



During the first Saturday of October, the House Committee members attended a Basic Food Hygiene course which was held in the Clubhouse starting at 9.30 a.m.

The day was organised by Ken Crundwell for all the House Committee plus outside guests who paid individually. The course lasted until late into the afternoon, during which time we performed a variety of tasks including assessing different types of protective clothing and looking at all the ranges of specialist cleaning equipment for a kitchen. During the day, an executive decision was made by the House Committee that as from next season all members on duty in the kitchen will be required to wear overalls - fortunately we decided that we would not make you don the hats!

We also took part in examining various types of vermin (which to Jean's relief were contained in small glass jars and were also dead!!!). However, one of the unexpected tasks was an appraisal of the Club kitchen area, members will be relieved to know that it did not fare too badly considering its size and lack of up-to-date equipment. Other parts of the course included listening to useful information about bacteria and food poisoning, laws surrounding food preparation and storage, and also answering questions on a variety of subjects such as personal hygiene, food poisoning, food preparation, storage, kitchen procedures and how to organise a busy kitchen.

At the end of the day everyone attending the course had to take a multi-choice examination. This consisted of 40 questions which were reasonably straightforward (providing you had been listening all day!) Results of the examination arrived within a couple of weeks and we were pleased to heart that all members of the House Committee had passed.

Well done to the House Committee members!

Alison McLaren & Jean Bright



▲ DON'T pinch your nose



▲ DON'T eat or chew gum



▲ DON'T smoke



▲ DON'T spit

1993 AUTUMN POINTS

1st	David and Stuart Mason	2357
2nd	Ian Wyatt and Crew	281
3rd	Ray and Molly Fryatt	371
4th	Chris Ashby and Crew	2151
5th	Brin and Jackie Ward	2156
6th	Ken Crundwell and Crew	285
7th	John and Judy Vinson	1263

New Tasar owners: the other light green boat in the dinghy park (985) is now owned by new members Graham and Kay Gibbs. I hope they will enjoy sailing with us and that you will make them feel at home.

Dates for your Diary 1994

Tasar Nationals this year are to be over a long week-end 27th - 30th May at St. Austell, Cornwall. I hope two or three boats may go from WSC. Sarah will crew for me - who else fancies going down? Porthpean Sailing Club is a small friendly club and a smashing place to sail from.

Brixham is the venue for this year's World Tasar championships from 6th - 12th August - let me know if you want more details. Can you all please make a big effort to turn out for our Open Meeting on 25th September. Last year we had 14 boats - let's try for 20 or at least every one of our own boats sailing this year.

I hope we get better sailing this year than last. In 1993 it seemed to be all or nothing. The amount of gear breakage was remarkably low due probably to the fact that when it blew it blew too hard so we stayed ashore. But one grey day it blew nicely (Commodores 3 - 22nd August) Alan Wills can probably remember the sail - it was terrific - thanks Alan! I remember Chris Ashby brook his boom in two on one incredibly windy day when half way up to 32. We heard it break from the dinghy park - or were we in that lovely warm clubhouse? (Thanks Alan!).

FLEET INSTRUCTIONS I am not going to be all dictatorial or bossy and tell you all that you must turn out for the season's first race on 27th March, no - the 2nd/3rd races on 3rd April will do and don't forget to turn up for working parties between now and them - STAND AT EASE - CARRY ON!

SGT IAN WYATT



GRADUATE NATIONAL CHAMPIONSHIPS
(FROM A CREW'S POINT OF VIEW)



BALA (No, not in the Pacific-different spelling!) LAKE, WALES

Sunday 22nd August - some unearthly hour - I peeped through the curtains to see, yes, rain, mist - look on the bright side I was told. Wales, here we come, boat ready, had we got everything? yes, even the kitchen sink. Off we set - hello, where is everybody? M25 free of traffic!! I asked myself why hadn't I stayed in bed, but the promise of eggs and bacon to look forward to spurred me on. We stared ahead for many miles, no scenery to look at except I knew we were in Wales as we had passed the sign - mist, rain and more rain.

Arrived at Bala - found our campsite, looked OK, although brochure did say beautiful, breathtaking scenery, but where? Just mist and rain. We set to, pitched our tent in sou'westers. Am I supposed to enjoy this? Yes, I am told, it's got to get better - Yuk!! Tent finally pitched, now for that long awaited cuppa and attempt to get warm - finally everything (including kitchen sink) shipshape. So off to meet other sailors, with frozen smiles on our faces, to be met with other frozen faces, hands, etc - so this is Summer!

Monday dawned - grey and misty - NO WIND. Must think positively - got down to lake which looked black and hostile - this IS fun!! got boat ready, having seen other sailors tweak this and that - at least it kept us warm. Adrenalin going - put feet into cold water.

Lake Bala being situated in a long valley, is used for (lets scare those sailors) low level strike practice RAF planes, zooming in, deafening you and zooming out!

It was a battle as to who could find that little breeze up to where the course took place, at least we did not go backwards (no tide). One thing I was sure about was that we would not capsize into the black water - until the day that the start was abandoned - yes, you've got it - NO WIND. We were offered a tow, the "helm" leaping about to pick up the tow rope tipped us both into that black cold water. It was sheer joy not having to pull our boats up a long slipway, but only onto the beach at the edge of the lake. Bala is a beautiful place. The Club, food and hospitality could not be faulted - only the weather.

When it was all over, we managed to win the "Ryslip Paddle" - the trophy for the highest points, with no retirements or disqualifications. Even though we came last we did come away with a trophy.

BARBARA SIMS

The problem was big and getting bigger. The Miracle fleet was growing rapidly and so was the number of unmeasured boats. Club rules clearly state that all boats must have a valid measurement certificate - the only answer was to become a measurer even though a backlog of unmeasured boats seemed rather daunting for a novice. Bryan Matthews offered to teach Adrian Linder and myself whilst we measured Adrian's boat, a nice Bell-built boat - a piece of cake! It was until we came to measure the rudder and it didn't (measure, that is). "What do I do now?" "You are the measurer" said Bryan. My first hurdle, but Adrian saved the day by offering to alter the rudder.

So, equipped with the original Miracle measuring equipment designed and built by Bryan back in 1975, we set about measuring the backlog. One boat I measured had the chainplates a few millimetres too far aft, but before I could stop him, the owner picked up a hammer and knocked them into position. I remeasured and the chainplates were in the correct position but the hammering had lifted up the decks so the measuring had to continue the following week when the glue had dried! Nick's boat caused me the most worry. After reassuring him that Miracles always measure - his didn't. We adjourned for a silent gloomy lunch, suggestions regarding planing bits off did nothing to cheer things up. Nick had really worked hard on his smooth paint finish. Sustained by lunch I rechecked the measurements to find that I had misread the tape - joy and happiness surrounded me.

The annual buoyancy test is an event of swollen cheeks, puffed up lungs and from 30 to 40 boats lined up ready to have their tanks blown into. I was once asked to buoyancy test a Pacer. The harder I blew the greater the sound of escaping air, it dawned on me slowly that all three tanks were connected and the air was escaping from out of the other tanks bung holes. So the next time you want your boat or sails measured or buoyancy checked, spare a thought for the poor old measurer - he is only human after all.



JOHN SMITH

LETTERS TO THE EDITOR

Dear Editor,

I am aghast! Truly I am! Change the name of the Club magazine!?

Do you wish battery at the bar, ramming amidships and mutterings among the Mirrors?

When Sam Brookes was Commodore he instigated a competition to name the Club magazine. Among the suggestions were "The Cockham Magazine", "The Willie", "Wilsonian News" and some which, even in today's lax and permissive society, could not be mentioned without bringing a flush to the cheeks of the more genteel and meek members of the Club.

At Committee meetings epithets and expletives were shouted by hoarse voices; contorted faces glared at each other long into the night and early hours of the mornings and threats of dire consequences and damnation were heard.

The Commodore (now enjoying a well-earned retirement from professional and commodorial duties) finally relied upon the good old British compromise. Ditch all the suggested names and meet everybody half-way, but half-way between what and where.

Light dawned, or should one say 'flashed'! The two navigation buoys nearest the Club? Buoy 31 and bouy 32. Halfway between, simple, 31 1/2!! Honour was satisfied and all around peace reigned.

Sam would not wish to return to referee another bout of name choosing; most of the Committee members of those days are now too old to engage in verbal fisticuffs once more and, anyway, one verbal mauling is enough for most civilized people.

So, please, for the sake of peace and sanity, ignore all fresh ideas for a change of the magazine's name. Let the title 31 1/2 live on as a memorial to English eccentricity and the long forgotten art of compromise.

Yours sincerely,


Clive Grindley

LETTERS TO THE EDITOR

CALVIA, MALLORCA, SPAIN
OCTOBER 1993

Dear Barry and Barbara,

Thank you for another interesting newsletter and request for an article. It has indeed been on my conscience since we received the last one, waiting for us when we returned from Sardinia in mid-August.

This Spring Geraldine was in England helping David to sort out his house before starting work for Boeing in Seattle. Consequently we didn't set off until mid-June for a short cruise to Sardinia and Corsica. Our longest hop was from Menorca to Sardinia, 190 miles, but because I was impatient and didn't wait for a fair wind, we sailed 230 miles taking 53 hours. We spent ten days working slowly North to Ajaccio, the capital of Corsica, to pick up our 18 year old nephew, Rolla, who stayed a month while we cruised round the attractive unspoiled islands in the Bonifaccio Straits and Costa Esmeralda of Sardinia. After he left for home we potted on down the West Coast of Sardinia, which we hadn't explored before and then back home to Mallorca via Mahon.

Getting back early this year allowed us to enjoy some of the summer here for a change and to get out our ski boat, which had been languishing in store for the last three years. Having cruised what we believe to be the nicest parts of the Med in the last four seasons, we decided to sell Poppidos and do something else for a change. With both James and David in the States, a trip over there in a camper seems attractive. We were lucky that the first clients to see her snapped her up within a month of our return.

The article about the Tall Ships race in Arethusa reminded me that David recently saw the old Arethusa in her berth in New York. Mark seems to be enjoying his Solo, Are more Willies getting to Nationals these days? Although you don't seem to have the turnouts we used to in the seventies, the Club seems very active with Saturday Club activities and the Frostbite Series - it must be damned cold - it is already wetsuit weather here.

ROBIN MUSTERS

(I am sure lots of WSC members remember Robin who was at one time Sailing Secretary and Commodore from 1978 - 80 and Geraldine who taught so many of the present Club members to sail back in the late 70's and early 80's).