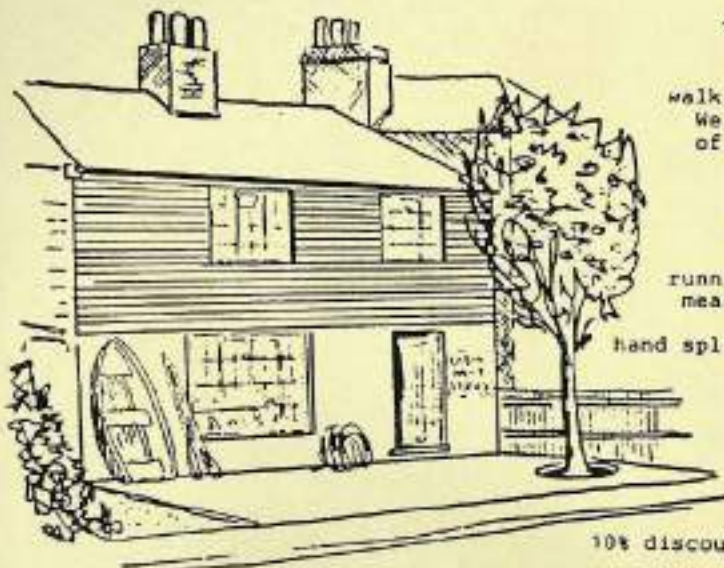


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## THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 50

MAY 1994

### FROM THE COMMODORE

At last the sun is shining and sailing is not a question of being frozen whilst you cling on for dear life. People new to sailing must have really doubted our sanity over the last few weeks.

The Club recently held a new members evening and the success of this, as in so many other Club functions really demonstrated how lucky we are with our House Committee. Thanks to them the 10th birthday party of the Clubhouse was a great, if slightly damp, success. Ten years ago Bob Jones was Commodore and I was Secretary which shows that things do change but not always in ways we can foresee.

It is often said that it takes a crisis to find out who your friends are and certainly when things got hectic a few weeks ago with our safety boats fully committed, it was very reassuring to have members of Hoo Ness Yacht Club helping several of our boats who were in difficulty. On behalf of the Club I should like to thank them for their kind and prompt help.

We are pleased to have a scout group join the Club and I am sure you will all make them welcome. Finally, to all new members, if you haven't started sailing yet, please do and don't be shy about asking for help.

JOHN SMITH

## THE 1994 RYA NATIONAL DINGHY SHOW CRYSTAL PALACE

This year's exhibition took place on 5th/6th March, and from all accounts a good number of our members both past and present visited the show. As usual we were exhibiting in Hall 3 along with other Clubs and Class Associations.

The show organisers came in for some criticism for allowing some of the larger, non-RYA approved classes, not only to exhibit, but also to take up a considerable amount of space at the expense of traditional class stands. A special meeting was held on the Saturday evening, when various viewpoints were discussed, including moving the show to another venue. For our part we naturally hope that it stays at Crystal Palace as it is the showcase for our club and our main public opportunity to attract new members.

May I take this opportunity to thank all those who kindly helped with the setting-up, manning and dismantling of the stand and especially to David once again for providing a further supply of photographs.

JOHN TALBOT

### VOLUNTEER FILM-MAKER

Is there a WSC member, a members friend or relative interested in the club, possibly a non-sailor, who would like to help us be making a new club video? The aim would be to film various aspects of the club throughout the season, both on land and from the rescue boats, so that at the end we could edit the material to about 20-30 minutes.

If such a person can be found they do not have to be a club member. You may know of someone doing a Media Studies course at school, or a Scout or Guide working for a proficiency test who would welcome the challenge without having to provide their own materials. Should you have any thoughts on this subject please get in touch with me as soon as possible.

JOHN TALBOT 081 302 8112



Saturday 7th May was the 10th Birthday of our Club House. It does not seem like 10 years ago that we were given the luxury of a shore based toilet and changing rooms. We joined the club about two years before and believe me this club house was very much appreciated by me.

Saturday was a very wet day, although it was still warm, the rain did not dampen anyone's spirits. We arrived at the club about 1.30 pm and started to get organised. Ann was busy getting the food ready for the BBQ, while Jane and Colin Treadwell began to inflate the bouncy castle (not personally)! Flags went up around the compound and the men were desperately trying to erect a tarpaulin over the BBQ. Ian and I started to arrange the SMASH THE CROCKERY for the children, this was to get rid of all the old pottery prizes that the club has not managed to give out over the last few years. This seemed to be a big hit! with the children - especially the older ones (Neil and Sarah). The rain started to come down about 2.30 pm and became heavier as the afternoon wore on, but did not stop the children taking part in Adrian Linder's ALPHABETICAL TREASURE HUNT (free education thrown in with your membership fee).

All the children played happily on the bouncy castle. By the time we decided to pack up for the night (about 8 pm) they were all well and truly soaked to the skin but very happy.

These are some of the memories amongst many sparked off by this month's club magazine - why we used to shout "scov" for the ferry boat to the barge - stalling the engine of the tin ferry on the ebb when testing at Salcombe in February - protesting out 36 boats in the Commodore's of August '76 - June '77 (1/40+) - a windy National 12 trial day and falling out of the back of a "Paper Dart" in Gillingham Reach through sheer exhaustion (the look of surprise from crew David Churchill!!) - sailing the Mirror to Leigh-on-Sea in a group of Willies dinghies (Ray Blyth's GP included) with escort cruisers from HNYC and trying to sail borrowed OK's in a blow - and so on.

I put a lot into sailing and the Willies and have a lot to thank them for.

BRYAN MATTHEWS



It had been decided at the last few committee meetings that each fleet would put up a team of six and they would run two team games per fleet. This unfortunately did not amount to much. The G.P fleet were the only ones to turn up with a complete team but Ian managed to persuade a few other club members to take part in the games which followed. The first of these Silly Games was THROW THE EGG in which one person throws the egg and another has to catch it intact. David and plane were doing really well until David decided to throw a cracked egg which scored a direct hit on Diane's head (egg is a very good conditioner). Colin and Neil managed to get the furthest distance between them before dropping the egg at the last minute. Ian and Sarah Wyatt seemed to be having just as much fun throwing the eggs at each other and not bothering in catching them.

The second game was rowing the Bubble around "Speakeasy" and around "Leander" with odd oars, which took a long time to complete and the rest of us started to have our tea. The BBQ was a great success and I would like to thank the House committee for putting on a very good spread.

After eating, the third game was a CHARIOT RACE which was hard work for Derek Cummings as he had to push a wheel barrow with Sarah Wyatt and Claire which I dare say is not easy as Claire weighs 3 stone 7 pounds. By the time this game was over the dinghy park was beginning to look a little muddy to say the least. The last game was a SCAVENGER HUNT which had three teams dismantling the club (at least it lasted ten years) looking for various items.

Everybody who took part in the games had fun and a few comments were made that we should try to do the same type of thing every year. Your comments on this would be gratefully received!

Have Fun.

DENISE PARRIS



# Happy Birthday



# ON THE HOUSE....

1994 has started as a good year for social events. The Welcome Evening was a very successful evening enjoyed by all those attended, many making new friends and 'catching up' with those not seen since the end of the previous year. Despite the torrential rain, the Birthday celebration was attended by a 100 people for the barbecue.

Events for the rest of the year are:

## EVENING RACE AND BARBECUE

Saturday 11th June 1994  
Race at 6.00 p.m. followed by barbecue.  
Bring all the family to this event  
Tickets: £1.50



## MEDWAY REGATTA BARBECUE

Saturday 9th July 1994  
This will be at WSC  
Tickets £1.50 Adults £1.50 Children



Events to be held at other clubs during Medway Regatta are:

7th July Open House, Upnor SC from 7.00 p.m.  
8th July Live Duo AS-IF/Cold Buffet MYC £10 7.30 p.m.  
9th July Disco MYC from 8.30 p.m. £5  
Joint ticket for Disco & WSC BBQ £7.50



## FIREWORKS/HALLOWEEN PARTY

Saturday 5th November 1994  
Bonfire to be lit at 6.00 p.m.



This family event is bonfire and fireworks followed by supper and games for the children.

## DINNER AND DANCE

Saturday 19th November 1994

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

For further details of any of these events please contact me on 0322 228251.

ANN HEATHER

We wandered farther afield with the Miracle, visiting Eastbourne and Ullswater for Area and National championships, getting some quite good results and enjoying the vice free characteristics of that lovely little boat. Sam Brookes would often tell of the occasion when his Miracle (crewed by Mike Pickett) was the only survivor of a Barclays Bank Open Meeting in the Bristol Channel, all others being wiped out in survival conditions. Sam and I served on the National committee for several years until the spinnaker was imposed upon the class by Vic Shaw of Mirror Group Products as a bid to increase falling sales. Alas, the dinghy decline was already upon us - but that's another story.

Incidentally, it's nice to see old "Eggbeta" back in the club now - does it have a new name?

Dinghy-wise, my short affair with the Comet may be remembered but I still thank it is an exceptionally good little single-hander but I really wanted to get Cats out of my system before I hang up my wet boots. So, four years ago, Daryl invested in a Dart 15 and I bought a 12 (since that is easier for the old man to load onto the car-top single handed). Unfortunately catamarans have a reputation for taking up a lot of space and for being difficult to manoeuvre in tight spaces - both untrue in the case of the smaller Darts - and I had to forgo racing at the Willies after some 26 years. I miss it terribly. We now live a nomadic catamaran life and only visit the Medway occasionally when the tides are right at Hoo. Of course, there is still No 46 on the moorings just off the club, our beloved Shrimper "Maybird", which is yet another continuing tie with the Willies since we also turn out for the Dorton House and Winged Fellowship events. I agree with Ken Waller, those days are most rewarding and humbling and we also sometimes wonder who benefits most.

Mike Pickett and I don't always just potter around the Medway. Sometimes Maybird gets the bit between her teeth, having been down to Cornwall for the Nationals on several occasions. First in 1981 when we got a 4th/15 and last in '92 with 10th/41 at Plymouth. At the first National gathering, racing was introduced as "... a friendly affair...nothing too serious you understand ..." but on the water it was quite different! We learned later that the crews included several who "knew a thing or two" (ourselves included) together with ex-Wayfarer and 505 champions! We actually won a race in '87, appearing round Ferry Point at Rock on your own, only to be greeted by a local with "Oh! I thought you had retired". The Shrimp has also been to Holland on the trailer (don't you trust us? from the Sally Line crew) to Loosdrecht and then sailing around the IJsselmeer where conditions are ideal - no tides and never more than two hours from a friendly mooring and bar.



Sailing skills improved rapidly in the keen competition then available on the Medway. Hoo Marina (now Hoo Ness YC) could turn out large fleets of Enterprises and Mirrors and the inter-club "needle" matches were really something else! 20-30 Mirrors the norm. The Marina Club used to host an Open Meeting and Mirrors competed for the Kentish Times Trophy - in 1966 26 boats entered (I came 4th) and in 1967 there were 32 entries with a 2nd place (getting better!) I finally "arrived" on the racing scene in September '67 with a win in the Willies South Kent race, a drifter taking five and a half hours for a shortened course to No 16 buoy.

1971 was the peak year for the old Mirror with wins in the Spring points, Whitsun Cup, South Kent and Single Handed Series but this was all to change with the arrival of the Miracle (No 780) in 1976. Now off the Willies Committee work I became involved in the Miracle National Committee as Chief Measurer, hence John Smith's reference to me and my measuring kit in January's issue, and sail training. Bob Bond had not then written his manual or organised the sailing curriculum and the first we heard of it was an invitation to send a representative to a "think-tank" meeting at the Little Ship Club in London. Clive Grindley, then Commodore I think, decided it was right up my street! Thanks Clive, I still owe you one. There followed all sorts of interesting developments from Instructor training development at Coves (Bob Bond chasing me down the Medina in his famous power boat shouting "you're supposed to be doing the exercises" while we were in a heavily reefed Albacore and planing away from him in near gale conditions.)

The Medway Coaching Group was formed and the Willies was one of the first clubs outside the "educational establishments" to start formal RYA approved training. Perhaps Ray Blyth will remember the instructors course we ran at Sheppey when about 10 pairs of "prospectives" were to demonstrate man overboard drill by picking up the usual soggy plastic container. Someone decided it would be much better to do it for real and leapt overboard followed by all the other crews. It was only then we realised what a large swell was running and chaos ensued! It's a wonder we weren't all failed on the spot. It is really pleasing to see the training continued and extended to the very young folk. It is a substantial investment of time and energy by your senior members but it has certainly proved worthwhile in producing the club's close-knit friendship, safety and racing records. No-one can adequately describe the satisfaction of taking someone who is terrified of stepping into a dinghy and coaching them into actually sailing one by themselves with confidence and safety in a couple of weekends.



## FROM THE SAILING SECRETARY.....

Hopefully by now you have visited the outlaws, got christenings out of the way, done the decorating and are ready to start sailing.

### ANOTHER ONE BITES THE DUST

Unfortunately that description describes the start of the season, so if you have been a bit late blowing the dust off the boat before bringing it down the club you have probably had a lucky escape. However the first weekend, although forecasted for strong winds which did not materialise, 13 boats had a good race in a SE 3-4.

### ICE BREAKER RESULTS

1st	Fireball 14042 "Freddie" Ian Farris & Neil Ashby
2nd	Laser 130106 Simon Coppen
3rd	GP14 12448 "Bad Manners" David Fry & Derek Cummings
4th	Tasar 2357 David & Stuart Mason

Preparation is well under-way for the forthcoming Open Meetings and Medway Regatta:

Firstly class Open Meetings. This could be your opportunity to try sailing a different class of dinghy, so if you would like to try a GP14 or Miracle dinghy on June 12th contact David Fry or Graham McLaren. Alternatively if you fancy your luck in a Tasar or Laser on September 25th then Ian Wyatt and Peter Belcher are your men. Obviously we are not forcing people to lend their pride and joy, if they are unable to attend themselves, but we are hoping to get as many on the water as possible. Don't worry about there not being enough prizes, we have a new Treasurer so I have ordered loads of those nice glass prizes. Just picture yourself drinking from your WSC Open Meeting Winner engraved trophy at the bar and being the envy of your friends!

Medway Regatta - just a reminder that this event is July 9 and 10th. This is very much an unknown for us this year with having an external sponsor providing freebies and major advertising, and our aim is to break the 50 boat barrier from WSC entries and if you win the glassware you can pose with the lot above.

Sticking with the glass prize theme if you have won a prize (see Fleet and Sailing Sec's notice boards) what would you like it to be? The automatic selection will again be Pint glasses for the gents and Wine glasses for the Ladies. Requests in writing for either of the above or a Whisky glass and I will do my best.

Although it is some time away please consider our Frostbite series which runs from October 30th to December 18th inclusive and comprises 15 races. The Frostbite series will be an Open event again this year with its own prizes and will cost you £5 for an early entry, that is before the 1st October and £10 thereafter. Early entries very much help compile the duty list and incorporate our visitors into it. PLEASE PLEASE ENTER EARLY, YOU WILL NOT ESCAPE DUTIES BY BEING LATE IT WILL JUST COST YOU MORE.

IAN FARRIS



# MIRACLE TUNING



In the Miracle fleet we often discuss the minutiae of tuning after a race; but how do you know if you're anywhere near the optimum setting in the first place? You can take measurements from other boats but they don't always work for your boat and in any case it all depends on the sails you have.

I think it is more important to set up your own boat to suit your particular set of sails than to follow a set of figures. Having expressed this opinion I've now got a new boat of my own to set up. This means I am going to stick my neck out and write down my views.

You will need to have a wire jib halliard with a highfield lever, telltales on the sails and adjustable shroud plates. After this, all that is required is a fine day with a nice wind. There is no truth in the rumour that pink go-fast stripes are essential!

## Mast Position

Where you place the foot of the mast in the boat affects how bent the mast will be. The mast is located by the foot, the mast gate and the point in space at the hounds. Normally, once the rig is tensioned there is a space left at the front of the mast in the mast gate. This is taken up when the kicker is applied, thus bending the mast a bit in the fore/aft plane. Many sails made now require a straightish mast so you only want a little space. If your sails have more luff curve (like Holts) you want the mast to bend more, so place the foot further back to increase the space between the mast and the gate.

## Mast Rake

Place the jib fairlead as far forward and inboard on the side deck as is comfortably within the measurement rule. Hoist the sails as normal, with enough tension on the jib halliard to require a fair effort with one hand to close the highfield lever.

Sail closehauled and luff gently. All three jib telltales should stall at the same time. If the bottom one stalls first, increase mast rake using the shroud adjusters. If it is the top one that stalls first, lessen mast rake. My preference is for when the top one just stalls first.

## Mast Bend - Spreader Settings

Again sail on the beat with the jib telltales just lifting. Have moderate kicker tension (so there is room to increase tension in stronger winds and let it off in lighter winds). Tighten downhaul just to remove wrinkles and pin the mainsheet in tight.

Look at the telltales on the mainsail leach. If they all flow easily, you are losing power and pointing ability so angle the spreaders a bit more forwards. If they are all stalled, angle the spreaders back. The optimum setting for the Miracle is, I think, when top and bottom flow but the middle is just stalling.

# MIRRORS MIRACLES AND MORE .....

It was lovely to hear old Clive bleat again! But he is quite right, you know, even an active forward-looking club like the Willies should not abandon its past entirely. These little things give the club character. You just have to explain things to the new-comers occasionally - a small price to pay. With both Clive Grindley and Robin Masters contributing in January, I became quite nostalgic and the memories were plentiful - all happy ones I'm glad to say!

I first visited the club in the summer of 1964 as a guest of Don Rowe. His dear old Enterprise "Katie" was my introduction to sailing on the Medway, but I wanted a boat of my own and having joined the club in August, set about building a Mirror from a £66 kit during the following winter. Easter Egg (No 3688) was launched at Hoo the following Spring but our first race was at Hastings in a Mirror Novelty day competition (they were organised at various seaside resorts as a promotional stunt). It blew up and getting ashore was a bit hairy - we had to go to the assistance of some poor bloke who crash landed and cut his head on the boom end. I found out many years later that it was Mike Pickett, your Treasurer through the 70's. Mine was the second Mirror in the club, Ernie Smaldon's being the first, both in a handicap fleet including a Signet (?) and an International 14. Club racing for me started in August '65 after a period of crew training (Margaret, Paul then aged 5 and Daryl just 2 years old!) I can still remember the reason for retiring from that first race - wrong way round 30!

More involvement followed and I was only allowed to be an Ordinary Complaining Member for a year. Committee membership in '66 followed by 4 years as Sailing Secretary during which measurement of Mirrors was undertaken and other associated activities. Amongst these was organising the first "club" stand (i.e. the first of any clubs and the only one that year) at Crystal Palace - what year was that? My old Easter Egg was the main attraction followed by others in subsequent years, such as Chris Westwood's tunnel hull Moth. At that time the club was growing rapidly as was the sport of sailing nationally and the Sailing Secretary was responsible for everything to do with "sailing" including Dinghy Park organisation, Sailing Programme, liaison with Medway Conservancy (useful when the moorings sank! They didn't charge for odd jobs in those days - definitely not "market driven"), pontoons, rescue and ferry boats, etc etc... Busy, busy, there were plenty of boats to look after - the Laying-Up Cup of 1969 had 44 entries.

boating for free, but how do we find them? Perhaps postcards in local newsagents or small ads in local papers. If we could find say 3 coxswains we could provide a crew to accompany them each weekend, but it would give us this continuity and experience that we need. While we are at it, perhaps we could find a race officer too - no that would be too much to hope for!

As for the boats themselves, the RNLI use rigid hull inflatables for inshore work, and these are probably the best - I was rescued by the Gillingham or Chatham Diving Club some years ago who also have one, and I can remember that it was very easy to get into and gentle when rubbing up against your dinghy and you get between them. However, they are very expensive, to purchase (a 16 ft Class D is £11,000) and maintain and demand a lot of skill to handle properly. Our two displacement safety boats are slow, but re-engining them soon may improve this substantially. In addition to being safety boats they have to lay and retrieve marks and moorings then act as committee boats and training vessels and do all this cheaply and reliably. Sensible deployment and positioning means that they do not have to race the fleet around the river and I have seen one safety boat tow six boats home in dead calm conditions against tide - perhaps her bottom was clean and her motor in good nick.

I said these were ramblings and so they are. Does anybody else have things to say on this topic or anything else for that matter - have a ramble on like me. See Barbara Bew and get it in print here!

IAN WYATT



Like this, the last third of the mainsail looks to be parallel to the centreline of the boat. (You will find that your spreaders may deflect the shroud forward or backward, depending on the cut of the sail.) You may have to alter the outhaul and downhaul settings to get the telltales right.

Spreader length depends on crew weight. Light crews will have the spreader just pushing the shroud out. Heavier crews will have longer spreaders which makes the mast stiffer sideways.

This procedure should put your Miracle in basic tune, although you may need to repeat a few stages. Then you can make smaller adjustments with sailing experience.

This is a combination of my own views and bits from articles in Halo, the Miracle Association magazine, over the years. Unfortunately the really tricky bit comes next - steering the boat in the right direction! If anyone could write a guide to this I would be very interested.....

Paul Absolon

Miracle 3737



#### PURSUIT RACE IN AID OF THE RNLI

25 boats had an ideal day for this annual event held on May 2nd which raised £125 for the RNLI. With a steady Easterly force 4 it was going to favour the trapeze boats, however the early starters held off the faster boats for the initial long lap down and back up river, making rare spectator interest of the closing laps held in the reach just in front of the club house. With the early leading Miracle of Paul Cussen's being overhauled by the fleet of GP14's and a Fireball just as they approached the club. The real battle of the race then being between the Fireball of David and Fiona Tozer and Jon Hill's Contender, the latter finding the short laps off the club suited the Contender and steadily gained on the Fireball making for a very exciting finish. In the final seconds the Contender just got in front of the Fireball to take the finish gun.

Results Pursuit Race: 1st Jon Hill Contender 510 (Bough Beech SC) / 2nd David & Fiona Tozer Fireball 14175 (WSC) / 3rd Steve Gibbins & Chris Swift Fireball 13128 (WSC) / 4th David Fry & Derek Cummings GP14 12448 (WSC) / 5th Brian Warwick & Ray Blyth GP14 13265.

Morning Scratch Race: Fast Handicap Chris Mason Laser 102615 (WSC), Slow Handicap Paul Cussen & Catherine Palmer Miracle 1336 (WSC).

Congratulations to all who took part and ran the day with special thanks to the Scouts for providing such an energetic beach party, which made for a very efficient day.

IAN PARRIS

# LETTERS TO THE EDITOR

The Editor - 31 1/2  
c/o Mr. B. Bew,

Many are the happy memories I have of the W.S.C., at the time I joined in the late 60's when it was known as the OLD Wilsonian Sailing Club. Having been interviewed and accepted for membership I subsequently thought that a medical examination should have been included, for, in those early days one parked the car at Hoo Ness, unpacked, and then lugged all the gear along the beach. Should it be High Water this meant a trek through the woods. On arrival at the dinghy park rigging the boat would sometimes disclose a missing item that had been left in the car, so, blaming the children or anyone else, it was a repeat journey. The coming of the new car park proved a great relief to aching muscles (sales of Sloans Liniment in the S.E. must have dropped alarmingly!) and as for the installation of a real telephone, kept in the starting box, well.....

At the end of the 'season' many were the working parties, I still wonder how many tons of concrete were made and poured. Does the mixer that gave such stalwart service still exist and function?

I smile when I recall the day when I was pressed into crewing a Fireball. The wind was really blowing and after being used to sailing a Mirror, the Fireball seemed like a guided missile. At one point we were crossing from 30 to 31, on port tack and the most exhilarating 'plane' I'd ever experienced. Getting nearer to 31 I saw a racing fleet rounding 31 coming towards us all on starboard! Shouting this information to the helm I wondered what his action would be. I soon found out, he bellowed 'out of control', I've never seen a group of boats open up so quickly whilst we roared round 31 with only inches to spare.

I also remember a friend of mine, who at the time was racing cars at Silverstone, but wanted to try this 'sailing lark'. After taking him in the morning to show him what he had to do, we decided to enter the Mirror for the afternoon race. From the start it was a downwind run top 31 and all the boats were close together at this stage, my 'crew' then realised and exclaimed - "you've no brakes on this thing!" We did finish the race without any incidents and on the way home he asked me what maximum speed we had reached, when I replied 5 mph he couldn't believe it.

## MORE THOUGHTS ON SAFETY BOATS .....

This topic appears to have raised its head in a big way recently and the following are some personal ramblings for your consideration.

The biggest contribution to your safety and that of your crew and boat is your own choice. It is your decision whether to go sailing or not. If there is no wind at all, or if it is blowing force 5 out there, or if it is forecast to blow a 5 later, you are the one who decides to risk it or not. Do not assume rescue will be at hand to provide you with a personal service to return you when you wish. If the club had six safety boats, a lot of other casualties, mishaps, such as ropes around propellers, running aground, or plain mechanical failure may mean that there will not be someone to attend to you the moment your masthead touches the water, or for perhaps an hour or two more. Wearing the correct clothing, or taking it with you so that you can put it on if required is obviously advisable.

The WSC safety boat 'service' is not the RNLI, it is voluntary - but there the similarity ends. The RNLI train incessantly throughout the year, in bad and good weather, but in carrying out rescues they still sometimes damage boats and equipment and suffer ropes around propellers, etc. How many of us can really say that we are expert and experienced in all wind, river and weather conditions and can always make the right decisions when dealing with all kinds of situations. The chances are that our safety boat crew will not have encountered those precise set of conditions before - they are not experts, so be tolerant.

I think that the club should not start racing when the windspeed exceeds say 25 knots or so. Those organising our sport should show responsibility, otherwise the Government under pressure from organisations (not least the insurance companies) will force regulations upon us (it is happening abroad) and it will cost us dearly. Incidentally, when I say 25 knots of wind I don't mean the wind experienced in the boat park where it is sheltered from West through North to the East, but as experienced out on the river beyond buoy 31. Perhaps we should send a safety boat out there and should buy an anemometer for this purpose.

Perhaps before any club member is given a duty in a safety boat they should have to complete a course and be able to give the duty secretary the course number or their 'certificate' number - without that proof they can only do shore duties, but remember, just because they do the course it does not make them ace coxswains. The best solution is to have permanent safety boat personnel, we partly achieved that about 20 years ago when the father of one member manned our one safety boat every weekend. I am sure there must be some retired people living fairly locally who would love to take the helm of a motor boat each Sunday and get their

TO RESCUE BOAT, OR NOT TO RESCUE BOAT  
(with apologies to the Bard)

That is the question!!!

On three occasions during the 1993 season I noted that rescue boats were back on moorings whilst there were still boats out sailing or even racing. Extrapolating that for my poor (25%) attendance probably means that there were some dozen such occasions in the season.

An accident is sometimes defined as the coincidence of a number of otherwise separate unconnected events. This is well illustrated by the Lyme Bay disaster when several youngsters died in the canoeing tragedy:

Strong NW wind (off-shore and probably not obvious in the shelter of Lyme harbour)  
No rescue boat out with group (moored up in harbour)  
No check out or follow up after elapsed time expired  
Inexperienced group under training  
Inadequate equipment

A change in any one of these may well have averted the tragedy. During our 1993 season there were cases of early stages of hypothermia in which action by our rescue boats prevented anything more serious happening. The Club normally provides rescue boat cover for designated sailing periods. In the event that an accident occurred and rescue boats were not in operation "when it would be reasonable to expect them to be", what a burden Club members would carry.

Why do I write these notes? Purely to provoke thoughts and generate discussion on the responsibility we as Club Members have for each other when carrying out our allocated duties.

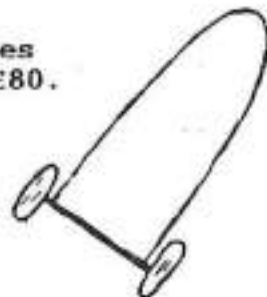
R.S. Tibbs

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Tall slim fit. Used 5 or 6 times  
Will require new seals - hence £80.

Launching trolley - £35

JOHN TALBOT 081 302 8112



What happy days they were, the Sundays seemed sunnier than now and sailing was certainly cheaper, I recently came across the receipt for my Mirror Dinghy kit - £72.10s! Having been retired for a number of years we now live on the Kent coast and on some Sunday mornings I stroll along to the local sailing club and watch the races. They have triangular courses which makes me appreciate the Medway with all its changing scenery.

Finally, my thanks go to the club and its officials for providing such happy years and feel sure the W.S.C. will go from strength to strength.

MICAWBER



## TRAINING NEWS

The Level 5 course is behind us and was a success despite the weather playing havoc with the programme. The course members not only had to demonstrate their skills at rudderless and backwards sailing (whilst smiling) to the RYA Area Coach but those wishing to become Instructors also had to do their assessment at the same time. This ensures a steady flow of new instructing talent for the Club which must be a good thing. Thanks again to Barbara Sims for her efforts to keep us all fed.

Should we run a Level 2 course later in the season it would be stretching our resources but if members want it I am sure we can respond. If you want to know what is involved, have a look at the syllabus in the RYA logbook G4. We need to know how many people are interested, so talk to Tom Sims if you want this course.

Saturday Club for younger members started with a great turnout on 14th May once again ably organised by Martin Jessop. If you are a young member and want to join in, talk to Martin or John Smith.

Barry Bew

# LETTERS TO THE EDITOR

(Letter to Editor Terry Wright May 1984)

I was intrigued by your thought that the Club magazine might have a new name now that we have said cheerio to the dear old barge. It took me back to the time when I was Commodore and we first identified the need for a magazine. We had an Editor, contributors and an offer of production facilities, everything in fact - except a name. We published the first issue without a name but included a competition for the best suggestion from the membership and awaited an avalanche of inspired entries to arrive, but alas the response was disappointing. I think it was Bob Skene who came up with the mind-blowingly simple "The Wilsonian Sailing Club Magazine". Although he won the prize for this and we could not fault him on accuracy his idea seemed to lack sparkle! (Other entries included: Cockham Messenger, Medway Mainsheet, Masthead and Mainstream). The cover drawing which we still use was sent in by David Hollingum, a commercial artist (still being used in 1994: Editor).

The search for a suitable name continued until in desperation 31 1/2 was suggested as the best way of saying where we were with a nautical flavour. At the time we did not measure whether or not the barge was precisely between the two buoys or even take two surveys (one at high tide and one at low tide) in order to rename the Magazine say "31.525/31.527". Another tack to have taken was the geographical line and acknowledge that the Club is based on Cockham Reach. Remembering that things at the Club do not always go as planned the Magazine could have been called "Cock-Up"!

Enough of these flights of fancy - please don't take the above too seriously. It is not for me to suggest that the present name remains both appropriate and unique but if I don't say it there are others who will. The most important thing is for the Magazine itself to continue as a forum for discussion and information about the best dinghy sailing club on the Medway. Keep up the good work!

SAM BROOKES



## MEDWAY ESTUARY/SEA CRUISE

A cruise is being organised by the Wayfarers for anyone who would like to join them on 16th and 17th July for a trip down river to Whitstable and return up through the Swale the following day. Subject to weather conditions the cruise will leave Wilsonian Sailing Club at 8.30 a.m. on Saturday 16th July. There will be no powered escort vessel so each boat should be self-sufficient. There will be a lead boat and another bringing up the rear both with radios and the group will sail in close proximity.

Wilsonian clubhouse will be open from 1600 hours on Friday 15th July with facilities for cooking a light meal. Breakfast will be available on Saturday morning. For more details see the Club notice board or contact:

BRIAN WARD



### DONE YOUR SPRING CLEANING YET?

If you are fed up with tripping over the sailing gear that junior has grown out of (especially buoyancy aids and waterproofs) then why not consider donating them to Saturday Club so that they can be used by youngsters sailing for the first time.

It may just be possible that some members are not familiar with Saturday Club. It is when the young members get to learn to sail in Optimists and progress through the RYA Junior Log book syllabus in the safe hands of one of our club instructors who gives his time every other Saturday to foster tomorrow's WSC sailors. See John Smith or Martin Jessop for more details.

# HANDICAP A

Welcome to the new season - be it now 10 weeks on! I know it is hard for some of us to get back into the habit of going sailing on Sundays, but I am sure it can be negotiated with the other halves!

Handicap A or is it? Apart from the Laser/Rad and Contender, the rest of the fleet is made up by the Fireballs and Wayfarers. Sailing appears to be within the classes and not between them. That is, except for me as I still have trouble catching the Wayfarers. It would be nice to see some more Contenders sailing as they are now an accepted boat in the Club.

The results of the Spring Points series are as predictable as ever:

1st Ian Parris	4th David Tozer
2nd Brian Lamb	5th R. Pearson
3rd Brian Ward	6th J. Tyler

How about a few more boats out for the Summer Morning and Afternoon Series?

A note: On Friday 3rd June I propose a Nog and Natter at the IVY LEAF PUB in DARTFORD from 8.00 p.m. onwards for anyone interested. See you on the water.

RAY CRADDOCK

# HANDICAP B

The sailing season is now well under way and so far it has been a case of survival of the fittest. The results to date:

## EASTER CUP

Cancelled - adverse weather conditions.

## SPRING POINTS

1st Mark Bew	Solo 1353
2nd John Parsons	Solo 3525
3rd David Vettergreen	Enterprise 21075

Conditions appear to have kept all but the dedicated nutters off the water this year. Now the Summer is (hopefully) here, let's see you all out there to challenge the regulars, especially those who have been "shopping" this winter.

See you on the water.

MARK BEW

# HOO FREEZER

Having never done the Hoo Freezer before I didn't know quite what to expect, so Saturday morning a few of us strolled along the beach, pebbles, ruins, mud and anything else that lay between us and Hoo Ness Yacht Club and signed in. We took our rubber bands and waited for the briefing. Half an hour later - still no briefing, so we decided to tackle the walk back to the clubhouse to get changed and launch the boat. There were only about 40 boats out for the practice race but it was soon obvious where the serious threats were coming from as my helm soon found out (was mainly my boots in his back). So we completed the course and finished nineteenth and with the adrenalin still pumping we headed home and got changed. We'd just finished packing the boat away (about half an hour later) when the GPs arrived back at Wilsonian smiling - well they did complete the course.

Sunday arrived and again we ended up at Hoo Ness, wet, muddy and out of breath, only to find that some (unfit, overweight and doesn't know the meaning of speed!) GP sailor had driven round in his greeny blue Astra and not bothered to ask us if we would like a lift. We signed in and got our free ticket for lunch (most important) and had a good look at the newer generation dinghies like the ISOs, RS 600s, B14E etc. When we were finally on the water it was very apparent that you did not want to be anywhere near the 18ft Skiff, which on the 5 minute gun timed its run to the start line which started opposite the Medway Yacht Club. We could see that the slow handicap boats were having problems once they were in the tide so we decided to hide behind the island for as long as possible. When the gun went we made a good start with only a handful of boats ahead of us. The first beat to 30 proved to be frantic and noisy (make sure you know your rules!). Once round 30, things began to settle down a bit and we could concentrate on boat speed and tactics. Halfway up this very close reach I was quite happily leaning out on the wire concentrating on the kite, when all of a sudden I was dumped in the river. I looked towards Ian to see if he had dropped the mainsheet (which tends to happen too often for my liking!) when we realised that the Skiff had gone flying past us upwind, creating the biggest wind shadow I have ever experienced. After a few more impressive legs (all down to the crew) we finished thirty fifth out of a hundred or so.

A very enjoyable event which I will look forward to next year, by which time Ian should have recovered from his injuries and be a little bit fitter. Everybody who took part in the event I am sure will agree that the free meals at the end were the best bit.

NEIL ASHBY



## GP FOURTEEN

The start of the season has seen a good turn out of GPs both on and off the water. On the water results:

### SPRING POINTS

1st 13265	+ VAT	Brian Warwick & Ray Blyth
2nd 12448	Bad Manners	David Fry & Derek Cummings
3rd 12952	Bin Too	Mike Doherty & Keith Lennox

### EASTER CUP

No finishers - event blown out - let's forget about that one

Off the water results:

Club House 10th birthday party celebration games - they were all frightened of us - we had the only team - surprisingly we won! Even though the Sailing Secretary set Fireball courses - well done to all who took part.

I am sure you will join me in welcoming our new fleet members Tim Huckle and Caroline Herbert.

With our Open Meeting just around the corner (12th June) it is a good opportunity for me to remind you that you should all be showing me your measurement certificates complete with the year's sticker.

DAVID FRY



# MIRACLE



Well, what can I say? No sooner am I elected Fleet Captain, the season starts with a flourish and Barbara is asking for my article for 31 1/2. I was promised by Adrian that this would be a quiet life with a few perks!! I remain to be convinced on both points. However, let me begin by welcoming the new members to the fleet - Nick Burrell and Liz Hurst, Brian and Janet Palmer and daughter Catherine, Hazel Christopher, Fiona Ashworth and their families. Welcome also to Ron Jordan who has finally completed the refurbishment of M1120 and will be rejoining the racing programme this season - just another boat I have to keep my eye on - unfortunately the transom is the view I am familiar with! The season is now well underway and the Spring Points series has been well supported with a total of 14 boats entering the fray:

1st Patrick & Jane	8th Martin & Mike
2nd Graham & Alison	9th Peter Horner
3rd Keith & Christina	10th Bob & Natalie
4th Paul & Sarah	11th Nick & Liz
5th Paul Cussen	12th Colin & Maureen
6th Sue & John	13th Lesley O'Rourke
7th Adrian & Carol	14th Brian & Janet

Congratulations to Patrick & Jane who not only secured 1st position in the points series but have also managed to find time to contest the Open Circuit and indeed, won the recent Open Meeting at ICI Slough. Why is my life not as organised as this I wonder?

Our own Open Meeting is on 12th June and I hope as many of the fleet as possible will be able to compete. If you are unable to sail but would be willing to let another club member borrow your boat for this event, please contact me to discuss the finer points. Slightly further ahead, the Medway Regatta will be sailed over the weekend of 9th and 10th July and our Nationals at South Shields during the second week of August.

GRAHAM McLAREN

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

John Talbot asked for 3 or 4 volunteers to help on the stand at Crystal Palace.

Boreen Davis commented that those who did not wish to extend their season (frostbite) should not be expected to do any extra duty.

The Commodore pointed out that the Club needed to have a winter series in order to compete for members, and the more members we have, the less duties we each do.

Rob Jones suggested that some members enjoyed doing a duty during the frostbite although they would not sail in it - more of these would remove the problem.

Christopher Stevens said that some members may prefer to have their duties after the main season, and should have the opportunity to do so.

Pam Smith asked whether duty defaulters were put on another duty. The Commodore replied that they either had a plausible excuse or they resigned. The duty list would be displayed in the clubhouse and COOs would mark defaulters so that all members should know who they are.

#### 17. The Commodore's closing remarks:

John Smith closed the meeting saying that he was looking forward to the 1994 season with all the improved facilities at the Club.

He reminded members of the Work Party dates to come and of the jobs still to be completed.

In conclusion, John thanked all members of committees and everyone else who had done so much to make the Club run so well in 1993 including long suffering wives (and husbands), and finally thanking everyone for attending, declared the meeting closed.



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# WILSONIAN SAILING CLUB HOO - KENT

MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE  
MARINE HALL GRAVESEND ON 24th FEBRUARY 1994

The Commodore was in the chair and 46 members were present.

#### 1. Commodore's opening remarks:

John Smith welcomed everyone to the Club's 36th Annual General Meeting. He could report a year of good progress with several new projects completed, members not only active at the Club, but travelling the country to Open Meetings. Training had also been active, and the Frostbite Series had become an established event which members should now consider including as part of the normal season and comments on this would be welcome later in the meeting.

#### 2. Apologies for absence:

Apologies were received from A.Willis, C.Linder, J.J.Vinson, G.Goodell, C.Aahby and J.Locker.

#### 3. Minutes of the last Annual General Meeting:

The minutes were agreed to be a true and accurate record of the meeting.

#### 4. Matters arising:

There were no matters arising.

#### 5. Secretary's report:

Ken Crundwell reported that the Club membership for 1993 totalled 208, and there were 150 dinghies in the dinghy park. This was only six down on the previous year and 37 new memberships were registered.

A new section of concrete road had been completed in February and last autumn gas heating had been installed in the clubhouse.

An excellent Christmas Party was held for the first time and the usual New Year's Eve Party was a great success. A Welcome Party will be held again on 23 April, and as this is the 10th anniversary of the clubhouse a Party to celebrate will be held on May 7th.

#### 6. To Receive the Audited Accounts:

Irish Ayrís told the meeting that money from reserves had been spent on improving facilities at the Club in order to compete with other clubs for new members.

Subscriptions had been raised by £5 to maintain income levels and a reserve for emergencies.

The Treasurer thanked Ray Fryett for his help with the subscriptions accounting, and Ann and Paul Heather for running the kitchen accounts.

Irish concluded by announcing her retirement as Treasurer, and thanked those who had given her help and support, finally wishing the new Treasurer well.

## 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	Bob Jones
Treasurer	Ken Crundwell
Bosun	John Yeo
Sailing Secretary	Ian Harris
House Secretary	Ann Heather

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

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

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

Jean Bright	Carole Linder	Jane Treadwell
Carol Hunt	Alison McLaren	

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

Dinghy Park Secretary	David Vettergreen
Duty Secretary	John Smith
Membership Secretary	Irish Ayris
Renewals Secretary	Ray Fryett
Training Principal	Tom Sims
Training Secretary	Barbara Sims
Editor 31½	Barbara Bew
Publicity Officer	John Talbot
Measurer	Tom Sims

Class Captains and Vice Captains - the following have been elected by their respective Fleets and confirmed at the AGM:

GP14	Captain	David Fry
	Vice	Brian Warwick
Handicap A	Captain	Ray Craddock
	Vice	Ian Ayris
Handicap B	Captain	Merk Bew
	Vice	Malcolm Levey
Laser	Captain	Peter Gulcher
	Vice	Nick Fenton-Smith
Miracle	Captain	Graham McLaren
	Vice	Paul Absolon
Taser	Captain	Ian Wyatt
	Vice	Chris Ashby

The following were confirmed as Class Representatives:

Enterprise	Colin Treadwell
Fireball	David Tozer
Mayfarer	Ian Ayris
Optimist and Saturday Group	John Smith

## 8. Sailing Secretary's report:

Ian Harris reported that 323 races had been held in 1993 with 1871 boats taking part.

A new start sequence had been tried in 1993 and the majority of Fleets wished to continue with it, so the three minute interval sequence is now adopted.

Four new silver trophies had been acquired to give every Fleet a trophy for each long series event. A change to individually engraved glass prizes in 1993 met with approval and will be continued.

The 1994 race programme will be biased towards Class racing.

The Training programme in 1994 will include "Saturday Specials" when instructors will be at the Club to give individual instruction, and advice.

The Saturday Club for Juniors will have a comprehensive programme in 1994 thanks to Martin Jessop.

One rule change - no longer mandatory to carry a paddle - and one new rule that sails made by non-registered sail makers will be allowed in Club events, but must of course measure.

Again, an Open Frostbite will be held with 15 races ending with the Christmas Party and Prizegiving. Entry will be £5 before October and £10 thereafter.

Ian concluded by thanking the Sailing Committee and also the help given by Denise.

## 9. Bosun's report:

John Yeo told members that Leander would be in the water for the Hoo Freezer.

The outboard was being overhauled by Mariner and Wilsonian had a seized engine.

The Jeanneau was suffering from UV embrittlement and a lower H.p. engine may have to be used.

Dates for Safety boat courses are available and members are recommended to take a refresher or at least go out in a S.B. the week before their duty.

Brian Warwick asked about replacement engines for S.Bs. as he thought that we may need a new engine sooner than we thought.

Tom Sims told the meeting that the older type of Yanmar engine was suitable and could be obtained fully reconditioned.

## 10. Appointment of Auditor:

Roy McLeod was proposed by C.Stevens and seconded by P.Ayris and elected by a unanimous vote.

## 11. Any other business:

Ron Tibbs announced his ideas for formal/informal midweek sailing and he would be looking for interested members to form a group.

Ron Tibbs suggested that the Committee were responsible to see that S.Bs. did not stand down before all boats had completed racing. The fact that this had occurred on three occasions meant more instruction was needed.

David Vettergreen (The Dinghy Park Secretary) said that there were 33 boats in the Park on Jan. 2nd and only 12 had paid winter parking. He said that there would be a new layout for boats in 1994, and that road trailers would go to a new location at the back of the Park.

David reminded members to fill in their dinghy registration forms.