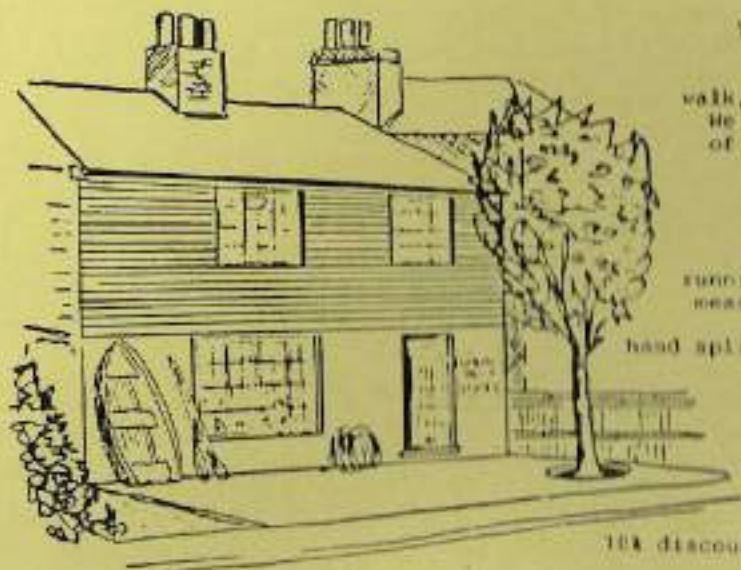


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Membership Secretary:		
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THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 51

SEPTEMBER 1994

FROM THE COMMODORE

In this my first letter as Commodore I would like to express my thanks to John Smith who, during his time as Commodore, put so much time and effort into developing the Club and in particular developing the Saturday group.

I am pleased to inform you that Ian Parris has been elected to the office of Vice-Commodore by the General Committee until the AGM next spring. Tom Sims continues as Rear Commodore.

So much has happened since the last issue of 31 1/2. Afloat there has been the GP/Miracle Open, the South Kent race, the Regatta and the Leigh Trophy, in addition to the regular points series racing. The club was again host to the Winged Fellowship and the Saturday Group has gone from strength to strength. The "Saturday Special" days have been particularly successful for helping the more experienced sailors.

A Wednesday group was also launched by Ron and Alan Tibbs this summer. They meet at the club on Wednesday afternoons; contact them for details of what and when.

Back in June a Safety Committee was inaugurated. They have considered a wide range of matters concerning safety afloat, from improving the performance of our radios to the choice of safety boats. You will have received a letter on this last issue, calling a Special General Meeting on Friday 14th October and I urge as many members as possible to attend so that we may consider the proposal that the club purchase a RIB fast safety boat to augment our existing safety boat fleet. The purchase of such a boat and the provision of appropriate accommodation for it would be expensive and is only feasible with the full support of the club membership. Please give this matter your careful consideration. If you cannot attend the meeting, please let us have your views in writing.

Finally, I'm sure that I don't have to remind you that the club's dinner dance and the bonfire night are coming up soon. See the House Secretary's report for details and dates.

Enjoy your sailing during the remainder of the season, and don't forget to sign up for the Frostbite series.

David Tozer
Commodore

MY OLD DUTCH

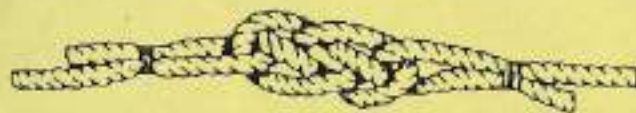


We've been together now
for 40 years

SO.....

Let's have a break
and go to

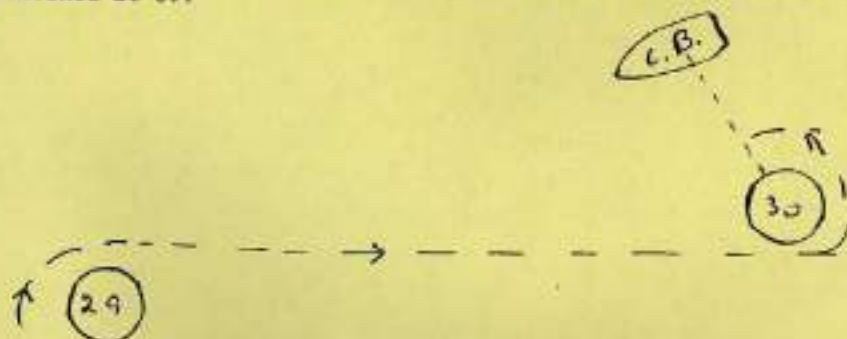
WILLIES MUSIC HALL



THE "HOOK" FINISH

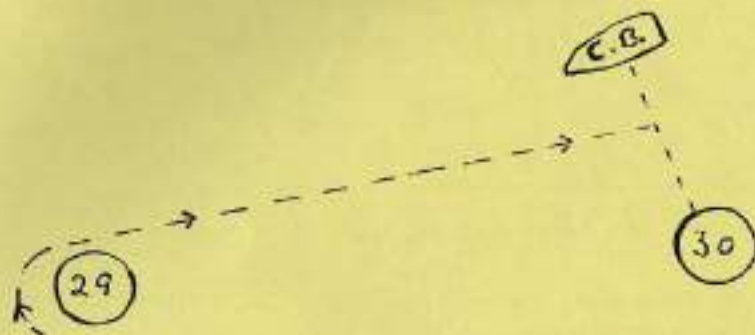
In light airs, it is important for the rescue boat to decide, sooner rather than later, where and when to shorten course. Sometimes, as in the first race of the Summer Series, they must make the best of a bad job, "Bricks without Straw" as it were.

A group of boats leaving 29 to Starboard and 30 to Port were to be finished at 30.



(A)

Most fell foul of the "Hook" and did not finish correctly, since we must finish in the direction of the course from the last mark, and a finishing line mark ceases to have a required side for a yacht when she finishes.



(B)

only those which finished, as in (B) would finish correctly.

DISCUSS

JOHN PARSONS

WILLIAMS MUSIC HALL

MILORDS, LADIES & GENTLEMEN



The Management are proud to announce for your delectation and delight a Grand Extravaganza of Virtuosity assembled to celebrate the arrival of the New Year of Her Majesty Queen Victoria's Reign 1900.

We invite you to marvel at the terpsichorean skills of the Belles

Wonder at the Synchronised Synopation of the Beaus as they scintillate and titillate and amuse you.

participation in the proceedings by the gathered ensemble will be positively encouraged.

Refreshments in the style of the colonies

Entrance to the Palace of Artistic Excellence will be from 9.00 p.m.



ON THE HOUSE....

1994 has continued to be a successful year for the social events. The Evening Race and Barbecue was enjoyed by all who attended. The Medway Regatta Barbecue was very successful with 200 people being served steak and pork chops!!!! There was much support from other clubs on the river for this event.

Future events for this year are:

FIREWORKS/HALLOWE'EN PARTY

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

This year the event is on Bonfire Night. Following the fireworks there will be supper, and games for the children.

DINNER & DANCE

Saturday 19th November 1994
Masonic Hall, Gravesend

Please contact Ann Heather for tickets for the Dinner/Dance

CHRISTMAS PARTY

Sunday 18th December 1994

After the last race of the Frostbite there will be a party in the afternoon with games and a tea party for children of all ages, with a visit from Father Christmas.

NEW YEAR'S EVE PARTY

Details from Pam Smith or Gill Warwick

Please put these dates in your diary.

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

ANN HEATHER

FROM THE SAILING SECRETARY.....

NOT A MOMENT TO BE LOST!!

Sunday is the day we go racing. Theoretically all the preparation and polishing has been done on Saturday or the previous Sunday by the outgoing duty team (not forgetting Barbara Sims's voluntary mid-week clean up). Why then is it that so much valuable time is lost by postponed race starts basically due to lack of preparation, or just plain late arrival of the duty team. None of us are angels, but if you are on duty then please do your best to ensure prompt race starts both am and pm. The rescue boat crews are entitled to order their food prior to the morning race, then go to the front of the queue to collect their meal at lunch time. Sometimes you will still have to eat it on the run, but at least the next weekend you will be sailing, having done your best for your fellow sailors whilst on duty, thank you.

That is enough of the moans, the season is rapidly drawing to a close, have you entered for the Frostbite? It sounds worse than it is, the conditions from late October up to Christmas provide some of the best sailing, the wind is normally steadier than during the summer and the water is not as cold as at the start of the season. There are two races each Sunday and you are normally home by 17:00hrs for a late Sunday roast in front of the fire.

The most frequent reasons I hear for members being put off the Frostbite is "I/we get cold doing two races a day this time of year" or "I/we cannot make 2 races or every Sunday in the run-up to Christmas", so please consider the following:

This series covers 8 weekends and consists of 15 races, with 7 races to count. Therefore if you take 1 weekend out for a duty, you can still do 7 races by doing one race each weekend and still win the event. For £5 it has got to be worth a go.

Duties, I will be very pleased to hear from members not taking part in the Frostbite who will assist in the running of the event by volunteering to do a duty even if it is only for a morning or afternoon - it all helps?

Whether you do the Frostbite or not, Sunday December 18th pm will be the glass prize-giving for both the Frostbite and club handicap events, followed by the Christmas party.

To date I have had no requests for non-standard glass prizes, eg boys get pint glasses and the young ladies wine glasses.

1995 Sailing/Race Programme, (my final one I hear you cheer) draft 1 is already on the computer but I will be pleased to hear any new ideas or requirements for different races, race or sail training, mast/sail-setting or boat maintenance talks or physical fitness programmes (would you like to see the Commodore in his Mr Motivator style Leotard and Bum-Bag)?

Ladies and Juniors races, with the turn-out for these races declining I ask the questions, are these events still required? do they need a change in format? perhaps a single race or series (3 races) on one day, with these being the days racing thus avoiding any clash of interest and less commitment.

SOLO WORLDS



The UK was well represented by sixteen Solos at this year's World Trophy Championships at Brouwershaven in Holland. Two Solos made the eventful trip to Holland from Wilsonian to be faced with conditions ranging from almost nil to a top end five.

Brouwershaven is located on the Southern shore of the Grevelingenmeer the largest of the protected North Sea estuary inlets. Being an inland sea there was a short chop to the water during the end of the week particularly on Wednesday when survival techniques were required.

Apart from a broken gooseneck at the final windward mark during the Wednesday race (which required a hasty jury rig to continue) the racing went smoothly with my best result coming on the Friday with an 8th place in the increasing Force 4.

MARK BEW



(Unfortunately lack of space prevents the report of the journey to Holland on the Ferry. The two Solo sailors had a very uncomfortable journey and were seasick, whilst their non-sailing back-up team were able to enjoy the bar! Editor)

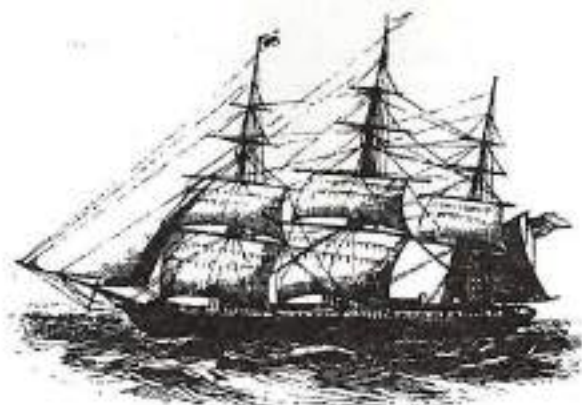
TASAR NATIONALS

Four Tasars from Willys went to Porthpean, (St. Austell) Cornwall late in May for a long week-end to join 28 other boats for our championships. The weather for the entire weekend was quite good although the winds were on the whole too light for my liking, but then, you can't have everything!

David and Stuart Mason did best, coming 13th, handicapped by a difficult to trace leak causing the hull tanks to fill up with water. This was only found later by filling the tanks with a hose and spotting where it came out. It was seeping in between the skins of the bottom and coming out into the stern tank. Frank and Brenda Robinson were next at 20th with Brin and Jackie Ward at 28th. Sarah and I were 29th but received a couple of bottles for sailing all races and only coming 29th.

After the championships, Sarah and I stayed in Cornwall with some friends at Padstow for a few days. We sailed in the Camel Estuary launching off the Sea Cadets slipway at Padstow right opposite Rock. It is a lovely place to sail and I am pleased to say that our 1995 Nationals will be at Rock during the last week of July.

IAN WYATT



Likewise Bank Holiday Mondays, turn outs for these have also declined, should we be looking towards all in (single start) or split handicap events, 1, 2 or 3 races a day, or returning to the old Bank holiday weekend race series eg 2 races both Sunday and Monday, with 3 races to count.

For the faint hearted reading this, I stress that I am playing Devils Advocate, these are questions that the Sailing Secretary should ask AND NOT SUGGESTIONS, but it would be nice to hear from members of all ages and sex on these or any other subjects.

IAN FARRIS



"ALL HANDS ON DECK"

I have noticed that on many occasions, the Clubhouse is left to the C.D.O. and usually the house officers to clear up and shut down after Sunday racing. Are members aware that all duty people, including race officers and rescue boat crews should stay behind until the work is completed or the C.D.O. dismisses them?

C.D.O.'S have the authority to tell people to stay behind and help, but most are too polite, and they shouldn't have to anyway. Most duty people understandably like to get away as quickly as possible and this includes the C.D.O. and house officers, so perhaps there could be a little more help from ALL duty people from now on - many hands make light work is very true in this case. On occasions also, the kitchen has been closed before all racing crews have finished in the showers, again because duty people are in a hurry to get home. Some of us are lucky enough to get a duty that finishes quite early, and others late - this is the luck of the draw, but usually with only two duties in 52 weeks I don't think we are asking a lot from members.

GILL WARWICK

IS THIS GOODBYE?

This year had been the last year of my 'A' levels at school and my sailing has suffered as a result. I found that with an ever increasing workload, my hobbies had to be one by one put on hold until I found that I was spending all my time revising. I still managed to find a few breaks in my work to come to the boat club for lunch and a short rest and the support from my friends gave me motivation to keep on slaving away.

I gained wonderful results in August and, thankfully, I have got into Bath University. Not so good is the fact that I will have to stop sailing at WSC and that after so many years of crewing for Dad (I think that I am one of the youngest in the club who can remember the barge and the scow) he is now, again, without a permanent crew.

Firstly, I would therefore like to take this opportunity to thank everyone at the club for all the help I have acquired this year. No matter how many articles the media write about falling standards, I am sure that everyone who has done exams in the last year (as I know of several in the club) will agree with me that they are still stressful and you need to work hard. Secondly, I would also like to thank you all for your praise on hearing my grades. I was also celebrating my 18th birthday when I returned to the club and the mixture of your congratulations in my grades and your felicitations for my birthday really made the day special. It's a pity that my rubbish sailing and capsizes will make the day memorable.

And is this goodbye? I won't be able to come sailing while I am in Bath so be nice to Dad when he is without a crew - I hear there is already a queue of people waiting to take my place! I won't be leaving the club though - I will be back in the holidays, ready to catch up on all the gossip that I will miss. So till then, so long and thanks for all the help!

P.S. See you all at New Year's Eve!

Natalie Jones

FLY THE FLAG



During recent years the Club has been fortunate enough to maintain its membership and it is pleasing that we have attracted sixteen new memberships this year but we need to build to ensure the Club's continued prosperity for the future. We all know how fortunate we are to be able to sail in this beautiful spot. Club amenities have been improved recently and the membership is great - let's spread the news. New posters are being printed advertising the Club which could be used in libraries, schools, your local shops, etc. Please assist the Membership Recruitment Drive by arranging to post these in your local communities. I hope to be able to arrange for more advertising to take place in magazines, etc and if you have any other ideas that would help please let me know.

Thank you for your assistance.

Trish Ayris
Membership Secretary

TRAINING

1. To enable members with safety boat duties to become familiar with the new engine and controls in WILSONIAN, it is proposed to have very short familiarisation sessions (half-hour maximum) during lunch breaks on most Sundays for the remainder of the season. Please do take advantage of this - see notice board or Tom Sims for details.

2. LEVEL 2 Course will be held in the Spring of 1995 - for details contact Barbara Sims.

3. INSTRUCTORS - the Regional Instructors Conference will be held on Sunday 27th November in the Crawley area - venue to be announced. Amongst the eight subjects on the agenda are insurance, re-validation and changes in the coaching scheme. This is our chance to get the information from the horse's mouth and to have our say, so do try to be there. It is run by the South Eastern Regional Coach Jim Ellis (081-539-0668). If you did not get his letter I have the details.

BARRY BEW
(0474 566750)



Winged Fellowship

Once again we played host, on a brilliant sunny Saturday in July, to around fifty disabled visitors and helpers from the Winged Fellowship. The day was organised by Roy McLeod, who gives an enormous amount of time and energy to the organisation throughout the year. Everyone got on the water (and some at the end of the day were actually in it!) and the day was rounded off by a great barbecue.

An enormous thank-you to all members who gave their time and boats so generously, and especially to Sarah Wyatt who worked wonders for some very disabled visitors in the safety boat and kept us laughing all through the afternoon.

BARRY BEW

TASAR

The long series results are as follows:



SPRING POINTS

1	Chris Ashby + Mick Smith	2151
2	Ray Fryatt + Molly Fryatt	371
3	Ian Wyatt + Graham Gibb	281
4	David Mason + Stuart Mason	2357
5	Brin Ward + Jackie Ward	2156
6	Ken Crundwell + Trish Ayris	285

SUMMER MORNING POINTS

1	Brin Ward + Jackie Ward	2156
2	Chris Ashby + Mick Smith	2151
3	Ian Wyatt + Julia Woods	281
4	Ray Fryatt + Molly Fryatt	371
5=	Frank Robinson + Brenda Robinson	445
5=	David Mason + Stuart Mason	2357
7	Ken Crundwell + Trish Ayris	285

SUMMER AFTERNOON POINTS

1	Ian Wyatt + Julia Woods	281
2	Brin Ward + Jackie Ward	2156
3	Chris Ashby + Mick Smith	2151
4	Frank Robinson + Brenda Robinson	445
5=	David Mason + Stuart Mason	2357
5=	Ray Fryatt + Molly Fryatt	371
7	Ken Crundwell + Trish Ayris	285

THE PYGALL FAMILY

IAN WYATT

You may remember Chris, Sam and Tom and of course Mum - Jill - they are now living in Brussels until 1996. Chris fell off a kids bike and has broken a bone in his shoulder so is a bit down in the dumps. On the bright side he wants to buy a good Tasar, as he is suffering withdrawal symptoms following a short sail in one again when home on leave two months ago.

IAN WYATT



TASARS GO DUTCH

Two Tasars from Wilsonian Sailing Club crossed the Channel to take part in the Dutch Tasar Championships at Watersports Ver, Oostvoorne. We went from Ramsgate to Ostende and then following scenic route instructions through Blankenburg, across a ferry, over long waterway bridges enchanted by many a windmill, through beautiful peaceful countryside - it was a good start! The Club made us very welcome, Mr. and Mrs. Happy camped in true condition, although nearly washed and blown away on several occasions. Brin and Jacky Ward went upmarket and stayed in a lovely chalet nearby.

The Championships started well with all the competitors being given complimentary Dutch chocolates. Then Mrs. Happy's dream of light airs and hot sunshine was shattered by reality - torrential rain, very little sunshine and strong, gusty, fluky wind.

It was the Club's 30th anniversary with many types of boats racing from quite big racing cruisers down to little Optimists. The racing was very competitive, 5 races, 4 to count over the week-end. The Dutch gin and Dutch friendliness kept many a sodden crew from rebelling. Saturday night we all enjoyed a moules, frites and free wine evening. The Club helpers were all dressed as Dutch labourers with dark blue dungarees and traditional Dutch scarves. Mrs Happy somehow managed to acquire a scarf as a souvenir - but failed in getting the dungarees!

In retrospect, after a hot shower and a stiff drink, we decided the racing has been very exciting. The Wilsonians tied with the Dutch for 4th place and also took a 6th place. We will go again to improve our positions - how about some more Tasars joining us next year?

MRS HAPPY

THE CUTTY SARK TALL SHIPS' RACES

It is early morning on 15th July as an excited crew join the 72 foot ketch ARETHUSA for the Cutty Sark Tall Ships Race. This year the first leg starts from Weymouth sailing across the Bay of Biscay to La Coruna in Spain before going on to Porto in Portugal, with the second leg racing 700 miles to St. Malo in France.

On arrival in Weymouth we discover the square riggers (including the Russian Sedov and the Khruzenstern which is sister ship of the original Arethusa) must anchor at sea because they are too big to be accommodated along the quayside. The rest of the fleet, however, is positioned perfectly for access to the town centre and the various activity arenas. On our first night in Weymouth we experience the hospitality of the Sail Training Association and the people of Weymouth. With part of the beach sectioned off especially for the Tall Ships and a free Macdonalds provided we listen to the band set up on a huge bandstand on the beach. As dusk falls, the crew from each boat prepare for the torchlight procession through the town taking our blazing torches along the beach and through the crowds to the firework display. As the crowds begin to disperse the crews head for the nearest bar while I head back to my bunk in the hope I will recover from the bout of tonsillitis that I am suffering from. Each night, after the organised entertainment has finished, the crew of the Arethusa head off into town in search of souvenirs or mementos of the Tall Ships Race. Two days and many parties later and we set sail to start the race off the coast of Plymouth making a detour to Dartmouth for a refuel and a good nights sleep before we meet the rest of the fleet on the start line.

We arrive at the start line in good spirits and the boats weave in and out of each other in anticipation of the crucial start of the race. The square riggers set off first and then the various other classes until it is the turn of our class. Suddenly it's all hands on deck as we struggle to hoist the jib and set our sails to ensure the best possible performance. We do all we can to make the boat sail to its full potential until we coast into first position. As we pass the leading boat Ocean Venture we sit along the deck with our legs over the side (in an attempt to look professional) and wave our goodbyes. We hold our position for a few hours until it is sadly lost due to a broken runner. We are a bit disappointed but there is still a long way to go and a lot of sea to cover.



GP FOURTEEN

WHITSUN CUP

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

EARLY SUMMER POINTS

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

AUGUST CUP

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

LATE SUMMER POINTS

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



As the 1994 season draws to a close, we can reflect on a season of slightly lower turnouts but better results within the Club's handicap system. On a personal note, Diane and I would like to thank the Fleet for our wedding gifts - they are greatly appreciated. I am now an expert in hoovering all types of carpet and am already taking bookings.

Well done to Keith and Mike on winning the Open Meeting.

The Association has asked me to remind some of you that your membership has lapsed. If your has, please try to renew it as soon as possible. On a serious note, if you do compete in opens, etc., you can be protested out of the race if you are not an association member. Next year we will be holding buoyancy tests for all of the fleet - this will mean putting the boat in the water under the evil eye of Brian or myself!

Next year will be my last as Fleet Captain, so if anyone would like to play a part in the running of the fleet please let me know. Our Fleet evening will be held during the first couple of weeks in December - I will let you know.

DAVID FRY

Miracle National Championships, 7th - 12th August 1994



(or, 'The learning curve goes vertical...')

Everybody said we should go...

To me, National Championships implied the elite, the race of the best - not a place for novices. But no, we were assured that although there would be some serious competition, anybody could go. Anybody willing to stump up £54, that is... So, not really thinking about what we were letting ourselves in for, we entered...

Reality dawns...

In the days approaching my 'holiday', friends asked where I would be going. Reactions to my response, 'South Shields', were mixed. But, invariably those who enquired further would exclaim, 'but you've only just started sailing...'. Additional questions like, 'Have you ever sailed in the sea before?' and 'won't the waves be a problem?' proved equally difficult to answer satisfactorily. Do you ever start to get that feeling that somebody else knows something that you don't?

South Shields...

Spirits dampened by first impressions of South Shields (cold, cloudy, candy floss and curry houses), were immediately cheered when we reached the sailing club. The advance party had already arrived and secured a Wilsonian patch in the dingy park. Quicker than you could say 'why eye mon...' all hands had helped to get the boat unpeaked and ready for action.

Racing...

That's what we'd come for - Sunday was a practice race, which was fortunate, because we needed it. Club mates come in very handy when you can't figure out where the start line is, or the direction of the first mark. The racing proper started on Monday with yet more recalls, but at least we finished (badly). Strategy in the Wilsonian camp was quite straightforward - go to Norway and turn right, or go to Denmark and turn left - depending on the wind direction. Monday was also the longest day, launching at 9.15 in the morning and not finishing until about 6.30 in the evening, with barely an hour for lunch. Tuesday was better, as we knew what to expect and had a day's training under our belt. We were then ready for anything... except Wednesday morning, that is. Mid-week brought a significant increase in wind, and wave size. The race committee sent an expert volunteer out into the harbour to test conditions, and subsequently decided that conditions were just too bad for mere mortals. Racing resumed in the afternoon, and due to a few injuries in the camp, a subtle re-crewing exercise was performed. Those that did venture out had a good wash, and the time of their lives. By Thursday, conditions had deteriorated further and showed no signs of getting any calmer, which meant that racing was cancelled for the day. This gave us chance to experience the cultural side of South Shields - pitch & put, followed by the fair. There was a strange irony to spending 60p to scare yourself stupid and feel sick for 3 minutes, when we'd spent the whole of previous afternoon doing exactly the same free of charge. The final day, Friday, had to accommodate two races, back-to-back, to make up for the time lost on Thursday. Life on board Squit! was almost relaxed, we certainly knew how to start, having completed about 20 over the whole series. Friday morning saw our best performance, almost within the top half of the field.

Race facts...

Starter used 150 shotgun cartridges... Paul Heather's No. 36 was oldest boat in the competition... Andrew Smith had at least three injuries... Wilsonian contingent of 8 boats was the largest, out of a fleet of 65... Keith Jeremiah has red underpants... Highest Wilsonian finisher was Patrick and Jane Ward, 21st... Our tent was the smallest in South Shields... Best improver award won by Colin and Maureen Lovn...

What next...

We are already looking forward to Bala, North Wales, in 1995. The Miracle Nationals certainly aren't a conventional holiday - but if you've never been, why not give it a try next year?

During our trip across the Bay of Biscay we see dolphins, whales, sharks and even camels in the water! This is due to a lost cargo of Camel cigars that float in packets across the bow of the boat. The wind begins to drop and so does our position - the Arethusa is a heavy weather boat so calm conditions do not do the boat justice. We soon realise that it is going to be a long journey but with the help of song books, happy hours, trivia competitions and an excellent crew we survive the five day crossing and are the sixth boat to cross the line.

We spend a week in Coruna and wait for the rest of the fleet to arrive. Many of the square riggers arrive late and boats like the Winston Churchill retire due to lack of water. Once the entire fleet has arrived in Coruna preparations are made for the 'cruise in company' crew exchange to Portugal. This involves a crew from every boat exchanging to experience life on a different (possibly foreign) boat. I exchange onto the 60 foot Ocean Venture from Cowes on the Isle of Wight. Among the new crew of Ocean Venture are Polish, Russian, Dutch, Belgian, Danish and English youngsters. Everyone speaks excellent English so communication is no problem. We spend five days cruising down the coast of Spain to Portugal, stopping in various bays and ports to sunbathe and shop. Arriving in Porto is a sad occasion as we know that we will never see our new found foreign friends again. We also realise that the boat must now be cleaned from top to bottom (not a prospect that we look forward to!) but out come the scrubbing brushes and Jif and make a full scale attack on the boat. Parties and fireworks are held once again in Porto along with more parades.

The Tall Ships Race was again an excellent experience and the best thing is the friends I have made. I have already met up with some of my Tall Ships friends and a reunion is planned for the future. I hope that I will again be able to experience the atmosphere and entertainment that the Cutty Sark Tall Ships Race provides. Next year's race is to Germany and Denmark so I suppose I should start saving now! I would also like to say thank you to Mr and Mrs Happy who kindly donated some sponsorship money to my Tall Ships fund.

ZOE WARNICK



MEDWAY REGATTA

The Tasars managed 'fleet status' this year with seven boats entered. The Saturday was pretty uneventful but the next day was quite breezy and I capsized in both races and both times my crew was separated from the boat and brought home in one of the many rescue boats. The prizegiving up at Medway YC was good, while we were sitting out on the lawns in beautiful sunshine there was a display of aerobatics by two biplanes and an old World War II fighter. It was part of a pageant or some such thing at Chatham but it seemed as though it was for us. Stop rambling Wyatt - back to the sailing - ah, yes - the abbreviated results were as follows:

1	Ray and Molly Fryatt	371
2	David and Stuart Mason	2357
3	John Reed and Crew	742

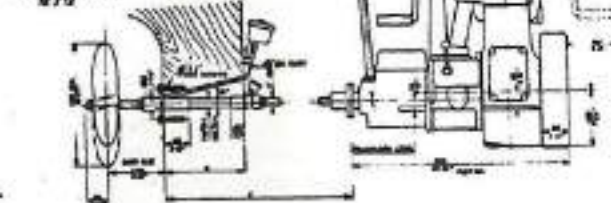
You may remember that last Tasar as one previously owned by Ron Ramsden and was badly damaged in a Hoo Freezer some years ago. It was sailed by an old friend John Reed who we would love to see back at the Willlys (or is it Willies?).

IAN WYATT

SABB DIESEL MODEL HG

APPROX. OIL AND
WATER PUMP
M 1/2"

SCALE 1/16"



STOP PRESS.....

Our trusty safety boat WILSONIAN now has a new engine, a silky smooth twin cylinder Yanmar replacing the trusty old SABB that has served us well for over twenty seasons. The new engine was by no means a straight swap, and Brian Warwick is to be congratulated for the engine installation and new control panel. Other work to the boat was carried out by the Bosun and club members. WILSONIAN is now a credit to the club and it is to be hoped that members treat her in a manner that will ensure another twenty years hard work, including leaving the boat in a clean and seamanlike condition.

LETTERS TO THE EDITOR

Dear Editor

Recently there has been such debate about the admission of boats into the dinghy park. The Club byelaws state that only fleet or sponsored classes are allowed dinghy park spaces, except in exceptional circumstances. Although there are a few vacant spaces at present I don't think that the way to fill them is to relax this view - rather, we are more likely in the long term to recruit and retain members by building on the present policy.

At present the club has four fleets and a number of sponsored classes. We all want Wilsonian to be successful. However if people are going to want to join us we must be seen to be an active and thriving club.

I think this happens in two ways. Firstly, through strong fleet membership. As an example, a strong Miracle fleet means 8 WSC boats at the Miracle nationals, plenty of visitors to our Miracle open, competitive class racing and plenty of attenders at fleet socials - all incentives for people to join WSC and get a Miracle. The same is true for the other fleets. In the sponsored classes there is activity with the Wayfarers and Fireballs, among others, which again creates the "added value" you can only get by sailing with boats of the same class.

The other way is through training and our Saturday Club. Here we have Optimists for children to learn to sail in the best way possible. For others, the existing fleet and sponsored classes are the boats to use and provide a natural lead in to fleet sailing.

Allowing a menagerie of different boats in will not increase membership in the long term - rather, I would say it is a recipe for decline. To increase membership we must have a club that people want to be in, and then they will buy a boat that fits with club policy, to everybody's advantage.

This does not mean that fleets will never change. Inevitably, the club will sooner or later adopt a new dinghy class. If several members put forward a proposal to buy boats of a new class, and it is suitable, then it could be decided that this would become a sponsored class in the relevant handicap fleet. If they sustain an average turnout of at least three boats in club racing for a qualifying period, then they may be considered for adoption as a fleet. It is my recollection that this is roughly how it has worked in the past.

This, to my mind, is the way to introduce new classes to the club without losing the essential added value of fleet sailing.

Let's follow the example of other successful clubs and stick to our policy of strong fleet sailing. Letting in odd boats will only damage existing fleets and is not the way to build new fleets for the future.

Paul Absolon
Miracle 3737

The 1994 season has been rather mixed so far; the number of Lasers sailing in the points series has been rather low but much of the sailing has been of good quality with fewer "drifters" than normal.

Martin Cockersole and Chris Mason have dominated the results. Martin was first in the Spring Points and the Early Summer Points and was second in the Late Summer points and August Cup. Chris won the Late Summer Points and the Autumn Cup and was third in the Early Summer Points. However they had competition throughout: Simon Coppen would have won the Spring Points had he signed off after the third race, Steven Browning would have won the early Summer Points had he beaten Martin in one more race and Simon Coppen would have been second in the Late Summer Points if he had won a couple of races rather than retiring in disgust at his performance. But they did not and Martin and Chris's consistency gave them the silverware.

We lost several races through weather or lack of starters and we must be alert to prevent losing our fleet status. The pleasure that can be gained from sailing courses of our choice unhindered by boats of different speeds is clear and valuable when compared to handicap races with Fireballs and Tasers taking the best of the early wind or GPs pinching past up wind. With such a splendid river to sail on and such a convenient club why not treat yourself and sail more regularly.

This season some of the most able Laser sailors have only sailed on a few occasions, we miss their expertise, they are missing the practice that develops and maintains the skills. Why not finish the season with a flourish and show us you can still "hack it". Lets make it hard for Martin and Chris to make a clean sweep of all the trophies.

Results:-

Spring Points

- 1 Martin Cockersole
- 2 Simon Coppen
- 3 Andrew Hewett

Early Summer Points

- 1 Martin Cockersole
- 2 S Browning
- 3 Chris Mason

Late Summer Points

- 1 Chris Mason
- 2 Martin Cockersole
- 3 Graham Jenkinson

August Cup

- 1 Chris Mason
- 2 Martin Cockersole



Gordon Belcher 17 September 1994

HANDICAP A

The Summer Series was indicated in its results - that the Handicap Fleet is in decline, with the Wayfarers the dominating fleet in the series. I think it is time that the Club considered new classes which can be absorbed into the Handicap Fleet. The results are as predictable as ever with Ian dominating most of the results. The close finish for second place between Brian Ward/Brian Lamb - the results depend on one race.

I will be arranging a Handicap A evening in November, probably at the Ivy Leaf pub. The Fleet captaincy is up for grabs next year if anyone is interested. Hoping to see you all in the Frostbite.

RAY CRADDOCK

TUNING A FIREBALL (FOR THOSE INTERESTED!)

Mast Rake

Light 6910)
 Medium 6860) to centre back of transom
 Heavy 6810)

For light crews Heavy 6720

Spreaders

Length A = 420 crew 12.5 stone
 A = 405 crew 10.0 stone

Spreader angle B = 150/170

Mast foot heel to transom 3130

Pre bend 25mm between top band and gooseneck

Prebend

For light and medium conditions normal position

Jib Fairleads

250mm from centre normal
 285mm heavy conditions

TASAR WORLD CHAMPIONSHIPS

Our Worlds for 1994 were at Brixham starting on 6th August for one week with the previous week for a 'warm up' series. Brenda and Frank Robinson sailed the 'warm up' and I went down for the series itself. 76 Tasars from around the world took part, coming from Australia, Japan, Canada, USA and the Continent. Seventeen boats from Australia being shipped in two containers were held up in the Middle East on a Russian ship and only arrived in Brixham on the final Tuesday. Racing had been postponed until Tuesday for their arrival and as luck would have it Tuesday dawned grey and windy so they had the day to sort them all out.

Unfortunately that was the last we saw of any real wind. The six races were all light wind affairs and Frank and I could not seem to get the boat going well (come back Brenda - Frank needs you!) We were both hoping for shortened courses, as we were 10th at the first mark in one race only to see loads of boats go past on reaches and we finished the week 48th overall. To complete six races over three days entailed sailing three races on the Wednesday, all three back-to-back. Going afloat at about 9.30 a.m. and getting back at 7.00 p.m. was a long day and they had arranged a disco for the evening!

By Friday afternoon it was all over and the Australian boats were back in their containers for the voyage home. An extremely pleasant young Australian couple are now world champions and back home in Oz with no boat to sail for a few weeks. The next Worlds are to be in North America and both my daughters are anxious to go - I wonder why? They aren't usually that keen to crew for me!



IAN WYATT

Contender Nationals at Plymouth

This years Contender Nationals at Plymouth was at Mayflower Sailing Club using the same boat park as last years Miracles. This meant that the boats were thirty feet from the water straight down (see last years article). The only way into the water was down a narrow L-shaped slope. Watching the Contenders trying to get out through the wind back-eddies without the help of a crew or paddle was an entertainment in itself. So was watching them scream (literally in some cases) into the slipway on a dead run. I became involved in trolley sorting so only on a couple of occasions did I witness this.

The actual races were all sailed outside the breakwater and were Olympic courses with the initial beat being two to three miles long. Dad and I managed to get in a mark boat on the Wednesday and with the swell of the waves being six to eight foot high increasing to ten foot, watching the boats plane over the waves while making sure you do not fall out of the boat is quite an experience. The role of the mark boat was to first drop the windward mark, then to stay by it so that the Contenders have something to aim at - they could not see the mark until they were almost on top of it.

We later found out that we had gone out on the roughest day that week and that quite a few damages had been done in that race. For example, the leader up till that point had had to retire because the foredeck of his boat had been filed so thin that it was not strong enough. Therefore, when the forestay took the strain when the boat landed on a wave, the forestay came out, taking with it all that it was attached to, including a large chunk of the deck. Now somehow, I think that I would feel better to have a slightly heavier boat and know that it would survive the week. The next day, the boat builder arrived at the club and Stewart Jones (no relation) managed to borrow his old boat to finish the week.

There were events happening every night. We went on the boat trip and the atmosphere was excellent - they decided to have a tug of war on the boat except that both teams managed to find something on the boat to tie their end to (no damage was done). We also went to the barbecue that was after the AGM. The Contender fleet are so friendly that you can just go up and talk to any of them or their families and become instant friends. When we first arrived, we didn't know anyone and by the end of the week, we had made many good friends. The owners of the boats on either side of Martin's gave us loads of rigging tips, helped us to adjust the rig tension, and showed us clever gadgets on their boats. My favourite was a container glued onto the inside of the front buoyancy tank's access hatch cover which made an effective dry Mars bar holder.

I also remember, on the Thursday, Martin decided to start on the opposite tack to the rest of the fleet and found himself in front. He was seventh at the first mark and although many boats overtook him during the race, he was bearing like a Cheshire cat when he came in. I thought it was a nice touch that the more experienced Contender sailors came in saying "How's 358? Didn't he do well!"

My whole family had a really enjoyable week and although I was unable to make it to the Miracle Nationals this year, I was still able to enjoy a nationals, although I couldn't put myself down as a spare crew!