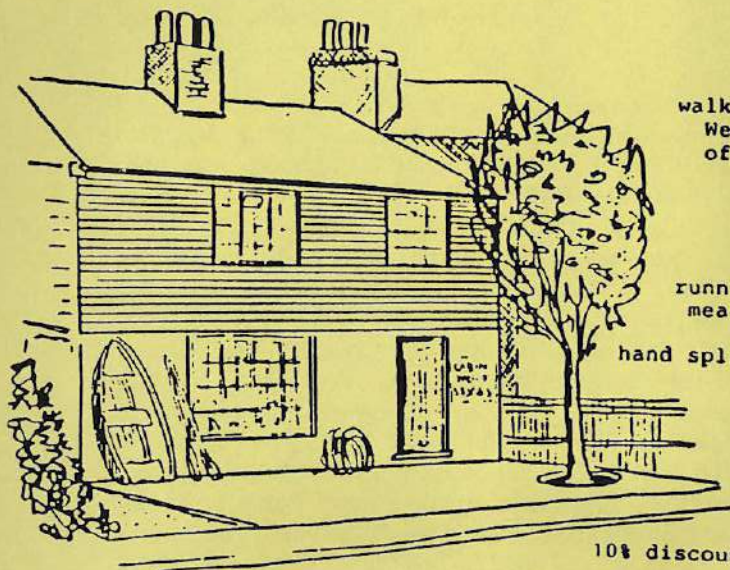


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# 31 1/2

## THE WILSONIAN SAILING CLUB MAGAZINE

### FROM THE COMMODORE

Issue No. 52

January 1995

or: One RIB, One Leg.

WSC is now the proud owner of a RIB (rigid inflatable boat - like the RNLI inshore lifeboats). The special meeting held in November voted overwhelmingly in favour of considering the purchase of a fast safety boat and a sealed bid was subsequently made for a suitable boat which was being sold by the police. Our bid was successful so we now own a fully equipped boat, complete with 55hp engine, radio, depth sounder, trailer, etc, but excluding the flashing blue light!

A training programme is currently being prepared to enable club members to obtain the RYA Powerboat Level 2 certificate, it having been decided that this will be the minimum acceptable qualification for a safety boat coxswain to have the option of using this boat, otherwise he/she will have to use either Wilsonian or Leander in the usual manner. Thus, in future we will still use two safety boats during regular Sunday sailing, but may have the improved safety cover facilitated by the faster response, improved handling and more "dinghy friendly" nature of the new boat.

Also, as proposed at the meeting, we are considering the construction of a suitable boathouse at the back of the dinghy compound and provision of a winch or windlass.

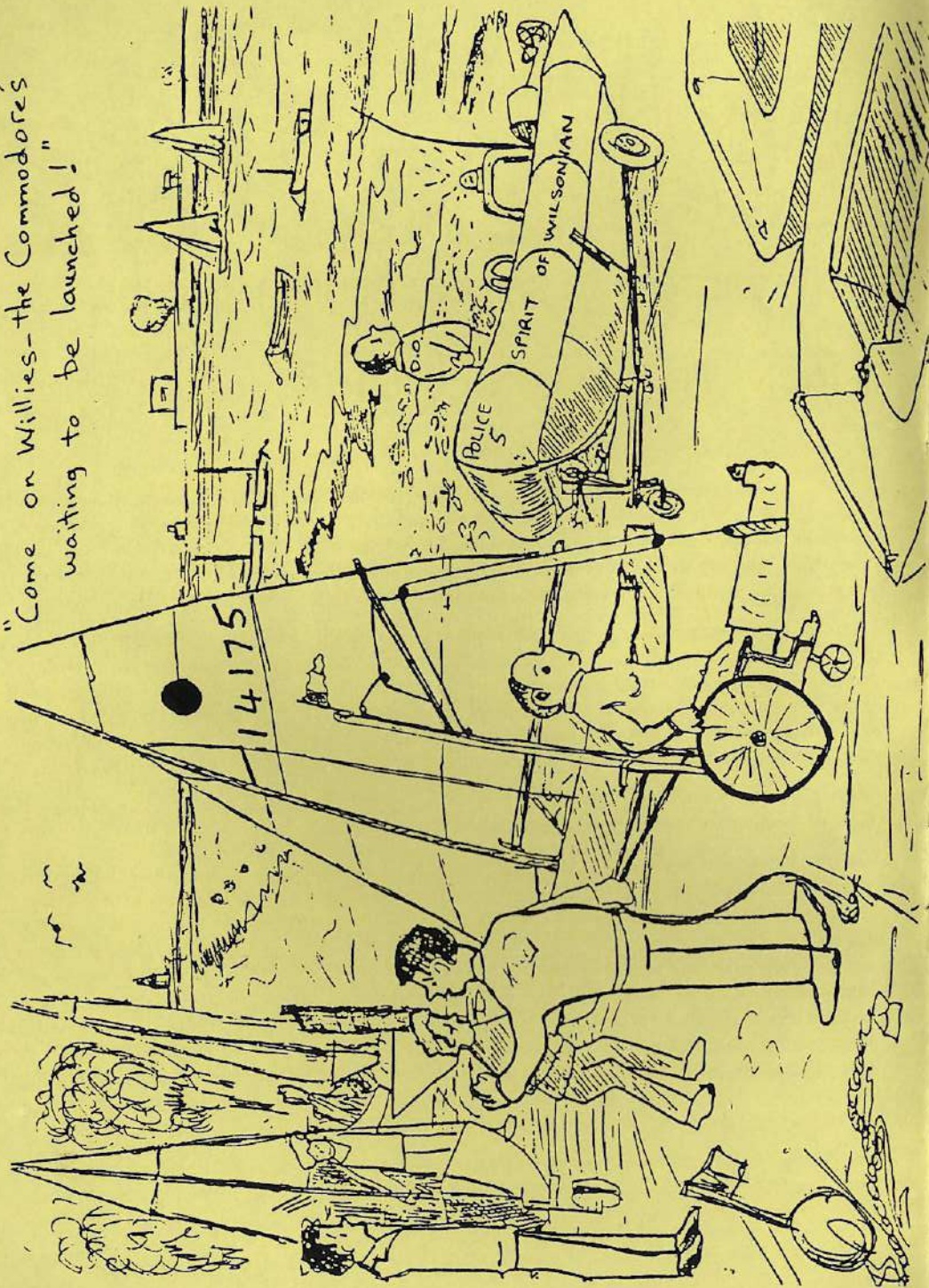
Even though the sailing season has now finished, there is a tremendous amount of work going on at the club. As you know, the club employs no staff and we rely on our members to "do their bit" during the winter to prepare things for next year. As with any organisation it is usually the same faces time after time who come to work parties, club functions, etc, and it is generally those same people who are already doing plenty of other work for the club behind the scenes. Since I joined the General Committee, and especially since my election as Commodore last summer, I have been amazed how much work is required to keep the club running smoothly. Much of this is done with the minimum of prompting. This is particularly apparent at the moment as I am, following a cycling accident, hobbling around on crutches with a broken leg so less able to keep tabs on things. However, that dedicated few are keeping things running smoothly (probably better now that I am out of the way!) and I - we - are very grateful.

So (i) try to be at as many of the work parties as possible, and (ii) sign up for safety boat training (ring Tom or Barbara Sims), because effort during the winter makes the club a better place to be during the summer.

Happy New Year.

David Tozer  
Commodore

"Come on Willies - the Commodore's waiting to be launched!"



# Scouts 38th STROOD

ZETA RETICULI SCOUT TROOP  
LYNX VENTURE SCOUT UNIT

Most of you will have seen a small fenced area by the road trailers and a sign reading 38th Strood (Temple Farm) Scout Group - that's us!

Who are we? Well, yes we are Scouts. We are based in Darnley Road, Strood. About two years ago we decided that we would like to sail regularly. 1994 has been our first full year of sailing and our first year with the WSC. All of the Scouts have been impressed by the friendly and helpful nature of the Club and we hope you have been impressed by us. We have been sailing at least once a month with the Scouts and Venture Scouts and have had extra training sessions for sailing instructors - we even had representatives on some midweek cruises. The Club was also the base for our weekend sail camp last September - the Drascombe representative at the Southampton Boat Show was most impressed with how many people we managed to sleep in a Drascombe.

Currently we sail a mixture of boats including what has become known as the disguise boat. Why the disguise boat? A younger Scout heard one of our instructors call it a barge disguised as a dinghy and he started to call it the disguise boat and the name stuck! This coming season we, thanks to the Club, will be replacing one of our current boats with a Class GP14 boat and we hope to replace another with (after a lot of work) an Enterprise. Eventually we see ourselves having all Club class boats - but it will take us some time.

So that's us. Please feel free to come and chat with us, we are always interested in advice and are willing to discuss what we are up to.

DAVID WRAIGHT  
SCOUT AND VENTURE SCOUT LEADER

Credit where credit is due! Now, what is he on about?  
After just over 3 years it is time for some different blood and ideas  
in the position of Sailing Secretary and I would like to record my  
thanks to the following:

Patrick & Jayne Ward my predecessor and his good lady, my apologies  
for the late night calls seeking assistance.

Tom Sims and John Smith (Commodore & Vice at the outset) for their  
help and encouragement.

All the sailing committee members who suffered at meetings and did  
they suffer - one member has now gone to Brussels and another to Hong  
Kong to escape.

My crews who were left sorting out the boat while I set and promptly  
forgot courses - one of them resorted to starting a family and another  
was last heard of in the United States.

Denise, Katie & Claire for the lack of attention or use of the  
computer.

This leaves one sad note, nobody else wants to be Sailing Secretary  
and without one it is difficult for our sailing to continue. It is  
not a hard job either mentally or physically, after all I managed.  
The workload has been reduced dramatically by the new position of  
Trophy Secretary (Ian Povey) but someone has to be the Sailing  
Secretary, why not YOU?

IAN PARRIS

### WILLIAMS MUSIC HALL

#### *MY LORDS, LADIES & GENTLEMEN*

I am sitting here this New Years Day,  
Wondering what to write or say.  
I have been to the Club today,  
Feeling the wind while the boats are away.

It was a grand night that New Years Eve,  
With a show at the Club you did not want to leave.  
Thanks to Linda, Pam and Jill,  
And all the ladies in their frill.

The boys in blue made it too,  
With an 'Evening All' and what a to do.  
That be Ron, Brian and little Mick,  
Dancing about with their stick.

The music was played on a Yamaha,  
By Ray who was hoping to prop up the bar.  
His good lady helped too  
By beaming a large smile at you.

The rest of us sat there still,  
Hoping not to be picked by the Bill.  
When 'I say I say' raised its head  
And we had to join in instead.

It is now time to end this day,  
By putting this 'ere boat away.  
Thank you all for what you do,  
May this New Year take care of you.

Ray Craddock

## ON THE HOUSE....

1994 ended with a successful Bonfire Party with the  
rain holding off until after the fireworks had all  
been let off. The Christmas Party was enjoyed by all  
and especially the visit from Father Christmas. He  
even had a present for the House Secretary - many  
thanks to the "satisfied customers".

Events for 1995:

**WELCOME EVENING**  
Saturday 8th April 1995 from 7.00 p.m.



All Club members are welcome to come to the Clubhouse  
and enjoy a free glass of punch and snacks. Come and  
make new friends, meet old friends and catch up with  
sailing gossip from last season.

**EVENING RACE AND BARBECUE**  
Saturday 3rd June 1995

Race at 6.00 p.m. followed by barbecue.

**MIRACLE OPEN MEETING**  
Saturday 17th June 1995  
Barbecue at 6.00 p.m.

**MEDWAY REGATTA BARBECUE**  
Saturday 8th July 1995  
at 6.00 p.m. at WSC

A Happy New Year to you all.

For further details contact ANN HEATHER 0322 228251





## GP FOURTEEN

Once again we have had another good season of sailing. For those of you that have not heard on the grapevine - we have been chosen to hold next year's London and South East Area Championships, and this is to be held during the Medway Regatta. In conjunction with this event I feel that this will be an excellent opportunity to promote our class. This is something we must do in order to keep class racing within the Club.

Our Fleet Evening will be held at 7.30 p.m. on 4th February at 25, Bonney Road, Allhallows. As per usual, donations of food would be greatly appreciated. During the evening we have one or two important items to discuss as well as presenting our prizes for the year.

### AUTUMN POINTS

- 1st Brian & Ray
- 2nd Alan & Ron
- 3rd Mike & Keith

WSC also won the WSC + SEGAS team racing cup this year. We would like to welcome our new fleet members Geoff Hayday and family.

It just remains for me to wish you all a prosperous new year and good sailing for 1995.

DAVID FRY



Whilst on the subject of Sailing Instructions/Rules I am sure many of you will have read about the experimental "Right-of-Way-Rules" due to be introduced in 1996. Although I am all in favour of simplifying this section of the rules, it would appear that the whole concept of the slower boat in front being able to PRACTICALLY protect his wind will be reduced to the point of non-existence with these new rules. This will have repercussions on all our club racing, be it all in Handicap (Commodore's/Bosun's) or normal points. Less will be lost by the slower boat letting the faster boat through than trying to defend his position. A picture would be worth a 1000 words but I will try and describe a scenario:

The tide is Flooding and the wind is the prevailing SW. Our time honoured Enterprise (PY118) and GP14 (PY119) are cheating the tide going from 29 to 25. In this situation the GP is marginally faster because she will be flying a spinnaker, therefore the GP will slowly over-haul the ENT by passing close to Windward (there won't be any water the other side). The ENT under the new rules may only luff slowly, this will allow the GP time to respond and keep clear. Both boats are now going out into the tide and because of the relatively low difference in speed between the 2 boats, this will go on for most of the leg. Meanwhile the rest of their Fleets will have sailed through to leeward and/or disappeared towards 25.

With the existing rules any boat passing another to Windward within 2 boats lengths feared the consequence of a vicious luff. The GP would be passing well to Windward of the ENT giving herself distance/time to respond to any luff.

The reverse will occur between the GP and ENT on the close reach back up-river, when the ENT will overhaul the GP passing close to Windward and the GP will have the same inability to defend her wind.

The boats chosen are at random, you can picture your own nightmare! I have looked at one rule but in my opinion, the rule with the most detrimental effect on our sailing. Some of the other rule alterations especially those at marks, although again I would say they are with good intention, to us the club racer the protest will in 90% of cases still be decided by the "ONUS" (who has a witness) and therefore these rules offer no gain.

Your comments please to the RYA not me.

I FINALLY UNDERSTAND THE PERFECT COURSE AND INCLUDE THE FOLLOWING GUIDE.

THE COURSE LACKED: Reaching.  
COMPLAINT: The course was set for Fireballs.  
FROM: Contenders, Tasars, Lasers, half of H/cap B and my fellow Fireball sailors.

THE COURSE LACKED: Beating and running.  
COMPLIANT: The course was set for Fireballs.  
FROM: Wayfarers, GPs, Miracles, the other half of H/cap B and my fellow Fireball sailors.

THE COURSE LACKED: Beating, reaching and running.  
COMPLIANT: The course was set for Fireballs.  
FROM: Contenders, Wayfarers, Tasars, Lasers, GPs, Miracles, all of H/cap B and my fellow Fireball sailors.

I hope you have enjoyed sailing them as much as I have setting them.

My final article! no more being chased by Barbara!  
Included in this issue of the magazine are both the Season's Club Handicap results and the Frostbite results, congratulations to all!

The Frostbite attracted an entry of 30 boats including 7 visitors, it would have been 8 but one visitor who turned up with his boat on the first weekend went away because so few from his fleet were participating. I find this upsetting, if our little old club is going to be around in a few years time we must compete with rival clubs who are offering Winter series and we will only attract visitors and encourage membership growth by supporting the sailing at our club.

**Silver Trophies** - Some of these were returned so late this year the engraving was still hot at the dinner dance. Unfortunately I did not have time to re-silver, photograph or get them re-valued for the insurance. Please return all trophies (cleaned) to the Trophy Secretary Ian Povey by 1st September 1995.

**1995 Sailing Programme** - The second draft, which I hope will not alter, is on display at the club house so you will be able to get the salient dates to book your holiday from the programme, whilst attending the work parties.

1995 should be an exceptional year for sailing at WSC starting on March 18 & 19 with the Hoo Freezer. We have negotiated that members and their friends who have pre-entered (we will not handle money) will be able to tally sign on/off and launch from WSC thus avoiding the congestion at Hoo, the attraction being that you only have to bring your boat down a little earlier to participate in one of the premier events in the South East. Plus, you are then ready for the start of our own Season the following Sunday, 26 March. I know you won't fall for/believe this (delete as applicable) but it gets better! Having anticipated you will want to participate, the General Committee have cleverly arranged a work party for Sunday 12 March so bring your boat down early on 12 March, join in the work party, then the following weekend enjoy the Freezer. Having wetted your appetite, we then have a similar sailing event format to previous years with notable exceptions being:

- 1) We are hosting the Miracle Southern Area Championships on 17 & 18 June.
- 2) We have been given free range to organise sailing events within the Dockyard on 1 & 2 July, this will be a one-off as the Dockyard is being re-developed so don't miss it. This also presents an ideal opportunity to advertise the club. PS: This weekend is also the Admiral's cruise so we are probably safer in the Dockyard.
- 3) Medway Regatta 8 & 9 July during which the GP's are holding their South East Championship, David Fry is hoping for 40-50 boats. With all this extra sailing, some additional training and social events, the Sailing/Race Programme has increased from 4 to 5 pages.

Possible Sailing Instruction/Rule alterations for 1995:

- 1) Postponement Times - changed from 1 minute between lowering Answering Pennant and displaying Warning Signal, to 3 minutes. Thus allowing 6 minutes for people to rig and launch from Postponement being lowered and the Preparatory signal being displayed. This will give as much time as the previous start sequence and hopefully avoid DSQ's for not being on the water in time.
  - 2) Shortened Courses - code flag "C" used in conjunction with "S" when the shortened course will be from that rounding mark directly back to finish at our line.
  - 3) Miracles - looking at seeding their fleet and possibly allowing single handed racing, therefore all Miracles will have to be timed in.
  - 4) Lasers - looking at the use of alternative Laser rigs with their appropriate handicaps for class points racing. Again boats will have to be timed home.
- As usual I stress these are possibilities and the drunken rambling's from the Fleet Captains, the 1995 Sailing Instructions printed in the "Sailing Programme and Duty List" will be definitive.

## Handicap "B"

### The Final Results:

#### Summer Points (AM)

1st	J. Parsons	Solo 3525	Ju Ju
2nd	M. Levey	Solo 3692	Doo Lally
3rd	M. Jessop	Streaker 194	Flip Flop

#### Summer Points (PM)

1st	M. Levey	Solo 3692	Doo Lally
2nd	M. Jessop	Streaker 194	Flip Flop
3rd	J. Parsons	Solo 3525	Ju Ju

#### Autumn Points

1st	M. Levey	Solo 3692	Doo Lally
2nd	J. Talbot & J. Whittaker	Enterprise	Billy Jean
3rd	J. Parsons	Solo 3525	Ju Ju

#### August Cup

1st	M. Bew	Solo 1353	Sam
2nd	J. Parsons	Solo 3525	Ju Ju
3rd	M. Levey	Solo 3692	Doo Lally

Editorial pressure limits, restrict this issue to a few lines (sorry late again Mum). I hope you all had an enjoyable season, I certainly did with the Winter Series probably being the highlight.

It was pleasing to see a reasonable Handicap "B" turnout for the winter bash, but we want to see you all in the summer months out there on the water.

I hope you all have a happy new year, are all well into your post Christmas training mode ready for the Freezer in March.... See you there.

Mark Bew

### DISCOUNT TICKETS FOR SAILBOAT '95

The club is able to purchase tickets for the Alexandra Palace Dinghy show on 4th - 5th March. We are able to buy the £6 entry tickets with 20 % discount so we intend to offer them to members at £5 per adult ticket, £1.30 for Junior ( under 16 ) tickets. the timescales are very tight so cannot be extended.

Either tell Bob Jones, or put your name and how many tickets required on the list in the clubhouse, before lunch on 15th February ( workparty day ).

Tickets must be paid for by end 24th February ( clubs AGM at clubhouse ). There is no limit on number of tickets you can purchase in this way, but as there is only 20p per ticket for club I would like to hand them over without postage or telephone calls.

Bob Jones

## CLUB HANDICAP RESULTS 1994

- ICE BREAKER:- 1st Ian Parris & Neil Ashby  
2nd Simon Coppen & (N/A single hander)  
3rd David Fry & Derek Cummings
- EVENING RACE:- 1st Ian Parris & Neil Ashby  
LONG COURSE 2nd David Tozer & Fiona Tozer  
3rd David Fry & Derek Cummings
- EVENING RACE:- 1st Paul Absolon & Sarah Wyatt  
SHORT COURSE 2nd Peter Moncrieffe & (N/A single hander)  
3rd Frank Robinson & Brenda Robinson
- LEIGH TROPHY:- 1st Keith Lennox & Mike Doherty  
2nd Bob Dutton & Paul Heather  
3rd Brian Lamb & Bobby Burnell
- SOUTH KENT:- 1st David Tozer & Fiona Tozer  
2nd Brian Warwick & Ray Blyth  
3rd Martin Smith & Mike Groom
- LADIES' CUP:- 1st Natalie Jones & Bob Jones  
2nd Lesley O'Rourke & Tanya O'Rourke  
3rd Sue Smith & John Smith  
4th Jackie Hudson & (N/A single hander)  
5th Janice Smith & Martin Jones
- JUNIORS' CUP:- 1st Natalie O'Rourke & (N/A single hander)  
2nd Neil Ashby & (N/A single hander)  
3rd Andrew Smith & (N/A single hander)  
4th Tanya O'Rourke & (N/A single hander)  
5th No further entries
- COMMODORE'S:- 1st David Tozer & Fiona Tozer  
2nd Ian Parris & Neil Ashby  
3rd David Fry & Derek Cummings  
4th Mike Doherty & Keith Lennox  
5th Brian Lamb & Paul Heather
- CRUNDWELL PLATE:- Mike Doherty
- BOSUN'S:- 1st Mark Bew & (N/A single hander)  
2nd John Parsons & (N/A single hander)  
3rd Graham McLaren & Alison McLaren  
4th Martin Smith & Mike Groom  
5th Malcolm Levey & (N/A single hander)
- LAYING UP CUP:- 1st Ian Parris & Neil Ashby  
2nd Peter Belcher & (N/A single hander)  
3rd David Tozer & Fiona Tozer
- GUN WHARF:- Ian Parris
- THE LLOYDS OF  
LONDON TROPHY:- Jon Hill

## TASAR



The remaining 1994 results are as follows:

- AUTUMN POINTS:
1. David & Stuart Mason 2357
  2. Ian Wyatt & Julia Woods 281
  3. Ray & Molly Fryatt 371
  4. Brin & Jackie Ward 2256
  5. Chris Ashby & Mike Smith 2151
  6. Ken Crundwell & Trish Ayris 285
  7. Graham Gibb & Crews 985

David and Stuart have wiped the board with 8 wins and only 6 results to count (not a bad discard - 2 firsts). They work extremely hard, keeping the boat absolutely flat at all times, sailing full and fast. Congratulations to you both.

### TASARS IN 'FROSTBITE' - FROST?

Only Chris Ashby and myself entered this series and we were rewarded with some smashing sailing. The weather was variable, with winds from gentle to gale, but all were remarkably mild, which was lucky for me, as the dry suit packed up back in the Spring and I hoped not to replace it until next year.

Our results were: 6th Chris Ashby & Mike Smith and 7th Ian Wyatt & Julie Woods. Well, that's about it I think, can't imagine where the year went. It will be well into 1995 by the time you read this and you will no doubt be working out holiday dates, etc. How about coming to the Tasar Nationals at Rock in Cornwall? They are going to be held from 19th - 25th August sailing in the Camel estuary or out at sea in Padstow Bay depending on conditions of wind and tide.

Our Open Meeting at WSC will be on Sunday 24th September when all boats in the dinghy park must be sailed. Just as an aside - I've always thought that one should never believe all that you read in newspapers or magazines, well it is true. In September's newsletter I said that Chris Pygall fell off a kid's bike, well he didn't, he fell off his own. I also forgot to mention his daughter Jessica - sorry! Chris has bought Tasar 1234 at present in the dinghy park, and will take it to Brussels in the Spring. Hopefully it will be back here with Chris and family in 1996. Since the last 31 1/2 Kay and Graham Gibb have had twins and captivating us all - well done!! (Now concentrate on the sailing).

IAN WYATT



### Permitted Boats In Boat Park

As the club has developed, the types of boat permitted into the boat park have changed. At one time, only Mirrors, GP14s and Enterprises were admitted. This was expanded initially to three handicap fleets which developed to our current Tasar, Laser, Miracle, GP14, Fast and Slow Handicaps.

There has been an on going discussion this year on the way ahead. With a changing membership, we have lost some valuable members, partly due to the sponsored classes policy. These have been lost in two ways: a) someone with two boats, one of which is a sponsored class has moved away so that they could get a boat space for their second boat, b) several new members have similar boats but as they have applied one at a time, they have been turned away. One example, this year, of this is the 470 where three prospective members were turned away.

The sailing committee had several meetings with a wide ranging discussion resulting in a vote to widen the basis for boats being permitted a boat space while normally retaining the basic concept of mono-hulled dinghies with a maximum length of 5.05m and a PY not greater than 146. The first boat of any type within these parameters will be discussed by a quorum of the sailing committee after which the sailing secretary will accept them. Boats outside these parameters will be discussed by at least a quorum of the sailing committee on every occasion that an application is received. Boats outside the parameters may be offered a boat space on either a continuing or annual basis upon recommendation by the sailing committee.

The objects of these changes are to increase membership, increase the number of boats racing and hopefully by having active handicap fleets for them to act as feeders to the class fleets.

The general committee has endorsed this decision and is changing the bye-laws to reflect the intent. A copy of the changed bye-laws will be incorporated in the next 31 1/2.

Bob Jones



E



TOY

O  
M



### FROSTBITE SERIES

This event saw predominantly heavy winds, with the thrills and spills that go with it. This strong wind also kept the final results open until the last race.

### OVERALL RESULTS FAST HANDICAP

- 1st Ian Parris & Neil Ashby Fireball 14042
- 2nd Peter Belcher Laser 143512
- 3rd David Fry & Derek Cummings GP14 12448
- 4th Brian Warwick & Ray Blyth GP14 13265
- 5th Ron Tibbs & Alan Tibbs GP14 5153

### OVERALL RESULTS SLOW HANDICAP

- 1st Mark Bew Solo 1353
- 2nd John Parsons Solo 3525
- 3rd Mike Wakefield & Sarah Wyatt Graduate 2969
- 4th Paul Absolon & Natalie O'Rourke Miracle 3737
- 5th Malcolm Levey Solo 3692

We would also like to thank Carl Lass from Royal Engineers S.C. for providing and operating a fast rescue boat. Without his/their help the event would not have taken place.

IAN PARRIS



Our club is helping with the organisation of the Hoo Freezer. Tom Sims and I have been going to meetings with Hoo Ness Yacht Club's committee to try and get the best possible event on the day. The race will be on Sunday 19<sup>th</sup> March with the practice race the day before due to the tides being unsuitable during February. I will be the Race Officer with the assistance of Barbara Bew and Sue Smith. Tom Sims and Barry Bew will be driving the mark boat, Leander, and will record all boats around the first mark.

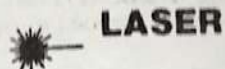
We hope to also have Wilsonian as a safety boat plus the Jeaneau and a Royal Engineers boat as lead boats to show competitors the way around the course.

**HELP** is required. We need a crew for Wilsonian, a crew for the Jeaneau and one person for the Royal Engineers boat. If you are willing to help, please telephone me or tell me personally at the AGM.

We have tried to devise some interesting courses, for all wind directions, and have formally proposed that you can sign on and off at WSC to prevent the congestion at the mouth of Hoo harbour. As the Hoo Freezer is one week before the opening of our sailing season, it will be a good chance for you to get your boats down and enjoy the Freezer as a warm up (!) for the beginning of the club's season.

Bob Jones

## Wilsonian 1994 Laser Open



Twelve visitors and six locals attended the Wilsonian Laser Open held on the river Medway at Hoo. With spring tides and the wind forecasted to varying in strength and direction between 3-4 from the N-E in the morning and 2-3 from the E in the afternoon the racing was going to prove interesting.

### Race 1

The course was set for a quick dash to the windward mark followed a short reach up stream and a much longer close reach / beat down stream against the tide and then a run back up stream before finishing. Simon Dodds took full advantage by making a clean start and reaching the windward mark first. He consolidated his lead and was unchallenged for the rest of the race. Jonathan Emmett and Tony Woods followed the leader round. Phil Barnard pulled out a decisive lead on the beat on Peter Belcher after he had run aground on the mud flats just off Folly Point.

- 1st S.Dodds
- 2nd J.Emmett
- 3rd T.Woods
- 4th P.Barnard
- 5th P.Belcher

### Race 2

Simon Dodds executed a perfect port start after a major wind shift in the five minute period to give him self a five boat length lead at the first mark. From then on he dominated the second race and won the open meeting outright. Meanwhile P.Carter, Phil and Tony fought for second place.

- 1st S.Dodds
- 2nd P.Carter
- 3rd P.Barnard
- 4th J.Emmett
- 5th T.Woods

### 3rd Race

Wind E 3

The third race was more eventful. Simon, Phil and Tony were involved in a start line incident allowing Gordon Belcher lead the way round the first two marks. On the long beat down stream Peter Belcher and Phil battled it out. Peter and P.Curl eventually overhauled Phil by sailing further in shore as they approached the windward mark.

- 1st P.Belcher
- 2nd P.Curl
- 3rd T.Woods
- 4th P.Carter
- 5th G.Belcher

### Overall Results

1st	S. Dodds	1 1/2	Hythe and Saltwood SC
2nd	P. Belcher	5 3/4	Wilsonian SC
3rd	T. Woods	6	Queen Mary SC
4th	J. Emmett	6	Weir Wood SC

Master  
P.J.Belcher  
Junior  
J.Emmett

## TRAINING PROGRAMME 1995

This is the Training Programme for 1995. There will be a booking chart for the formal courses on the noticeboard on the stairs in the clubhouse. Please complete by filling in the boxes ONLY. We will consider running other courses if there is sufficient interest and availability of instructors. There are three Level 1 Introduction to Powerboating Courses in the programme, These are our usual six hour courses on the displacement boats and we will issue Level 1 Certificates. Courses for the Level 2 National Powerboat Certificate will be arranged when we have the RIB at the Club. These courses will be two Saturdays of ten hours (0900 to 1900) and will cover both Planing and Displacement boats. Assessment at the end of the course will be in the form of a Practical Boat Handling Test to a set format. As in our Level 1 course, we shall be dealing with items from the Level 3 syllabus and will issue a Level 2 National Power Boat Certificate and Level 3 Club Rescue Coxswain Certificate on the successful completion of the course. The Club will require a minimum of a Level 2 (Planing Boat) Certificate to helm our new RIB.

Other courses available are a Club Race Officers Course at Gravesend Sailing Club on four Tuesday evenings in February (see Bob Jones or Ian Parris). There may also be some spaces available on a Level 4 Racing Techniques Course at Maidstone Sailing Club in April/May (see Bob Jones).

Congratulations to our new Sailing Instructors: Lesley O'Rourke, Sue Smith, Paul Heather and Peter Horner and to our new Powerboat Instructors: Bob Jones, Barry Bew & Mike Groom.

Good Sailing for 1995.

Tom Sims  
Training Principal

(NOTE: Will instructors please return their availability sheets as soon as possible. Tom)

## TRAINING PROGRAMME 1995

### LEVEL 2 BASIC SKILLS SAILING

29th April 6th/13th/20th May

### SATURDAY TRAINING WITH RYA INSTRUCTORS

### SATURDAY CLUB (for Juniors)

13th May 10th June 5th August 2nd September

### SATURDAY SPECIAL (for Juniors and Adults)

27th May 24th June 22nd July  
19th August 16th September

### OPTIMISTS & TOPPER FLEETS IN DOCKYARD 1st/2nd July

### SAFETY BOAT TRAINING

LEVEL 1 INTRODUCTION TO POWERBOATING (for RIB and displacement boat) 1st April 20th May 3rd June

LEVEL 2 NATIONAL POWERBOAT CERTIFICATE - to be arranged.

Congratulations to Saturday Club members who obtained certificates in the RYA Young Sailors Scheme in 1993/94:

#### Stage 1

Tom Pygall  
Natalie O'Rourke  
Andrew Smith  
Mark Smith  
Nicholas Babb  
Christopher Smith  
Paul Garlick  
Rosa Garwood  
Sam Pygall

Jessica Pygall  
Neil Garlick  
Daniele Manente  
Marco Manente  
Luca Manente  
Tanya O'Rourke  
Natalie Ford  
Christopher Ford  
Lee Garlick

#### Stage 2

Tom Pygall  
Nicholas Babb  
Natalie O'Rourke  
Paul Garlick

Mark Smith  
Christopher Smith  
Andrew Smith

## BIG WHEELS

Most of the road trailers in the trailer park appear to have 4.00 x 8 wheels on standard 4" PCD hubs. If your trailer has these wheels and the tyres are wearing out, then it may well be worth replacing the complete wheels by Mini wheels as these fit the same hubs.

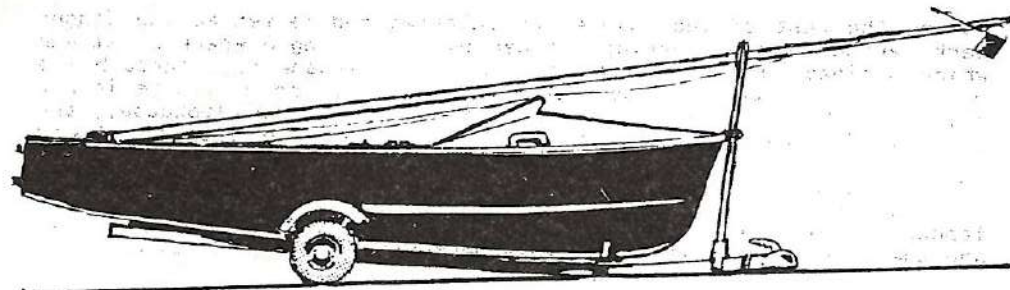
The wheels used on Austin Rover Mini cars take '145 x 10' size radial tyres and have the following advantages over 400 x 8 wheels and tyres:

Gives the trailer higher ground-clearance.  
Tyres and wheels are more robust and longer lasting.  
Should give smoother running and easier handling over rough or soft ground.

If you decide to fit Mini wheels to your trailer, you will probably need to raise the mudguards, also, some hubs have a grease nipple which will need to be temporarily unscrewed whilst you fit the wheels.

You can expect to pay around £8 - £10 each for a part worn Mini wheel and tyre from a reputable car dismantler (eg Mizel Cars of St. Joseph's Road, Stone) which is about the same price as a new 400 x 8 tyre alone. Trailer tyres are subject to the same laws as tyres on cars so check for tread depth and any damage to tyre walls, etc, but as the rate of tyre wear on an unbraked trailer is much lower than on a car, a half worn tyre should last you for years on a trailer.

JOHN BRIGHT



# LETTERS TO THE EDITOR

"Its all in a car park"

When the club started our nearest car park was down river at Hoo and boats could only be brought to the dinghy park after launching at Hoo. In 1970 the club bought itself out from the Old Boys Association of Wilsons Grammar school and was able to make independent decisions for the first time. "Lets have a car park above the woods", we said! "With an easy frolic down a pathway through the woods", we thought! Little did we realise the problems of obtaining Planning Permission.

Our application was turned down out of hand and we had to appeal to the DOE (or whatever it was called then). Their Inspector announced his intention to attend and decide things for himself on the ground. All interested parties were invited, and all came, except the local Council who either missed the date or decided to cease their objection. Be that as it may we won the day and our appeal succeeded. That was in 1971 and a construction sub-committee was formed to undertake the operation. I was a green committee member at the time and foolishly expressed a willingness to serve. Guess what, in two toots of a race officers hooter I found myself chairing the enterprise.

There were a number of tasks. Lease negotiations, raising the cash, finding materials which were in short supply, and finally engaging a contractor who could find time to do the work that we could not do for ourselves. We calculated that the cost would come to some £7000. Doesn't sound a lot now but to put it in perspective you could then have bought a very pleasant suburban semi for the money. Anyway, we had been saving in hope for a while, the Sports Council was persuaded to chip in with £2500, subs were jacked up a bit, belts were tightened and the Treasurer lost his granite faced appearance.

Work parties had to be arranged as soon as the sailing season was over. The first major effort found 70 of us breaking out of the back of the dinghy park and clearing the waist high scrub, undergrowth and sapling trees right up through the woods following the line which is still the route of today's track. Massive bonfires cheered the hot soup break at mid-day and at last we could see for ourselves what grading and levelling had to be undertaken if vehicles were going to make the journey up and down. Embankments were cut away, in other places dead ground had to be made up and stabilised. Full grown trees needed to go and we carefully obtained permission before felling them.

During the rest of that winter we enlarged and re-fenced the dinghy park taking in and clearing another piece of jungle where a stream which drained rainwater from the fields above came down through the woods bang through the middle of the site where the clubhouse is now built. That stream ran into a pond (in front of the clubhouse), and its overflow passed westward outside our area and into the River about 25 yards upstream from our present boundary. It was great fun to carve out a new channel starting above the dinghy park to divert the stream round and direct into the River to the west. Further labours filled the pond. Very little mechanical aid was available and the work was almost exclusively performed by sweated labour.



That tells the story up to car park level. Above that we needed professional assistance. Luckily the track round Hoo Lodge had been metalled during World WarII to give access to an anti aircraft battery so that was firm enough. All we needed was a hard track down from the ridge and the car park itself. The contractor carved out the trench which outlines the car park and which keeps the field water away. At the time when we were doing this it took weeks to capture a supply of hardcore for our minimum needs (500 Cubic yards).

Even with that amount we could not provide the solid base we desired all over the whole car park area. In the end we laid a base approx 9 inches deep over the track down and the first third of the car park from the entry gate. The next third got 4½" of hard core and the last part only a light surfacing of hoggin.

Our lease required us to plant closely set conifers right round Hoo Lodge to screen our traffic from the house. we managed to obtain 300 trees up to three feet tall from a local nursery. The cost was £100 - provided we were prepared to dig them up ourselves from the plantation! This we did and the planting was undertaken by a small party of enthusiasts starting on a cold but sunny New Years day in 1972. Look at those trees now as you drive past. Not 300 of them any more but they are a lot more than three feet tall!

We were well aware that we could not afford to have all the work performed to the standard we desired but it was a question of getting the facility on stream and then "suck-it-and-see" as the years progressed. Many people gave enormously of their time to see the plan launched. I am sure that like me they all recall the excitement of their participation with pleasure.

Sam Brookes



**STOP PRESS.....STOP PRESS.....STOP PRESS.....STOP PRESS.....**

After being deluged with volunteers from the membership the list is now closed and the lucky winners can be named. - No, not the National Lottery, but the job which everyone wants - the Duty List! The lucky people who will deal with your special requests for 1995 are Bob Jones and Ian Parris who will be pleased to hear from you.

**STOP PRESS.....STOP PRESS.....STOP PRESS.....STOP PRESS.....**