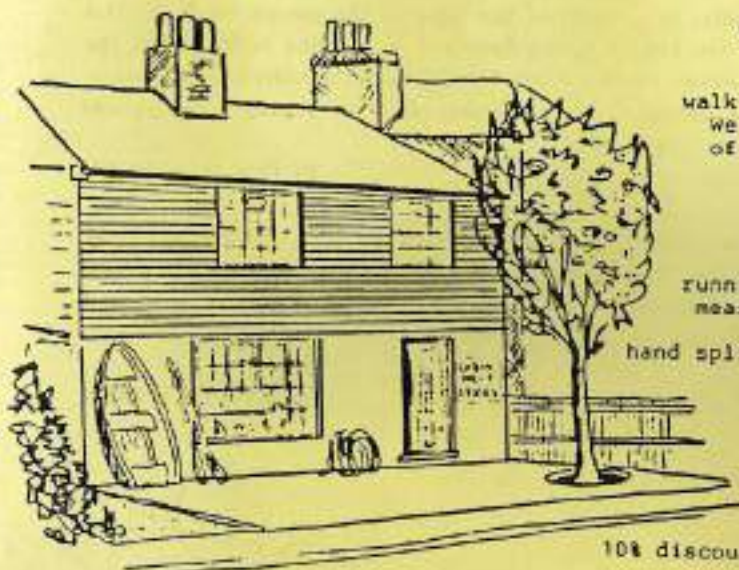


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# 31 1/2

## THE WILSONIAN SAILING CLUB MAGAZINE

### FROM THE COMMODORE

MAY 1995  
ISSUE NO 53

A lot seems to have happened already this year at the club, and it is only May. The season got off to a good start, probably because the Hoo Freezer was just one week before our Ice Breaker. The Sunday dawned bright and sunny and a successful day's sailing was had by all concerned. A number of our members took advantage of the facility to launch and sign on/off at WSC and we hope that this can continue in future years. Thanks to all who helped Hoo Ness YC run the event, including Bob Jones who was the Race Officer and those who manned the safety boats.

The Committee Dinner was a great success, this year held for the first time at the club. Guests included Andrew & Sarah Bryce (our Landlord), David Maude & Gina (the River Inspector), Mike & Sue Turner (who made the club's new video), Ken & Trudy Waller (Commodore of HNYC and Chairman of the MYA), John & Christine Baker (Vice-Commodore of MYC) and Richard & Anne Whitebread (Commodore USC). Using the clubhouse for this type of event not only saves us the cost of hiring a hall and produces bar income but also provides a congenial "at home" atmosphere much appreciated by members and guests alike. The guests were very complimentary about the evening, particularly our good view of the river towards Gillingham Marina.

Two "curtain wall" 20' containers have now been delivered to the club and, after installation, will be used as a boathouse for the RIB and the Jeanneau. Don't worry that they look rather (very!) tatty at the moment, once they have been tidied up, mounted and clad they should be a lot more presentable. When the boathouse is finished the RIB can be brought to the club and the safety boat training courses can commence - the course list is already full for 1995!

The new barbeque is nearly finished! Our thanks to Ian Wyatt who has spent many back-breaking hours bricklaying.

Finally a plea. Please try to attend the work parties if you can. There is still a lot of work to be done at the club, the winter work parties having been so badly attended, and we have the boathouse to finish amongst other things. So please, especially those who found the winter too cold to venture out, don't leave it to the usual committed few. We are all members and we should all be doing our bit.

And enjoy your sailing!

David Tozer  
Commodore

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WILSONIAN SAILING CLUB	Main Road, Hoo, ME3 9HF	0624 250318
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# "SAILORS GROTT"



**VENUE: WILSONIAN SAILING CLUB**

**DATE: 3rd and 4th JUNE 1995**

**TIME: ALL WEEKEND**

**Have you outgrown Sailing Gear?**

**Have you any spare boat bits?**

**ALL PROCEEDS TO AIR AMBULANCE**

**Any Lost Property not collected by  
'Yot-Grot' weekend will be sold!**

## LETTER TO THE COMMITTEE

On 1st November 1994, my wife Valerie was involved in a road traffic accident. Tragically, as a result of her injuries she passed away on 31st December 1994. On behalf of my family I would like to thank all the members of Wilsonian Sailing Club for all their considerable kindness, help and support during Valerie's illness and my family's subsequent bereavement.

**PETER WOODLEY**

Commodore's Note: Valerie was only 51 when she died, and she and Peter had been married for 29 years. They have three children, Sarah 26 years, Peter 24 years and David 20 years. I am sure all members, past and present, will join me in sending Peter and his family our sincerest condolences.

**DAVID TOZER**



## RNLI PURSUIT RACE

The Pursuit Race, held in aid of the RNLI, attracted 21 entries including one visitor. The weather was ideal, producing a close finish for the first half a dozen boats and giving Fiona and I an exciting first sail after our six month enforced break. The visitor, Mike Wakefield of Chipstead Sailing Club, sailing a Graduate, won the Race.

**DAVID TOZER**

## MY FIRST OPEN MEETING



At last I had persuaded Mum and Dad to take me to an Open Meeting. By good fortune the first Open of the season was at Redoubt. We had sailed there during the winter, so there were no excuses for getting lost. We arrived nice and early only to find that we were the last to arrive. On the lawn outside the clubhouse was assembled the last word on Oppy hardware, Winner Mk 7's and 8's all ready to sail. My well-used Laser built Oppy looked quite scruffy alongside them.

After the briefing, a committee boat start and we were away for the first race. The hot shots just flew up the first beat around the first mark and up onto a plane. However, at the back of the fleet, I found myself battling with 3 or 4 boats of a similar standard to myself. I swapped places with these boats on every windshift.

I completed the three races and gained places as boats capsized or ran aground. 12th place was not too bad and after packing Foxcub away we went to the prizegiving. The club had worked hard and the sponsors had been generous - there were sailing suits, buoyancy aids and many other nice prizes. I was amazed when I received the best novice's prize, a trophy and some tickets to go on the Romney Hythe and Dymchurch Railway. All the competitors signed a model Optimist sail donated to the club by our own Paul Absolon.

It was a great day and a taste of what racing is all about - I can't wait for my next Open Meeting!

ANDREW SMITH  
OPPY 2630 FOXCUB



**STOP PRESS.....STOP PRESS.....STOP PRESS.....STOP PRESS.....**  
**CHANGES TO DUTIES**

**ANY CHANGES TO DUTY DATES MUST BE REPORTED  
TO IAN PARRIS AND BOTH OF THE CDO'S CONCERNED.**

## ON THE HOUSE....

EVENING RACE AND BARBECUE 2nd June 1995  
Race at 6 p.m. followed by Barbecue  
Bring all the family to this event  
Adults £2 Child (Under 12) £1



MIRACLE OPEN MEETING BARBECUE  
Saturday 17th June 1995  
From 6 p.m.  
Adults £2 Child (Under 12) £1

MEDWAY REGATTA  
There are three social events for the Medway Regatta  
this year:



CARIBBEAN EVENING AT MEDWAY YACHT CLUB  
Friday 7th July 1995 from 7 p.m.  
Buffet Supper/ Steel Band and Disco  
Adults £12.50 Child (Under 16) £6



OPEN HOUSE AT UPNOR SAILING CLUB  
Thursday 6th July 1995 from 7 p.m.

BARBECUE AT WILSONIAN SAILING CLUB  
Saturday 8th July 1995 from 6 p.m.  
Adults £3.50 Child £1.50



The Prizegiving on the Sunday afternoon will be at  
Wilsonian Sailing Club.

BONFIRE PARTY  
Saturday 4th November 1995  
Bonfire lit at 6 p.m.  
Fireworks followed by supper.  
Adults £3 Child £1.50



PRIZEGIVING AND ANNUAL DINNER  
Saturday 18th November 1995

CHRISTMAS PARTY Sunday 17th December 1995

If you would like further details about any of these  
events, please contact me. I hope to see you all here.

ANN HEATHER  
(01322 228251)

## LETTERS TO THE EDITOR

It seems to me a great pity that there is still much debate regarding the decision to allow a wider choice of boats into the club.

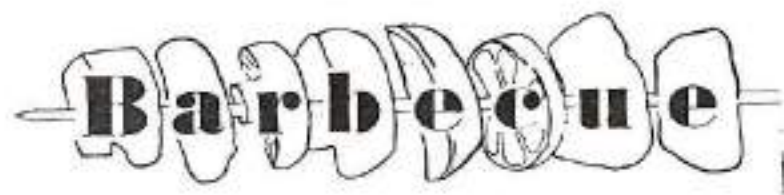
I would be the first to agree that the British resent change. However, I would like to point out that there was a time when there were no Miracles, Tasars, Wayfarers, etc. etc., and other fleets such as the Enterprises were the predominant popular choice.

If we did not accept change, then we would all still be driving split screen Morris's and split rear window Volkswagen Beetles, or in Tom's case Austin 8's!

At the end of the day, we all join a club to enjoy sailing at our own personal level, whether it be to race competitively or to cruise and enjoy the fresh air and change from our everyday lives.

I therefore say to those who are disenchanted with these changes, why not step back, consider why they may have changed classes at some stage of their lives and to reflect on freedom of choice which we are all encouraged to pursue in all walks of life today.

JOHN TALBOT



As most of you will be aware, Ian Wyatt is in the process of building a wonderful brick barbecue ready for the summer. (Let's hope it 's a long, hot one - Summer that is!).

It seems such a shame that the surrounding area is so muddy and uneven. Why don't we therefore all put our hands in our pockets and give our small change (and maybe some larger donations) to buy some paving slabs to smarten up the area? We did not have to "buy-a-brick" for the barbecue so let's all "pave the patio".

JULIA WOODS



## OPEN LETTER TO THE MIRACLE FLEET

I hear you are going to Bala this year! Well everything you hear about that area is correct. We visited last August for the Bala family week, but sadly were confronted with force 7 and 8 winds over the August Bank Holiday whilst everyone else was enjoying perfect weather on the Medway.

Providing you have an AA member in the towing vehicle they will usually take your boat up to Bala for you from the Midlands, and in fact deliver it to the campsite in the early hours of Sunday morning before you actually arrive yourself!

In all sincerity we hope you have good weather and safe uneventful journeys. If anyone wants the low down on the various camp sites, or one or two tips on where to eat, we will be pleased to provide the latest details.

JOHN TALBOT

## SAILBOAT '95



Well it's been and gone already! Hardly seems possible!

I am pleased to report that despite the move to Alexandra Palace it has been our most successful show ever in recruiting new members who we warmly welcome into the club.

Over the two days the RYA informed us that attendance was 39% up on last year, with around 10,000 people attending over the two days.

The new venue meant that it was easy to see the whole exhibition without the chance of missing any of the exhibits which was often the case at Crystal Palace.

On behalf of us all may I thank Paul Absalom for drawing up a concept for this year's stand, his graphics, carpentry and cabinet making and for helping to put everything together on the Friday evening.

May I also thank David Hudson for his superb photographs which were greatly admired, Ray Craddock for his help on both Friday and Sunday evenings and especially for doing the "bog eyed shift" for me on the Sunday morning. To David, Penny, Jean and everyone else who did a spell of duty and made the whole effort possible.

As a closing note, compared to previous years we were very short of members for stand duty this year and I actually had spare tickets available as so many had taken up the discount offer in advance!

# HANDICAP B

## SPRING POINTS

Well, that's the Spring Points over. Unfortunately it was a slow start to the season for many of us - just eight in the results, with most only sailing in one or two races, so it can only get better! The weather and water are getting warmer so "come on down" a lot more for the Summer series.

- 1st M. Levey - Solo
- 2nd J. Hudson - Comet
- 3rd D. Vettergreen & S. Sprot - Enterprise
- 4th J. Parsons - Solo
- 5th T. & B. Sims - Graduate
- 6th= M. Jessop - Streaker
- 6th= L. O'Rourke - Topper
- 8th I. Wilson - Topper



## EASTER CUP

Well done Mark, Dave and Stan for sailing two races in the Easter Cup. John and I retired damaged and hurt - I must remember to keep hold of the mainsheet when gybing, thus preventing the death roll and John must give himself more room at the marks to stop smashing into them (even Solos can't take much of that!)

- 1st M. Bew - Solo 1353
- 2nd D. Vettergreen/S. Sprot - Enterprise 20175
- 3rd J. Parsons - Solo 3525
- 4th M. Levey - Solo 3692

MALCOLM LEVEY

### FOR SALE

CHILDS 2 PIECE WET SUIT  
TO FIT 10-12 YEARS

Very good condition £28

Navy & white trim

LIZ LYNE 01634 719463

Help! I have to write for 31/12. What do I say? Find some clues - look at the last issue. Ian's farewell stated "My final article: no more being chased by Barbara." So here goes - "My first article: I'm on course for being chased by Barbara."

I am still wondering how and why I became the new Sailing Secretary - I was always under the impression that this post should be held by someone who was an expert sailor. Despite eight seasons in the club I still do not aspire to that. I undoubtedly became adept at responding to such clear instructions as "there", "that one", "in a minute" and "shift your ass" - sorry "weight" (with apologies to Bob Dutton, my mentor and guide), but long term crewing can make one a bit lazy about appreciation of the finer technicalities. So why me? Well - someone talked fast in my direction; I was told that expertise didn't matter (yet); and I was promised advice and support. And they were getting desperate! But a positive attribute is that following an early retirement a few months ago I have time and was of a mood to give some of it to the club. Having taken the plunge I am looking forward to the challenge ahead albeit with some trepidation - Ian Paris will be a hard act to follow but I will do my best even if my act is different.

Sailing matters are of concern to all members and I recognise that an important part of my task is to foster involvement and cooperation. So I will be more than happy to receive comments, constructive criticism and ideas from anyone either direct or through your fleet captains who are your representatives on the Sailing Committee.

Now to business - some happenings, some reminders, some pleas.

THE SEASON COMMENCES - slowly it seems. As often happens, and despite a good spring this year, the starting line has not been too crowded during the first few weeks. Numbers of boats racing varied between 14 for the ice breaker and 22 for Easter Cup races. So those, including me, who still have boats in the garden, in the garage, in someone else's garage or in other lodgings, remember that May, June and July are usually our "high" months and pass all too quickly.

SAILING COMMITTEE - had its first meeting just before Easter and a second is scheduled for 17 May. Inevitably our current major concern is planning for the open meetings but there are other issues around from course setting to the very important Chatham Dockyard weekend.

OPEN MEETINGS - here is a reminder of dates:

- 8 May Pursuit race (in aid of the RNLI)
- 17/18 June Miracle and Graduate - both Southern Area Championships
- 8/9 July Medway Regatta  
GP 14 - South East Area Championship  
Enterprise
- 24 September Taser and Laser



Open meetings are 'labour intensive' and need a lot of effort to run. Many of you will be involved in at least one of them. They are important events for the club in demonstrating our ability to be a sailing force in the area and in showing ourselves as a happy, friendly club to attract visitors and new members. So please turn up, turn out (in whatever role) and enjoy yourselves.

#### CHATHAM DOCKYARD WEEKEND 1/2 JULY

There will undoubtedly be more detail in this issue from other sources but I feel I must add my own plea to support this event. It will be different from our usual sailing but should be a once off opportunity for some novelty and fun in this historic site. We need people to sail and people to help on shore. Fleet Captains have been asked to help encourage and organise so do have a chat with them to see how you can become involved. This is an important event as it will be a chance to promote recruitment and hence strengthen our club and its sailing. Bob Jones is putting tremendous effort into its organisation and deserves our support.

**PROTEST COMMITTEES** - we need more volunteers to sit on protest committees to serve open meetings. Excepting our band of admirable regulars there seems to be a reluctance to undertake this task. I suspect in part based on a fear of the unknown. I am told that it is not that bad to the extent that one member says "it's great fun". Each committee has an experienced Chairman so guidance is readily to hand and I expect that I could arrange a short teach-in for those who are interested but hesitant. I myself am going to give it a try for the first time. Anyone else please! I'd like to avoid the press gang and hope that we do not have to rely only on members of the Sailing Committee. Let me know with dates you would be available. If you need a bottom line try this - "You have just sailed a race which was important to you but need to protest. You are grateful that there is a good committee to hear it. Has next week's protest a similar right of expectation?"

**RS400 - DEMONSTRATION ON SATURDAY 10 JUNE** - come to WSC and see and sail. There is a lot of talk about this new boat and several members have expressed interest in trying it out. More detail elsewhere in this issue.

So my first article draws to its end. Oh dear, it does seem a bit preachy. Please come to this. Please volunteer for that. Sorry, but it can't be helped, that is where we are at the moment.

In conclusion some thanks - to Ian Paris for time and patience in handing over; to all those who have been so encouraging and supportive in their reception of my appointment, and to Ken, my husband, for quickly and willingly becoming an unofficial and necessary assistant particularly in all IT matters. I can even forgive and view with amusement (just) the response by some "senior" members of the Committee who on being told that I could not sail for a few weeks due to a dislocated shoulder acquired whilst skiing, said "Oh dear, but you will have lots of time to do the admin part of the Sailing Secretary job". Whose silver lining? However the shoulder is healing nicely so with luck you should soon again have a Sailing Secretary who sails.

Here's to good sailing in 1995

DOREEN DAVIS



## GP FOURTEEN

We have seen a slow start to the season, but now with the good weather we are seeing good turn-outs. From what I have heard on the circuit we should expect a good turn-out for the Area Championships.

Thanks to all of you who supported the Fleet evening. I would like to welcome David and his scouts to the Fleet. With our support they are the helms and crews of the future.

With the Areas fast approaching I would like to remind some of you that you will need valid measurement certificates. I hope to secure the services of a GP measurer before the event.

#### SPRING POINTS

- 1st Ray and Brian
- 2nd Dave and Roy
- 3rd Alan and Ron

#### EASTER CUP

- Keith and Mike
- David and Derek
- Brian and Ray



DAVID FRY

# RS 400

A CHANCE FOR YOU TO TRY ONE OF THESE AT THE CLUB ON SATURDAY 10TH JUNE 1995 BETWEEN 11.00 A.M. & 4.00 P.M.

The RS 400 is one of the current breed of light, all glass fibre, modern dinghies with two sails plus asymmetric spinnaker! It is 14'10" long and marketed by the London Dinghy Centre. It is for two persons sitting out (no trapeze). If you would like more details before 10th June please telephone Martin Wadhams (0181 852 3336)

# TASAR

## SPRING POINTS



With a declared entry of six boats and weather from zero wind and cold to very windy but mild, the season has started well.

### RESULTS

1st	Brin and Jackie Ward	2156	Chicken Pi
2nd	Ray and Molly Fryatt	371	Allegro
3rd	Ian Wyatt & Julia Woods	281	Helsar
4th	Frank & Brenda Robinson	445	Mr & Mrs. Happy
5th	Chris Ashby & Mike Smith	2151	
6th	Graham Gibb and brother	985	Samtu

### EASTER CUP

April 17th was a beautiful day but with insufficient wind most of the day - but then we are never completely satisfied are we? The light wind and the late return of the fleet from the morning race (guess who?) meant the postponement of the afternoon races for the whole club so we didn't bother with the 3rd race as the wind was fast dropping away again.

### RESULTS:

1st	Chris Ashby & Mike Smith	2151	
2nd	Frank & Brenda Robinson	445	Mr & Mrs Happy
3rd	Ian & Megan Wyatt	218	Helsar

### CHATHAM DOCKYARD WEEKEND

On 1st/2nd July the club will be sailing to and around the basins at the dockyard for a really serious WSC promotional effort. We need more members to ease the duty lists, more money to keep our subscriptions down and more boats in the dinghy park and out there on the water. I hope that over the two days we will be able to get in about ten or so short races and that we will get a small special trophy for the winner - please try and support me. Thanks.

# ENTERPRISE



It is with regret that Colin Treadwell has put his Enterprise into moth balls for the time being to enable him to concentrate on sailing with his young family in a Miracle.

Whilst under the "influence" of something or other towards the end of the annual dinner, a quorum was formed and yours truly was put forward and seconded to be your Enterprise fleet representative for 1995.

With the loss of Colin for the time being, it makes the task of regaining our fleet status even harder, but in the long term not necessarily impossible.

One of the highlights this season for the "Ents" will be the staging of an Enterprise Open Meeting, part of the Blue Jib Series which the Wilsonians are running in conjunction with the Medway Regatta.

We expect to have a large number of visiting Enterprises that weekend and I hope everyone in our club with an Enterprise will make the effort to partake or make their boat available to other club members to sail.

It is some years since we have had a fleet cruise. If there is enough interest perhaps we can either arrange one ourselves or combine with one of the other fleets during the summer months.

On Sunday 25 June the West Oxfordshire Sailing Club are holding their Enterprise Open. Jean who lives near Woodstock has offered to do a meal on the Saturday evening and help out with accommodation if anyone would like a change of scenery, and the possibility of sightseeing on the Saturday.

By the time this goes to press, hopefully we will have enjoyed the "curry and a pint" evening which Colin is arranging towards the end of March.

With the new season just started I hope that we all have a fair share of good weather, good sailing and good health into the bargain.

JOHN TALBOT



FOR SALE

RAPIDE COMBI  
ROAD TRAILER/LAUNCHING TROLLEY  
Suitable for Enterprise or similar  
ALMOST NEW TYRES  
GENUINE REASON FOR SALE

£260.00 ono

JOHN TALBOT 0181 302 8112

# HOO FREEZER

## HOO FREEZER - THE RACE OFFICERS VIEW

This year Wilsonian were asked to provide race committee assistance at the Hoo Freezer. 103 boats started the actual race of which 98 finished. There was an error with the results which was not spotted until the prize - giving had started.

That is a summary, but as all of you who have been a race officer know, there are many things which go wrong but are corrected before the competitors are affected. This is that story.

Last Summer the Club was asked by Hoo Ness if we could assist with the 1995 Hoo Freezer after several years when there had been problems. Their courses did not always provide windward starts, which their sponsor stipulated so we presented a range of course, which Hoo accepted. This involved Tom Sims and myself having to go to a pub with Hoo's sub committee to debate this. We also rewrote the sailing instructions.

At the final meeting we discovered problems in getting the correct trolley after the race to the right boat. A labelling system was devised with competitors entry number on it. The beach party had printouts of boat number / entry number - this system was used and worked well.

Friday, the day before the event, Tom and myself collect our RIB from it's storage and transport it to Hoo. We did not go for a trial run as the wind was 50 m.p.h. with gusts off scale. In Hoo harbour all boats were being given extra securing ropes. We rigged the bubble as a mark, and sorted all the flags ready for Saturday.

Saturday, practice race day, the wind is force 5, gusting 6, but blowing from Upnor Castle towards Hoo Ness, so boats could exit Hoo so decided to hold practice race. The start was near Hoo club, with first mark by Wilsonian, on far side of river. So the visitors could compete on sailing ability, not navigational ability, we were using our Jeanneau, plus our RIB as lead boats, one for each of the two starts. Ten minute gun and no lead boats - radio calls were not answered. Five minute gun, and an answer to the radio, the Jeanneau had sprung a leak and gone back to WSC, the RIB battery was flat and the boat had not started, so no lead boat and about 40 boats on first start. Sapper 1, one of the army RIBs came rapidly to our assistance, so we ran with one lead boat.

Off they went, slow start OK, fast start three over line who all went back. Two laps, one long the other shorter, going through a short line between laps and the finish. The line comprised two Hoo inflatable marks. These had weights on, but it was a very high tide, the weights lifted off the bottom and they both disappeared into Hoo Creek. a radio call had Wilsonian go into harbour to collect the bubble, and several more, increasingly frantic calls to get the bubble into position as the leading competitor was less than 300 yards away!

# REFLECTIONS



it out well up the river. As it looked to be on the "wrong side" of the transit line from 1DP through 30A, we sailed down onto the transit line to check and sure enough it was. To our amazement the whole fleet had sailed straight past 30A, no one had spotted the need to apply the "piece of string" rule. At 30A we went right round it. Up by Red Dinghy we called over to Brian and Ray in the safety boat, pointed out our protest flag and asked them to check the alignment. They did, and confirmed that the "piece of string" rule came into force. Second lap, back to 30A and again to our amazement no one spotted the problem. Shorten course after two laps, back ashore and what consternation we caused protesting the fleet. Last boat home - first place. Only one boat finished (correctly).

Reflections: First and foremost a very big thank you to Ian Parris and his team for organising the Frostbite. This was the first time Alan and I had extended into the winter and enjoyed some superb sailing. At the end of 1995 how about some more of you having a go? On four out of six days we sailed, the reduced rig was used. If like us you do not feel able to manage a full rig why not prepare to reduce sail area? After all, for cruising sailors the sail area flexibility to match the conditions is standard practice. Why not follow suit and extend your sailing opportunities. Advice and demonstration freely available around GP 5153. First place in the last race for each handicap fleet carried a bonus prize of a bottle of port. The group of Orpington ladies who have worked together over the last ten years fund raising for the Imperial Cancer Research Fund were highly delighted to receive three bottles of port and a cash donation towards their efforts. Their target of £100,000 for this year will be helped by the additional raffle prizes resulting from our enjoyment of good sailing.

Good sailing in 1995.

RON AND ALAN TIBBS  
GP 5153





# FROSTBITE

At this point it is interesting to note that without the "piece of string" mile the course would reduce to sausage laps between the two moored dinghies leaving buoy 30 to starboard even though it was a mile away by the Dockyard gate (see last race 19th December). But then we would not have had the fun of planing up and down the river. After our last lap after rounding 30S we let the sails flap so that Alan could get down into the boat to close a sticking bailer. Ian Wyatt in the safety boat was coming in close to see if we had a problem, when a powerful and prolonged gust hit us. We surged forward, planing like mad and within seconds were 100 yards away waving goodbye. The exhilaration of the ride was tremendous, sitting at the back I could see a smooth curve of solid water above and away from the lee gunwale, finally breaking into spray about a foot or more above deck level. (Later, back ashore, Ian said he was convinced we were going over when the gust hit us.) Back round Red Dinghy, boat across to CBP, then once again another gust took us planing down over the finishing line. Trish in the race box gave us a long blast on the hooter. We held the plane down over for a while before turning and planing back across to the shore. I am certain that the wind was stronger at the end. That just has to be the most exciting 1 1/2 hours sailing ever. Fourth place again. How come? Only four boats finished, Ray and Brian in +VAT had broken their rudder.

27th November - Safety Boat duty. Start of racing again postponed. NO WIND. Eventually a zephyr allowed the start of racing. Triangular course: CBP (upstream), 30AP, 31PX? A gentle leisurely affair which we watched from a mooring close to 30A, the gybe mark. The afternoon race ventured as far as 27.

4th December - Even stronger wind, forecast to increase. Racing abandoned for the day.

11th December - Winds F4/5 WSW. Multi lap courses down to 29. Sailed morning race only. Strenuous.

19th December - Morning race only. Last of series. Forecast winds strong but not evident on the river. Put the full genoa on but running short of time left the main reefed. Course: 32P, 31S, 30P, LDP, 30AS, Red Dinghy PX? After the first beat up to 32, with the wind dropping we took time out to shake out the reef in the main and potted down the river following the fleet. On our way back from Destroyer buoy up towards 30A I asked Alan to look for the Red Dinghy - expecting it to be somewhere over by the Clubhouse as it had been in an earlier race. Picked

We shortened the race, to everyone's relief, except the beach party. As mentioned it was a very high tide, so high it was over the beaches and even the road in front of the Hoo Clubhouse, which led to several interesting landings.

Sunday, the sun is shining and the wind has dropped to force 3 to 4, but there were 100 degree windshifts, which made setting a good line difficult. After Saturday the lead boat problem gets quickly sorted, the start was near lower destroyer buoy, first mark inshore 31, second mark in river near 31, to enable the large fleet to safely sail out without fouling the trots. Off they go, slow fast time, the fast after one general recall. The wind gets lighter. The course was again a two lap race, one long and one short lap and the line buoys have spare ships anchors on them.

The leading boats are nearly at end first lap, the wind is still getting lighter, the tide has turned and is starting to drop. The decision on what to do is made easy when Medway Bridge Marina calls to say it is snowing hard there, with very poor visibility. We are still in the sun but a quick look up river at the towering black clouds and we shortened course. It did not snow at Hoo but 30 minutes after everyone was in it rained very hard.

The error we did not catch? The results were calculated on a computer spread sheet, but the results presented were in elapsed time, not corrected time order. A new programme is being prepared for next year.

Congratulations to Ian Parris for a fifth place. Our leading club team of Ian Parris, Martin Jones, Peter Belcher were second club team. Thanks to Barbara Hew and Sue Smith for all their work, once again keeping me in line.

Bob Jones

## TRAINING



When training is undertaken at our Club the appropriate dates are given well in advance, all you have to do is to choose your course and enrol. The work of the training committee does not stop at that, this is just the start of a lot of time and effort in organising the programme. This includes: sending out application forms, telephoning, ordering log books from the RYA, arranging instructors, preparing lectures, organising the programme of sailing and not least the catering.

This work is done voluntarily by the Training Principal, Secretary and Instructors, so why do you "sailors" find that for various reasons you cannot keep the weekends you have booked free???? We do!!!

BARBARA SIMS  
Training Secretary

## Laser Fleet Spring 1995



First of all I would like to welcome Jo Wicken in her Radial 92093 to the Wilsonian Laser Fleet.

The annual winter fleet evening was held at Rochester's Poona Indian Restaurant. With a few beers and some rather tasty Indian food the evening was enjoyed by all. For the benefit of those who could not attend, Peter Belcher L143512 was elected as fleet captain with Chris Mason L102615 as vice fleet captain. The main topic for discussion was last year's low turn out and the implications for our fleet status. Everyone was agreed that we should retain our fleet status rather than merge with one of the handicap fleets. It was also decided that we should take more active measures to encourage new members and get our current members to turn out. So here we go:

All Laser fleet races are to be timed and the results for the Laser (114), Laser M (119) and Laser Radial (117) adjusted according to their Portsmouth Yardstick. This measure is intended to allow an easier introduction to Laser sailing using the Radial rig and is aimed at juniors and adults who do not have sufficient weight or lack confidence to handle a full size rig. As a guide, the Radial rig is designed for a weight range of 7.5 to 11 stone while the Laser rig is competitive between 10 and 14 stone on the river. This also allows club members who already have a Laser M or Radial to sail as part of the Laser Fleet on a competitive basis.

Sunday 7th May and Sunday 16th July are the Laser Fleet days. Everyone is encouraged to come down and sail in the start of the Early Summer points and Late Summer points.

The Club has produced a publicity leaflet. These can be found in the drawer in front of the bar. Why not take a few and pin them on your notice board at work or give them to some interested friends?

It is important that the Laser Fleet makes its presence felt at the Dockyard on the weekend of 1st and 2nd July. To this end we will be organising some match racing on both days, taking prospective members and friends sailing and maybe performing some traditional Laser water stunts.

The season has started off well with some close racing in the Spring Points and the Commodores. Chris Mason is going rather well in both light and heavy winds followed closely by Simon Coppen. Chris's winter training at Bowl Water appears to have paid off. Meanwhile Martin Cockersole has been inadvertently surveying the river bank opposite the Clubhouse - needless to say this is not recommended whilst racing!

## REFLECTIONS ON FROSTBITE

### FROM THE BACK OF THE FLEET

Having missed much of the season I suggested to Alan that we extend our sailing into the Frostbite. He agreed, on condition that I helmed - a chance to experience first hand the other's cock ups. So, at the last minute we signed on.

The other aspect of extending our sailing goes back three years when we set up for sail area reduction. Up front we set up a midi genoa, halfway between the original small jib and full genoa. This involved longer slider tracks to set the fairlead cleats further forward. At the back we had the original 30 year-old main fitted with slab reefing eyelets; one slab takes off a third of the sail, two slabs reduces it by half. Originally this was done for training purposes, but we have certainly made use of this flexibility when a full rig in stronger winds would be too much for us.

At the Frostbite:

30th October - Strong winds - sail reefed. Pretty strenuous good sailing. How did we manage fourth place? Only four finished. Rain forecast for the afternoon so we sat this one out in the clubhouse with a hot cup of tea, watching the rain beat down.

6th November - Good weather, full rig and a good sail.

13th November - Windy. Sailed morning race only. Reduced rig - down to 23 with additional loops. Pretty tiring race.

20th November - Very windy, Force 7 measured down on the beach. Start postponed until 12.30, one race 30S, Red dinghy P, CBP x 5. The red dinghy moored in front of racebox on the safety boat mooring. CBP was Bubble moored upstream by the Dockyard wall. With the strong SW wind the course was set for safety, keeping us well away from Hoo Bay and only coming close to the lee shore in front of the Clubhouse. Any problems there would have resulted in a short walk back along the beach. Off to 30S, pretty wild, tack round 30S. There in front of us was a moored fishing boat hanging on to its anchor line, rods and lines out the back, right across our line of travel - bear away to clear the end of the lines. He was still there when the race finished in spite of these crazy dinghy sailors coming round time after time. Wild ride back to the end buoy of the mooring trots in front of the Club, bear away towards the Red Dinghy, planing into the turn ready for the beat upstream parallel to the shore. Beat across to CBP and off round again.

## BYE-LAW 25

Bye - Law 25. Following comments at AGM the General Committee have agreed the wording of Bye - Law 25 should be:-

"Members of the Club under the age of 14 years may only attend the club with an adult who is also a member of the Club and who will be fully responsible for them while they are on Club premises or enjoying the use of the Club's facilities or taking part in events organised by the Club. Members under 14 years of age attend the Club and participate in Club events on the strict understanding that the Club in no circumstances accept liability in case of injury."

The change is from " a parent or guardian " to " an adult "

## DOCKYARD EVENT

Do you have a free weekend 1 & 2 July?

WRONG - the club has the use of Number 1 dock, and we are going to use this opportunity to try and recruit new members and we do need you to come on one or both days.

Chatham Maritime are trying to get planning permission for a marina with houses built around it, but this year have a dock with its own lock from the Medway just downstream of Upton Castle. We have accepted the offer of exclusive use of the dock for the weekend which coincides with the start of Rochester Council's sports week, and so also gets council support and advertising.

We have the RYA Topper and Optimist fleets ( 6 of each) which will need sailing some of the time. Chatham Maritime are providing a Marquee in which we are planning a stand, similar to the Dinghy show stand. The fleet Captains are currently finalising the weekends programme, but one thing is clear and that is we need as many as possible to fill the huge area, which is probably bigger than Mote Park sailing area.

Not only do we need sailors we need persons to be on the stand, organise public for free rides ( so insurance is not affected ), talk to public and generally recruit new members.

Tom Sims has arranged for instructors to be available  
Martin Jessop will be talking to Saturday club members to get a bigger turn out for both days that weekend

Fleet Captains are arranging a programme for their own fleets  
Volunteers to give members of the public rides in their own boats are needed ( names to me please ) as are people willing to do demonstrations of points of sailing and capsizing drill

Come along and make this event both fun and successful

Bob Jones



## WILSONIAN SAILING CLUB HOO - KENT ME3 9HF



Please reply to:  
Bob Jones,  
Honorary Secretary

### MINUTES OF ANNUAL GENERAL MEETING HELD 24th FEBRUARY 1995

D Tozer ( Commodore) was in the chair and fifty-one members were present.

**1 Commodore's Opening Remarks:** D Tozer welcomed members to the 37<sup>th</sup> AGM of WSC.

1994 had been an eventful year:

Heating had been installed in clubhouse;

Race- box platform had been rebuilt;

Clubhouse plumbing modified so showers will work better;

Club house 10th birthday party was held;

John Smith had resigned as Commodore over permissible boat policy, David Tozer had been appointed in his place, the Vice Commodore's place being filled by Ian Parris in addition to Sailing Secretary's position;

Sailing had been good, with Opens for GP14 & Miracle, plus Laser & Tasar;

A Special General Meeting had been held, at which the proposal to purchase a fast safety boat was endorsed. The boat has been purchased, now obtaining planning permission for steel containers we will purchase to keep new boat secure in.

**2 Apologies:** Apologies were received from Trish & Len Ayris, Barbara & Barry Bew, Dave Burfoot, Helen & Ray Blythe, Bob Dutton, Ken Flowerday, David Fry, Christine & Keith Jeremiah, Roy Laphome, Gerry March, Roy McCloud, Graham McLaren, Ian Povey, Ron Tibbs, Colin Treadwell, Judy & John Vinson.

**3 Minutes of 1994 Annual General Meeting:** There were no corrections to these minutes, which were signed by the Commodore.

**4 Minutes of Special General Meeting, held 14th October 1994:** There were no corrections to these minutes, which were signed by the Commodore.

**5 Matters Arising:** There were no matters arising from these minutes.

**6 Secretary's Report on the operation of the club in 1994:** The Secretary's report has been circulated complete with changes to the bye-law. The committee had decided in order to reverse the steady decrease in membership that there would be a sustained recruitment drive during 1995. This will not only include our normal stand at the dinghy show and reprinting the club's publicity material but also a weekend, 1st / 2nd July, in Chatham Dockyard to try and recruit members of the public into sailing and WSC in particular.

Safety boat training costs would be subsidised during 1995 to encourage members to obtain certification and experience, particularly on the fast safety boat.

The meeting queried the wording of bye-law 25 in that it covered parents or guardians being present but did not cover other responsible adult members looking after nieces etc. It was agreed the Secretary would look at the wording and submit a revision to general committee.

**7 The Treasurer's Report:** Simplified accounts had been circulated with the agenda and the audited accounts were circulated at the meeting.

Acceptance of the accounts was proposed by Ian Wyatt, seconded by John Yeo and agreed unanimously.

Ken Crundwell explained that money had been spent on improving the club for the members during the last year, which is why expenditure was more than income.

**8 Appointments:** There was one nomination for each of the following who were therefore deemed to be elected:-

Commodore	David Tozer
Vice Commodore	Ian Parris
Rear Commodore	Tom Sims
Secretary	Bob Jones
Treasurer	Ken Crundwell
Bosun	John Yeo
House Secretary	Ann Heather
General Committee	Nick Burrell, Gerry March, Ron Tibbs, Colin Treadwell, Brian Warwick, Ian Wyatt
House Committee	Jean Bright, Carol Linder, Alison McLaren, Denise Parris, Julia Woods
Auditor	Roy McLeod
Class Captains	Handicap A - Brian Lamb, Handicap B - Malcolm Levey, GP14 David Fry, Laser - Peter Belcher, Miracle - Graham McLaren, Tasar - Ian Wyatt
Class Representatives	Enterprise - John Talbot, Fireball - David Tozer, Optimist & Saturday Group - Martin Jessop, Wayfarer - Len Ayris

There was NO NOMINATION for Sailing Secretary - it was proposed by Chris Stevens, seconded by Fiona Tozer and AGREED that "The General Committee should actively pursue obtaining a nomination and then appoint a Sailing Secretary".

*NOTE: Since the meeting, Doreen Davis volunteered and has been appointed by General Committee to the position of Sailing Secretary.*

**9 Sailing Secretary's Report:** During 1994, we held 280 races with 1360 boat starts (4.84 boats per race - a decrease on the previous season).

In 1994, we were joined by the 38th Strood Temple Farm scout group who were very helpful in providing track and beach parties for the open meetings.

The 1995 programme is biased towards class racing. We are hosting Southern Area Championships for Miracles and Graduates on 17 / 18th June and for GP14s during the Medway Regatta. The regatta, in which we will be starting all the dinghy fleets, incorporates an Enterprise blue jib event. Lasers and Tasars have their Open Meeting in September. On the 1st / 2nd July, there will be a varied sailing programme in Chatham Dockyard where we hope to recruit new members.

In addition to our sailing season, we will be running a winter series comprising 13 races over seven weekends, the last weekend having the Christmas party and glass prize giving.

Training includes level two sailing course and power boat level 2,3.

Sailing instruction alterations: end of postponement is three minutes to warning flag, shortening course by displaying "C" and "S" flags when the shortened course will be from that rounding mark, directly back to finish at club line.

**10 Bosun's Report:** A written report had been circulated with agenda. All work on boats as described, except Leander, should be completed by the start of the sailing season.

**11 Safety Committee's Report:** A written safety committee's report had been circulated. Several members offered assistance with their fields of expertise.

**12 Any Other Business:** John Talbot asked for volunteers to run the Dinghy Boat Show stand to see him.

The frequency of fire extinguisher inspection and the positioning of fire extinguishers is to be reviewed.

A vote of thanks to Barbara Sims for cleaning the clubhouse for another year.

David Tozer thanked everyone who had helped during the year, particularly those whose work is not always seen by the members. Thanks was given to: John Smith for his efforts as Commodore until June and for the years before that; Ray Fryatt for his many years as renewal secretary; those who maintain bar stocks, those who came on work parties, particularly Colin Treadwell and finally to Ian Parris for the tremendous amount of work he has done for the club. Also the general committee and house committee were thanked for fulfilling their functions for the year.

There will be a C.D.O. / R.O. evening on Friday 31st March and a welcome to new members on 8th April, to which all are invited.

The Commodore wished everyone a good years sailing and closed the meeting at 21:40 hours.