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31 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

September 1995
ISSUE NO 54

FROM THE COMMODORE

The boat-house is nearly finished - thanks to those who risked life and limb following the containers down the track! Our thanks also to those who have put much time and effort into "making them good" and, in particular, to Stan Sprot who has given up many hours when he could have been sailing, to do the welding, much of which was during the really hot weather (do you remember the hot weather?) The RIB - official call sign "Bluebird" - is now in place and plans are afoot to start the training courses. The boat has already been used on the river on a number of occasions and proved its worth and we hope to see it in regular service during 1996.

We are now in the process of planning next year's programme so if you have any particular requests - sailing or social - please let us know. Also, I believe that there are many members who would like to attend sail training courses during 1996. If you want courses to be organised for next year please let Barbara or Tom Sims know so that they can start planning - they don't know what you want unless you tell them.

Some may recall that a few years ago the winter work parties were arranged by fleet, with each fleet taking on a particular task. It is proposed that this approach be adopted again this year, so if your fleet has a particular job in mind then please let us know - before someone else gets it!

Inside the magazine you will find details of the forthcoming social events, so make sure that they are in your diary. And don't forget that we also go sailing.....

DAVID TOZER
Commodore

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THE ALDEBURGH REGATTA



During the summer Bob Dutton asked me if I would like to crew for him in the Aldeburgh Regatta in his Wayfarer No 84, Gypsy. Aldeburgh Sailing Club is situated on the River Ald in Suffolk. To the south the river runs parallel to the sea with only the sea wall dividing the 10 miles to the mouth. To the north the river flows inland towards Snape and the Maltings concert hall where there are some large areas of water when the tide is in, which means lots of centre-board work!

Most days the races were sailed in north-easterlies 5 to 6 and even a 7 a couple of times so we were pretty shattered every day! On the Thursday the race started at Orford Sailing Club about 8 miles away. It took us an hour and a half to sail there, the race was two hours and then we sailed back against the tide!

As for the social side of the regatta, £15 for the disco - we did not go, £8.50 for the pig roast - we did not go, prizegiving dinner £30 black-tie job - we did not go! However the Wayfarer fleet did enjoy the 'fish and chips plus plenty of wine' night at £9. We did the rounds of the local pubs for our meals, one had a notice stating that opening time was 7 p.m., if there was nobody in by 7.15 p.m. they were shut!

Oh yes, the results, in a fleet of 27 boats we came overall 4th in both the Wayfarer fleet and also in the Centre-board Handicap A. We are getting Tee shirts - mine is 'I hate helmsmen who sail by the lee'. Bob's is 'I hate whingeing crews'. Can you guess who made tea, breakfast and washed the windscreen every day? Had a good week though!



KEN FLOWERDAY

FOR SALE

ENTERPRISE EI334
(EX-WILSONIAN CLUB BOAT)
SAILS, TROLLEY, COVER,
NEW CREWSAVER BAGS
CONTACT RAY GARLICK
£280.00 ono
01634 366042

TRAINING



1. A RYA Powerboat Level II & III combined course to be held at WSC probably late autumn - see training notice board for details.
2. Powerboat instructors course to be held locally on the Medway 18th/19th November, 9th/16th December - you do not necessarily have to have a Level 4 Powerboat certificate or be a dinghy instructor to qualify - talk to Tom Sims if you require more details.
3. Attention ALL Dinghy Instructors - an Advanced Instructors (you need this to teach Level 5) to be held on the Medway on 21st/21st and 27th/28th April 1996 followed by Keelboat Instructors on 18th/19th May 1996. Read relevant chapters in G14 THEN talk to Tom Sims for further details.
4. The Level 2 Dinghy course held in the Spring was successful thanks to all the voluntary work by instructors and the people ashore led by Barbara Sims. Great to see so many young people on a course and taking their fun seriously!

BARRY BEW

'JOHN MAJOR TO JOIN THE WILSONIANS?'

Some members may have seen John Major opening the next phase of the Chatham Dockyard development on the television on 30th June. The boats sailing in the background were the RYA Optimists sailed by our junior members and the 38th Strood scouts, the Drascombe luggers from the Arethusa Venture Centre sailed by Sue Smith, Alan Smith, John Yeo, Tom Sims and myself. We locked in at 0630 and the contractors craned the boats over the wall into the centre basin, we had the ceremony and then they were all craned back again ready for the Dockyard event the next day!

Mrs. Major (Norma to close friends) commented on the boats, so it was all worth it! The enthusiasm and sailing ability of the Optimist sailors was commented on by officials and thanks came to all from Chatham Maritime especially to Andrew Smith, Patrick Miall, Patrick Davies, Daniel Loft, Lawrence Olive and Gary Nunn.

Barry Bew

HANDICAP A

Now that the 1995 season is over half way through, and having already missed one deadline, I suppose it's about time I wrote something for 31.5.

The number of boats involved in the Spring series was small, with an average of only 5 boats on the start line. I. Parris won the series, with myself in second place and S. Gibbins third.

Thanks to several new boats joining the fleet, plus several regulars finally emerging from hibernation, the summer series saw a significant increase in participants. First place in both AM and PM series went inevitably to I. Parris, with me once again in second place. Third place in the AM series went to P. Taylor, while in the PM series, S. Gibbins gained another third place. I have noticed that the competition is becoming more intense within the fleet, as it should - there have even been occasions when Freddie did not win!

So far this season, a total of 9 Fireballs and 8 Wayfarers have competed, with an average turn-out of around four boats for each class. This compares favourably with all the other fleets at WSC, so we may have a case for having our own starts for next year. If you have any thoughts on this matter, I would be interested in hearing them - should we go for separate starts or continue to race as a handicap fleet but with separate prizes for each class?

A couple of things have concerned me during this season. I took a look at the race results book recently and discovered several errors - I hope we can find a way of ensuring that, in future, all results logged are 100% correct. The reliability of the safety boats is still causing problems and occasionally restricts the courses we can set - luckily the Rib is now available for use on a regular basis. Finally, I have noticed that only half the Wayfarers at WSC ever race - if the others are used mainly for cruising, how about someone volunteering to represent those who only cruise?

Well, I for one have certainly thoroughly enjoyed my racing this year, despite having so many different crews! Thanks to Ian for letting me watch him putting up the courses for me, to those of you who turned up on the Dockyard weekend and to Len and Bob for helping me to repair my boat afterwards, and to the Club for giving me the opportunity to do what I enjoy the most - sailing!

Brian Lamb - Wayfarer 9168 - Lastis' Style.



ON THE HOUSE....



This year we have had three enjoyable barbecues despite the weather. The new barbecue was first used very successfully in the pouring rain on the Evening Race.

We now have the Bonfire Party, Annual Prizegiving, Dinner and Dance and Christmas Party to look forward to.

BONFIRE PARTY

Saturday 4th November 1995

Bonfire to be lit at 6.00 p.m.
Followed by fireworks
Ticket includes supper
Come and join us!
Adults £3.00 Child £1.50



ANNUAL PRIZEGIVING DINNER & DANCE

Saturday 18th November 1995

Come and spend an enjoyable evening with your friends. Over dinner you can chat about your sailing exploits of the year and afterwards relax in a pleasant atmosphere.

Tickets from Ann Heather £16.00 each

CHRISTMAS PARTY

Sunday 17th December 1995

On the last afternoon of the Frostbite series there will be games and a tea for the children followed by Father Christmas. The party will start after the prizegiving for the Juniors and long series races.

Hope to see you all at these events.
Please contact me for more details.

ANN HEATHER
01322 228251



I did not realise that being Sailing Secretary carried such diverse responsibility. One usually charming fellow member told me that "it was all my fault" that the weather was bad on the first day of the Chatham Dockyard weekend and that it took so long to get through the lock. Not appreciating my accountability for acts of God and the mechanical edifices of man I remonstrated, to be hastily assured (with his charm restored) that these failings were neither resigning nor sacking offences - seems that little is. Joking apart and now that the initial apprehension is passed I have little desire to relinquish my new role as I have found it great fun and have enjoyed the closer contact I have had with many of you.

Given the splendid sunshine and breezes of July and August it is difficult to recollect that it might have been otherwise during part of our season, but I recollect the weather forecast on 1st July saying that it was the fifth bad Saturday in a row. Those at Chatham that day and those sailing in the earlier Miracle/Graduate open will doubtless agree with feeling. There were some hairy moments and some wet ones for some. However memories are usually short and no doubt we will all look back on this season as being a good one when the wet suits could frequently be left in the sailing bags. Let us all hope that the concluding weeks are equally satisfying.

The busy middle part of the season saw some very successful events, both open and club, and in particular I feel that we have continued to do the name of our club proud by our efficient running of open meetings. The Miracle and Graduate Southern Area Championships on 17/18 June, with four of the five races back to back, presented quite an organisational task but one admirably completed despite the rather interesting weather on Saturday (not for the faint hearted) and the frustrations of starting the last race on Sunday when several large craft tried to join the fun. On a personal note I was delighted to crew for Lesley O'Rourke so forming the only all female team from the club. Whilst we frequently had a good view of the competition our enthusiasm was not daunted by the fact that the only other female pair were "crack" and came fifth. There was a good entry of 26 (12 from other clubs) and our congratulations go to Patrick and Jane Ward who were our highest placed at third. The Graduate entry was perhaps disappointing with only four turning out but it was good to welcome back some regular visitors and to see Tom and Barbara Sims risking their all for the club.

The Medway Regatta, which incorporated GP and Enterprise opens, saw splendid conditions and a good entry from club and visitors alike. The crowd at the prizegiving spoke volumes for the hard work which had gone into its organisation. My role in all this was small - delaying nursing my bruises to organise protest committees. Yes, they were needed so please don't forget my plea in the last edition of 31 1/2 for more members to join the ranks of volunteers for this job. Our thanks to many but to Bob Jones in particular. It is perhaps not known to all that his involvement stretches throughout the year as well as on the day.

Despite its timing fairly early in the season and the alternative attractions of VE Day/Bank Holiday there was an entry of 21 in the RNLi Pursuit Race on 8 May. Perhaps this is not so different from previous years but I personally feel it would be nice to see a few more participating and for us to attract more visitors. In addition to the fact that this presents a rather different and interesting challenge compared to our normal racing format it does give

ENTERPRISE BLUE JIB EVENT AT THE MEDWAY REGATTA 8th/9th JULY 1995

As part of the 1995 Medway Regatta on 8th/9th July 1995 the Wilsonian Sailing Club hosted one of the Enterprise Blue Jib series of events.

The weather throughout the weekend was superb, and for three out of the four races provided really good sailing. The prevailing wind over the weekend was easterly which, combined with the tides, provided some challenging sailing. In all 9 Enterprises took part, 4 from Wilsonian and 5 visitors. For the first race on Saturday Morning we only had a light force 2-3 which gave the visitors a chance to find their way around the navigation buoys. This race was won by David Vettergreen (E20175) closely followed by Paul Kirk (E21643) in second place. For much of the race Paul had been leading until he was forced to give way to large shipping entering Chatham Dockyard. As the wind freshened to 3-4 the race officer selected one of the longer courses for the second race - some 13.5 miles. Here again David Vettergreen's knowledge of the river paid off giving him another win closely chased by two of the visiting boats from London Corinthian Sailing Club.

On Sunday morning the third race produced the largest number of starters, 8 in all. R. Gray lead all the way narrowly fighting off P. Saunders from Dell Quay who came second. In the fourth Race P. Saunders lead during the early stages of the race but once R. Gray had gone into the lead no one else could catch him.

The prizegiving was held at WSC clubhouse with the Mayor of Rochester presenting David Vettergreen and Stan Sprott with a trophy and engraved glassware. C. Norris and J. Covinney from London Corinthian received prizes for 2nd and 3rd places and J. Talbot from WSC received glassware for sailing E17606 which was the oldest Enterprise in the competition. As part of the Regatta events the Medway Yacht Club held a Caribbean evening on Friday and the WSC held a Regatta barbeque for 200 people on Saturday evening.



JOHN TALBOT

ROUND THE ISLE OF SHEPPEY RACE 3rd SEPTEMBER 1995

You have heard of the saying 'you don't have to be made to work here', well this also applies to sailing with the Wayfarer fleet. Bob Dutton W84 asked if I would like to sail in the above race and I said 'yes': details to follow Bob replied darkly. They turned out to be, down to the club at 0630 and sail down to the start line at Sheppey SC, which is about 13 miles. If you have not sailed in the South Kent Race, the route is down-river to Sheerness, out into the Thames estuary, turn right about two miles to the Sheppey SC. We arrived there at about 0930 - time for a quick cuppa and out to the start at 1030. However, on reading the sailing instructions we find that it has been changed to 1100!

The race is sailed clockwise around the island and is between 30 and 40 miles. On race day the wind was N/W. We crossed the line, spinney up - nice sailing. Just before Leysdown, down spinney and Bob becomes concerned about the depth although we were three quarters of a mile from the shore. 'Bob' I said, 'there is grass on our seaward side'. We quickly raised the centre-board and rudder. We felt the boat scraping on the bottom as we grounded and both jumped out and pushed it along the sand. Bob fell into the boat out of breath as it suddenly broke free and I had a job to keep up with it and get back in.

Soon we reached the Swale, past Harty Ferry and sailing quite nicely. Ahead is a large lump of marsh with boats both sides, a decision must be made, we choose left but it soon narrows to about two boat lengths, very short tacks, centre-board up, rudder up - not a lot of control once again in and out of the boat pushing it off the black, gooey, stinking mud. When we rejoined the main channel boats that had been behind us have caught up but they have their own problems as we approached Kingsferry Bridge because the tide has changed and the wind died. To pass under the bridge we have to tilt the boat so that the mast clears it - much to the amusement of the spectators on the bridge. The wind then picked up and we sailed past Queenborough and Sheerness out into the estuary to cross the line at 1815, over seven hours sailing.

Time for a quick cuppa, collect certificate and set off home against a foul tide, passing the other WSC entry sailed by Brian Ward and Jim Tyler. We decided to wait for them and luckily Brian secured a tow back into the Medway. After dissuading Brian from asking a tug for a tow we sailed into the darkness and having no navigation lights buoy hopped very carefully up river shouting to keep in touch with each other, especially when ships were passing! By the time we reached the club in a failing breeze and have packed away we realise that it is now midnight and the pubs are closed!

Meanwhile, unbeknown to us, Hildegard and Christine had become worried and very sensibly contacted the coastguard shortly before we arrived home, so we were able to cancel the call for help. Eleven and a half hours sailing, I'm glad I didn't wear a wet suit! What an experience!

KEN FLOWERDAY

us the opportunity to look beyond our own horizons and give needed support to the RNLI. A fine, bright day with variable force 3/4 with some "draughty bits" gave a good race with our only visitor, Mike Wakefield, taking first place.

"Chatham Dockyard will be something different!" Indeed it was. The logistics of sailing in and out of the lock tested the skill of even our most expert and added a new dimension to our sailing experience. The combination of fierce weather on Saturday and restricted space also gave a new view of racing ("not the next buoy already"). Four fleets took part, the GPs doing match racing. As a racing club it was important to have this and the demonstrations as part of our showcase but equally so were the other aspects of sailing which took place. Public participation whets the appetite and the popularity of the Optimist and Topper training fleets and of those taking often inexperienced people out for a sail was seen in the excitement and queues. Our thanks must go to Bob Jones for the hard work he put into the instigation and organisation of this weekend, but I am sure he will agree that its ultimate success was due to all those members who attended in whatever capacity. My particular thanks to Fleet Captains who whipped up enthusiasm for a good turnout of sailors and to Paul Absolon who organised the racing programme.

With our enthusiasm for racing it is sometimes easy to forget the joys and skills of cruising. Thanks to Peter Hampson, who with David Burford, once again arranged the now annual sail up river to Aylesford. Unfortunately owing to a previous engagement for "bottom scrubbing" (the Davis' Squib at MYC) we could not participate but witnessed the return of the flotilla of around 9 boats with good wind and tide behind them. Seems this wasn't always so and that they had their share of light airs in the higher reaches. Nevertheless I hear a good time was had by all. This raises a wider question - is there a case for more cruising events? There ought to be scope for the occasional Saturday or evening or even mid-week without conflict with our established racing programme and I am aware that this is the favoured type of sailing for some of our members. This is something which I'm prepared to contemplate for next season if there is interest. Please let me know if you have any views.

At the time of writing there are still a few weeks left of our main season. As well as the Autumn points series there are two more races for the Ladies and Juniors and for the Commodore's and Bosun's (can anyone challenge the current leaders of Ian Parris and Mark Bew in the latter two?). Our final club event of the season is the Laying-up Cup on 29 October and the last open is on 24 September for Tasar and Laser.

But don't forget we extend our season -

FROSTBITE!

FROSTBITE!

FROSTBITE!

This will be on Sundays from 5 November to 17 December inclusive. Seven days with two races on the first six and one and the prizegiving on the last. With seven races to count this format should enable many who might not wish to sail every week to enter nevertheless. In the words of Alan and Ron Tibbs in their "Reflections on Frostbite" article in the 31 1/2 May edition - "Why not follow suit and extend your sailing opportunities." And please do not be deterred by having to do a duty on one of the days. Practically the series cannot run without this dimension. Lists will be up in the clubhouse and I look forward hopefully to a good entry. Don't forget to tell your friends in other clubs - this is an open series.

DOREEN DAVIS

BUSINESS OF THE SAILING COMMITTEE

I suspect that sometimes the business of the Sailing Committee goes unsung. It does more than arrange open meetings and other special events. Problems arise, new things happen and improvements are sought. Whilst the sailing season will soon be drawing to a close the work of the committee will need to continue over the winter months to tackle many admin and sailing policy matters still outstanding. Here are a few matters discussed so far this season which I hope you will appreciate can at some time affect all members either directly or indirectly.

NEW MEMBERS

It was felt that new members might need help in choosing a boat and in becoming integrated into regular sailing. These are our guidelines:

- The Membership Secretary will liaise with Fleet Captains on needs.
- Fleet Captains will arrange demonstrations of boats using Saturday Specials and other ad hoc times.
- Scratch races and open meeting days (for fleets not participating) can be used to encourage integration.
- A "buddy system" for help and advice.

CHANGING YOUR BOAT

Buy a new boat mid-season but not sure of the old one's future? What dinghy park fees are payable?

- There will be a free period of grace for one month.
- Thereafter half fee will be charged for up to 4 months (including the free month) and total annual fee for longer.

COURSES IN GOOD WINDS

Many experienced sailors would like to see more demanding courses when there are good winds or increasing wind is forecast. This can bring race management problems and the club should always have a responsible attitude to safety. The committee are proposing to compile guidelines which will take account of such as wind, weather and water conditions; experience of sailors; and experience of safety boat crews, Race Officer and COO. There will inevitably need to be compromises and give and take. We have an outline which will be developed ready for next season and will also be considered within the Safety Committee.

IYRU EXPERIMENTAL RACING RULES

According to the RYA there have been grumblings for many years about the complexity of the International Yacht Racing Rules in particular those which govern rights of way when racing. The IYRU aims to improve these rules for 1997 and have published a set of rules for test and trial. The RYA are surveying reaction from UK clubs. I have sent all Fleet Captains copies of the RYA correspondence and we will be considering the likely impact of the potential changes and how we might test them experimentally.

ACCEPTABLE BOATS IN WSC

The fast-track procedure introduced this year has worked satisfactorily and three classes have so far been accepted on a permanent basis - the 470, Wanderer and Scorpion. A Cornish Cove was approved for 1995 on continued annual membership.

DOREEN DAVIS

Overall, Pat and Jane were first Wilsonian boat in 18th place, with Patrick and I close behind. Keith and Christina improved on their position last year, as did Nick and Liz. I think this means these four boats got their best ever Nationals place. Colin and Maureen did not quite manage this, but then they have had good results in past nationals, having competed now in quite a few. As the youngest crew in a Wilsonian boat (and one of the youngest in the fleet generally), Mark Heather put up a good performance, controlling the spinnaker well on the difficult reaches and gybes as the courses zig-zagged across the lake.

In conclusion, Bala in 1995 was very successful, both overall and for our Wilsonian boats. It's easy to have a good time at the nationals, with good racing wherever you are in the fleet and good company ashore. The Miracle nationals are at Weymouth next year - see you there!

Paul Absolon.

SUNDAY BAR LICENCING HOURS

Please note the following extract from 6th September 1995 General Committee Minutes which have been posted on the notice board:

The law has been changed and have been advised by the Clerk to the Justices that all we need to do is change our club rule to reflect the new permitted hours and then notify them. This would permit Sunday bar arrangements similar to Saturday and will greatly reduce the number of special licences applied for. As this is a change in times due to more liberal permitted hours, and no change in principal:

Proposed R. Jones, Seconded C. Treadwell that Rule 18 shall be amended to read 'The permitted hours for the supply of intoxicating liquor shall be from 12.00 noon until 11.00 p.m. on Mondays to Saturdays, and from 12.00 noon until 10.30 p.m. on Sundays and at other times as the licensing justices may from time to time permit.'

Voted: in favour ALL, against NONE, abstained NONE.

Rule change agreed and in force.

The Clerk to the Justices have been notified so that Sunday bar arrangements are now similar to the Saturday arrangements.

R.L. JONES
Honorary Secretary

MIRACLE NATIONALS



This year the Miracle Nationals were held at Bala Sailing Club in North Wales and six Wilsonian boats were there. Bala is a small and quiet town, with eccentric little shops such as a camping store that sells pet food and an ironmongers full of china teapots. Although the locals were friendly, Bala is very much a Welsh speaking town and not at all a tourist trap. The lake itself is just outside the town and surrounded by wonderful scenery. The clubhouse is very comfortable and the race officers were able to set good courses on the lake, either Olympic triangles or a long beat with a zig zag downwind.

Our contingent was made up of Pat and Jane, Colin and Maureen, Nick and Liz, Keith and Christina, Paul and Mark Heather and myself with my new crew Patrick Miall. With the rest of the 66 entries, we enjoyed a week of glorious sunshine and light winds, so light on occasion that some starts were postponed. This didn't matter - the time was taken up windsurfing, swimming in the lake or just soaking up the sun. On one occasion we even had some sheepdog trials to watch on the other bank!

The tone for the week was set by the first race - both Pat and Jane and Patrick and I did well, finishing 16th and 18th respectively. I was convinced this would be our best result, but better was yet to come! Further down the fleet other Wilsonian boats were also doing well, joining battle with rivals who were to become familiar as the week progressed. These included a junior entry who Christina immediately dubbed "Race & Argument" - a fair description - and our friends from Margate and Hoveringham Sailing Clubs.

On Tuesday evening Paul and Ann Heather hosted a very successful Wilsonian barbeque, half way up a beautiful Welsh hill with good views across a valley to the lake. This occasion was tinged with sadness, though, because we were also saying "au revoir" to our good friends Nick and Liz who are moving to Hong Kong shortly. As the sun went down we roasted bananas on the embers and ate the cake made for the occasion by Julia Woods with her usual skill (delicious - thanks Julia).

Back to the racing, and on Wednesday Pat and Jane finished 8th - the best position by a Wilsonian boat since the early days of Miracles in the 1970s. I think it is true to say that the fleet is much more competitive these days and this was a praiseworthy performance. On Thursday Colin got a brilliant start right at the favoured end and crossed in front of the entire fleet on Port tack. This really did happen - I saw it with my own eyes! Unfortunately for Colin, there were two extra hoots meaning another general recall so it did not count.

In general, the lines were rather biased, but starting at the favoured end in a crowd of boats could mean being pushed to areas of little wind by the edges of the lake. This meant starting conservatively in the middle of the line often paid. In the fifth race this worked for us, giving us a good position but with Pat and Jane close behind. On the final beat thoughts of our overall placing were forgotten as the two Wilsonian boats battled it out and just two seconds separated us at the finish. It was a pleasant surprise to discover that we were 11th and 12th!

HANDICAP B

Another good summer wasn't it? Lots of sun and quite a lot of wind as well. Dave and Stan seem pretty consistent - 1st in the morning and 2nd in the afternoon. Where were the Solos? The PV must be wrong! We had eight boats in one race out of twenty entered in the series, it is a pity we couldn't make it a few more, still what with holidays and work it is a bit difficult. Lets see if we can make a few more entries for the Autumn Series and don't forget to get your names down for the Frostbite series, get your forms from me.

A.M. SUMMER POINTS

1. D. Vettergreen & Stan Sprot Ent 20175
2. J. Parsons Solo 3525
3. M. Levey Solo 3692
4. M. Jessop Streaker 194
5. D. Hudson Comet 169

P.M. SUMMER POINTS

1. M. Jessop Streaker 194
2. D. Vettergreen and S. Sprot Ent 20175
3. J. Parsons Solo 3525
4. M. Bew Solo 1353
5. M. Levey Solo 3692

MALCOLM LEVEY

TRAINING

I am sure that everyone that took part in the Level II Training Course held in May would like to join me in saying a big thank you to those people involved in its organisation.

The days were well planned, offering excellent tuition in a safe environment. Great emphasis was put in making the course not only informative but fun. We were well looked after by Barbara Sims who kept us fed and watered.

JEAN WHITTAKER

DOCKYARD EVENT

We held a very successful promotion on 1st/2nd July for the Club which attracted new members and more applications are still coming in. We hope to hold a similar event next year, but in the meantime I would like to thank all those members who took part, especially those who gave non-stop rides to the public, from which there was very great demand. The man of the day must be Brian Lamb who was giving rides so late on Saturday that his Wayfarer got locked into the dock and remained there all night. Fortunately Brian managed to escape and did not have to sleep aboard.

Once again thank you to all those involved and for the tremendous support which you gave the Club. We need to keep up our membership and events like this are very valuable to us.

NEW MEMBERS

I would like to welcome on behalf of the Club the following new members for 1995 as at 31st July:

Roy Winett
Eric Gimber
Stuart Jeffery
Roger Martin
Paul Kenwood
Tim Millward
Steve James

Tom Henderson
Patrick and Julie Reeve
Alastair Currie
Patrick Miall
Alan Pine & family
Bernard Johnston and
daughter Amanda



Happy sailing!



TRISH AYRIS
MEMBERSHIP SECRETARY

LETTER TO THE EDITOR

Having actually got onto the water for the first time this year at the recent Dockyard event, I feel pleased at being back in the swing of things. My thanks therefore on behalf of myself and my guests to the club members for the tremendous work that went into both days, and which I am sure we all hope will prove beneficial to the club.

RAY GARLICK

DOCKYARD EVENT

The event was first conceived in February, when the analysis of membership trends showed the need for an active recruitment campaign. We had already been dealing with Chatham Maritime about the Medway Regatta and had their support to sail on No. 1 dock which will eventually be a marina.

As this was a new enterprise for the Club there was a lot of discussion with committee, sailing committee and members generally. The plan which evolved was to have a variety of racing, boats giving rides and the RYA Optimist and Topper fleets for members of the public to try sailing. The event was timed to coincide with the local council's sports week so that we could also have the advantage of their free advertising. The weekend before the event we were offered the chance to do the catering instead of bringing in contractors which Ann Heather and the House Committee readily agreed to.

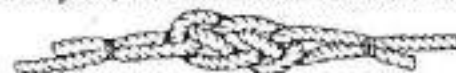
Friday proved eventful, as instead of just getting everything ready there was also the Prime Minister, the Press, Uncle Tom Cobby and all for the official opening of St. Mary's Island. So it was well into the evening before Martin Jessop had finished roping off the area to be used for Topper and Optimist sailing.

After several weeks of warm light winds, the Saturday dawned with a force 5 wind. The Toppers were rigged with the small sails while we waited for those sailing from the Club to arrive. This took longer than expected, partly because the lock keeper was inexperienced and some dinghies had pulled themselves into the lock using the handy support wire, not realising it was a safety trip wire to prevent the lock gates closing while there was a boat in the gateway. Due to the wind strength much of Saturday's racing was cancelled but the RYA fleets and those giving rides were very busy.

Sunday dawned sunny, force 2 winds - lovely! At 9.00 a.m. as we were setting up the PA system, a lorry arrived which Barbara Bew sent away as it had come to collect the marquee in error. Sunday's program worked well. The racing happened on time, the RYA fleets were busy and those giving rides were very busy with a constant flow of persons, many having their first sailing experience.

Was it a success? YES!!! We guess about 150 members of the public attended on the Saturday and 300 on the Sunday. We have to date six new memberships due to this event. The public awareness is much higher and there is a slight possibility of a grant from the local council. The event was much cheaper than Alexandra Palace and had better results.

Should we do it again? I believe we should, but it is an event which we need a large number of Club members to participate in. Please give your comments to myself, the committee members or the fleet captains.



BOB JONES

Racing in Chatham Dockyard



As part of the Chatham Dockyard events on 1 and 2 July, the club held match racing and fleet racing events in the basin. Although the racing activity may have seemed a bit esoteric to the visiting public who were "having a go", it certainly provided a colourful and organised backdrop to the main activity of introducing people to sailing.

On Saturday six Miracles and five Tasars took part in a force 5. The Miracles attempted match racing but the prevailing conditions in the confined area made this difficult (those walls looked very solid!) so they reverted to fleet racing. They had five races and the Tasars had four.

On Sunday the conditions were much better and the GP14s had a successful day's match racing using a simple windward-leeward course. Five Lasers took part in fleet racing with much changing of the lead around their triangular course.

Thanks are due to all those who turned up - the first three in each fleet will get prizes! Mention must also be made of those who helped get the marks in the basin on the Friday, and to the Scouts who helped with their inflatable on Saturday and also provided a GP match racer.

Paul Absolon

Miracles

1st Nick Burrell and Sarah Wyatt
2nd Graham and Alison McLaren
3rd Martin Smith and Mike Groom

GP14 Match Racing

1st David Fry
2nd Brian Warwick
3rd Mike Doughty

Tasars

1st Brin and Jackie Ward
2nd Ian Wyatt and Julia Woods
3rd Mike and Pam Smith

Lasers

1st Peter Belcher
2nd Steve Browning
3rd Simon Coppen



MIRACLE

We have now sailed three quarters of the sailing programme and the time seems to have passed very quickly. Although total entries in all series have been high we still need to ensure a good turnout in individual races is maintained. Results of the series to date (first 3 places only) are as follows:

SPRING POINTS

1st Patrick & Jane 3636
2nd Nick & Liz 3705
3rd Graham & Alison 3326

EASTER CUP

1st Paul & Phil 3737
2nd Graham & Alison 3326
3rd Paul & Natalie 36

SUMMER A.M. POINTS

1st Patrick & Jane 3636
2nd Martin & Natalie 1808
3rd Paul & Patrick 3737

SUMMER P.M. POINTS

1st Patrick & Jane 3636
2nd Bob & Natalie 3024
3rd Paul & Patrick 3737

WHITSUN CUP

1st Nick & Liz 3705
2nd Paul & Mark 36
3rd Paul & Patrick 3737

AUGUST CUP

1st Nick & Liz 3705
2nd Keith & Christina 3738
3rd Paul & Karen 3737

The Club hosted a very successful Southern Area Championship with five races sailed over the weekend. The only hitch to the proceedings occurred at the start of the last race when I recall at least three coasters sailing at relatively short time intervals through the starting area and resulting in the inevitable postponements.

The Club weekend in Chatham Dockyard was well supported by the fleet although the weather could have been kinder to us on the Saturday. However, it was an experience for us all, especially gaining entry and exit from the lock itself. I must brush up my technique for coming alongside a floating pontoon.

Regrettably for both the Club and the fleet, Nick and Liz have now departed to the exotic world of HongKong. We wish them well in their new venture and no doubt they will be considering an application to the HongKong Yacht Club in due course.

GRAHAM McLAREN.



Scouts

38th STROOD
ZETA RETICULI SCOUT TROOP
LYNX VENTURE SCOUT UNIT

I have been going to Scouts for a few years now and had done many different activities. Early in April 1994 our leader suggested sailing. Up to that time I had never sailed in a dinghy, but I enjoy doing many different sports and activities which is why I joined the Scouts. I was taught to sail by our leader, David Wraight, who had gained his RYA Level 2 certificate and Ralph Mason, a Venture Scout had his RYA Level 3 and had been sailing with his family nearly all his life.

After almost a season sailing I had an offer in October 1994 to try to gain my RYA Level 2 certificate with three other boys (Patrick Miall, my brother, Patrick Davies and Nygel Dixon) at the Wilsonian Sailing Club where we had been sailing. We had helped a lot in the open meetings with launching the boats and bringing them in and because of this the club had generously offered the free courses.

The course was every Saturday for four weeks from 9.00 a.m. until 8.00 p.m. The first day I was with Nygel, who is a Venture Scout, in a GP 14 with our very good instructor Dave. Throughout the course we would change boats and people would swap over too, so we would see what other boats are like which was good fun and experience. I sailed in an Enterprise, GP14 and Miracle. We learned so much from the course. I learned how to rig the boat, basic racing, capsizing, basic ropework, "THE FIVE ESSENTIALS", of course tacking, gybing and much, much more. At the end of the course the four of us, together with the other people who had passed, were presented with our certificates by Tom Sims.

I thought the course was a very good idea and would recommend it to anybody - boy or girl, man or woman, old or young, it doesn't matter, it teaches you so much. I am hoping to do my Level 3 course next year so that I can improve my techniques even more. After the second lesson there was an open meeting and I decided to go and help along with some other Scouts and Venture Scouts. I was very lucky to meet a very very good sailor called Michael Wakefield, who was the only visitor at the Club and not used to tides and big ships coming down the channel. He asked me to be his crew for a race, I said "yes!" I don't know why he asked me because I had no racing experience at that time, but I was going to do some on the course in a couple of weeks.

Anyway we won the short race in the morning and he was very pleased with me and asked if I would like to sail in the Pursuit Race in the afternoon. I naturally said "yes" and I don't know how, but we won again by an even bigger margin than in the morning. The big silver cup was the Lloyd's of London Trophy, I was so happy! After this exciting day he asked me about racing with him again in the near future and I said I would. The week after completing the course another man asked me to be his crew and we won again (3 out of 3!). Then two weeks later Mike phoned me and to asked if I would sail in an open meeting at Oxford with him - we won there too! We sailed on a lake in a force 5, gusting up to 6, the strongest winds I have sailed in. It was EXCELLENT and I am lucky to be with such a good sailor. (It is now 5 out of 5!) Michael has asked me to sail with him at the Southern championships to be held at the club shortly so I hope I can keep up this impeccable record.

ALSO: I would like to say a big thank you to all the instructors and cooks; also to Tom and the people who did the talks for the very informative course. Also to Dave, my Scout leader and Ralph the water activities co-ordinator. I owe it to all these people for getting me involved in the AWESOME sport. ***** THANK YOU *****

FRANCIS MIALL
(SCOUT AGE 15)

TASAR

A.M. SUMMER POINTS 1995

1st	Brin & Jackie Ward	2156
2nd	David & Stuart Mason	2521
3rd	Ray & Molly Fryatt	371
4th	Chris Ashby & Mike Smith	2151
5th	Ian Wyatt & Julia Woods	281
6th	Frank & Brenda Robinson	445
7=	Ken Crundwell & Trish Ayris	285
7=	Graham & Jeremy Gibb	985

P.M. SUMMER POINTS 1995

1st	Ray & Molly Fryatt	371
2nd	David & Stuart Mason	2521
3rd	Brin & Jackie Ward	2156
4th	Chris Ashby & Mike Smith	2151
5th	Ian Wyatt & Julie Woods	281
6th	Frank & Brenda Robinson	445
7th	Ken Crundwell & Trish Ayris	285
8th	Graham & Jeremy Gibb	985



IAN WYATT