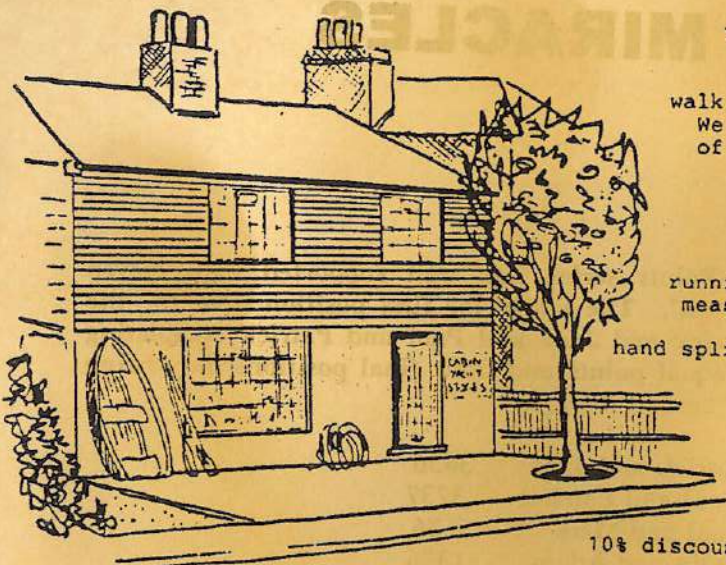


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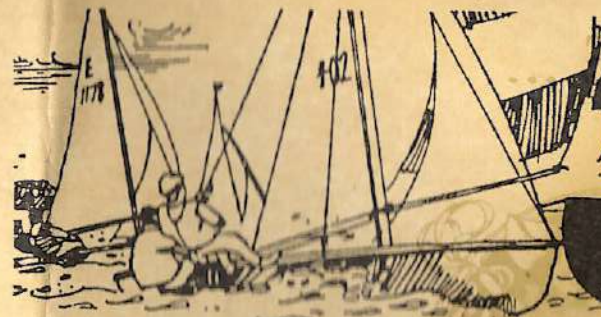
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THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 55
JANUARY 1996



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The Commodore and General Committee wish you all a Happy New Year and a good sailing season in 1996.

ON THE HOUSE....



EVENING SAIL AND BARBECUE AND WELCOME EVENING FOR NEW MEMBERS

Saturday 1st June 1996
Food from 6.00 p.m.

MEDWAY REGATTA BARBECUE

Saturday 13th July 1996
Food from 6.00 p.m.

Watch this space for more social events.

HOUSE COMMITTEE

Several members of the House Committee are not able to continue because of other commitments. If you are interested in joining the House Committee or have any ideas for social events, please let me know.

Best wishes for the New Year.

Ann Heather
(01322 228251)

MIRACLES

The Autumn Points series was well supported with eleven boats "signing on". The battle for first position went to the wire with Patrick and Jane and Paul and Patrick completing the series on equal points and their final positions only being determined by second discards.

1st	Patrick and Jane	3636
2nd	Paul and Patrick	3737
3rd	Paul and Mark	36
4th	Colin and Adam	1336
5th	Martin and Natalie	1808
6th	John and Sue	3620
7th	Martin Jessop	3705
8th	Lesley and Tanya	2420
9th	Bob and Natalie	3024
10th	Tim Huckell	408
11th	Peter Horner	1958

Congratulations and commiserations are due to Paul and Mark Heather who sailed an extremely consistent series, never finishing lower than fourth and having to throw out a third position as one of their discards and still only managing to secure third place overall!! Life is certainly tough at the top.

GRAHAM McLAREN

8th DARTFORD CUB PACK

On 18th August 1995 the 8th Dartford Cub Pack visited Wilsonian Sailing Club. As for most of the season the sun shone and the winds were fair. The Cubs tried sailing with Sue Smith teaching the basic skills. Thames Waters Outfall Sailing Club had kindly loaned their dory and speedboat rides proved very popular. One group of Cubs did a three mile hike to the power station to get their explorer's badge.

Whilst all this was going on a barbecue was being prepared by the parents. The Cubs all had a wonderful time and would like to thank WSC for their hospitality and support and wish the Club all success for the future.

OPPIES

Hello, it's Andrew again. Wow, what a year! I have learned so much: I can now make my boat go faster, race officers can never get the results right, and if you want to win you have to work at it. The season started at Redoubt with an 'Oppy' Open. Tanya, Natalie and I formed a Wilsonian team for the Topper team racing at Redoubt, Dad liked this because he did not have to take a boat. Westbere was very cold but Natalie and I sailed well in a fleet of 35 boats. We next sailed at Farmoor Reservoir for the National Schools Inland Regatta where 66 boats entered. Martyn Styles was team manager for the Kent team. It blew 4-5 on Saturday with big waves, Sailing off the beach at Wilsonian was never as tiring as this. National squad members were there - what fantastic boat handling! On Sunday it blew 5-6 and Dad withdrew me from the team and I watched from the bank in amazement, the 420s looked as if only their rudders were in the water, What fantastic speeds they were going. After this some more Oppy Opens at Wraysbury and Chipstead and then Papercourt where I had my best result - 10th overall in the junior fleet of 32 boats.

The Kent schools are training hard all winter and I shall be there. We are going to Dover, Blue Circle and Chipstead, so come along and join Natalie O'Rourke and I for plenty of fun, excitement and who knows you might be the next Ben Ainslee and find yourself in the Olympics before you are twenty.

ANDREW SMITH
(ASSISTED BY JOHN SMITH)



REFLECTIONS ON



MIRROR SAILING AT THE WILSONIANS IN THE 70'S

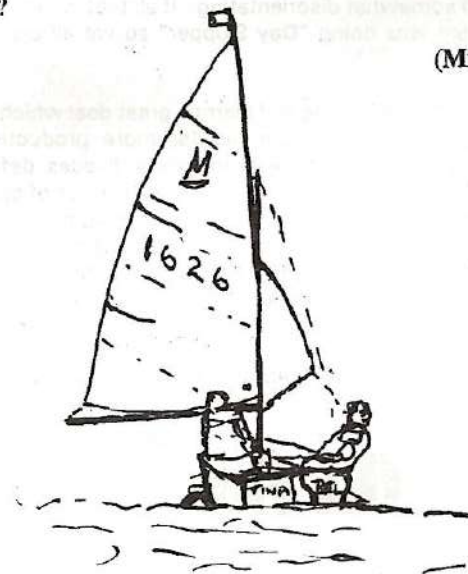
Having built a Mirror dinghy from a £75 kit we had to find somewhere to sail it and found the WSC with a large Mirror fleet and an old iron barge as a floating clubhouse. The best way to learn to sail seemed to be to join the Sunday races and to have training as you went round the buoys (in last place as there was a very definite pecking order). You soon learned the rules as you approached other boats on port tack. Brian Matthews in Easter Egg was the one to watch, but also in Mirrors were the Musters, Sam Brookes, Ray Fryatt, the Smiths, Ray Powell, Ray Blythe, Peter Bolton, Chris Stevens and many more, even the Bew family with Tina Bel and many others. Big fleets and large turn-outs not only for racing but cruises to the islands and 'fun' sailing days.

Staying on the barge seemed an adventure, unbunging the 'heads' which discharged directly into the Medway, as well as lighting the coal fired boiler and trying to stop fungus growing in the beer barrel pipes. Water was pumped aboard from a lighter, about ten tons of fresh water I seem to remember and of course always sausages being cooked.

Chatham Dockyard was guarded by Police who would not let anybody near the bank. I think nuclear submarines must have still been using the dockyard and there was a lot of Royal Navy activity there.

I suppose people spend more time 'sailing' the Internet today, but is it more fun? I wonder?

COLIN LENNOX
(Mirrors: Cosmic Wind and Rollocks)



BEEN THERE, DONE THAT, GOT THE CERTIFICATE - BUT NOT THE T-SHIRT



It was a starry night. The lights of the Solent were twinkling on every horizon. The boat cut through the water and the crew melded their newly found companionship.

How poetic! How romantic! What I really mean is that I was for the first time ever at sea on a cruiser, was for the first time ever on the helm of a cruiser and was beating into a force 6-7 on a dark and rainy night. And I was scared. Whatever had possessed me to go on a sailing course in the throes of winter. With no new gear required I wasn't going to spend any money when we visited the Southampton Boat Show, so did I really need to succumb to a bargain offer.

This "bargain offer" started on a late November Sunday evening at a sailing school in Southampton. Once provisions, gear and two sleeping bags apiece were stowed we did the inevitable and made for the warmth of the quayside pub. Once there I quickly realised that if I was to survive the next 5 days with four blokes I would have to drink, be the target of dubious humour and the butt for MCPery. I was going to have to work for my "Competent Crew" certificate in more ways than sea-manship. But I did get the fore cabin all to myself - with my two sleeping bags and various sails.

So where did we go? Soton - Hamble - Portsmouth - Gosport - Lymington - Yarmouth - then Lymington to Yarmouth again (it was tide vector time) - Needles - Newhaven - Cowes - Newport (well almost, we didn't get past the Folly Inn) - and finally back to Southampton. What did we do? We came alongside - forwards, backwards, sideways, with tide, without tide, with wind, without wind, with stern lines, with bow lines and with springs. Again and again. We moored to piles, other boats, buoys. We dropped anchor, spot on the carefully planned co-ordinates (given a few attempts) and we even went aground - twice. Funny how all this stopping and starting usually coincided with the frequent breaks needed by our skipper for vast quantities of food (I got indigestion). We even did some sailing (not all in a force 6) in rain, sunshine, fog, at night, by compass, by transit, and eventually to demonstrate our new found prowess, a triangular course. The latter is one thing that sailing at WSC does not equip you for - a distinct shortage of marks and loops proved somewhat disorientating. If all that wasn't enough there was a bonus; one of our team was doing "Day Skipper" so we all did a lot of navigation work.

Overall I found the experience thoroughly enjoyable and learnt a great deal which should help with all my sailing. Sailing in the winter proved far more productive and advantageous than I expected. Heavy weather gear and thick fleeces defied the elements. All the places we visited were under utilised so there was loads of space for practice (bet it's chaos in the summer) and the chance for a lot of night sailing was an experience I would not have missed (apart from that first evening). By the end of the five days, when strong winds once again returned, I was helming along Southampton water with a confidence I had not imagined. I can thoroughly recommend such a course.

And the MCPs? I could cheerfully have thrown them all overboard - but they might have got to me first!

DOREEN DAVIS



TRAINING

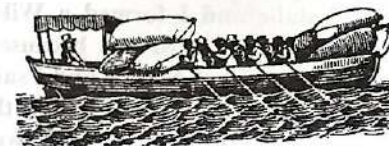
1. POWERBOAT COURSES

As many Powerboat Level 2 and 3 courses as possible will be arranged throughout the year in an attempt to work our way through the existing list of applicants. Please refer to the training notice board for further information.

2. SAILING COURSES

A separate information sheet/questionnaire will be distributed to members to ascertain what is required this season. Please return this to the Training Secretary as soon as possible.

Barry Bew



NOW IS NOT THE TIME

I am sure many of you will know by now that Denise and I have decided that I will not be standing for re-election as Vice Commodore. The reasons for this decision are that I have had promotion and a change of office location to Surrey and this means that I have significantly less time to give to such a demanding task. I have decided to stand down this year and give my successor a year to get up to speed before becoming Commodore. We would both like to take this opportunity to thank people for their support and to wish my successor and the other flag officers all the best. Who knows, when I have settled down with this new career opportunity and Katie and Claire are older, I may well stand again. I am not disappearing from the Committee altogether as I shall still be the Duty List Secretary.

DENISE AND IAN PARRIS

LETTERS TO THE EDITOR

It is that time of year again! We are coming to the end of the sailing season, and as I am frequently being told there has not been any wind for weeks. Fortunately, the majority of you don't have to live with the whingers as I do, although I must admit that Ian has got a lot better over the past few years. This weekend (10th December) he was even laughing a bit about the lack of wind that we had during the Frostbite Series.

During the year I seem to have done a number of different duties as well as being on the House Committee. These have included being assistant Race Officer with Steve Gibbins - a first for both of us, luckily not very much went wrong, apart from a tanker coming through the Miracle start line in the afternoon. Not even Ian had a complaint to make which we were very pleased about. The first of my duties was at the Miracle and Graduate Open Meeting in which I had a place in the lead boat which just happened to be the Janneau and not the RIB. This was a fun day, especially as it was hot and I had borrowed a dry suit from Ian Wyatt - definitely not the right thing to be wearing. I certainly enjoyed myself even if Ian had tried to get Neil and Malcolm Levey to get the Janneau soaked as they went past in the RIB, fortunately they did not succeed.

As the year comes to a close I hope that I have fulfilled my duties with the House Committee, although I must admit that I am hopeless at cooking trays of food for more than four people. As you may have noticed, if pie and beans are on the list then it is my turn for the cooking that week. I am trying very hard to get Ian and Neil into the kitchen to do a duty next year, it is about time they did something other than race officer and rescue boat duties. Whether I manage to do this we will have to wait and see.

May I take this opportunity to wish everyone a very Happy New Year.

DENISE PARRIS

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RYA POWER BOAT COURSE

Tuesday 24th October 1995 was a fine but very breezy day. I turned up at the club with some trepidation to do the power boat course. There were nine of us, as well as Bob Jones in the RIB, Tom Sims in Wilsonian and Mike Groom in Leander and Redstart. We all changed into our wet gear and met by the new 'boathouse' where Bob Jones told us how the RIB worked/functioned. It seemed complicated but was explained well. We then split up into groups, our group (David Tozer, Sarah Wyatt, Peter Hampson and myself) was the first to use the RIB. We launched the RIB and then took turns in putting it through its paces under Bob's instructions. We took it down to Folly Point and practised high speed manoeuvres as well as coming alongside and turning within its own length. To begin with we were a little apprehensive about the large amount of power we were trying to control and were cautious at first with the throttle but after a while we got used to it, opened it up and enjoyed the speed. After lunch we changed over to Wilsonian and Leander to practice for the next day's practical tests. Unfortunately the RIB refused to go in the afternoon (we could not have used up that much fuel could we?) and one group had to wait until the next day to have a go. We then went back to the clubhouse to discuss the day's events (and cock-ups) and do some theory.

The next day started squally but brightened up in the afternoon. we started off in Leander to do the practical part of the RYA test, this included 'rescuing' Tom Sims from a lee shore on Darnett. This took some time as the safety boat was not in quite the right position to throw him a line after we had anchored and backed down to him. After some discussion the problem was resolved and we were able to 'rescue' Tom and save him from spending the night stranded on Darnett (much to his relief!) We then changed to the RIB to do our high speed tests, the wind crashing through the waves and we had to hold on tight. I did my emergency stop OK but when it was David's turn, just as he called out 'emergency stop' I tried to hold on tighter to brace myself but lost my grip and fell right out. Fortunately I held on with my right hand and was hauled back on board. By now it was raining so heavily that we could not get any wetter and so we completed our manoeuvres and went back in for lunch and to dry off.

After lunch we went out in Wilsonian to right an inverted dinghy, do some towing and 'man overboard' (not me overboard this time!) then all went back to the clubhouse for the written examination which we all passed thanks to good tuition from Tom, Bob and Mike. It was a good course and we all worked hard, especially the instructors. We enjoyed it, and had a great time in spite of being exhausted at the end of a demanding two days and now look forward to doing Safety Boat Duty in the RIB.

JEAN BRIGHT

THE GOOD THE BAD AND THE UGLY OR BY ITS OTHER NAME 'CLUB DUTIES'

Having been Duty List Secretary for a year and made several mistakes, I thought it was time to give you my thoughts and ideas to combat low membership numbers and complaints/criticisms (some justifiable) from some members that they are getting a raw deal with their duty. Obviously none of us likes doing duties, we would all rather be sailing, but is part of being a club member that we undertake two duties each season. From conversations with members and from the application forms I find that duties can be broken down into two categories:

1. Those the membership prefers - ARO and safety boat crew.
2. Those the membership avoid like the plague - CDO, RO and AHO (in that order).

Fortunately both of these categories require five people per weekend so I have tried to give everyone a duty from each category (to avoid any possible confusion this is still two duties per season). If you get a CDO or Race Officer duty for the first time, you are not being victimised, take it as a compliment because I think you are capable of doing the duty. Conversely, if you get AHO duty, don't call me to complain, it's the luck of the draw. I would be very pleased to hear from members volunteering to be CDO and RO for both of their duties. We are also lucky to have a small number of members, mainly women, who do not sail. Some of these have especially expressed their wish not to just do kitchen duties, so they will get a chance to be assistant race officers (the prime cushy number, unless I am race officer). Still looking at the volunteer side there are again ?????????? appearing in the duty list. This is because we have no one to fill these duties and I will be very pleased to hear from volunteers. I know most of the members who have problems with certain dates or duties, but if you are allocated a duty beyond your capability please don't worry. Give me a call and let's change it. I try hard not to make the same mistake twice, but I am not perfect.

To finish up, a couple of reminders and suggestions:

1. If you swap your duty, it is for you to arrange your own swap (with a suitable substitute) and inform both of the relevant CDOs and also inform me (preferably in writing) so I can keep a record of names and dates. The biggest problem with administration of duties is with swapped duties with one or other party not turning up for the swap, or as happened last year both parties turning up on the same day, so protect yourself and give all concerned details in writing.
 2. If you are sick or have a problem and cannot attend please either telephone the CDO at the club for 09.30 on the day or myself prior to Sunday and you will be allocated another duty.
 3. When on duty you should arrive at 09.14 for the briefing and not leave until released by the CDO at the end of the day. CDOs will be asked to log both late attendance and early departures.
- Thank you for your co-operation.

IAN PARRIS

END OF AN ERA?

Well, it looks like that is the last you will have seen of dear old "46" on the mooring just opposite the club. Age has caught up at last and Mike Pickett and I are giving up the Cornish Shrimper which has been part of the scenery and given us so much enjoyment over the last 15 years. It was quite a break for us to give up dinghy racing at the Willies and I have certainly missed it very much (just let me know when the "fast track" procedure extends to Darts!) but we have never regretted our decision or choice of boat.

So Maybird is up for sale if anyone wants a change and cheap entry to shrimpering (we have to avoid the term "shrimping" this days!) Our partnership has worked remarkably well and costs have been very low, mainly due to careful maintenance, the ability to launch and recover from its own trailer and, thanks to Mike, storage at home. A rough calculation shows that the shared cost has been in the order of £3 each per hour of sailing time, which takes a lot of beating.

Although you may have seen us just dayboating on the Medway, we have been further afield, including longer "local" trips round Sheppey, to Leigh, and racing, alas in only one Medway Regatta, due to the lack of small cruiser racing support locally. In that event we were lumped in with the B class cruisers and by the time we were struggling against the tide to round SW Oaze (that's about 8 miles out from Garrison Point) the rest were all home enjoying a swift pint! Never again!

We had more luck at the annual Shrimper gatherings in Cornwall starting with the first event in 1981 with 3rd out of a fleet of 15, followed by 2nd from 23 in 1983 and most recently in 1991 with 11th out of 41 boats. Believe me, the competition is very keen but on one occasion we actually managed to beat Ken Robertson (Shrimper builder and ex-Scorpion, Osprey and Wayfarer champion). Unfortunately, work and other commitments allowed only one sortie abroad and that took the boat to Holland (on its wheels) and there starting from Loosdrechtplassen, down the Wecht, round the Ijselmeer and back via Volendam, Edam, Hoorn, Einkhuizen and other delightful spots.

It is such a versatile boat, drawing only 18" (all plates up) and allowed not only creek creeping but the surprisingly efficient gaff rig could be easily managed single handed. She was useful getting close inshore on the Winged Fellowship days and it was fun to do "the big eight" which meant timing the tide right and sailing out via Hoo and Yantlet Creeks, through Ham Green opening, out by Milfordhope or Twinney Creek and return via Sharfleet, Half Acre, Bartlett and the main channel up to Gillingham Reach (I suppose racing up and down the main channel for 20 years or so must have generated some sort of mainchannelphobia - I can recommend the top end of Sharfleet on a sunny weekday afternoon as well).

Well, there it is - are there any takers?

BRYAN MATTHEWS
0181 777 4421

Scouts



38th STROOD (TEMPLE FARM) ZETA RETICULI SCOUT TROOP AND THOR VENTURE SCOUT UNIT

We have now been with the club for two years and during that time, thanks to the club, our sailing programme has gone from strength to strength. On our part we hope that we have been of help to the club, certainly the club has gained a few new junior members and some scouts now crew on a regular or *ad hoc* basis for club members - Patrick Miall was very pleased to see himself and Paul Absolon get nineteenth place at the Miracle Nationals for the club.

As well as the sailing, we feel it is important that we get involved in the other duties of club members; therefore, we have helped at one of the winter work parties and provided beach parties for the open race meetings. We were told at an open meeting that people like coming because not are only the races are well organised but so is the help with the launch, recovery and return of launch trolleys. So hopefully we are doing our bit to support the race programme.

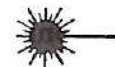
At the Dockyard Event we had an Enterprise, a Laser and a GP14 to take the public out in, although Saturday's sailing was a little "hairy/windy" for light crews. Some Scouts helped to take up the slack on the RYA Topper and Optimist fleets and keep things looking busy there. Our GP14 took part in the match racing on the Sunday and while they started the first race without realising that they had started, they put up a good show in later races.

Over the winter we shall, like most members, be working on our boats and by next year hope to have two GP14s, two Toppers and an Enterprise on the water. It has been one of our aims to ensure that our regular boats are all classes in use by the club and thanks to the advice and help of the club, the GP14 fleet, Paul Absolon and all those who supported our sponsored sail it looks like we shall achieve this.

What are our plans for next year? To continue sailing and to, possibly, take part in some racing. Other plans include a weekend sail camp to Wouldham and our current secret project!

On the subject of crews, following the clubs RYA level 2 course on which we were very generously given some places, we still have a couple of 14/15 year olds who are not yet regular race crews but who would like to be so. If you need a crew, please contact David Wraight 01634 725862 and he will put you in touch with them.

Laser Fleet



1995 Laser Season

1995 has seen a revival in the fortunes of the Wilsonian Laser Fleet. Average turnouts are the best since 1991 with the Early and Late Summer Points proving the most popular. In particular the strong rivalry between Simon Coppen and Chris Mason has bolstered the figures along with keen new fleet member and the regular racing by Martin Cockersole and Colin Booth.

Chris Mason has improved a great deal this year and is now proving difficult to beat. Much of this I attribute to his winter sailing at Bewl and the large amount of time he has spent on the water this summer. A clear sign of this is the improvement in his light airs sailing.

Joe Wicken is showing signs of getting the hang of the Laser, proving difficult to beat in medium winds with her good starts and tactics.

Colin Booth has seen the light and bought a new sail. This has significantly improved his performance. In fact most Laser Fleet members have invested in a new sail this year.

This year I decided to change the format and publish the overall fleet results so you all have a chance to see how well you got on this season.

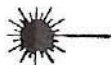
1995 Laser Fleet Results

Helm	Spring Points	Easter Cup	Early Summer Points	Whitsun Cup	Late Summer Points	August Cup	Autumn Points
Belcher.G			4th		3rd		1st
Belcher.P	2nd		3rd		4th		4th =
Booth.C	8th		6th		6th =		2nd
Browning.S			7th =				
Cockersole.M	6th		2nd	1st	2nd	1st	4th =
Coppen.S	1st	1st	9th		5th		6th
Jarvis.G					10th	2nd	9th
Jeffery.S					12th	3rd	
Jenkinson.G	9th			2nd	6th =		7th
Kirk.P	7th		5th				
L.Hamilton					9th		
Mason.C	4th		1st		1st		8th
Mason.S					11th		
Nudds.P	10th						
Pearson.R	5th						
Wicken.J	3rd		7th =		8nd		3rd

This will be my last year as fleet captain a duty I have done for the past three years. I am standing down to take a break and allow myself some time to pursue other interests. It is important that some one comes forward to take on the role and that Laser fleet is represented on the sailing committee. Issues such as mandating the carrying of anchors and paddles, limiting restrictions applied to our sailing area, ensuring a Laser open meeting, ensuring a Laser fleet, selection of glass prizes, allowing Laser handicap racing and tailoring our sailing instruction affect the quality of your sailing. A fleet evening will be held in Mid February before the AGM to select a new fleet captain and discuss the seasons sailing over a pint.

Finally it is important that you all do your bit to encourage new faces into the Laser fleet. The Laser is an exciting and exhilarating boat to sail at an affordable price suitable to any one above ten stone once they have mastered the basics. This summer has demonstrated how much fun a large fleet can be to sail in.

1995 Wilsonian Laser Open

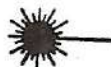


The 1995 Laser Open was held on the river Medway at Hoo near Rochester Kent. This years open was sailed in a variable South Westerly strength 2 to 6. The poor weather forecast of high winds discourage a number of visitors. But Jonathan Emmett back from the Olympic Qualifiers ensured strong competition. Jonathan dominated the first two races using his boat speed to cover the locals and take line honours in both races and win the open outright. However the lower places were still undecided with Peter Belcher 2nd and 4th, Chris Mason 4th and 2nd, Hamilton and Taylor both with a 3rd place. The battle for the lead in the 3rd race was highly competitive. The bulk of the fleet crossed the river on Starboard early in an attempt to get out of the strong tide. Gordon Belcher and Geoff Jarvis used their local knowledge to take a Port tack and sail out of the tide on the Port side of the river. They delayed crossing the tide and sailed in stronger wind. Almost unnoticed they built up an almost unassailable lead. When the fleet reached the leeward mark everyone headed for the shore by Hoo Island. However the river shelves very slowly here and most of the fleet ran aground on the Hoo mud banks as they tried to cheat the tide. Geoff Jarvis lost his advantage. This left Gordon Belcher in 1st place followed by Chris Mason. Further upstream Peter Belcher eventually broke through into third place by sneaking up the shore line in Hoo Bay to take advantage of the weak tide while the others sailed up the channel. The course was shortened at 31 and with the wind gusting upto force 6 Chris Mason over took Gordon Belcher on the final leg with Peter Belcher just behind.

Wilsonian Laser Open Results

Posn	Helm	Race 1	Race 2	Race 3
1st	Emmett.J	1	1	DNS
2nd	Mason.C.J	4	2	1
3rd	Belcher.P	2	4	3
4th	Taylor.J	5	3	4
5th	Belcher.G	11	9	2
6th	Coppen.S.D	6	5	17
7th	Jervis.G	7	6	7
8th	Curl.P.M	8	7	6
9th	Keogh.J	10	8	5
10th	Hamilton.L	3	10	17
11th	Hickinbottom	9	15	17
12th	Booth.C.S	13	15	17
13th	Cleur.A	14	15	17
14th	Wheeler.R	12	17	17
1st Youth	Emmett.J			
1st Master	Belcher.P			

Peter Belcher



Flat B 7/F Tower 3
Redhill Peninsula
18 Pak Pat Shan Road
Tai Tam
HONG KONG

26 October, 1995

To all members of Wilsonian Sailing Club:

Liz and I are now eventually getting settled in Hong Kong.

We have been in our flat a little over two weeks now, and are currently in the process of furnishing it. I think, as some of you may have already heard, that we managed to get our priorities correct - in that we found a sailing club and new boat in advance of getting somewhere to live! So, we are already members of the Hong Kong Hobie Club Fleet 179, and excited owners of a nearly new Hobie 16.

WSC members who witnessed us sailing our Miracle will no doubt be saying that it is sure to end in tears - they will probably be right! Only it will happen an awful lot faster with PY85. We have already pitch-poled our way through an International Regatta - as the organisers refused to change the date to allow us time to learn how to sail a catamaran!

would like to take this opportunity to publicly thank all the members of Wilsonian Sailing Club who helped us start off our sailing career and were such good friends to us. We would welcome any news from the club, and if you ever fancy a trip to Hong Kong just get in touch...

Nick Burrell

Nick Burrell

Liz

Elizabeth Hurst

RESULTS FAST HANDICAP

1st	Ian Parris & Neil Ashby	Fireball 14042
2nd	Brian Warwick & Ray Blyth	GP14 13265
3rd	John Shenton & Bill Foreman	Osprey 555
4th	Colin Coard	Laser 136321
5th	Gordon Belcher	Laser 125502
6th	Gerry March & various	Fireball 13331

RESULTS SLOW HANDICAP

1st	Mark Bew	Solo 1353
2nd	John Parsons	Solo 3525
3rd	Andy Gibbs & various	Enterprise 22553
4th	Sarah Harrison & Sue Annet	GP14 2
5th	T Ellam & J Kroon	Bosun 1922

DOREEN DAVIS
Sailing Secretary



31/12/1995 AND ALL THAT!

A good turnout of Club members, the real SALTS, braved the elements to party the night away and see in the New Year.

Upon arrival at Passport Control (if you were lucky and set off the machine) you were subjected to a full body search by P.C Pam. Once you had arrived and beyond view to the public, you were treated to gambling on wooden horses, threatened with community singing and entreated to the most stunning floor show the club has ever seen.

Everyone who attended had a very good time and we were deeply grateful for all the effort that Lyn, Gill, Pam, Mike, Brian and Ron put in to yet another end of year bash. Sadly, due to sickness, the weather or simply because some members were in Sri Lanka, numbers were a little down and hopefully will be back on course for 1997!

JOHN TALBOT

FROM THE SAILING SECRETARY.....

"We are sailing". "We are sailing". So goes the musical refrain always enthusiastically greeted by WSC party-goers - a refrain still echoing in my head as I sit down to write this article on New Year's Day 1996. Perhaps those noisy supporters at the WSC party last night were taking an optimistic view after the memories of the "we are drifting" Winter Series. But I won't tell you what some of them said they would be if they were not a "sailing nut". You should have come to the cabaret.

Sadly the Winter Series was a drift through most of its races, which was a pity given that there was an excellent entry of 33 about a third of whom were from other clubs. Nevertheless the camaraderie was good and some of our visitors were sufficiently interested about what we have to offer to want to become members and we look forward to welcoming them in the 1996 season. What a contrast to the last open on 23 September when the Lasers and Tasars battled against the variability of howling gales and driving wind with an ill-timed lull somewhere in the middle. Congratulations to all who went out that day and to all those who helped as once again we can take pride in a well run open meeting. Opens are an important part of our sailing programme in keeping our name on the map and we are following a similar pattern next year with a Miracle and Enterprise open on 16 June and one for Lasers and GP14s on 15 September. The Tasars will have a two day event incorporated into the Medway Regatta on the 13/14 July. We have had more or less the same classes involved for the past few years so if any other class feels it should soon be their turn please let me know early next season so that we can consider for 1997.

Other main dates for 1996 are:

Hoo Freezer	3/4 February	South Kent	9 June
Pursuit Race	6 May	Chatham Dockyard	6/7 July
Leigh Trophy	19 May	Admiral's Cruise	6/7 July
Medway Marathon	26 May	Medway Regatta	13/14 July
Evening Races	1 June		
Commodore/Bosun/Ladies/Juniors	21 April, 2 June, 21 July, 1 September and		

My previous articles have tried to demonstrate that there is a lot of hard work behind the organisation of sailing, and I am not talking about the hours which Ken and I spend pounding our computers - in my case, being an IT beginner, frequently refraining from the "pounding" being a fist through the screen. Computers can be as capricious as Medway winds. I refer to the hard work of the Fleet Captains and the Sailing Committee and the diversity of matters besides programme and events. If I may summarise last year's concerns into two main themes which were: the furtherance of safer and more interesting sailing; and the encouragement of new and junior members. Some of the policy considerations will not be tested until

next season when we hope to have procedures for Race Guidance and integration of new members, and some new style events for Juniors.

Change is usually destined to produce some uncertainty and controversy. When I took on this job I did not see myself as an agent for change for change's sake but aimed to provide the sort of forum where improvements and new ideas could be freely discussed. I have not been disappointed in response. If there is a main point of praise it is the way the members of the Sailing Committee have given positive support to the new Fast-track procedure to accept new classes in the club for the sake of its general well-being through the recruitment of new members. Other matters such as what to do with poorly attended Bank Holidays proved more controversial. The needs of any organisation and its members can change over time and it is important that all members views are forthcoming. So don't forget my previous invitations to let me know about any grumbles, grouses and new ideas.

One of the things which has emerged over many discussions about race management, including course setting, is concern whether all members who are called upon to perform such duties, mainly those filling the role of Race Officers and Safety Boat crews, feel sufficiently confident when there are difficult conditions to contend with. This would not be surprising as, excepting those who have long experience, many of us have little chance to put into practice on a regular basis what we have previously been taught. If I can use my influence as Sailing Secretary within the General Committee to think up ways of helping through such as more seminars or teach-ins or more obvious written instructions I would be pleased to do so, and do some of the work towards it. What are your feelings? Do you harbour any thoughts on the lines of "If only there were --- such or such to help"? Do let me or the General Committee have your views. It's all to improve the sailing.

My thanks to the Sailing Committee for their support and help over the past year and to other members for their encouragement. Special thanks to Ian and Denise Parris for their regular support and advice and for assisting in some of my responsibilities when I was not around. I have enjoyed my first year as Sailing Secretary and will be happy to continue if that is your wish.

DOREEN DAVIS
Sailing Secretary

FOR SALE

MIRACLE 3101

2 sets of sails

(1 set Suggit sails good condition)

Good trolley and road trailer

£750.00

JEAN BRIGHT 0181 856 9143

CLUB HANDICAP RESULTS

- ICE BREAKER:- 1st Ian Parris & Neil Ashby
2nd Patrick Ward & Jane Ward
3rd Peter Belcher & (N/A single hander)
- EVENING RACE:- 1st Ian Parris & Neil Ashby
LONG COURSE 2nd David Fry & Derek Cummings
3rd Brian Lamb & Bobbie Burnell
- EVENING RACE:- 1st Paul Absolon & Patrick Maill
SHORT COURSE 2nd Peter Hampson & Jean Bright??
3rd Joanna Wicken & (N/A single hander)
- LEIGH TROPHY:- 1st Ian Parris & Neil Ashby
2nd David Mason & Stuart Mason
3rd Peter Belcher & (N/A single hander)
- SOUTH KENT:- 1st Ian Parris & Neil Ashby
2nd Keith Lennox & Mike Doherty
3rd Brian Lamb & Bobbie Burnell
- LADIES CUP:- 1st Joanna Wicken & (N/A single hander)
2nd Jean Bright & Peter Hampson
3rd Sarah Wyatt & Chris Ashby
4th Natalie Jones & Bob Jones
5th Janice Smith & Martin Jones
- JUNIORS' CUP:- 1st Natalie O'Rourke & (N/A single hander)
2nd Mark Heather & Paul Heather
3rd Tanya O'Rourke & (N/A single hander)
4th Patrick Maill & Paul Absolon
5th No further entries
- COMMODORE'S:- 1st Ian Parris & Neil Ashby
2nd David Mason & Stuart Mason
3rd Brian Lamb & Various Unfortunates
4th Bob Dutton & Ken Flowerday
5th Peter Belcher & (N/A single hander)
- CRUNDWELL PLATE:- Bob Dutton
- BOSUN'S:- 1st Paul Heather & Mark Heather
2nd John Parsons & (N/A single hander)
3rd Mark Bew & (N/A single hander)
4th Lesley O'Rourke & Various
5th Ken Crundwell & Trish Ayris
- LAYING UP CUP:- 1st David Fry & Derek Cummings
2nd Brian Warwick & Ray Blyth
3rd Brian Lamb & Paul Heather
- GUN WHARF:- Ian Parris
- THE LLOYDS OF
LONDON TROPHY:- Mike Wakefield