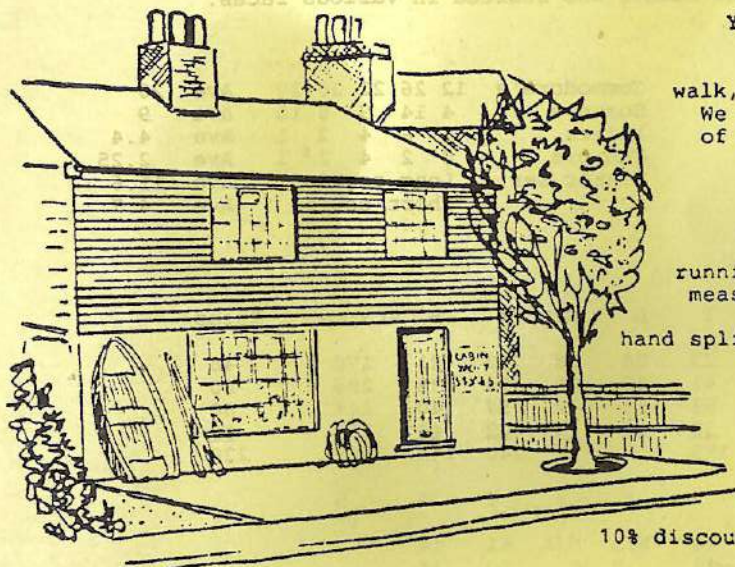


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3 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 56
MAY 1996

FOR YOUR DIARY:

**EVENING SAIL AND BARBECUE AND
NEW MEMBERS WELCOME EVENING**

1st June 1996

BBQ from 6.00 p.m.

Adult £2.50 Child £1.50

MEDWAY REGATTA

Friday 12th July 1996

Jazz Band/Disco & Cold Supper

7.30 p.m. Medway Yacht Club

Saturday 13th July 1996

Barbecue at Wilsonian Sailing Club

From 6.00 p.m. Adult £3.50 Child £1.50

LAYING-UP SUPPER AND FIREWORKS

Saturday 26th October 1996

Bonfire lit at 6.00 p.m.

PRIZEGIVING AND DINNER DANCE

Saturday 16th November 1996

CHRISTMAS PARTY

Sunday 15th December 1996

More details from Ann Heather (01322 228251)



Junior Racing at Wilsonian



Several junior members said to me last year that they wanted some more racing experience as helm. It's often difficult to find a boat for the five existing Junior races planned for Sundays and in any case these have to fall in with the adult courses set at the same time which juniors do not always want or feel confident about. Having discussed this with Martin Jessop and the Sailing Committee we've decided to put on junior racing as an addition to three of the planned Saturday Club days this year.

These days are:

1 June
31 August (after Martin's junior race training week!)
14 September

and will start at about 1.30 in the afternoon.

The racing will be over short triangular courses set in Hoo bay, with several short races (about 20 minutes or so) one after another. Starts will be by the "batten" system which is very simple and which many juniors know. You don't need a watch. The emphasis will be on fun while learning a bit of racecraft, and there will be small prizes!

Toppers would be the boat of choice but anything suitable would do. Martin will still be running the Saturday club activities and will be on hand to advise whereas I volunteered to start the races. If you're a junior member who's interested or a parent who would like to help, contact Martin or myself or just turn up!

Paul Absolon



"WE ARE SAILING" - THE 1995 TURNOUT

How much did you contribute to last year's sailing? Here are some statistics about the number who started in various races.

HANDICAP RACES

Ice-breaker	14	Commodore's	12	26	22	20	20	Ave	20
Pursuit	21	Bosun's	4	14	9	8	10	Ave	9
Evening	16	Ladies	1	6	4	2	1	Ave	4.4
Leigh Trophy	28	Juniors	0	2	4	2	1	Ave	2.25
South Kent	26	Winter Ser.:	Long course				Ave		11.6
Laying-up	17		Short course				Ave		4.7

FLEET SERIES

POINTS

	A	(W)	T	L	GP	M	B	Starts	Races
SP	41	(13)	23	28	18	47	21	178	48
ESP	59	(30)	41	45	29	74	38	286	60
LSP	95	(42)	53	55	44	57	40	344	60
AP	<u>68</u>	<u>(23)</u>	<u>38</u>	<u>23</u>	<u>25</u>	<u>62</u>	<u>44</u>	<u>260</u>	<u>60</u>
	263 (108)		155	151	116	240	143	1068	228
Rounded av.									
per race	7	(3)	4	4	3	6	4	5	
SMP	74	(35)	48	N/A	N/A	61	44		
SAP	80	(37)	46	"	"	70	34		

BANK HOLS

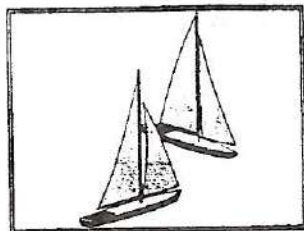
Easter	6	(-)	5	1	14	10	6	42	13
Whitsun	17	(8)	-	4	8	9	7	45	18
August	<u>12</u>	<u>(3)</u>	<u>-</u>	<u>6</u>	<u>6</u>	<u>10</u>	<u>4</u>	<u>38</u>	<u>18</u>
	35 (11)		5	11	28	29	17	125	49
Rounded av.									
per race	4.4	(1.4)	0.6	1.4	3.1	3.6	2.1	2.6	

Notes

1. Numbers in () under (W) are a sub-set for Wayfarers and are also included in the Handicap A overall figures.
2. The numbers under column headed "Races" are the number of races offered and does not exclude any races which were not contended.
3. Under Points Series ESP and LSP have been used for all fleets to demonstrate seasonal variation. Figures for those fleets using SMP and SAP are given as a sub-set under main table.
4. The figures of starts given under each fleet in the Bank Holiday series are the cumulative numbers for the three races offered each day (but see Note 4).
5. On Easter Cup day 5 out of 6 of the pm races were cancelled (weather) but hardy GPs started all three and this has been taken in their average.

DORREN DAVIS

WAYFARER REPORT - MAY, 1996.



We started the 1996 series with our own start - the average turn-out has so far been encouraging, although I hope we can get a few more Wayfarers racing this summer. I shall continue to encourage all Wayfarer owners to get their boats out as often as possible and I'm hoping to see a few new members joining us this year. My thanks to the long-suffering GP fleet having to put up with us on their start line - I hear they've been reinforcing their hulls in case of serious disagreements!

I do not have the full results for the Spring Series as the Race book always seems to be locked away and the Declaration sheets have not all been completed properly. However I do know that I managed to gain first place overall, with Bobbie crewing most of the time. Paul Tyler gained second place overall with his father, Jim, as crew. I can also tell you that Bob Dutton and Christine Godber came first in the Easter Cup, with Len Ayris and Malcom Levy a close second! I shall publish the rest of the results as soon as I can work them out.

We were all shocked and concerned about what happened to Bob Dutton during one of the races, and thankful that he received prompt attention. We all wish him a continuing and speedy recovery and hope to see him racing again soon.

The 'Have-a -Go' sessions during the Chatham Boat show was very successful - many of the 'trippers' said it was the best thing at the show and it was free. Perhaps we could ask for a contribution to a charity in future? I'm certain that such events help to bring us new members as well as publicising the WSC, and my thanks to those of you who helped out.

Some of you may have noticed that Bobbie and I have bought a new boat which so far seems to be going well. Unfortunately the same cannot always be said about the helm. I don't think I'll ever live down the time when I forgot the loop in the course and went from first to last place while I went ashore to recheck the course board. I've also managed to make three mistakes in one race - and that was just setting the course - forcing the fleet to do pirouettes round the buoys! I promise to try and do better in future.

I'm very much looking forward to some more great racing this season - see you out there!

Brian Lamb - Wayfarer 9700 - Passin' Style.



INTERNATIONAL
MARITIME SHOW
CHATHAM MARITIME

I was asked by the General Management Committee to organise the Wilsonian's contribution to the boat show. There were many changes made by the show organisers, some of which were very late and about which we only found out about after they had happened. I feel however that our contribution was excellent and will do the club a lot of good. Over 60 people, including our Scouts, helped at some time during the show.

We were originally only part of the "TRY SAILING", but as time progressed only ourselves and Arethusia were left giving sailing rides, and RYA having Optimists and Toppers to try. At the show RYA decided too windy so Optimists and Toppers did not sail much except when TV cameras or Press were about when our 38th Medway Scouts were the main sailors!

Although the Royal Engineers were unable to supply crews, they provided three Bosuns, which we sailed. In the strong winds these boats, with helm, crew and three passengers were invaluable. Some club boats participated and without racing also taking place in the No 1 Dock there was plenty of room to manoeuvre.

The club received a lot of publicity which included:-

Brian Warwick nearly a full page spread in " Kent Today "

Being mentioned once on BBC1 TV, and twice on Meridian TV

The main publicity was for the submarine, the square rigger, the super yachts, and us sailing. David Tozer having a 12 minute interview on Radio Kent (which he assures me he did not write the script although he agrees that if he had written the script he could not have improved on the questions asked!)

Wilsonian Sailing Club was (the only club) specifically mentioned in the Kent papers. We estimate between 1500 & 2000 people had sailing rides over the four days, plus 200 in Leander / Wilsonian.

We were seen to deliver what we said we would deliver.

We have purchased all the suitable buoyancy aids used at the show for sale to our members. There are new memberships already as a result of the show.

As the contact name in the show brochure I have received several telephone calls about Open meetings, membership and sailing in general on the Medway.

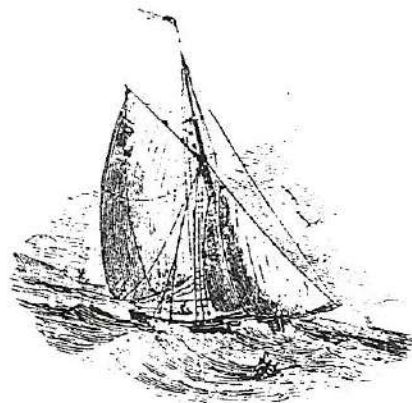
I have already been contacted by Chatham Maritime, not only asking what we need for the " TRY SAILING FREE " on 6 & 7 th July, but asking for written comments on the show so that problems can be avoided next year.

The show organisers have also written (twice) to thank us " for our considerable assistance ", and to indicate possible improvements if the show is repeated next year. They estimate 32,000 people visited the show.

Thank you again everyone who assisted for your help

BOB JONES

JOLIE BRISE



(An ex-pilot cutter, built in 1913 at Le Havre. 56 ft long + bowsprit, 15'9" beam, 10'2" draught. Winner of the first Fastnet Race in 1925 and again in 1929 and 1930. Royal Ocean Racing Club yacht No.1.)

We joined Jolie Brise at St. Katherines Dock on a windy, grey Wednesday evening. After everyone had stored their gear, I sorted out the food and stowed it away safely in difficult to reach lockers so that we were ready for sea. We then went ashore for an Indian meal close to the illuminated Tower Bridge.

The next day we let slip at 7.30 a.m. ready to lock out at 8.00 a.m. The weather forecast was NE 4-5 and RAIN. So, in wet weather gear we headed down river in poor visibility, going over safety procedures, trying on life-jackets and harnesses. We wound our way down to the Woolwich Barrier and ferry with Canary Wharf towering over us at every turn, and went alongside the tanker barge to take on diesel - not an easy task with the tide, wind and pouring rain. Then we hoisted the jib and reefed mainsail, and with heavy rain squalls sailed under the Dartford bridge where we had our first 'man overboard' drill, when Ian Wyatt's hat was swept off his head. One person stood as high as possible and kept his eye on the hat/person and pointed to it at all times. The engine was used to help us come about, reversing our course from reach to reach. With good judgement by the skipper we picked up Ian's hat and put it back where it came from, in the state it came out of the river!

By 6.00 p.m. we were off Southend, so we turned into the Medway, then on to the Swale to tie up alongside the new floating stage at Queenborough. After a hot meal we spent the evening at the Old House at Home pub, finding it hard to leave at closing time in the lashing rain to return to the Jolie Brise. Next morning the weather was no better, wind NE 6-7 and very grey. As we were about to cast off we spotted a motor cruiser which had broken adrift and was heading for the landing stage. We managed to secure it alongside the stage, protecting it with fenders from its own lockers.

TRAINING



SAILING

IF THERE IS SUFFICIENT INTEREST SHOWN COURSES CAN BE ARRANGED AT ALL STANDARDS TO SUIT "Y O U" - CALL ME !!!

POWER BOAT SAFETY BOAT (Rib)

DUE TO NOT HAVING ALL THREE SAFETY BOATS WORKING PROPERLY AT ANY ONE TIME THE COURSES HAVE BEEN DEFERRED, BUT WILL BE RESUMED FROM THE ORIGINAL LIST AS SOON AS PRACTICABLE. I WILL KEEP YOU INFORMED

Barbara Sims

Don't miss the . . .

JUNIOR SAILING WEEK

Tuesday August 27 to Saturday August 31

10am to 5pm Daily

Lunch and Evening meal will be provided

Latest plans are to run two courses:-

- 1) RYA Red Racing Badge sailed in Toppers for those who have reached stage 3 ability.
- 2) RYA Stage 1/2 Course sailed in Optimists for those who are fairly new to sailing.

Anticipated fee will be around £30, which will include food and tuition

THESE COURSES WILL ONLY BE RUN GIVEN SUFFICIENT NUMBERS, SO DON'T DELAY - RING BARBARA NOW ON 01689 854627.

FIRST COME FIRST SERVED

IT'S A MIRACLE

BEGINNINGS

I started sailing almost two years ago and racing just over a year ago. Our Scout Leader, David Wraight, taught us basic sailing and how the wind and tides worked. After that, I was lucky enough to do my RYA level 2 course with the Wilsonians.

Once we had done the course, David asked me and the other Scouts from the course, if one of us wanted to race with a bloke called Paul Absolon. I said I would and David introduced me to Paul, who seemed a nice bloke and a really good helm. I was amazed when he showed me his year old Miracle (RONDO II). It was a sunny day with the beautifully varnished deck and blue and pink colour scheme shimmering in the sun.

MY FIRST RACE

I was really nervous as it was my first race and a brilliant boat. David and some of the other Scouts was watching so you could say I was under pressure. I tried to ignore everything and focused on the race. Paul was teaching me as I went along but I thought I soon got the hang of it - it was hard work.

We came back from 28, which I thought was a long way. Buoys 23 and 27 (sorry Paul, I had to mention it somewhere) were to come. Anyway we came round 31 and went up on a beat, four boat lengths away from Pat and Jane. Then I heard our hooter go and a second later Pat and Jane's went. I almost jumped over the side but the water was too cold!

SOUTHERNS AND OPENS

After we had been racing for a while, Paul said something to me about the Southern Area Championships. It sounded important so I put down my coffee and listened. It was quite tiring but we came 10th (2nd Silver), which I was reasonably pleased with but I thought we could do better. We carried on racing with the club and going to open meetings, and I continued to learn.

NATIONALS

The Nationals were an enormous achievement for me and even for Paul. On the way there we were talking about his best previous overall result, 24 out of 66 or something (I don't remember exactly) and his best ever race was 16th. He told me not to get my hopes up as we probably wouldn't do that well but Paul was wrong. We came 19th overall, which was extremely satisfying, and our best race was 9th.

WILSONIAN PRESENTATIONS

At the end of 1995 we came: 3rd Summer Morning Points, 3rd Summer Afternoon Points, 2nd Autumn Points, 1st Winston Cup, 1st Evening Course and I came 4th Juniors (not a big surprise as I only had one race).

Many thanks to David for starting me sailing and also thanks to Paul for everything he's done and taught me (Oh, Happy Birthday Paul - 44 in May!) but most of all thanks to Wilsonian Sailing Club for all you have done in helping me and the other Scouts. Without all of your help, you would not be reading this now. Thanks

Patrick Miall
Senior Patrol Leader
38th Strood (Temple Farm) Scout Group
Junior Member Wilsonian Sailing Club

The wind was on the nose for the first few miles, increasing to 7-8 but backing to North West as we sailed down the North Kent coast. Then the rain stopped, the cloud broke up and visibility improved and we were flying with just a jib and a loose footed staysail. The huge boom and gaff were left securely lashed onto their crutch. With the wind so far behind the beam the movement was uncomfortable and the crew were feeling queasy until about 3.00 p.m. when we rounded the North Foreland and felt the shelter of the land. By 7.00 p.m we had locked into the basin in Dover harbour ready to spend an evening at the Cinque Ports Yacht Club - very posh!

We had intended to cross to Calais but the forecast indicated that we would have a struggle getting back, so we set course for Eastbourne. The wind was now Northerly 4-5 so we set two reefs in the main plus two foresails and began to fly. Then it happened! My hat went overboard, but despite our well practised drill it could not be found. Despite this we had a good sail and saw a beautiful sunset just as we came into Sovereign Marina to dine on the old floating ferry restaurant - very good it was too!

We locked out from Sovereign at 8.00 a.m. with the forecast NE 4-5 - perfect. Two safety boats came out from the dinghy club at Eastbourne to look at the boat, so Colin and I cadged a ride with them around Jolie Brise to take photographs and a video. By the time we got to Beachy Head we had all sails up, main, topsail, jib, staysail and the huge yankee - a foresail going from the top of the bowsprit to the masthead. As we passed Birling Gap, where the cliffs drop down to nothing, the wind came down through the gap and laid us over, sending a tray of tea, spoons, sugar etc flying out through the scuppers. Then it happened again - hat overboard! - Nick's this time, so back into the drill, successful this time, and we made him put it back on. I did wonder at this stage why of all the hats which had gone overboard mine was the only one which had not been rescued - I was in charge of catering after all! We slowed down for the last few miles, had lunch of all the left overs, and by 3.00 p.m. were off Brighton stowing the sails to moor for the night in front of the huge catamaran ENZA - what a contrast.

So that's it - all in all a very enjoyable and at times hard trip, next time remind me to take two hats.

GERRY MARCH

(To be continued - next trip from Hamble to Le Havre and Honfleur.)



HANDICAP A

For the odd person who does not know, Handicap A fleet no longer includes the Wayfarers. They have formed their own fleet and will have a separate start when the start boards are modified. I am sure you will join me in wishing them every success and to thank Brian Lamb for being fleet captain last season, with Neil Ashby as vice captain. This split in the fleet has three immediate effects:

1. We have a new fleet captain (Ian Parris Fireball 14042) and a new vice fleet captain (Tim Huckell ISO 549).
2. The loss of the Wayfarers roughly reduced the fleet by 45%, so we no longer have the security of being the largest fleet, although we are growing in size again by the week.
3. We now have a little more scope in the courses which Tim and I are setting jointly and we are trying different combinations so that all classes get some of their optimum point of sailing whilst being as fair as we can to all. We will be pleased to hear from members if they feel that their class is being neglected.

NEW FLEET MEMBERS - New faces to the club/fleet this season:

John and Janet Shenton - John sails an Osprey with Bill Foreman (another new member), these two are known as the 'Burger Boys', rumour has it that John and Bill bought an Osprey so they could be the fastest round the course to get back for the best food. Neil and I are looking forward to a good battle with these two when the wind blows - the number of sausages Neil gets at lunch time are linked to our performance. (Note: to clarify this paragraph, John and Bill have bought a new Osprey since participating in the Winter series/joining WSC and have yet to finish their fitting out for this season). Max Carnegie-Jones and Mark Harris, Fireball 13986, (some of you may remember Max who sailed Fireballs and 470's at WSC previously). He is still going quite fast, but suffered an attack of the 'PYGALLS' during the Pursuit Race (the boat fell apart). Sarah Harvey and Dene Talbot, Fireball 12931 - Sarah is teaching Dene to sail (in a Fireball? There is hope for some of you yet!

Although already WSC members, Chris Pygall and Keith Borders in ISO 8890 are new to Handicap A. Chris is well known by insurance companies as the man with a disintegrating Tasar, Keith has recently returned from an 18 month trip around the World (with one kit bag - but you try and pick it up!!).

EASTER CUP	1st	Ian Parris/Neil Ashby	FB 14042
	2nd	Tim Huckell/Phil Yates	ISO 549
	3rd	Max Carnegie-Jones/Mark Harris	FB 13986

There were four entries for this event, better luck next time Roy and crew Fireball 14282.

So what has that got to do with WSC? Quite simply it has to be the concern of everyone who has any conscience about protecting society but Customs feel that Sailing Clubs and the honest yachtsman might well be able to help if they see or hear anything suspicious. Whilst WSC does not have cruisers tripping to the sea or estuary, many of us from time to time are out and about on the river exploring more than the next racing mark. So if you do see something suspicious, what do you do? Customs have freephone numbers to receive information, anonymously if you wish. Doesn't matter how small an incident or suspicion. If you want to know more I was given some leaflets which I have put on the notice board (the one by the bar). Do have a read.

Here are the freephone action lines:

Doreen Davis

DRUGS	0800 59 5000
ALCOHOL/TOBACCO	0800 901 901



STOP PRESS

PURSUIT RACE - FOR RNLI - 6 MAY 1996



What better than to give you my report to Yachts and Yachting. I hope you all enjoyed it but Ian Parris or I would be happy to receive any feedback.

"How to run a pursuit race with the new PY numbers? Would there be chaos and confusion from closely placed starts? We bit the bullet, timed it to the second, and under the excellent management of Ian Parris as Race Officer found it easier than before. Perhaps we were lucky compared with the potential - with 18 entries and PY numbers ranging from 1173 (Miracle) to 926 (ISO) our shortest start interval was 18 seconds. And to the credit of all competitors everyone managed the right start. There was a good NE force 4, gusting 5, and fine sunny weather. The course had its initial stages down river but stronger wind than expected saw the finishing stages lapping in the vicinity of the clubhouse, providing exciting sport for both competitors and spectators. The difference between the first and last finishers was 16 minutes but everyone had enjoyed the fine sailing conditions. This was an open event and we had visitors from three other clubs and were able to contribute £90 to the RNLI.

Results:

1st	Fireball	14175	David and Fiona Tozer	WSC
2nd	Laser	102615	Chris Mason	WSC
3rd	Wayfarer	9700	Brian Lamb and Paul Heather	WSC
4th	Miracle	3737	Paul Absolon and Patrick Miall	WSC

HANDICAP B

It has been the usual quiet start to the season and we hope that the entries will improve for the Summer. It was nice to see some new members on the water. A warm welcome to Tim in the Phantom, David in the Streaker and Amanda in the Scorpion. The Summer series starts on 12th May - so come on down and get sailing!

SPRING POINTS

1st	John Parsons	Solo 3525
2nd	Mark Bew	OK 2060
3rd	David Harland	Streaker 1436
4th	Natalie O'Rourke	Topper 26117
5th	Sara Groom	Topper 32870
6th=	Andy & Wendy Gibbs	Ent 22553
6th=	Tim Kift	Phantom 948
8th	Lesley O'Rourke	Topper 22985

EASTER CUP

1st	John Parsons	Solo 3525
2nd	Natalie O'Rourke	Topper 26117
3rd	Tim Kift	Phantom 948
4th	Amanda Johnston	Scorpion 766

MALCOLM LEVEY



FREEPHONE - SMUGGLING

All those who helped at the Chatham Boat Show will probably have done a walk-about to see what else was going on. As an ex member of "the firm" I inevitably found myself dropping in on H M Customs and Excise stand. There have been a lot of changes in that organisation over the last two years but one thing remains constant - there are always "clients" for attention - there are always smugglers. The smuggling of drugs has been a high priority concern for many years but the European Union has brought other "growth industries" particularly the illicit importation of alcohol and tobacco.

SPRING POINTS	1st	Ian Parris/Neil Ashby	FB 14042
	2nd	Tim Huckell/Phil Yates	ISO 549
	3rd	Chris Pygall/Keith Borders	ISO 888

There were nine entries, 3rd place was a tie with Martin Jones, Contender 358, but Chris and Keith got the chocolates on the discard - food for thought next time you are considering retiring or not starting.

Should write more but not a lot of time, off to Newcastle tomorrow at some ridiculously early hour. I am confident this fleet will continue to grow with the enthusiasm of the existing and new members. Next article will be written by Tim - must remember to tell him some time.

IAN PARRIS

Scouts



Wilsonians and Scouts at the International Maritime Show

As soon as we heard about the show, the Scouts volunteered to help. We must have been fast because it was before Bob Jones had even asked us! Like other club members some of us helped on all four days and others did what they could. Our jobs were: to provide some of the crews and helms for the Bosuns and Pacers that took the public out, to help with the loading/unloading of the boats and to encourage people to have a go on the RYA Optimists and Toppers by taking the boats out during slack periods.

On the Thursday strong winds meant that sailing had to stop early; however, on the Friday, Saturday and Sunday the good weather and popularity meant we could have sailed to midnight and still had a queue. We must have been even busier than we thought because our leader has never been to a boat show and not brought a fleece jacket before! Getting to our HQ by 8am every morning and getting back by 8pm and sailing all day (later on Sunday when we helped other club members return the Bosuns to the Royal Engineers) was pretty tiring but we all enjoyed the event. The younger Scouts also managed to visit the tall ship, the submarine, collect the freebies from the Daily Express Roadshow and see all the stands - where do they get the energy?

It's probably too early to tell if we have recruited many new members but, judging by the comments in the boats, the club gave the public a favourable impression of sailing. One question we kept hearing, why is there not more sailing on television?



FROM THE SAILING SECRETARY.....

After a slow start in March - 10 entries for the Ice-breaker and 13 for the first week of the SP series, the turnout has been pretty good - must be those sunny Sundays. Starters for April were: 7th - 21/18, 14th - 31/27, 21st - 23/22 (Chatham Show), and 28th - 35/37. After the debate about Bank Holidays and given an early Easter there was a reasonable entry for the 3 races in the Easter Cup series of 23/22/18. I promised at the AGM that I would publish some figures for the 1995 turnout and these are on a separate page.

Why the statistics you may well ask. Well taken in context they are a measure of the interest shown in our sailing programme by members and so a guide for the future. Are we getting it right? They also help to monitor fleet turnouts. Having adopted the policy of accepting additional classes we may well have to review fleet status at the end of this sailing season.

On the matter of "fast-track" I would like to remind you that if you are contemplating a change of boat to an as yet unapproved class do let me know well in advance, even if it is still a glimmer in your eye. I am charged with getting approval from at least 3 Officers and 3 fleet captains before endorsement by the Sailing Committee. Too often the boat is already ordered, bought or here. There is little worry about acceptances as both the General and Sailing Committees realise the importance of continuing to attract new members and of maintaining the interest of current ones. With such a choice of craft around we need to move with the times.

There will be Open meetings for Miracle and Enterprise on 16 June and for Lasers and GP14s on 15 September. Tasars will be incorporated in the Medway Regatta on 13/14 July. Plans to let fleets with opens provide duty coverage for the other open are going ahead with strong support from the fleet captains involved. It takes around 20 people to run an open to the excellent standard for which WSC is now recognised so do give support to your fleet captain when approached to help. Help from any members in the club who are not in open fleets will, I am sure, be welcomed, so if you feel like offering your services get in touch with the fleet captains in good time.

Don't forget we are also running an Invitation handicap race meeting on Bank Holiday 27 May. This is an experiment which emerged from the Bank Holiday debate. Whatever your personal feelings about Fleet series v. handicap I do hope you will give it a try.

Finally here is a reminder of some forthcoming dates:

19 May Leigh Trophy
1 June Evening Race - with barbecue and new members welcome
9 June South Kent

DOREEN DAVIS

Here's to good sailing in 1996.

MIRACLE FLEET



The Miracle year started with our annual get together in the clubhouse. For the second year running this was a lunchtime do rather than the evening. This seems better for families and was well attended.

Graham McLaren, our retiring fleet captain, took us through the prize list (which seems to get longer every year). Graham is not retiring in the sense of being shy and retiring - he's just giving up sailing Miracles. It's with great reluctance, therefore, that we've let him off the hook. During Graham's time many innovations have been introduced to the fleet, such as the gold, silver and bronze fleets, the "Jeremiah" system of handicapping and the aforementioned lunchtime meetings. We also held a successful Southern Area Championships. We'll miss Graham's sense of humour in the fleet, but we can look forward to being entertained when he buys some weird and wonderful craft to replace his Miracle.

I'm Graham's replacement for 1996, and Colin Treadwell is vice fleet captain. However, I'm only going to do this for one year (take note Colin).

Things are looking good for 1996. Dave and Jackie Hudson have got a beautiful new Miracle built by Mark Lunn, a past Miracle champion. Also, new members Ian Kelly and Gela Marshall have built a new Miracle. Those of us who go to Nationals and open meetings are used to being behind Ian and Gela in the races, so they will be competitive, no doubt. Also, Ian Wilson and Rosa have got Miracle 1113 (ex Ian Pinnell and a Nationals winner) and are going very fast!

The Nationals are at Weymouth this year. So far we will have six boats there. If you're interested, have a chat to someone who's going. It doesn't matter how "good" you are - you will enjoy yourself wherever you are in the fleet.

Finally, a reminder that as we have an open meeting, we have to cover the duty roster for the Laser and GP open on 15 September. So put this date in your diaries - I will be coming round to allocate duties soon!

Here are some results:

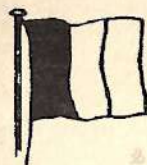
Spring Points (12 boats contested the series)

1st	3636	Pat and Jane Ward
2nd	3738	Keith and Christina Jeremiah
3rd	1113	Ian Wilson and Rosa Wilson Garwood
4th	36	Paul and Mark Heather
5th	3737	Paul Absolon and Patrick Miall
6th	3024	Bob Jones and crew

1st Silver fleet: Ian and Rosa

1st Bronze fleet: 3795 Dave and Jackie Hudson

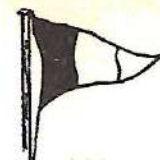
Paul Absolon
Miracle fleet Captain.



WILSONIAN SAILING CLUB

HOO - KENT

ME3 9HF



Leander, Wilsonian and Bluebird are all usable at present.

The Jeanneau hull is life expired and another Jeanneau will be purchased. This will probably be a grey hull as normally cheaper.

10 Rule 18 - Sunday Licensing Hours : The secretary explained that as predicted at the last AGM the licensing laws regarding permitted hours open on a Sunday were changed late summer. The committee changed rule 18 to quickly incorporate these extended hours, a notice was put on the bar notice board, and an article was put in 31 1/2. The committee felt however that any change to main club rules should be brought to the next AGM for the membership to endorse.

There were no adverse comments and the change was endorsed unanimously.

11 Paddles : R Tibbs described an incident last September where a speeding coaster went off course and collisions were only avoided by boats involved paddling out of danger. His proposal was that the bye - law requiring paddles to be carried be re - introduced. There was a lively discussion which clarified that this would be for club races and not for Opens, and that a praddle would count as a paddle. It was mentioned some single handers previously had a waiver to the bye - law.

R Tibbs Proposed, and B Warwick Seconded that Bye - law be re introduced :-
"That all boats competing in normal club races should carry a paddle or a praddle"

Voting : FOR 32 AGAINST 13 ABSTENTIONS 5
Motion carried by majority

12 Any Other Business: It was agreed the mid meeting break had been too long.

Safety Document: A Tibbs presented the chair with six copies of his draft of a Safety Policy framework document and supporting documents for the safety sub - committee.

Barbara Sims; There was a vote of thanks to Barbara Sims who once again had cleaned the clubhouse each week of the season.

Visitors : The Commodore reminded members that any visitors to the club, which includes the boat park, have to be signed into the visitors book. Any one guest may be booked in up to six occasions each year.

The Commodore made a closing speech:-

He thanked Ian Parris and Tom Sims, the retiring Flag Officers for their efforts not only during last year but also the many years before.

He also thanked Ron Tibbs, Brian Warwick, Nick Burrell, and Ian Wyatt for their efforts while General Committee Members.

He welcomed Ann Heather and Ian Wyatt as the new Flag Officers

He reminded members we had everything we need (except money), great sailing water, competitive sailing, friendly club, good (and improving) social programme, and encouraged them to promote the club amongst their friends and colleagues.

The Commodore declared the meeting closed at 22.40 hr

Bob Jones
Honorary Secretary.

MINUTES OF ANNUAL GENERAL MEETING HELD 23rd FEBRUARY 1996

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

1. Commodores Opening Remarks: D Tozer welcomed all the members, and particularly the new members, to the 38th AGM of WSC.

2. Apologies: Apologies were received from Trish Ayris, Peter Belcher, Barbara & Barry Bew, Ray Blyth, Margo Crundwell, Ken Flowerday, Ray & Molly Fryatt, Andy Gibbs, John Goudie, Christine & Keith Jeremiah, Martin Jones, Barbara Sims, Martin Smith, Christopher Stevens, Fiona Tozer, John Yeo.

3. Minutes of 1995 Annual General Meeting: There were no corrections to these minutes, which were signed by the Commodore.

4. Matters Arising : Ex - minute 6: Bye law 25 wording was modified as suggested to include adults being responsible for children they bring to the club other than their own or adopted children, and had been circulated in 31 1/2.

Ex - minute 11 Safety Sub Committee: A Tibbs had produced a framework document upon which comments were being made.

Ex - minute 12: New fire extinguishers had been purchased.

5. Secretary's Report on the Operation of the club in 1995: Although the "end 1995 " membership was less than " end 1994 " membership we already have had new members this year, some from Winter Series. Sailing turn-outs in 1995 were better, which tends to generate better renewal figures.

We are increasing recruitment efforts this year with three events:

Alexandra Palace 2 & 3 March

Chatham Maritime Show 18 - 21 April, which is expected to have 10,000 - 20,000 visitors

Try Sailing Free 5 & 6 July which was our most successful event last year achieving 6 new memberships.

Committee : Only one change this year when Nick Burrell moved to Hong Kong, his vacancy was filled by Tim Huckell. We believe there is a need for new, preferably younger, members on the committee.

WSC were active in both Medway Regatta and Hoo Freezer, and will host 1996 dinghy section of Medway Regatta which includes International Canoe Area Championships, Tasar Open, and Junior Handicap, in addition to usual classes, and Squibs starting from our line.

Maintenance : The January work Party was snowed out. There are work parties on 24, 25, & 27 February and 9 March.

There was some frost damage in the clubhouse on New Years Eve, many thanks to all those who helped clear up and particularly the Cussens for the repairs. Water is available at the boat-house and electricity will be soon.

The Commodore thanked the secretary for all his efforts throughout the year.

6. Treasurer's Report : Income & Expenditure, and Current Assets and Liability Accounts were circulated, and accepted by the members present.

If the exceptional items were removed the rise in costs was < 2%. To meet the exceptional items as they occur we need to budget for a surplus of income over expenditure of £1000 p a. Our biggest source of income is subscriptions and boat parking which fell by 5% despite a slight increase to average £76 per member. An additional 15 members (ie 15 in excess of number not renewing) would balance the budget, which the Committee prefers to increasing subscriptions.

The second source of income is food & drink where income increased by 5% while containing costs - well done to House Committee.

The increase in the fees for upstream slip had been contained after long negotiations.

The Commodore thanked the treasurer, and said that if it had not been for Ken's successful efforts to obtain the large VAT refund the cash reserves would have been very low. We were fortunate in having such a capable treasurer.

7. Appointments : There was one nomination for each of the following posts who were therefore deemed to be elected:-

Commodore	David Tozer
Vice Commodore	Ann Heather
Rear Commodore	Ian Wyatt
Secretary	Bob Jones
Treasurer	Ken Crundwell
Bosun	John Yeo
Sailing Secretary	Doreen Davis
House Secretary	Ann Heather
General Committee	Timothy Huckell, Lesley O'Rourke, Gerry March, Alan Tibbs, Colin Treadwell.
House Committee	Denise Parris, Pam Smith, Gill Warwick, Julia Woods.
Auditor	Roy McLeod
Class Captains (deputy)	GP14 Brian Warwick (John Ireland)
	Handicap "A " Ian Parris (Tim Huckell)
	Handicap " B " Malcolm Levey (John Parsons)
	Wayfarer Brian Lamb (Len Ayris)
	Miracle Paul Absolon (Colin Treadwell)
	Tasar Ian Wyatt (Chris Ashby)
	Laser To advise General Committee after their fleet evening.

Class representatives	Enterprise	Dave Vettergreen
	Fireball	David Tozer
	Saturday Club	Martin Jessop

8. Sailing Secretary's Report : The 1995 turn-outs were 5.4% better than in 1994, the statistics which were discussed will be published in 31 1/2.

Open Meetings : There were two successful Open Meetings, for Miracle / Graduate, and for Laser / Tasar, which together with the 103 entry Medway Regatta which incorporated GP 14 and Enterprise Opens, demonstrated our desire to keep class racing in high profile and to a high standard. In 1996 we have Opens for Miracle, Enterprise, Tasar, GP14, and Laser. Early suggestions for different classes requesting Opens would be welcomed.

Fast Track / fleets : Under the new " fast - track " procedure approval was given for the classes of :- Wanderer, 470, Iso, Scorpion, National 12, Osprey, Phantom, and 420. Bye - law 8 was amended from 5.05 to 5.5m maximum length. With the mix of Handicap boats changing a review of the organisation of the handicap fleets might be needed. Wayfarers have been given provisional fleet status for 1996. They will begin the season starting with the GP 14's. Bob Dutton is making a new "Flag Board " which would permit more starts in the sequence if required.

Recruitment : The turn-out for the Chatham dockyard event on 1 & 2 July was excellent. Sailing will again need to support recruitment drives in 1996, both at the second Dockyard event on 6 & 7 July and at the Chatham Maritime Show from 18 - 21 April. (during the discussion many members recommended either not racing, or clarifying rights of way, as a conflict had occurred over rights of way between those racing and the less manoeuvrable boats giving beginners rides. The Laser demonstration had been excellent.)

Consideration was also given to the integration of new members to encourage them to remain with the club and guide-lines for advice and sailing opportunities were drawn up. Comment especially from new members would be appreciated.

Juniors : More encouragement for juniors was also regarded as a desirable policy for the club and a review of activities is taking place. We hope to run a course 26 - 30 August. We have joined Kent Schools Sailing Association and will host their event on Saturday 4th May. Once again the 38th Stood (Temple Farm) Scout Group gave excellent support to the club, particularly through their help at opens, and we were pleased to welcome some of them into our mainstream racing.

Management : Race guide-lines are being prepared with the hope of helping those controlling races, particularly when difficult weather conditions prevail. We hope to re - introduce committee boat starts ad. hoc. this year but scheduled next year, partly to help our members who wish to go to other club's Opens, but also to widen the number of Race Officers with committee boat starting experience.

1996 : Racing will continue to have our well established format of fleet points series and various handicap races. The low Bank Holiday turn-out (50 %) has led to one experimental change, namely to hold invitation Handicap Open on Spring Bank Holiday Monday (the day after MYC's Medway Marathon) There will be two races with long and short courses. Members can invite friends for the day. There will be an entry form but no entry fee.

9. Bosun's Report : For several years the Bosun and Brian Warwick have been using the "scow " engine and old " Wilsonian Saab " engines as spare parts to reduce cost of maintenance. When Leander was used by a duty crew who failed to either turn on the water, or to check water flow, the damage was such that our last spares were used up.