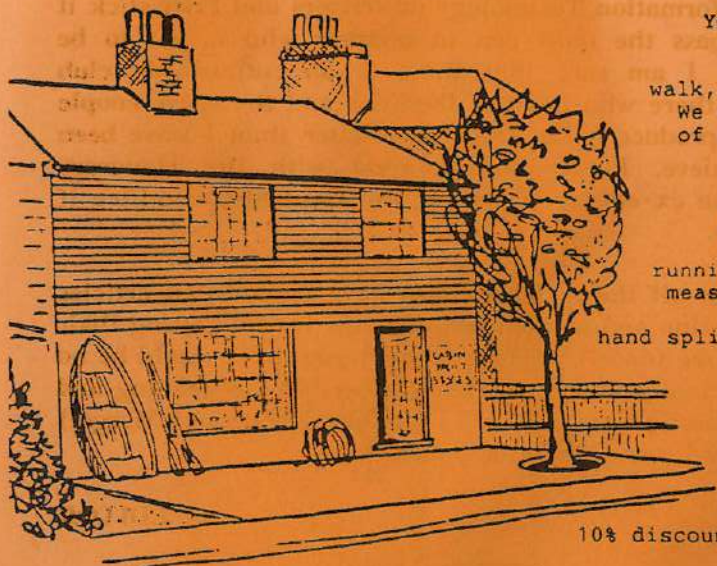


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3 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

ISSUE NO: 58
JANUARY 1997

ON THE HOUSE

1996 was another busy year for the House Committee with BBQs, Christmas Party, Dinner Dance, Fireworks and the special Sunday Lunch. Many thanks to the members of the House Committee: Denise Parris, Pam Smith, Julia Woods, Gill Warwick and Marion Jackson.

Looking forward to 1997, here are some dates for your diaries:

Saturday 8th June 1997

Evening Race/BBQ

New Members Welcome Evening

BBQ food from 6.00 p.m.

Saturday 12th July 1997

Medway Regatta BBQ

Saturday 15th November 1997

Annual Prize Giving Dinner and Dance

This will again be at the Masonic Hall, Gravesend. We considered different venues for 1997 but this would have meant an increase in the price to well over £20. If you have any comments on the Annual Dinner Dance please tell a member of the House Committee.

The Christmas Party is planned for the afternoon of the last race of the Frostbite Series on 20th December 1997.

Best wishes for the New Year.

ANN HEATHER

LETTER TO THE EDITOR



Reference issue number 57 (September 1996), I cannot let Paul Absolon's piece for the Miracles pass without comment. I am afraid the statement about the highest place ever achieved by a Wilsonian in the National Championships stung this oldie into digging out the cuttings to confirm that in August 1977 a certain Willies sailor by the name of Bryan Matthews, crewed by son Daryl, came 4th in the Nationals at Eastbourne's Sovereign SC.

Over 50 boats were entered, I believe the first time that the class had achieved the 50+ status. Conditions varied from survival (23 crews retired from the first race) to gentle and the competition was very keen involving some top helmsmen from other classes. Our best place was a 2nd in the penultimate race and we were only 6.5 points behind the winner.

Also for the record, Margaret and I made 6th out of a 70+ entry in the following year's championship at Ullswater. I put the loss of form down to the additional weight but don't tell her I said so! Again Eggbeta achieved a best placing of second. I understand that No. 780 is still in the club and hope that her racing form might continue, also I see that 36 (then named Nick Nack) is still going strong - she managed 18th in the 1977 national event.

Anyway, well done Ian and Gela! and long may the Miracles continue to thrive,

BRYAN MATTHEWS

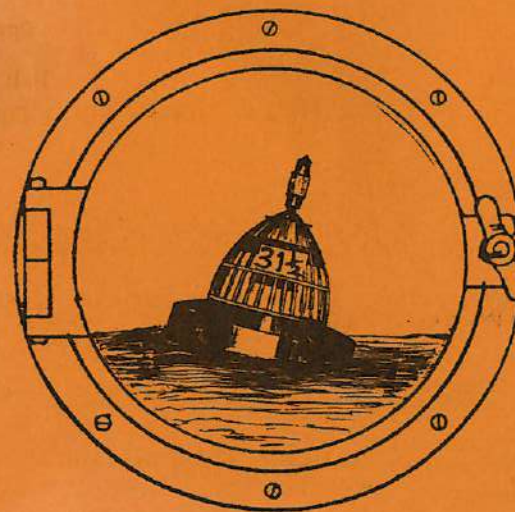
PS I can't believe it was nearly 20 years ago!
Paul can certainly be forgiven for his error.

LETTER FROM THE EDITOR

All good things must come to an end and sadly this is the last edition of 31 1/2 I shall be editing. After four years of using the latest Information Technology of scissors and Pritt stick it is time to pass the quill pen to another who is yet to be announced. I am sure that there is an enthusiastic club member out there who has the facilities and the spare couple of hours to produce a far better newsletter than I have been able to achieve. Please have a chat with the Honorary Secretary, the ex-editor, or any of the General Committee if you can help.

My thanks to all the members who have contributed articles for the magazine and to the class captains for all getting their copy in on time (once!) because without you there would be no magazine. Finally thanks to the membership for reading and being enthusiastic about 31 1/2 (thanks Helen and Margo!) and long may it continue to be published.

EDITOR



OPEN WINTER SERIES

FROSTBITE

Of the 13 races scheduled in this annual event 11 were run, the penultimate Sunday being windless and murky. There were 31 entries with a range of classes - ISO, Fireball, Osprey, Contender, Laser, Wayfarer, Enterprise, GP14, Solo, Streaker, Graduate, Miracle and Topper, with racing being organised into two fleets. The first Sunday bode well with good wind but thereafter conditions varied weekly from force 2 to 5. Keen competition between the leaders resulted in only 2 3/4 points separating the first three in the fast handicap and 1 1/2 points between first and second in the slow handicap.

Fast Handicap:

1st	Martin Jones	Contender 995	WSC
2nd	Tim Huckell and Phil Yates	ISO 905	WSC
3rd	John Shenton and Tim Kift	Osprey 938	WSC
4th	Chris Pygall and Keith Borders	ISO 880	WSC
5th	Colin Coard	Laser 159312	Bexhill SC

Slow Handicap:

1st	David Bourne	Topper 40877	Medway YC
2nd	Ian Kelly and Gela Marshall	Miracle 3794	WSC
3rd	Andy Gibb and Wendy Peploe	Enterprise 22553	WSC
4th	John Parsons	Solo 3525	WSC
5th	Colin and Lauren Treadwell	Miracle 1336	WSC

DOREEN DAVIS

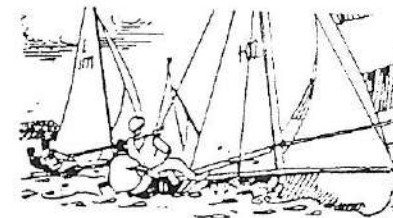
Sailing Secretary

WORKING PARTIES

HAVE YOU READ THE ENCLOSED BOOKLET?



WHAT'S GOING ON?



A lot of the efforts of the General Committee have been directed at external events, the results of which will affect us all in the future.

New racing rules have been approved to start from 1st April 1997 (we intend to use them from the start of the season) by International Sailing Federation (ISAF). The RYA prescriptions are not yet available. A small working party (Doreen Davis, Ian Parris and myself) is looking at the implications for the club. There is a seminar on the new rules organised by the RYA at Sevenoaks School on Saturday 15th February for £15 including 'school lunch' - Tom Sims is the contact person for our club's bookings.

Following the Lyme Bay canoe tragedy, the 'Adventure Activity Centres' Act was passed. This means that commercial training centres have to register and be regularly inspected at a cost that is too high for WSC so we have not registered. The restraints are on training persons under 18 years old. Clubs can train their own members, whatever their ages. To prevent activity centres changing to clubs to bypass the law, paid training in excess of 3 days per year for under 18s cannot be advertised to non members, even in the promise that if they became full members they will be trained.

We are trying to find the correct wording to portray that we do have a full training programme for club members whatever their ages, but we cannot promise training for under 18 year olds who join because of the 'Adventure Activity Centres' Act. Any reprintable suggestions to me please!

By the time you read this you will have received the notice of the Annual General Meeting, which this year is at the earlier date of 14th February 1997 - to keep away from the Dinghy Show on 1st and 2nd March and the Hoo Freezer on 22nd and 23rd February.

The notice asks for nominations for a variety of positions. In the past I have heard of persons who would be willing to stand for General Committee or House Committee but as we are in the winter find it difficult to obtain proposer and seconder. If you are in this position please WRITE to me as club secretary saying you are wishing to stand for a place on the committee.

We have quite a lot of labour intensive jobs we wish to do this winter and there are work parties on 19th January, 2nd February and 9th March and you should have had a letter from Ian Parris saying which one you should attend. This does not prevent you from attending two or even all three work parties.

The club is helping with the Race Management again at the Hoo Freezer on 22nd and 23rd February and there is facility for people who enter before that weekend to sign on/off and launch from WSC. David and Fiona Tozer will be opening up and running the clubhouse and I am race officer. There are vacancies for a second assistant race officer and a press officer.

Looking forward to seeing you all at work parties, AGM and especially hope that you all have a great year's sailing in 1997.



BOB JONES

where we started but debate is always lively and often difficult.

A recurring theme is whether we are now getting the right mix of courses and other factors to give fair opportunity to all in handicap racing. We have looked at several aspects of this. First, to try to improve expertise in course setting we arranged an evening "teach-in" on 15 November. Considering the amount of noise and criticism which abounds the number attending was disappointing but the 15 or so there had a very enjoyable evening and thanks go to Bob Jones for his excellent tuition.

The next question is whether our handicapping is right. Over recent years we have always used the RYA PY etc numbers. This is the easy way - easy to identify and avoids argument and deep analysis of results. But they are not sacrosanct and the RYA are currently saying that far too few clubs consider adaptation to suit their particular sailing environment. We have started to consider whether in the longer term we should devise a system of handicaps suitable for our club. There will be a lot of preparatory work for this and I doubt if it will be ready for 1997. Any views on this matter would be very welcome. What we are going to do next season is run the Commodore's and Bosun's series on variable tide conditions, some high, some low, to see if that gives better all round potential.

The wider range of classes meant that it was time to have a good look at the fleet composition. Handicap A have expanded but are not at a stage when any classes within it want to break away. The Wayfarers felt that their provisional fleet status worked well for them. Several fleets have at times had low turnouts for points racing. In the end we did not come up with much change as there still seems to be uncertain fluctuation in several fleets. Sadly we felt that a separate Tasar fleet can no longer be retained and they will sail with Handicap A. Otherwise fleets will remain as they were last year with the Wayfarers being given full fleet status.

There is one very important matter on the horizon which will affect all members. A major rewrite of the International Racing Rules has been in prospect for some time and will be introduced on 1 April 1997 (albeit we will probably adopt from the start of our season). There will be some significant changes both on and off the water including: sportsmanship and race management, flag changes, propulsion, penalties, protests, misconduct, entry and qualification, identification of sails, advertising, race organisation, scoring and notice of race and sailing instructions. We have yet to see new RYA prescriptions. The Sailing Committee will be considering the impact of changes and how best to give you information about them. But be warned - make sure you read the club's Notice of Race and Sailing Instructions for 1997 when they are published. They are unlikely to be totally the "same old stuff".

I can but conclude with a big thank you to all Fleet Captains and other members of the Sailing Committee for their continuing advice and support.

DORBEN DAVIS
Sailing Secretary

FROM THE SAILING SECRETARY ...

An article at this time of year always poses some problems apart from the lethargy which sets in after too much Christmas pud and other festivities. It's not quite an end of season report - that is for the AGM, and there wasn't much season left after the September issue. Nevertheless plenty has been going on in the Sailing Committee. So here goes.

However firstly an update on the last weeks of sailing. Although there was generally a good turnout for the Autumn Points Series the weather did not prove kind for club handicap events. Too much wind meant that the Leigh Trophy on its fall back date could not be run and the last Commodore's and Bosun's had a lowish entry. Too little wind meant we could not run the fourth Commodore's and Bosun's races nor the Laying up Cup. There must be few seasons when three major trophies - the South Kent, the Leigh Trophy and the Laying up Cup, are not awarded. Let's hope for better next year. They are all fixed albeit the Sailing Committee has had a lot of headaches in choosing dates as the tides are very awkwardly timed in 1997.

The second class open on 15 September for Laser and GP14 also had its share of problems. With no wind in the morning it looked as though we might have to abandon the whole event were it not for the tenacity of Bob Jones, the Race Officer, who set up a course in Hoo Bay and managed to run three races in the afternoon. Although the rather restricted sailing did not please everyone his determination to make an event of it was very much appreciated and his judgement rewarded with an increasing wind particularly during the last race. Entries were down on last year but once again we proved that we can run an efficient event and thanks go to Paul Absolon the CDO and everyone else involved with its organisation.

The Winter Series ran from 3 November until 15 December. It almost didn't as entries were very slow in coming despite early advertisement and despite a phenomenon which suggested that members must be "eating" entry forms - where can some 80 forms disappear. Eventually there were 31 entries equally divided between the fast and slow handicaps. The first day had ideal conditions but they were very variable thereafter although only one day was completely lost through no wind. During the run up period I sometimes ponder on the worth of running this event but seeing the enthusiasm of many of the entrants and joining in the very friendly social ambience which seems to operate at the club during these weeks for members and visitors alike (8 entries were from outside WSC) I am convinced that it is well worthwhile. It will be there again in 1997.

At the time of writing I have not yet fully analysed the turnout for club racing - more of that at the AGM. But a quick comparison with 1995 suggests that club handicap events were much the same but points series were some 3 to 4% down overall with a much better entry in Spring points but significantly lower in the late summer weeks.

Now to some of the work of the Sailing Committee. As I have said before in articles their task goes beyond fixing the programme from year to year. Much of what we discuss concerns the management of racing with an aim to give good quality racing to all. Not so easy when you consider the wide range of dinghies now in the club and the varying experience of members. New problems come up and old issues are dusted down and reconsidered. Inevitably we sometimes end up

RACING RESULTS AUTUMN POINTS SERIES

HANDICAP A

1st	I. Parris & M. Streadman	Fireball
2nd	T. Huckell & P. Yates	ISO
3rd	R. Craddock & R. Walker	Fireball

HANDICAP B

1st	J. Parsons	Solo
2nd	P. Moncrieffe	Streaker
3rd	M. Bew	Solo

MIRACLE

1st	P. Absolon & P. Miall
2nd	M. Smith & M. Groom
3rd	I. Wilson & R. Garwood

LASER

1st	C. Booth
2nd	G. Belcher
3rd	S. Coppen

WAYFARER

1st	B. Lamb & B. Burnell
2nd	B. Ward & ?
3rd	L. Ayris & M. Levey

GP14

1st	D. Fry & D. Cummings
2nd	A. Tibbs & R. Tibbs
3rd	K. Lennox & M. Doherty

HANDICAP "A"

Happy new year, did you get your new boat/suite of sails for Christmas? No neither did I.

Our fleet has continued to grow during last season and is now back up to the number of boats prior to the Wayfarer fleet going their own way. But what of the future, are we likely to split again and if so in which direction(s)?

Hopefully you will have received your invitation to the fleet evening on the 8 February 1997, please remember to phone and confirm your attendance so Phil has an idea of numbers he is catering for. As usual if you have not got an invitation (tough) and think you should, then please phone. On the serious side, several members have been trying various Handicap "A" boats, if you would like to come to our fleet evening then phone 01474 321749.

The fleet evening is where we discuss the coming season's sailing and elect our fleet captains and vice captains. On this last point I am not standing for fleet captain this year, over to you Tim. If the status-quo is to be retained we will probably require a vice fleet captain from the non asymmetric side of the fleet.

Results

Autumn Points	1st	Ian Parris & Mark Steadman (Fireball 14042)
	2nd	Chris Ashby & Mike Smith (RS400 539)
	3rd	Neil Ashby (RS600 ???)

Congratulations

Tim and Jenny Huckell on their marriage.

Martin Jones for winning the WSC winter (fast) series, Martin has been bridesmaid (2nd) in many series over the previous years and it's pleasing to see his perseverance finally rewarded. I am sure the other results will be in this magazine.

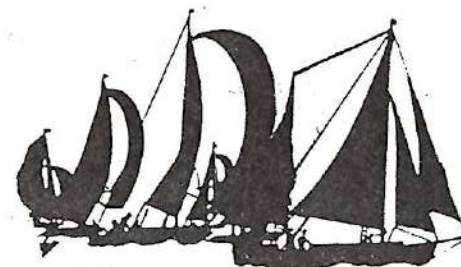
Bill Foreman for winning his battle with Leukaemia. Now for the hard bit, getting back in the boat with John.

Ian Parris (for the last time)
H/CAP "A" 251296

Also the club has two brilliant open speed boats for ferry and safety work. With 215HP outboards they are seriously fast! A man called Ah-Fat drives them every Sunday. There was not much wind but there was enough for a brief spell of twin wiring - a fantastic experience as with a puff of wind the boat accelerated effortlessly and then just kept accelerating - when the wind drops the cat slows and both helm and crew stay on the trampoline. We visited an island just off the coast and then beat back to the club, making a good day's sail.

There's plenty of other sailing in Hong Kong - other clubs sail dinghies while the prestigious Hong Kong Sailing Club on the harbour has expensive looking cruisers as well as Sonatas, Dragons and a fleet of classy Etchells 22s. During the sailing season there are several joint events and Nick and Liz had recently finished as 2nd multihull overall in a sponsored regatta to start the season - an excellent result. Nick and Liz are having a great time in Hong Kong, enjoying their sailing and the other benefits that the lifestyle there has to offer. They were keen to hear news of Wilsonian and had enjoyed Ken and Margo Crundwell's recent visit. However, don't expect them back too soon.....

PAUL ABSOLON



WSC GOES SAILING IN HONG KONG

As part of my recent holiday trip abroad I took the opportunity to visit Hong Kong and see WSC overseas members Nick Burrell and Liz Hurst. Nick and Liz kindly put me up for a week. I was pleased to find them both looking very well and settled in a lovely apartment with views across a pretty bay to their sailing club.

What a fantastic place Hong Kong is! Of all the stops on my trip it was certainly the most different. It is a place of strange and delightful contrasts - from the jam packed city centre made up of amazingly surreal skyscrapers to the peace and quiet of the interior of the island and its beautiful country parks; from the mad rush of capitalist venture to the spirituality represented by the temples and shrines everywhere; and from expensive and luxurious designer stores to the Chinese food and drug shops round the next corner selling ancient remedies and exotic medicines.

One thing particularly struck me: the people of Hong Kong have stayed definitely Chinese during the last hundred years. Although things like street signs were in both English and Chinese, most of the population (98% are Chinese) speak little or no English. This just adds to the fascination of the place. Nick and Liz are learning Cantonese - Liz in particular is very proficient and directs taxi drivers with great confidence. I had to resort to pointing on a map!

I had ensured that I would be there on a Sunday and I was in luck - with no club racing, Nick took me out on their Hobie 16. The Hobie Cat Club is on a small beach and is just for catamarans. With a lot of space and open waters, cats are ideal for this location. It is very much a do-it-yourself club, like Wilsonian, but there are differences. A very nice Chinese woman called Wendy lives there in a small building and has a miniature market garden behind the boat park - she cooks the food for lunch which is, of course, Chinese.

CLUB DUTIES

Well here we go for the third and final year as duty list secretary (feels like only yesterday I wrote that about Sailing Secretary).

ALLOCATED DUTIES

What is an allocated duty? For most of us this means two duties during the sailing season and this year a winter work party. The teeth behind the winter work party: If you fail to attend your allocated (or agreed swap) winter work party, your name will go on the list for a third allocated duty during the sailing season.

During 1996 two members were expelled from the club for failing to attend their allocated duties. We are not proud about it, but it is unfair on the rest when sailing is limited due to members failing to attend allocated duties.

ALLOCATION OF SUMMER DUTIES

It is my intention to apply the same principles as last year, one duty from the hard list and one from the easy list. I am working towards every (sailing) member either undertaking a CDO or Race Officer duty, although because of the number of weekends some of you will be lucky and escape.

The prized ARO slot; there are now sufficient juniors and non-sailing family members that you are unlikely to get this duty. However, if you do, then look further down the list you are probably being trained to be the Race Officer later in the year.

I give my apologies to the CDO's now, you have my sympathy, respect and thanks. Ultimately I would like to see CDO's get one summer duty a year, but that is down to all of us to get more members in the door.

Whatever your allocated duty please be flexible, bring your sailing kit, thus allowing some swapping around in the safety boats should the need arise.

PLEADING DUMMIES (UNCONFIRMED SWAPPED DUTIES)

In short if I have not got it in writing then you are responsible for your allocated duty. Swapped duties make more problems than the rest put together. If you have swapped at short notice then phone so we know what is going on, but back it up in writing.

MY THOUGHTS ON DUTIES IN THE FUTURE

I am sure a lot of us read and agreed with the recent article in Yachts & Yachting mentioning this subject. What would or could work for us?

I will not be surprised to see some contracting out of duties, how this is achieved and financed is another matter. Professional staff in any capacity would require a significant increase in subs, due to the salaries paid and the possible loss of profit from the kitchen. If this avenue is taken it would have to be an all or nothing change on that duty function.

Suitable and reliable volunteer safety boat coxswains or Race Officers. This is a strong possibility being considered by the general committee currently. Suitable candidates please?

I WILL TRADE YOUR DUTIES (INCLUDING FAMILY AND CREW) FOR NOMINATIONS RESULTING IN SUITABLE PEOPLE FULFILLING DUTIES, PROVIDING THERE IS A NET REDUCTION IN THE DUTY LIST.

(Subject to approval of the idea and any nominated people by the General Committee).

I hear of other clubs letting members buy out of duties, with a proportion of the fee going to the member who takes on the duty. Nice idea, could be implemented quite quickly, but requires the same number of members paying to get out as those prepared to be paid for extra duties.

I think my solution will be for Denise to do my duties out of love, but it's difficult to sail with your legs in plaster.

Ian Parris
Duty List Secretary

TASAR 1996 RESULTS

CLUB HANDICAP EVENTS			
SERIES	HELM	CREW	CLASS
ICE BREAKER			
1st	D. MASON	S. MASON	TASAR
2nd	C. MASON	N/A	LASER
3rd	I. PARRIS	M. STEADMAN	FIREBALL
COMMODORES TROPHY			
1st	I. PARRIS	N. ASHBY	FIREBALL
2nd	B. C. LAMB	B. BURNELL	WAYFARER
3rd	C. PYGALL	M. SMITH	ISO
4th	B. WARWICK	R. BLYTH	GP 14
5th	M. DOHERTY	K. LENNOX	GP 14
BOSUNS TROPHY			
1st	P. HEATHER	M. HEATHER	MIRACLE
2nd	K. CRUNDWELL	J. WOODS	TASAR
3rd	I. KELLY	G. MARSHALL	MIRACLE
4th	J. PARSONS	N/A	SOLO
5th	T. KIFT	N/A	PHANTOM
LADIES CUP			
1st	B. BURNELL	B. LAMB	WAYFARER
2nd	J. WICKEN	N/A	LASER
3rd	J. BRIGHT	P. HAMPSON	ALBACORE
4th	G. MARSHALL	I. KELLY	MIRACLE
5th	S. HARRISON	S. ANNET	???
JUNIORS CUP			
1st	S. PYGALL	N/A	LASER
2nd	M. HEATHER	P. HEATHER	MIRACLE
3rd	C. PARRIS	B. JONES	MIRACLE
4th	T. PYGALL	N/A	TOPPER
5th	F. CLEUR	N/A	LASER
EVENING RACE LONG			
1st	I. PARRIS	N. ASHBY	FIREBALL
2nd	B. LAMB	B. BURNELL	WAYFARER
3rd	B. WARWICK	R. BLYTH	GP 14
EVENING RACE SHORT			
1st	P. ABSOLON	P. MAILL	MIRACLE
2nd	C. TREADWELL	L. TREADWELL	MIRACLE
3rd	J. WICKEN	N/A	LASER
CRUNDWELL PLATE			
	M. DOHERTY	N/A	
GUN WHARF			
	P. HEATHER	N/A	
LLOYDS OF LONDON TROPHY			
	D. TOZER	F. TOZER	FIREBALL
SOUTH KENT TROPHY			
TROPHY NOT AWARDED			
1st	T. HUCKNELL	P. YATES	ISO
LEIGH TROPHY			
	NOT RACED		
LAYING UP CUP			
	NOT RACED		

SPRING POINTS

1st	2156	Brin & Jaqi Ward
2nd	2521	David & Stuart Mason
3rd	281	Ian & Sarah Wyatt
4th	371	Ray & Molly Fryatt
5th	2151	Chris Ashby & Mick Smith

EASTER CUP

1st	1234	Chris & Sam Pygall
2nd	281	Ian & Sarah Wyatt

SUMMER MORNING POINTS

1st	2521	David & Stuart Mason
2nd	1234	John Parsons & Sam Pygall
3rd	2156	Brin & Jaqi Ward
4th	2151	Chris Ashby & Mick Smith
5th	281	Ian & Sarah Wyatt
6th	371	Ray & Molly Fryatt
7th	265	Ken Crundwell & Brenda

SUMMER AFTERNOON POINTS

1st	2521	David & Stuart Mason
2nd	2156	Brin & Jaqi Ward
3rd	1234	John Parsons & S. Pygall
4th	2151	Chris Ashby & Mick Smith
5th	281	Ian & Sarah Wyatt
6th	371	Ray & Molly Fryatt
7th	285	Ken Crundwell & Brenda

AUTUMN POINTS

1st	2521	David & Stuart Mason
2nd	2156	Brin & Jaqi Ward



TASAR NEWS

1996 has seen a change in fortunes for the Tasar Fleet. We have lost quite a few people, Ray and Molly Fryatt have retired from sailing and Chris Ashby and Mick Smith - have changed to an RS 400. Chris Pygall's ISO replaces his Tasar and Frank and Brenda Robinson (Mr and Mrs Happy) went round the world a couple more times so we did not see them out sailing at all.

Sarah and I went down to the Nationals at Tenby, South Wales in August, but after being there only three hours, Sarah was knocked down and run over by a boat trailer towed by a car. She badly damaged her left knee and could not sail at all. Frank Robinson crewed for me, and we enjoyed a week of sailing in force 5 winds (and sunshine for most of the time). We finished 15th out of 26 boats.

Sarah and I also bought an ISO (before I am too old to muck about with asymmetrics and trapezes), although with her injured knee now it is uncertain how much we will be able to use it, or the Tasar for that matter.

With the low turnouts for this year's racing and the prospects for next year being even lower, we have not got fleet status for 1997 and shall start to sail with the Handicap A boats, or if your particularly wanted to, Handicap B. I hope 1997 will be better for us than 1996, but I suppose we have to make our own luck to some extent. so let's get out there and make it with our new colleagues in the Handicap A fleet.

IAN WYATT



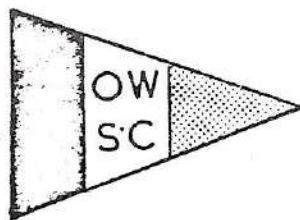
CLAIRE TO THE RESCUE

On a hot and sunny Sunday morning with very little wind, Mr. Happy (alias Frank) arrived at the Club crewless. His usual crew having found a valid excuse for not sailing, so he needed a crew! To his rescue came Claire, who proudly informed him that this would be her first race - the confidence of the young! A kind club member carried her into the boat so that she would not get her feet wet. How did she manage it? Was it her natural charm? No-one has ever carried me into the boat so that I would not get my feet wet! However, Claire, in her very first race has made great strides to further the plight of crews, I feel we should all follow her lead. She acted like a real lady, waving graciously to every boat on the river, big cruisers, small dinghies, no one was left out of her friendliness - what an example for us all to follow. Perhaps we should endeavour as crews to wave to every boat on the river, even the great big ones that get in our way. She also seemed to have quite a knowledge of racing terms and spoke enthusiastically and at great lengths about sausages. This impressed her helm very much until it suddenly dawned on him that it had been a long race for a very young crew and her mind was on more important matters, like whether her sister would have the last two sausages at the Club. This was a very great problem and doubtless made her helm endeavour to sail the boat faster.

Claire took great interest in the race at first, trying to work out the course and search for buoys, then she decided it was sunbathing time and lay out across the thwart. She was not so enthusiastic when her helm gently told her he wanted to "go about" and would she mind moving, but she complied grudgingly. What charm had she to get such politeness from the helm who generally barks at his crew? Tell us your secrets Claire. She regaled her helm with her future and joining the Brownies and yet more talk about sausages. She played with all the ropes on the boat and wanted to know why the boat was the colour it was. The bad news was that they did not win the race, the good news was that Claire got her sausages when she arrived back at the Club. WELL DONE CLAIRE. Another future sailor of the Club hits the scene.

BRENDA ROBINSON

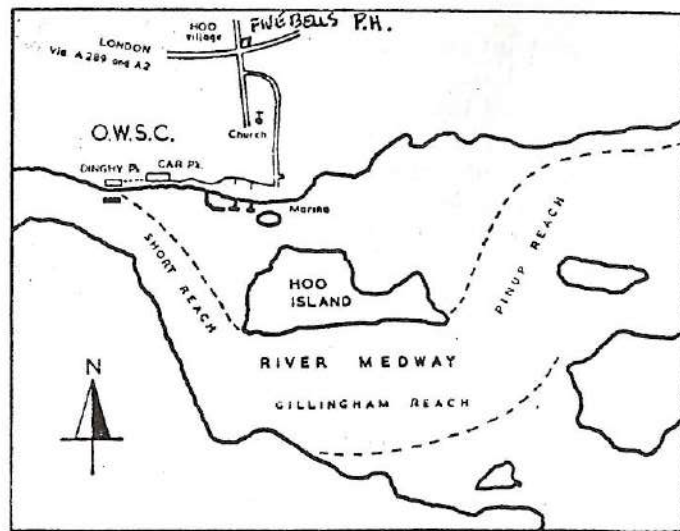
OLD WILSONIANS' SAILING CLUB



The Old Wilsonians' Sailing Club is a thriving young dinghy sailing club situated on the River Medway below Rochester between Upnor and Hoo. It has a large National Enterprise fleet and other classes raced are the GP 14 and Mirror. Launching is possible at all states of the tide and the whole Medway Estuary is available for sailing.

HOW TO GET THERE

From London take the A2. At the junction with the M2 motorway keep left on the A2 towards Rochester. After about one mile take the prominent left-hand turn (A289) and follow the signs to Hoo village. In the centre of the village turn right at the "Five Bells" and then left almost immediately. Follow the road for about half a mile to Marina Services and turning right carry on past Marina Harbour through to the Old Wilsonians' car park. Then go by footpath or along the beach to the Old Wilsonians' SC.



THE CLUB

The Old Wilsonians' S.C. was founded by A.W.Bourner, O.B.E., President of the Old Wilsonians' Association in 1959, as part of the Association, but membership has always been open to the general public and now totals about 300.

The floating clubhouse is a 90 ft steel barge moored off-shore from the dinghy park. Accommodation on deck consists of a saloon with bar and galley, below deck of overnight cabins, washing facilities, changing and drying rooms.

On shore, and sheltered by attractive woodland, the dinghy park is bounded by a shingle beach, sailing being possible at all states of the tide. A new race box has been constructed by the members which commands a good view of the river and estuary. The club participates with other Medway clubs in events on the river, including the Medway Regatta.

RACING

The club sponsors Enterprise, GP 14 and Mirror dinghies and points series races are held most Sundays at 2.30 p.m. during the season from April to October. A spring and summer points series is held for each class and there are various cup and long distance races during the season. Invitation meetings are held and there is some inter-club racing.

Support for racing has been increasing and the average number of starters in the three classes each week is about forty boats, the Enterprises being particularly strong. The club has vacancies for keen racing helmsmen in the sponsored classes, not forgetting the crews.

(The above article was one of a series run in Yachts and Yachting describing dinghy clubs around the country. The original has long been lost and a faint copy was kindly loaned by Christopher Stevens, which has therefore had to be retyped. He cannot remember the date of publication but (older?) members are invited to argue for as long as it takes, preferably at the bar, to try to establish the season being described. The Honorary Secretary at the time was C.T. Harmson, and one further clue for Xerox buffs - it was copied on foolscap paper! - Editor.)