

# THE CABIN YACHT STORES

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WILSONIAN SAILING CLUB	Main Road Hoo ME3 9HF	01634 250318
COMMODORE		
Ann Heather	6 Leyton Cross Road, Wilmington, Kent DA2 7AP	01322 228251
SECRETARY:		
Bob Jones	40 Stangate Road, Strood, Kent ME2 2TU	01634 719193
MEMBERSHIP SECRETARY:		
Patricia Monceiffe	3 Walnut Tree Road, London SE10 9EU	0181 8535397
SAILING SECRETARY:		
Doreen Davis	49 Bushey Way, Beckenham, Kent BR3 2TH	0181 6504203
TRAINING SECRETARY:		
Barbara Sims	"Teker", Grasmere Road, Orpington Kent BR6 8HB	01689 854627

*Ken Crowdwell 01474 707218*



Issue no. 60

AUTUMN  
1997:  
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## FROM THE COMMODORE

The season is now well over half way and it has been successful in many respects. There has been a variety of weather but most weeks this has meant successful sailing.

I would like to thank all who have helped with the two events that have taken place to introduce new members to the club. Thanks to David Tozer and a few club members we had a Club Open Day on the 5th July resulting in several potential members. Peter Horner and Bob Jones coordinated the 'Have a Go at Sailing' in the Dockyard over the August Bank Holiday weekend. Over 300 people were taken out on the water, many showing an interest in joining the club.

You will find a questionnaire with this copy of 31½ for each Club member to complete. Whether you are 5 or 85 (I do not actually know the age of the oldest member of the club!) please return a questionnaire. There should be one form for each member of the club including all family members. WE WANT THE VIEWS OF ALL MEMBERS OF THE CLUB SO PLEASE RETURN THEM BY SUNDAY 9 NOVEMBER. The results will be presented and discussed at the AGM on 20 February 1998.

I now have a few pleas to make. Our club is run by its members. One of my aims has been to split the tasks and so spread the work load. There are some tasks which are required to keep the club running and maintain the membership where we need some volunteers. We need a Publicity Officer to work with our Membership Secretary, Patricia Monceiffe, to maintain the

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club's profile. We also need a member to look after the Pacers which can now be hired by members who do not have their own boat. If you could help with these tasks please contact me.

I look forward to seeing you all at the Annual Prize Giving Dinner and Dance on 15 November and the Fireworks on 1 November.

*Ann Heather*

## EDITORIAL

Do you see a difference in this issue of 31½? After a trial with some pages last issue, this issue has been made entirely by computer using software called Microsoft Publisher 97. So, farewell to the glue stick and scissors! Past editors will know what I mean. Also we have, from this issue, to pay for printing 31½ commercially. We will try to cover the cost by taking adverts. These could be for anything if placed by club members or they could be from any sailing business, so there will be a connection of sorts with the club and its activities. We have yet to set the rates but they're bound to be reasonable. If you're interested, please contact me!

In the same envelope as this issue you will find the questionnaire. Please return to Tim or place in the 31½ box in the club, by 7 November. (The firework night might be a good time!)

In this issue we have reports from the Miracle Nationals. Have you got stories to tell of Nationals, open meetings or other sailing holidays? There are many different ways in which we enjoy our sport. Write about them and the club will share your enjoyment!

Thanks to everyone who contributed to this issue, near and far (yes, that *is* a giraffe on page 22!). The deadline for the next issue is 8 January 1998

*Paul Absolon*

Tel/fax: 01634 221032 Email: Absolon199@aol.com  
199 Church Street Cliffe Rochester Kent ME3 7QE

from the Landcruiser.

On our final evening we were told that our flight back had been cancelled due to problems with similar planes in the US. This meant a long drive starting at 4am from Zambia to get us back to Malawi in time for the start of the race. Although tiring, the journey was great (and included needing to bleed the fuel system in the Land Rover)... Our driver was called Everlasting - appropriate given the length of the journey. Once back to Lilongwe we again rendezvoused with Tim who drove us in his Land Rover to the start of the race, finally arriving at 7pm.

Ian & Ronaug sailed together in a Dart 18, as did Helen and Liz as a ladies team. I sailed a Hobie 16 with Charlotte, who sails locally in Malawi.

We then completed 8 legs, totalling 500km as the crow flies, with one rest day in the middle. 20 boats entered, all Darts and Hobies except for one 'supercat' a 20-odd foot monster with huge spinnaker. Charlotte and I finished 3rd on points, 4th on elapsed time, 5th on handicap - it would have been better had it not been for a 'problem' with the race administration on leg 7 (there was no finish line - so they took the time at half distance, which was not at all to our advantage.) Helen & Liz finished around 10th in all categories. Ian and Ronaug were looking towards a very good placing, maybe even 1st or 2nd, but lost their mast one day and then lost the whole boat on a rocky island soon after!

Wind was strong for the first 6 legs, producing a big swell and waves, but things were made much easier because the race was all downwind. Liz and Helen had their share of drama when their rig fell down, despite being checked the night before. They were towed to the finish by one the rescue boats without further problems though...

Some trivia; Longest distance in 1 day - 100km as the crow flies  
Longest day on water - 6.30am - 3pm Highest speed - 20.5 knots  
(measured by GPS - not sure how they managed to look!)

Accommodation along the way was a mixture of camping and cottages, with the benefit of a ground crew to transport all our kit. On the windy days we were finished quite early, so we had the opportunity to visit a couple of local markets and pick up wooden curios.

*Nick Burrell (ex Miracle 3705)*

## FROM OUR FOREIGN CORRESPONDENT...

*(We occasionally receive news from Nick Burrell and Elizabeth Hurst, ex members of Wilsonian's Miracle fleet. Nick and Liz now live in Hong Kong and sail Hobie cats...Nick sent this report recently - Ed.)*

We have just returned from Malawi where we competed in the 'longest fresh water yacht race in the world'!! Not sure how true that was, but it was 500km.

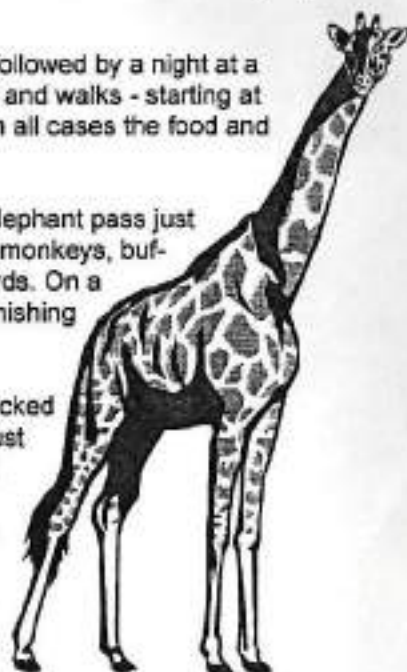
We left on 4th July, having been to work that day and got to J'burg first thing next morning. There was then a short flight to Bantyre in Malawi, and then a bus journey to Llongwe where we completed our party of Liz and I, Ronaug & Ian and Helen and Tim who lives in Llongwe.

After staying overnight at Tim's house, he took the five of us to the airport early next morning to catch a six seater Cessna to Zambia. The flight took about 1.5 hours and gave a great view as we were flying at only about 7000 feet.

We then stayed 2 nights at bush camp followed by a night at a lodge. We went on several game drives and walks - starting at sunrise and finishing with early nights. In all cases the food and accommodation was excellent.

Whilst in the vehicle we saw a herd of elephant pass just in front of us, plus lots of zebra, impala, monkeys, buffalo, hippos, crocodiles.... plus lots of birds. On a night drive we saw a lion and its mate finishing off eating a buffalo,

On foot (with armed guide/guard) we tracked a pair of lions down to where they had just finished eating a zebra - all that was left was a hoof. We have photos of the vultures sitting in a tree having mopped up the pieces. Apparently the whole process from attack to total completion takes less than 5 minutes. Whilst on foot we also saw giraffe and many of the same animals we had seen



## ON THE HOUSE

Once again many thanks for your support during the season.

Please note Gill and myself will not be organising a New Year's Eve party this year, but we have something else in mind. If anyone is interested please contact myself Pam Smith or Gill Warwick.

Other dates for your diary:

**Saturday 1 November** Firework Night (any help to build the bonfire would be appreciated)

**Saturday 15 November** Club Dinner & Dance (Please let one of the House Committee members know if you require a ticket, as soon as possible)

**Sunday 21 December** Children's Christmas Party (Once again could you please let us know if your child will be coming)

*Pam Smith*

## LETTERS TO THE EDITOR



### IN MEMORIAM - MERVYN SUTTON

Mervyn Sutton, who will be remembered by many Old Wilsonians, died aged 84 in June. Mervyn started sailing with the club in Mirror No. 7746. He later sailed an Enterprise No. 380 for many years and only finally retired from sailing in his seventies, due to a few stiff joints.

*John Smith*

## WHAT'S GOING ON!

October - the time when many members are enjoying the "Indian Summer" and half thinking of that job to be done on the boat over the winter. For the committee and Fleet Captains however it is very much the main planning time on a number of topics.

**Winter Work Parties** are being organised on similar basis to last year with names against dates, plus a few jobs for specialists and those who cannot get to the club on the set dates.

**Fleet Captains** are setting the basis for 1998 sailing with classes, club race programme and Open Meetings.

**The Hoo Freezer** will be Sunday 1 March, with the practice race the day before. Last year there were a few comments that the faster boats would prefer a longer race, so alternative formats for this race are being considered. The full details are on Committee Room door at the club. If you have any suggestions please give them to me.

**Medway Regatta** meetings are taking place now. The 1997 Regatta saw over 100 dinghies starting from our line, and we hope to build on that.

**Club Development** Proposals including supply of mains electricity, or building an extension to the clubhouse to increase changing room space ( either at front to provide a balcony, or on the side to provide a smart lounge ) have been discussed. We need YOUR opinion on the way to develop, hence the questionnaire which we hope you will complete and return promptly. As different family members may have different desires, there will be a questionnaire for each member of the family

Action ALL !

**Recruitment** Both the Club Open day, which the fleets requested through their captains, or the Chatham Boat show, which was agreed we should support at the club's AGM was well supported by club members. In each case the "Faithful Few" worked successfully to recruit new members. At a recent Medway Yachting Association meeting membership was discussed, with the vast majority of clubs reporting lower membership (up to 35% losses). Our increased membership is

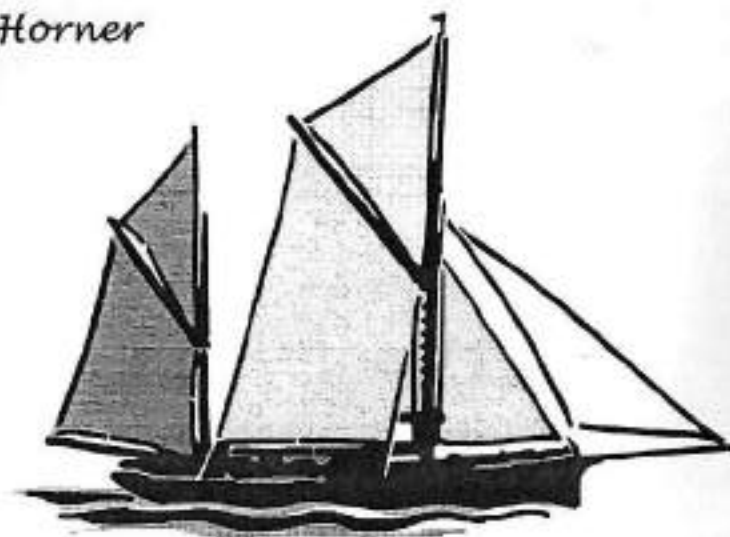
day, I arrived on Friday morning to find a big blue and orange lifeboat taking up the pontoon with Leander moored outside it. By late morning the waterside organisers had the lifeboat moved and we reclaimed the pontoon.

### Skilful helms.....

On Saturday I was dismayed to find an even larger craft on our pontoon - a customs boat! Again this was eventually moved back, but now we had the front few feet of the lifeboat occupying part of our pontoon and the customs boat outside the lifeboat with bows projecting even further forward which effectively robbed us of a third of our pontoon. Fortunately all the helms were a skilful bunch and managed to sail in and out without damage.

I must give a special thank you to Barry Bew for entrusting us with his two craft Victory and Amazon, one a Drascombe Lugger and the other an 18ft gaff rigged boat. Most of the helms had never sailed in such craft and so each day started with a crash course on rigging and operating the boats and a quick practice sail before taking the public for rides. Although none of the helms had come expecting to sail these larger boats, I believe all enjoyed the experience and a few quite fancy racing the gaffer.

Peter Horner



# CHATHAM MARITIME FESTIVAL

(REFERRED TO FOR MOST OF THE YEAR WITHIN THE CLUB AS THE CHATHAM BOAT SHOW!)

The Chatham Maritime Festival was held over the August Bank Holiday weekend in Chatham Dockyard basins 1 & 2. As you will all be aware, Wilsonian Sailing Club had a stand at the festival and provided free have-a-go sailing sessions for the festival visitors with the main objective of publicising the club and gaining new members.

Thank you to the 32 members who helped with the event. Over the four days we took approximately 300 people afloat and many others visited the stand. It looks as though quite a few of the visitors are seriously considering joining the club and therefore made the effort all worthwhile.

## Problems, problems.....

The event was not without problems, though all were overcome. The first problems concerned the boats we had planned to use. Communications within Medway Outdoor Activities Centre had gone awry and the four Wayfarers we had been promised the loan of, were not available when we wanted to collect them, and the office had no record of our booking! Never mind, we weren't overwhelmed with volunteer helms and we still had two dinghies to come from Hope Sea Training. However, these did not arrive until Saturday, and they were in such poor condition that I considered them unsuitable. Thank goodness we had a final fallback of two sailboats from Arethusa.

The other problems concerned the operating area. The first being that we took our safety boats round to the dockyard on the Wednesday to find that, contrary to information provided, the lock into the number 1 basin was not operating. So one wasted journey and we had to return the next day.

## Pontoon wars....

The final problem was the constant battle we had to keep our allocated section of pontoon free. Having moored Leander alongside on Thurs-

no cause for complacency and we must continue to recruit and even more importantly to keep new members. The two club Pacers are available for hire at £5 per day to help members without boats to keep sailing while getting their own boat.

**Training** There is an 'Open Meeting Race Officer's Course' being organised with an RYA national coach at the Arethusa Centre 14/15 February - if interested talk to me or Tom Sims.

**Clubhouse Opening** It has been agreed to open the clubhouse for social purposes on a more regular basis, not only during the season, but also during the winter. Any comments or further details to Colin Treadwell.

**Finally** I hope you have had a fantastic year's sailing - if you have tell all your friends, work colleagues etc., and bring them as new members to the club. If you are dissatisfied with any aspect of the club, please tell me or one of the Flag Officers so that as we consider improvement your points can be considered.

**PLEASE FILL IN YOUR QUESTIONNAIRE AND RETURN IT!**

*Bob Jones*

## WINTER SERIES 1997

2 November - 21 December

15 Races - 8 to count

Cost - £12

Entry forms in clubhouse or from Sailing Secretary

# FROM THE SAILING SECRETARY

This will be one of the shortest reports on record. Your Sailing Secretary has not been in sight for the past three months - she took a short term 3 month contract to work (for money) and enjoyable as it was in many respects it was far busier then ever expected needing hard work every weekend to meet the programme. So my first point to all is to apologise for my absence and neglect of duty. You will be able to tell me more than I know about what has been happening this summer, although I have heard that you made the South Kent and back.

## Sailing Committee

However I am now finished and back in circulation and back to sailing club business. The Sailing Committee met after its summer recess on 24 September and started to consider its preparations for next season. A main issue will again be the fleet composition for next year so if you have any thoughts please let me or your Fleet Captain know. Similarly if you have any thoughts about the sailing programme for next year. So far we have only one bid for a class open meeting - the Miracles.

## Winter Series

As the main 1997 season draws to a close here is a reminder - it's not over yet. The Winter Series will run from Sunday 2 November to Sunday 21 December. Eight days, two races a day except the last Sunday. That is 15 races in all with 8 to count. Entry fee £12. To save hassle we are not having a reduced entry fee for early entry this year but do please try to get your entries in as soon as possible so that duties can be sorted. Entry forms are available in the Club-house or from me.



# THE ENTERPRISE NATIONALS(?)

Not quite the report you might expect given the depletion of our once strong Enterprise fleet! On the weekend of 9/10 August we escaped to our cottage in Norfolk and browsing through a local paper noticed that these Nationals were due to start that weekend in Hunstanton which is only about 5 miles from our abode. Bearing in mind that large numbers of our club will be likely to hit Hunstanton next year for the Miracle Nationals and with Doreen feeling some withdrawal symptoms at hardly having seen a sail for weeks we thought we would make a sortie.

It was hot and high holiday season - two good reasons for avoiding Hunstanton, but we braved the tourists (we never include ourselves as such) and found ourselves a parking spot high on the cliffs with good viewing. Not having stressed ourselves to get out early our first view was a long straggly procession of boats going from shore to open sea. This seemed to go on for ever. Not being racers with any sea experience we were slow to work out that this was just the assembly and that the real action was going to be way out there somewhere.

Sure enough at last something which looked like a line seemed to form. (At this point we will admit we were competing for the use of the binoculars, having left our second set at home home.) We then heard a couple of bangs which Doreen said must be the start but Ken insisted was a car backfiring. We never do agree on much to do with sailing. But they were obviously off. There is a limit to spectator enjoyment when the object is far away so we headed for the beach and one of our rare dips in the North Sea. It was very hot!

Now is the point to wax lyrical. We can recommend a truly delightful way to watch a race. Float away in the water and see this mass of blue sails in the distance sometimes coming closer, sometimes receding. Swim over, we then watched from the beach and vaguely worked out the course, enough anyway to seriously watch the progress of the finish. All in all it was a lovely sight watching this mass of blue sails, over 60 boats we reckoned, on a perfect day and it added a certain dimension to sunbathing which is not to be indulged in lightly on what is often a blustery bit of coast. Here's to good sailing for the Miracles next year - we will take two pairs of glasses.

*DOREEN AND KEN DAVIS*

donuts. When we got back to shore I had a hot shower and put some dry clothes on, it was still raining. After lunch we went to Holyhead, I slept all the way there. We had a walk and we bought some sweets. I was allowed to have anything I wanted because I had been so brave at sailing in the wind. After tea we went to the Yacht club and played football outside whilst the grownups had a meeting.

On Friday we had great weather and a long race. Daddy and I were tired and we got a bad result. We had a good sail though and I had got better during the week. I learnt a lot even though I am still a bit too small to hike out. Daddy said that he didn't want to lose me! After a picnic, daddy, Paul Heather and Colin Treadwell went out and did the singlehanded race and Ian Kelly did the non spinnaker race. Colin won the singlehanded and daddy came next to last!! We then had to pack away the boat ready to take it home. The dinghy park suddenly became very empty and quiet as people left. In the evening we went to the prizegiving. There were lots of people there all cheering and clapping. I was given my cup, which was exciting, and some other people from our club got prizes too. Ian and Gela came third overall which was a really good result, they also got a travellers prize, Keith Jeremiah and Tom Pygall came 15th overall, a brilliant result, they also won the bronze fleet prize. Colin won the single handed race for the second year and Jane said that she needn't have bothered to clean the cup!!!! Paul and Mark got a prize for improving their result from one race to the next.

The final positions were:

- 3rd Ian Kelly and Gela Marshall
- 15th Keith Jeremiah and Tom Pygall
- 33rd Paul and Mark Heather
- 34th Paul Absolon and Patrick Miall
- 35th Colin and Adam/Lauren Treadwell
- 38th Colin and Maureen Lown
- 42nd Mark and Thomas Steadman
- 47th Natalie and Leslie O'Rourke
- 55th Adrian and Michelle/Carol Linder

We all had a fantastic week, even though it was a long way to go, and I am looking forward to next year. I wonder if I will win the cup again?

*Thomas Steadman*

## New Years Day Race

A suggestion has been made in committee to run some racing on New Years Day. If this happens it will be open to all in the club and we will invite any non club members who have sailed in the Winter Series to join us. I say "if" because I am likely to be away and it needs someone to coordinate - any offers. We would also like to have an idea of how much interest there will be and if any non sailors would be willing to help by doing one of the duties. Please let me or fleet captains know.

Here's to good sailing for the rest of the season.

*DOREEN DAVIS*

## 38TH STROOD SCOUT GROUP

As the Season starts to come to a close (as I write, Autumn seems to have arrived in September) it is time to look back on our year. We have managed to keep a good variety of boats on the water this season and a Scout can now start in a Topper, progress through a Mirror and on to a Fireball - a pretty good training route by anyone's standard. However, no matter what they might learn in, each Scout, like every other club member, has their favourite.

This year we have also been providing sailing opportunities for other Scouts. We have run sailing events at Whitstable, Deal, and London Docklands. Sailing around Canary Wharf Tower certainly taught a few people about wind shadows. They must have been popular - we have been asked to run two extra events next year.

Once again we would like to thank all those club members who have helped us with equipment, advice and training. We look forward to meeting up with everyone next year and wish good luck to all those entering the Frostbite Series.



*David Wraight*

# WORK

It is intended to run this winter's work parties along the same lines as last year, by splitting the work across three separate dates and by dividing the club members alphabetically by surname into three corresponding groups.

The main jobs to be undertaken are:

- Repair of dinghy park gates
- Work on the clubhouse fire escape
- Work on the boathouse
- Repairs to changing room ceilings
- Clearing ditches
- Work on downstream slip
- Clearing car park of brambles etc
  - Erecting three signs down track
  - Paint outside toilet
  - Cover Cess pit with soil/turf
  - Clear up dinghy park
  - Adjust paving around clubhouse and boathouse
    - Lay brick path in dinghy park
    - Remove tree and level ground in dinghy park
  - Paint clubhouse shutters
  - Rub down and varnish clubhouse floor and front of Bar
    - Repair top track



Additionally, there are a number of jobs which could be undertaken by individuals, as follows:

ing for the weekend, took us for a drive and then we had ice cream on a beach. We then had a barbecue for tea.

Monday was the longest racing day. There were two races back to back, which means that you do not come ashore between races. By the time we had finished I was hungry and needed the toilet, I had my full wetsuit on and mummy quickly helped me out of it! However we did quite well and got one of our best results. We beat Paul and Mark, Colin and Maureen, Leslie and Natalie and Adrian and Michelle, one of the few times we did so.

At tea time everyone from our club who was there got together and had a barbecue and played rounders. Guess who cheated? The girls team. Then it got too dark and we couldn't see the ball so we went to bed.

On Tuesday we went down to the dinghy park and there was no wind. It was boiling hot but there was no breeze. Most of the families from the club who were not sailing went out on the spectator boat, there were eleven of them, and from the beach we could see them waiting. My sister fell asleep while they were waiting. I played on the beach with Zoe who was another crew, she is a bit older than me by nine months. Two hours late we set off for the start line, some boats got tows, but we paddled, well daddy paddled and I steered. I think that we only did two laps and then finished, we did alright.

The next day there was a little wind but from a different direction, so we sailed in a different place in the Menai Strait. Just before the start a squall came through and it rained very hard. We had lots of recalls this day, so I was quite tired. We did see mummy and Naomi on the spectator boat because when we were waiting we sailed close and said "Hello". Naomi was really excited to see me and wanted to come into the boat with daddy and I. Michelle and Adrian had to retire because Michelle hurt her arm so they retired before the start. We were doing really well in the race when it started but on the last leg, which started as a run, the wind changed direction completely and daddy said "Quickly Thomas, we need to take the spinnaker down." We then had to beat to the finish line. That night I went to bed early because I was very tired.

Thursday was very windy and very wet. There were lots of choppy waves and big gusts. We did the race, I think we might have done five laps, it seemed like lots. Lots of boats capsized but we managed not to. It was very exciting. I had to wear my balaclava, my hands got a bit cold. The people who were spectating went into the Yacht club and watched the racing out of the windows with binoculars, mummy said that they had tea and

## MY FIRST NATIONALS



My name is Thomas Steadman and I am the winner of the "City of Plymouth Cup" for the youngest competing crew at the National Championships. I am 7 years old. I will now tell you what it was like for me at Beaumaris.

Nine boats from Wilsonian entered the nationals this year, Paul and Mark Heather, Keith Jeremiah and Tom Pygall, Colin and Lauren or Adam Treadwell, Colin and Maureen Lown, Adrian and Michelle Linder, Natalie and Leslie O'Rourke, Paul Absolon and Patrick Miall, Ian Kelly and Gela Marshall, and Daddy and I. Apart from the Lowns we were all on the same campsite so we could all play together after the sailing. The campsite had a small park and lots of room to play football.

On Sunday we had to get up early to be ready for the practice race briefing at 9am. The weather was nice and we had a good sail. We are used to sailing with the tide so this gave us no problems, what I was not used to was fifty boats on the start line! Daddy and I came 32nd which we thought was good.

In the afternoon was the Junior racing, so Mark and Paul and Lesley and Natalie did not do the practice race in the morning. Whilst they were racing we left daddy fiddling with the boat and nana and grandad, who were stay-

# PARTIES

- Repair letter box
- Paint non-slip onto clubhouse stairs
- Erect a screen around the winch
- Install a fire escape into the ladies' changing rooms
- Re-paint the course board
- Clearing out the clubhouse guttering
- Straighten and paint the car park gate post
- Electrical repairs in kitchen
- Install a till for the Bar
- Add a "button" to top of flag pole
- Erect fire warning signs
- Check all lighting bulbs, tubes and starters
- Make and erect signs for track and dinghy park
- Repair window in clubhouse

If you would like to undertake any of these "individual" jobs in lieu of a formal work party please talk to Colin Treadwell, Ian Wyatt or Tom Sims.

Dates are as follows:

**Sunday 25 January**

**Sunday 22 February**

**Sunday 22 March**

Full details of the work to be undertaken on each date and the alphabetical split of names will be advised in due course.

*Colin Treadwell*

# WAYFARER REPORT

## EARLY SUMMER SERIES RESULTS, 1997

1st - 10.75 Points - Brian Lamb and Bobby Burnell - W9700 - Passin' Style

2nd - 13.5 Points - Brian Ward and ??? - W1116 - Hildegard

3rd - 16 Points - Paul and Jim Tyler - W8500 - Ninja

AVERAGE TURNOUT PER RACE: 3.22

## LATE SUMMER SERIES RESULTS, 1997

1st - 9.5 Points - Paul and Jim Tyler - W8500 - Ninja

2nd - 12.75 Points - Brian Ward and ??? - W1116 - Hildegard

3rd - 18.75 Points - Nick Fenton-Smith and ??? - ???

AVERAGE TURNOUT PER RACE: 4.3 ( 5.7 if boats competing in Open events are included)

It is good to see the average turn-out improving steadily this season - not only does it make for more competitive racing, but it also ensures that we continue to retain our fleet status for next year. I have been particularly impressed with the general improvement in the standard of competition this year, with first places being shared amongst the fleet throughout the season.

I remember promising to arrange a boat-tuning session some time at the beginning of the year - my apologies for not having done so. However, I do have copies of tuning tips by McNamara, so let me know if you need them - give me a date and I'll try to be there to help.

A semi-formal agreement has been made between our fleet and the Wayfarer fleet at the MYC - a couple of us recently raced with them when there was no sailing at the WSC, and they have been invited to join us on Sundays. The idea is to have as many boats on the start as possible in order to make things more 'interesting' - apparently their fleet seems to be shrinking as ours is growing.

I hope that all you Wayfarer racers have, like me, appreciated and en-



Congratulations to Paul and Mark in winning the Whitsun Cup. Twenty boats entered each series, with an average of 7 boats per race. This is very encouraging considering the representation at outside Open meetings as well. The Autumn series is now well under way, with an average turnout so far of 9 boats per race.

## Cruise

10 boats and 26 people enjoyed the fleet cruise on Saturday 27 September. It was a warm day with a nice breeze, but unfortunately the sun didn't decide to shine until we'd returned to the club. We cruised down river through the creeks and stopped off for a picnic lunch on the way back to the club. On returning to the club the BBQ was lit and Bar opened for an enjoyable social evening. Thanks to Ian, Gela and Jane for providing the safety support and floating bar, and to Paul Heather for leading us along the route.

## Social

It is intended to arrange a quiz night, and a further social event, shortly after the end of the Autumn racing.

## General

We have attempted to vary the type of courses for club racing in line with popular request, and will to continue to do so, including short lapping Olympic style courses around three marks. If anyone has any further ideas or comments please let me know. The more varied the better. We have even arranged for a couple of committee boat start lines. Thanks to Ian Kelly and Paul Absolon for volunteering to do these.

Next year's Nationals are at Hunstanton on the north Norfolk coast, which looks to be an excellent venue. How about being the single largest club represented there and having a brilliant week both on and off the water. Unlike this year its not very far to travel. Details of certain accommodation are posted on the fleet notice board. Thanks very much to Karen Steadman for sorting this out.

*Colin Treadwell*



Not only were we the joint largest club we also achieved a number of successes, with Ian and Gela doing extremely well to finish third overall and Keith and Tom finishing in a very respectable fifteenth. Colin won the single handed trophy and Paul and Mark won a "best improver" prize. Tom Steadman won the trophy for being the youngest crew (7). Natalie and Lesley sailed well and improved markedly as the week progressed.

Congratulations to the prize winners and WELL DONE to everyone who came along and took part. Detailed accounts of the Nationals should appear elsewhere in this edition, so I won't say any more (except to confirm that I was the plonker who forgot to sign off on the very first day and, as a result, incurred 2 disqualifications to carry for the remainder of the week!).

### Open meeting attendances.

**Redoubt** - 6 boats - Ian & Gela, Paul & Patrick, Colin T & Adam, Colin L & Lauren, Martin & Mike and John & Sue.

**Downs** - 5 boats - Ian & Gela, Paul & Mark, Paul & Patrick, Colin & Lauren and Mark & Tom

**Lancing** - 2 boats - Ian & Gela and Lucinda Goldsmith & Luke Turnbull

**Margate (Southern Areas)** - 7 boats - Ian & Gela, Mark & Tom, Paul & Mark, Paul & Sam, Keith & Tom, Colin & Maureen and Colin & Lauren

Congratulations to Ian and Gela in winning at Downs and Margate, and to everyone else who took part. As a club we have been both extremely well represented and successful. We were the single largest represented club at Redoubt, Downs and Margate.

### RESULTS

#### Summer am Series

- 1<sup>st</sup> Paul and Mark
- 2<sup>nd</sup> Mark and Tom
- 3<sup>rd</sup> Colin and Adam/Lauren
- 4<sup>th</sup> Ian and Gela

#### Summer pm Series

- 1<sup>st</sup> Paul and Mark
- 2<sup>nd</sup> Mark and Tom
- 3<sup>rd</sup> Ian and Gela
- 4<sup>th</sup> Martin and Mike

joyed the competitive racing as well as the variety of sailing which we encounter on the Medway. That, and the friendly atmosphere onshore and at bar make racing at the Wilsonian difficult to match.

Looking to the future, I know of at least three new Wayfarer racers who will be joining us shortly, certainly for next season. This means another look at the spaces allocation - I hope we can find a way of rearranging the spaces so that no-one ends up with problems of access.

Finally, I would like to inform everyone that I am now retired and will consider any form of employment, preferably connected with sailing and paid, but not necessarily either! Offers of work that is, to me in the dinghy park.

*Brian Lamb - Wayfarer 9700 Passin' Style*

## HANDICAP A

Handicap A enjoyed some competitive fleet racing throughout the duration of the summer, both in the morning and afternoon. Dave and Stuart Mason dominated the morning's proceedings, while Ian Parris did a similar job in the afternoon. The overall results were:

### SUMMER MORNING POINTS

- 1st Dave and Stuart Mason
- 2nd Ian Parris and Steve Bristow
- 3rd Roy Winnett and Chris Swift

### SUMMER AFTERNOON POINTS

- 1st Ian Parris and Steve Bristow
- 2nd Tim Kift and ?
- 3rd Neil Ashby



As well as the racing we have enjoyed some good Saturday sails with a couple of BBQs in the evenings. Seven Isos attended the Nationals at Looe in disappointingly light winds, compensated by some good social

events including a pub crawl won by the Wilsonian team. We had to excel at something!

Simon, Ian, Gordon and I also did the Worlds at Garda.

The Ospreys went to Weymouth for their Nationals and saw a bit more wind. Perhaps that is an understatement.

Next season another Iso will join the ranks and we hope to attract a few more through the season as we promote the Wilsonians on the open circuit (as we have done this season.)

Handicap A now has 38 boats from Mirror 16 through to Iso and the time has come for a further review of the make up of the fleet, which was dismissed at length at the beginning of the season. The majority want longer, more challenging courses in the afternoon, if conditions are suitable, and you all have received a proposal for changes to represent that majority which I will take forward to the Sailing Committee.

John Shenton's crew, Bill, has suffered a relapse in his fight against leukaemia, having come back to crew John for a brief spell early in the season. We wish him the courage to fight his illness and hope that he is restored to full health in time for next season.

*Chris Pygall*



## FOR SALE - ISO 588

Due to Sarah's continued injury. Over cover, undercover, combi. All in good condition. £2500

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## MIRACLE FLEET NEWS

Here we are entering the final stages of the season, yet it seems only five minutes ago that I was writing the previous article with the entire season ahead of me.

### WSC Open

Our Open meeting was a tremendous success with 24 boats taking part. Whilst we had only 3 visitors, due to a clash with the Welsh Area Championships (at the Nationals venue), we nevertheless turned out a very respectable 21 of our own boats. The conditions were challenging to say the least and made for quite a spectacle, as evidenced by the photographs on the Notice board and in the latest edition of Halo.

I hope everyone who took part enjoyed themselves, I know I did. On behalf of the Miracle Fleet I would like to express my thanks to the entire duty crew who all worked hard to make it a successful and an enjoyable day. The full results are on the Notice board, but the first 6 places were:

- 1<sup>st</sup> Ian & Gela
- 2<sup>nd</sup> Paul & Patrick
- 3<sup>rd</sup> Colin & Lauren
- 4<sup>th</sup> Matt Ambrose (Deben Yacht Club)
- 5<sup>th</sup> Keith & Tom
- 6<sup>th</sup> David & Jackie

### 1997 Nationals

9 boats from the club entered this year's Nationals at Beaumaris on the Isle of Anglesey in Wales between 17 and 22 August:

Ian and Gela  
Paul and Patrick  
Adrian and Sara  
Mark and Tom Steadman  
Colin and Adam/Lauren  
Natalie and Lesley  
Paul and Mark  
Keith and Tom  
Colin and Maureen

