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We carry a wide range of chandlery to cater for the dinghy sailor, including wire standing and running rigging made to measure. Don't forget - you can *walk, drive or sail* to your local friendly chandler.

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Discounts for Wilsonian Sailing Club members

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	"Tekai", Grasmere Road, Orpington Kent BR6 8HB	01689 854627



Issue no. 61

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FROM THE COMMODORE

Happy New year to you all. We have much to look forward to in 1998. Doreen and the Sailing Committee are putting together an interesting and slightly different sailing programme for 1998. There are also changes to the fleets which I am sure you will discuss at your fleet evenings.

Before the sailing season starts at the end of March there are a couple of events that are necessary to ensure the smooth running of the club through the season. From January to March there are three work parties. You have all been allocated one to attend. Our thanks go to Ian Wyatt, Colin Treadwell and Tom Sims for the organisation of these which are a necessary part of the maintenance of the club.

The AGM is at the clubhouse on the 20th February. I will be presenting the proposal from the questionnaire for the development of the club over the next few years. Please come and take part in the discussion. Thank you to all those who returned their questionnaires. It has given us some useful information on how to take the club forward. My thanks go to Paul Absolon and to Tim Huckell for collating the replies.

In 1998 we are hoping to have a Junior week at the

club during the Summer Holiday. For those who are interested please return the form to Martin Jessop. There is also to be a Quiz night at the club on the 14th February run by the House Committee. In addition Colin Treadwell has volunteered to open the clubhouse on the first Saturday evening of each month.

Finally I would like to thank all of the members of the General Committee, House Committee and Sailing Committee who have ensured the smooth running of the club in 1997. I hope that everyone has an enjoyable 1998 at Wilsonian and to see you all at the start of the sailing season.

Ann Heather

EDITORIAL

Welcome to 1998! It's fascinating how much computers have changed the way we do things. This issue has been made up largely from floppy disks and emails. Of course, as communicating electronically becomes commonplace so do the new problems associated with it. I invested in anti virus protection for my computer when I bought it and hope that contributors do likewise.

Another thing that changes is the kind of boats in the dinghy park. In this issue we have an article from the archives when the main classes were Mirrors and Enterprises. Now there are exciting classes such as the ISO, RS400 and, dare I say, the Miracle in the Dinghy Park. What stays the same? The enthusiasm and sailing skills of club members. I hope this is what you find reflected in 31½.

Paul Absolon

Tel/fax: 01634 221032

email: Absolon199@aol.com

199 Church Street Cliffe Rochester Kent ME3 7QE

HOO FREEZER

**Racing for Monohull dinghies
(Handicap 1225 and below)**

**28 February & 1 March
Committee boat starts at 12.30**

**Sponsored by:
Singer and Friedlander
Hoo Marina
(Maritime and Leisure investments PLC)**

**Hot Showers,
Hot Food,
bar and a warm welcome!
Large rescue fleet -
FREE Saturday evening disco**

Entry Forms:

**The Race Secretary, Mrs Jan Slogrove,
30 Belvedere Road, Biggin Hill, Westham,
Kent TN16 3HY. Tel. 01959 652001**

CRUISING - NOTIFICATION AND SAFETY

The Members' Handbook advice to those cruising says that "Before cruising, sign on the cruising sheet on the blockhouse." This arrangement has been in operation for many years - in theory. The practice has been rather different not least because the box for the sheets has become damaged. Faced with a choice between repairing the box and seeking an alternative procedure it was felt that the arrangement had been rather hit and miss and that a more positive notification might be better. It has therefore been decided by the Sailing and General Committees that the box signing on arrangement will be discontinued. In future if you intend to go cruising at times when there is a Chief Duty Officer in attendance **please tell the CDO of your intention with some idea of your direction and duration of sailing.** If you want to be "checked in" make sure that you tell the CDO so and aim to arrive back when duty officers are still around. Don't forget to tell them that you are back safe and sound. The Members' Handbook and the CDO instructions will be amended accordingly.

You cruise at your own risk and you should always check the weather forecast and the state of the tide. If you are new to the waters ask the CDO or some other experienced sailor for advice about the tidal effects and potential duration of proposed distance. If you sail outside of normal club hours it makes sense to tell someone about your proposed excursion.

If you feel that more should be done you would like to sail sometimes in the company of others, let the Sailing Secretary or your Fleet Captain know. There might even be a case for considering the appointment of a Cruising Secretary.

Doreen Davis



For all your MIRACLE needs - as the newly appointed Southern Area Rep. for the MIRACLE licence holder, we can supply the following.....

- ▲ New Boats built to standard specification or our own Championship winning specification
- ▲ Home build kits or plans for the complete DIY
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- ▲ From new boats to free help and advice.....

Telephone 01245 461101 or 0831 688843

WHAT'S GOING ON !

Happy new year to all our readers!

AGM

As usual at this time of year my secretarial duties are centred around the AGM. This year we already have some minor rule amendments to meet the licencing requirements and a presentation of the results from our membership survey which I think you will find interesting.

Several of the committee have said they will be standing down, so if you are interested in contributing on the committee then please apply.

Duty List / Duties

One person standing down will be Ian Parris from the post of Duty List Secretary. Karen Steadman has offered to take this job and duties start now as renewals arrive! I have been approached by two of the more senior club members who have offered to act as Cox in a safety boat on a monthly basis - if anyone else is interested in doing this please let me or Karen know as soon as possible, as this would greatly simplify the duty list: by just saying "Safety Boat Team" the group of, ideally, four persons would arrange who covers that day.

Work Parties

The winter work parties are on 25 January, 22 February and 22 March. As an added incentive (as if you needed one!) to attend, on the middle work party Jan Slogrove, Hoo Freezer Secretary, will attend at lunch time and accept the last of the early entry discount for the Freezer which is the following weekend (28 February & 1 March). Early entries have the option of launching from WSC as well as lower entry fees.

ARRANGEMENTS

their boats and novice sailors might not wish to sail with their designated

fleet. All this naturally led to the creation of three handicap fleets. Handicap M is intended to be a fairly fast fleet with more challenging courses than could be expected in the old Handicap B. The new Handicap S fleet, although depleted in numbers, should give more suitable and competitive sailing for the slower PY boats.

The decision to allow option and movement between fleets is so that members can enjoy their sailing in an environment which best suits them. For example the RS400s might be unhappy with some courses in the new Handicap F fleet which will be geared more to trapeze boats. Under this arrangement they can choose where they feel most comfortable. The "comfort" factor might also influence choice between Handicap M and Handicap S - the faster boats might welcome the chance for more challenging courses in Handicap M but others might prefer to gain experience with the shorter courses of Handicap S.

A Fleet Captain is required for Handicap M. Ian Wyatt has volunteered to act as a liaison point and those members who think they might be sailing with this fleet should contact him with a view to arranging an inaugural fleet meeting to elect a Captain and discuss fleet business. All Laser sailors are invited to participate so that they can give their views. **Ian's telephone number is 01689 861962.**

The Sailing Committee have given a lot of thought to this matter and we talked to many of those who were directly involved - sorry if you were missed. We will not really know whether we have the right solution until we gain some practical experience in 1998. We hope that you enjoy sailing under these new arrangements but do let us know how you feel, good or bad.

Doreen Davis

For 1998, separate starts will continue for Miracle, Wayfarer and GP. Lasers will maintain fleet status but will start and sail with the new Handicap M fleet. Their future will depend on numbers sailing and evidence of their compatibility or otherwise with Handicap M.

There will be three Handicap fleets. To avoid confusion with the past all will be renamed, with guidance parameters as follows:

Handicap F (Fast)	PY 1000 and below.
Handicap M (Medium)	PY 1001 to 1130.
Handicap S (Slow)	PY 1131 and above.

The above PY parameters are for guidance and members will be given the option of moving up or down a fleet depending on their ability, stamina, preference or other factors. However an option for a particular fleet must be for a whole series and if different from the above must be notified to the appropriate Fleet Captains who will establish and control options.

Members can sail occasionally in a fleet other than their option but such races will not be counted for points. Courses will be set with suitability for the main core of a fleet and not necessarily for the slowest. Any boat opting to sail with a fleet other than where it falls within the above parameters must be prepared to accept this provision and the consequences of courses which might not be entirely suitable for them. Fleet Captains will decide what is the core in consultation with fleet members.

These new arrangements were the unanimous decision of the Sailing Committee and endorsed by the General Committee. A majority of members in last year's Handicap A wanted longer courses which were not always suitable for all, particularly the non trapeze boats. Handicap B also had a wide range of PYs and some of the faster boats could cope with more challenging courses than would suit, say, Toppers. Members who change

1998 FLEET

Clubhouse Opening

Colin Treadwell held a quiz night which over 70 members attended. Keith Jeremiah was master of ceremonies and the result was deemed a fantastic success by all who attended. Colin and his family also had the clubhouse open for New Year's Eve family evening.

Date for your diary - Saturday 7 February 1998 - informal social at the clubhouse organised by Colin Treadwell.

Bob Jones

ON THE HOUSE

following the success of the last one,
THE HOUSE COMMITTEE INVITES YOU TO A

quiz night

SATURDAY 14 FEBRUARY - 7.30 FOR 8.00 START
PROMPT!

Tickets £3.00 - this includes food and there will also be a raffle.

Maximum six to a team - and we will impose a limit of 60 people all together, so ring Jane Treadwell on 01634 221489 now to book your place!

Pam Smith

FROM THE ARCHIVES

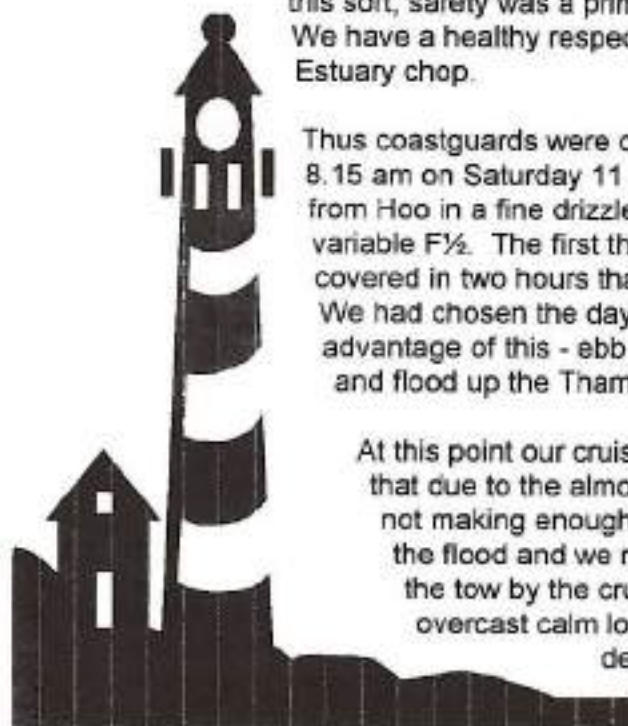
(Does any present member remember this cruise and especially, which year? The date of 11 July being a Saturday must be a clue. If you wrote this article, or know who did, let us know! - Ed.)

For several years the cruisers of Leigh on Sea Sailing Club have organised an annual race to Wilsonian Sailing Club. Wilsonian has for some time threatened to return the visit and this year a group of 4 Mirrors, 3 GPs and an Enterprise, escorted by three cruisers, set out to sample the Leigh hospitality.

The distance was 22 miles and as this was our first venture of this sort, safety was a prime consideration. We have a healthy respect for the Thames Estuary chop.

Thus coastguards were consulted and at 8.15 am on Saturday 11 July we set sail from Hoo in a fine drizzle of rain and a variable F½. The first three miles were covered in two hours thanks to the ebb tide. We had chosen the day carefully to take advantage of this - ebb down the Medway and flood up the Thames to Leigh.

At this point our cruise captain decreed that due to the almost flat calm we were not making enough headway to catch the flood and we reluctantly accepted the tow by the cruisers. The overcast calm looked most depressing and we wondered if we



spell agro for the Sailing Secretary and the Sailing Committee! But who am I to grumble - I have been assured by at least four of my predecessors that all this is par for course and nothing changes. I can but ask you to think for my successor!

On the other hand here are some of my FAVOURITE things. Efficient and supportive Fleet Captains. A lively and constructive Sailing Committee. Good Race Officers (how else could I have avoided setting a course). Good safety boats. Other hard working officers of the Club who have given me advice and support. And last but not least, the many members who have been supportive and appreciative over the last three years and have given constructive feedback. MY THANKS TO YOU ALL. Brian Lamb has volunteered to stand for election to succeed me and I trust he will receive the same support. It has been an interesting and challenging time with new boats, fleet changes, experimental events, recruitment support and new rules. I HAVE ENJOYED IT!

Doreen Davis

WINTER SERIES - RESULTS

LONG COURSE

1 Tim Kit/S Offer	Osprey 555	WSC
2 Mark Lee/Wendy Verren	Scorpion 1853	MYC
3 David Fry/Dereck Cummings	GP 13136	WSC
4 Roy Winnett/Chris Swift	Fireball 14282	WSC

SHORT COURSE

1 Mike Wakefield/Rosemary Wakefield and Meg Warren	Graduate 2977	Bough Beech
2 Dave Wilson/Sue Wilson	Graduate 2974	Maidenhead
3 David Bourne	Topper 46877	MYC
4 Paul Absolon/Suzanne Hall	Miracle 3737	WSC
5 David Hudson/Jackie Hudson	Miracle 3795	WSC

way of making a donation to the RNLI. But give us your views - it can be revived in a future year. **Bank Holidays** continue to attract only limited numbers so we are to try a "Bank Holiday Series" (fleet based) which will run over three Bank Holiday Mondays (2 races each day ie 6 races with 4 to count). The **South Kent** race will be run on the May Bank Holiday Monday, rather than a Sunday. Two reasons - we hope it will attract a good Bank Holiday turnout and it is the best day for appropriate tides. The **Commodore's and Bosun's Series** will again be run over a variety of tides as wind problems did not really enable us to assess the worth of this arrangement with its aim to provide varied conditions to suit different boats.

The Sailing Committee has been considering the prospect of trying to revive a race (or an event) which goes to Leigh. This is still being explored so no promises for this year - the logistics and tide requirements are quite complicated. If anyone remembers the old days of the "Leigh Trophy" we would be pleased to hear from you.

AND SO FAREWELL

First a few grumbles - surely allowed in my last article. Here are a few of my "unfavourite" things. Members who do not read Sailing Instructions, amendments or notices. Late entrants or no entrants. Race Officers who do not read Sailing Instructions (including the standard club ones), who do not co-ordinate courses for suitability of conditions, and who make a mess of results (auditing the race book is a rotten job). Safety boat crews who do not cover courses sensibly, who come off the water too early and who do not liaise with the Race Officer. All

Lost on 16 November:

Top part of "Superglide" wet suit, blue with yellow stripe down sleeves. If you have seen this, or it has travelled home with you by mistake, please contact:

Gerry March (Fireball 13331) ☎ 01689 857 563

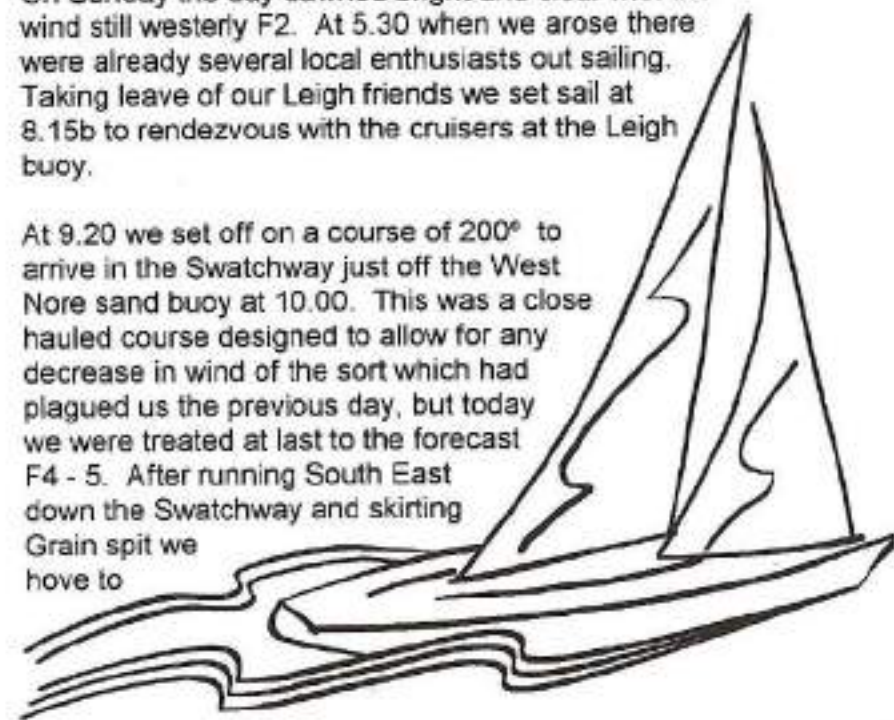
were being towed in the wrong direction.

However at Garrison point the wind filled in with a gentle F2 from the west and we cast off our tow. Sailing a course of 330° we reached Southend pier at 13.10. here we assembled into a tight group and sailed to the Leigh Buoy where we were met by our friends from Leigh who then guided us up the tricky Ray Gut to anchor in the lee of the sand banks.

When sufficient water had covered the flats off the Leigh club we moved in to store the dinghies ashore, leaving the cruisers moored in the deep water channel. By this time the weather was brilliant with a F3 - 4 westerly wind. The afternoons entertainment was provided by the loan of a very well known OK dinghy owned by an equally well known and pretty member of the yachting press. This was typical of the hospitality offered by the Leigh on Sea Sailing Club who made us feel most welcome and who put themselves out to make us comfortable.

On Sunday the day dawned bright and clear with the wind still westerly F2. At 5.30 when we arose there were already several local enthusiasts out sailing. Taking leave of our Leigh friends we set sail at 8.15b to rendezvous with the cruisers at the Leigh buoy.

At 9.20 we set off on a course of 200° to arrive in the Swatchway just off the West Nore sand buoy at 10.00. This was a close hauled course designed to allow for any decrease in wind of the sort which had plagued us the previous day, but today we were treated at last to the forecast F4 - 5. After running South East down the Swatchway and skirting Grain spit we have to



for yet another can of beer and to let the cruisers catch up after going the long way round in deep water.

By this time the sun was scorching down out of a cloudless sky and the wind was freshening so we decided to sail on over the ebb tide and indeed made good progress to arrive at Burntwick Island at 12.30 for a picnic lunch.



Burntwick Island is a bird sanctuary and one of the many places of interest and natural beauty on the Medway worth preserving. The island is bordered on one side by Stangate creek, known far and wide as a safe anchorage in any wind. Near where we had our picnic there is the site of a Roman pottery and finds are still dug out by enthusiasts.

However, on with the cruise at 13.30 with the wind coming up sufficiently to get our loaded Mirrors planing! It was a real homecoming to sail into Pinup reach to meet our own racing fleets thrashing through the choppy water in the bright sunshine.

At 16.00 we arrived back at the club barge in time to enjoy a shower, change and the usual after race refreshments. What had started out as a miserable wet drift turned into one of the best weekends of sailing, thanks to careful planning, a warm welcome from our neighbours across the water and a certain amount of discipline among the racing helms who otherwise were only too eager to "go it alone".

(Do any members have more stories "from the archives" ? Please send them to me for possible inclusion in 31½ . Ed.)

WINTER SERIES

Oh the agony! Mine, as for various reasons it became an administrative nightmare with confusion about entries and some results - sorted I hasten to add. I don't think Ian Parris felt much better about the duty list but thanks to many non entrants who did a duty he too got there in the end. Thanks to all who helped and to the House Committee who organised the food - "it's worth coming to the club for the food alone" said a visitor in his vote of thanks. We had 29 entrants with a few occasional guest sailors to boost the fun and add to the confusion. On the whole the weather was good (we only lost one race) and judging from feedback the sailing enjoyable and competitive.

NEW FLEET ARRANGEMENTS FOR 1998

The problems of giving all in Handicap A suitable courses whilst maintaining a good quality of sailing would not go away so the Sailing Committee decided to bite the bullet and create a third handicap fleet for 1998 (see separate article). I hope that these arrangements will provide more flexible sailing.

CHANGES IN THE 1998 SAILING PROGRAMME

Nothing stands still, and although the Sailing Committee have not sought change for change's sake, where events are not well supported it was thought worth trying out new ideas.

There will not be a Pursuit Race - this takes a lot of effort to set up and run but is not particularly well attended. We will rest it and try to find some other



It seems hardly possible that it is three years since I was persuaded to take on the job of Sailing Secretary; with trepidation about my knowledge of sailing. That has improved somewhat even if I confess (with a modicum of shame) that I must be the first Sailing Secretary who has managed to avoid setting a course unaided. On the other hand my experience on the water has declined as the tasks of the job and other of life's obstacles have eaten into my time. So I shall be following the general pattern, that Sailing Secretaries can only put up with the job for three years, and not be seeking re-election come the AGM in February.

THE SEASON

I have not yet done a comparison with 1996 (the AGM report will cover) but good weather for much of the season encouraged good turnouts. Contrary to last year we managed to run and finish all major events although the Commodore's and Bosun's Series were bedeviled with awkward conditions and had a commensurate low turnout. As ever there have been grumbles about safety cover and courses and the debate on ways to improve continues. We ran one class open event, for Miracles and Lasers, which was successful albeit there were not many entries from outside the club. There did not seem to be any problems with the new international sailing rules although some did not like aspects of the scoring system. However I hear that the RYA are likely to introduce some new prescriptions so watch this space. At least one person has looked at the new rule book as the Clubhouse copy does not seem to be there - PLEASE REPLACE IF IT IS OUT THERE SOMEWHERE!

All in all, a good season.



QUIZ NIGHT

The quiz night on 6 December was a great success and enjoyed by 74 people. Attendance was so good the clubhouse seemed like it was about to burst at the seams!

Keith and Christina Jeremiah did an excellent job in preparing and running the quiz and in making it a fun event. The questions themselves did not relate to sailing but the quiz was run as a sailing regatta with a number of races and legs within each race. Jokers were replaced by spinnakers and each team carried a protest flag to express any disagreement with the quiz-master's answers. Luckily for Keith there weren't too many!

Competition was tough throughout the evening with teams changing places in the series right to the end. I hope the next quiz evening enjoys the same success. I'm sure it will! On behalf of the club I would like to express my thanks to Keith and Christina for all their time and hard work in making the evening enjoyable for all involved. CT.

MIRACLE FLEET NEWS

I hope you all had a relaxing and enjoyable Christmas - I know I did (and have been continually reminded of it ever since!) - and I wish you all a very happy and healthy New Year. The season seems so far away at this stage, yet what's the betting I still won't have the boat ready in time!

Results of Autumn Series

- 1st Muggins with Adam & Lauren
- 2nd Sam & Tom Pygall
- 3rd David and Jackie Hudson
- 4th Martin Smith & Mike Groom
- 5th Paul Abo & Suzanne Hall
- 6th Peter Horner with various crews



We're going to have to do something soon to sort out those Py-gall lads - they're going too fast for my liking! Well done lads. Ian and Gela have now sold their boat and are busy in the capacity as Southern area agent for Bell Woodworking and investigating improvements to the glass boat. They're keen to continue their involvement with our fleet - thanks to Ian we have several more boats in the club - and will help us develop further. We wish them every success in the new ventures, and hope we'll see them back in a Miracle before too long.

I would also like to express our thanks to David Hudson for all the work he did for the fleet last season. Behind the scenes he arranged for the publication of several articles and photographs not only in 31 but also in the Miracle Association's Halo magazine. I feel it's very important that we make it widely known how active we are, both as a fleet and a club, particularly as we are, by far, the biggest fleet in the country - the more publicity the better. Thanks David.

On the water

I'm looking forward very much to the coming season and to seeing continued good turnouts. Our Open this year is a two day event on 13 and 14 June and constitutes the Southern Area championships. Last year's Open saw an entry of 21 Wilsonian Miracles, surely the single highest club entry by far in any Open event. Wouldn't it be great if we could match or even beat that number this year! Further details will be advised nearer the time but if anyone has any questions in the meantime please don't hesitate to call me.

The Nationals are at Hunstanton in Norfolk between 2 and 7 August. This should be a good venue not only for the sailing but also for the holiday spirit, as enjoyed by the Enterprises last year. Again, wouldn't it be great if Wilsonian were the highest single club entry. I am confident this will be the case this year. It should prove to be an enjoyable week for everyone, both on and off the water.

please let **Barbara Sims (01689 854627)** know by **Wednesday 15 April 1998** or return a completed application form by **Saturday 2 May**.

JUNIOR SAILING WEEK (Contact **Martin Jessop**
25 AUGUST to 29 AUGUST **0180 940 0292**)

Back by popular demand following the success of this event two years ago! Put date in your diary now - more details in next 31½!

RYA LEVEL 3 SATURDAYS

3 OCTOBER

10 OCTOBER

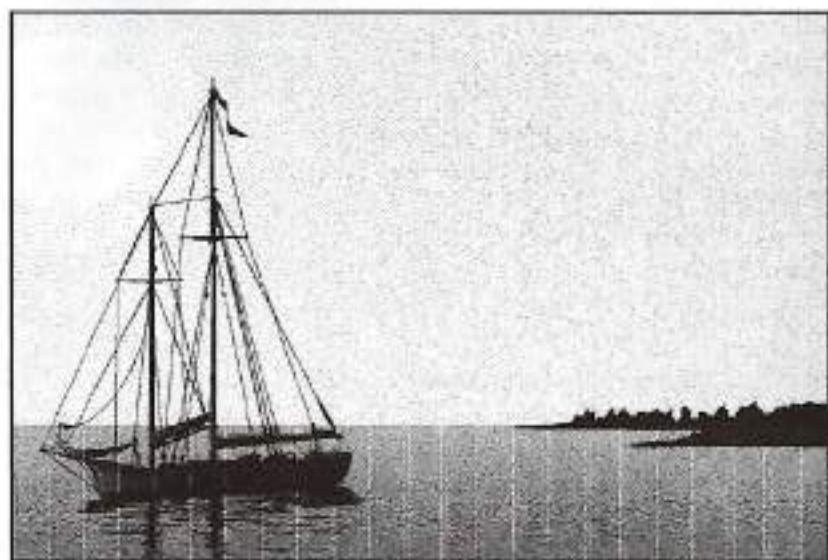
17 OCTOBER

24 OCTOBER

Those wishing to do the level 3 course in October, please let **Barbara Sims (01689 854627)** know by **Saturday 25 July**.

I look forward to hearing from you all. Happy Sailing in 1998!

Barbara Sims Training Secretary



TRAINING 1998

We have decided to arrange this years training in a different way to make better use of the availability of our instructors:

SATURDAY SAILING

(Contact Paul Heather
01322 228251)

23 MAY
27 JUNE (evening race)
25 JULY
12 SEPTEMBER
26 SEPTEMBER

This sailing will include:

- Young Sailors Scheme Stages 1&2 for those starting to sail
- Race Training for Juniors
- A facility for the not so confident to sail under supervision.

Anyone sailing on these days must report to the Senior Instructor in charge. It's essential we know the number of Juniors that are going to sail during the season so it would be helpful if you could turn up on Saturday 23 May 1998 to get to know the ropes. If you can't make this date, please let Paul Heather know beforehand. Sailing on these Saturdays will start at 13.00 hrs prompt and everyone should be ready to go on the water by this time.

RYA LEVEL 2 SATURDAYS

A formal level 2 course will be run on the same dates as the Saturday sailing above. Anyone wishing to do a Level 2 on these days, please let Barbara Sims (01689 854627) know by Saturday 2 May 1998.

RYA LEVEL 2 WEDNESDAYS

This course is primarily for our members from Greenwich University, but is open to any member of the Club. Dates to be arranged. Anyone wishing to do a level 2 on Wednesdays,

Our fleet cruise this year will not be to the mudflats! We intend to travel upstream and beneath Rochester bridge (should be interesting!) with ample time for lunch. Further details will be advised in the next edition of 31.

We aim to select and target certain Open Meeting venues for attendance in numbers by our fleet as we did last year very successfully. We were very well represented at a number of clubs. Courses for Sunday racing will continue to be varied this year, ranging from short "lapping" Olympic-style courses to lengthy courses down-river and a whole variety in between.

Off the water

We aim to hold a social event shortly before the start of the coming season and a number of others thereafter. Details of these are still being thrashed out so, unfortunately, I am unable to provide any details at this point in time. We will obviously keep you informed as details are finalised.

If anyone has any ideas as to what we can do on the social side please do let me know. Ideas currently being investigated include ice-skating, a meal at a restaurant or pub, greyhound racing, a quiz night, tenpin bowling and a BBQ. Further suggestions would be very much welcomed.

Training

We are planning to have an on-shore training presentation and discussion half day event early on in the season, followed by an on-the-water training session provisionally arranged for Saturday 25 April. Further details will be advised shortly. Please try to come along to these sessions, particularly since we have volunteers prepared to facilitate in their own time.

To finish, I look forward to seeing you all on the water and at our social functions and hope you have a very enjoyable season. Over and out.

Colin Treadwell

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If anyone has any ideas as to what we can do on the social side please do let me know. Ideas currently being investigated include ice-skating, a meal at a restaurant or pub, greyhound racing, a quiz night, tenpin bowling and a BBQ. Further suggestions would be very much welcomed.

Training

We are planning to have an on-shore training presentation and discussion half day event early on in the season, followed by an on-the-water training session provisionally arranged for Saturday 25 April. Further details will be advised shortly. Please try to come along to these sessions, particularly since we have volunteers prepared to facilitate in their own time.

To finish, I look forward to seeing you all on the water and at our social functions and hope you have a very enjoyable season. Over and out.

Colin Treadwell

MIRACLE FLEET WINNERS 1997

SPRING POINT SERIES

Gold	3794	Ian Kelly and Gela Marshall
Silver	3795	David and Jackie Hudson
Bronze	1958	Peter Horner and David Brooker

SUMMER AM POINTS

Gold	36	Paul and Mark Heather
Silver	3795	David and Jackie Hudson
Bronze	408	Mark and Tom Steadman

SUMMER PM POINTS

Gold	36	Paul and Mark Heather
Silver	3795	David and Jackie Hudson
Bronze	408	Mark and Tom Steadman

AUTUMN POINTS

Gold	3722	Colin and Adam/Lauren Treadwell
Silver	3795	David and Jackie Hudson
Bronze	3723	Sam and Tom Pygall

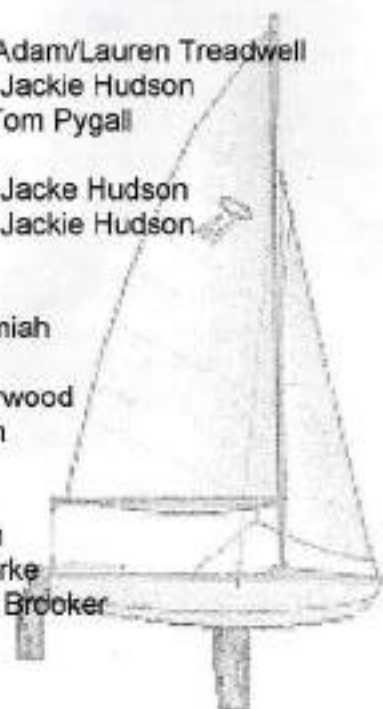
Steadfast trophy	David and Jacke Hudson
Best Improver	David and Jackie Hudson

Promoted to Gold Fleet:

3738	Keith and Christina Jeremiah
3723	Sam and Tom Pygall
1113	Ian Wilson and Rosa Garwood
3795	David and Jackie Hudson

Promoted to Silver fleet:

408	Mark and Tom Steadman
2420	Leslie and Natalie O'Rourke
1958	Peter Horner and David Brooker



RESULTS 1997

JUNIORS' CUP

1	MARK HEATHER	PAUL HEATHER	MIRACLE
2	ANDREW SMITH	N/A	LASER
3	PATRICK MIALI	TOM PYGALL	MIRACLE
4	CLAIRE PARRIS	BOB JONES	MIRACLE
5	SARA LINDER	N/A	TOPPER

COMMODORE'S

1	IAN PARRIS	STEVE BRISTOW	FIREBALL
2	CHRIS ASHBY	MICK SMITH	RS400
3	BRAIN LAMB	BOBBIE BURNELL	WAYFARER
4	KEITH LENNOX	MICK DOHERTY	GP 14
5	TIM KIFT	STEVE OFFAH	OSPREY

BOSUN'S

1	L. TURNBALL	L. TURNBALL	MIRACLE
2	P. HEATHER	MARK HEATHER	MIRACLE
3	R. JONES	NATALIE JONES	MIRACLE
4	P. ABSOLON	PATRICK MIALI	MIRACLE
5	CHRIS CHERRIMAN	ALISON CHERRIMAN	MIRACLE

LAYING UP CUP

1	DAVID FRY	DEREK CUMMINGS	GP 14
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LLOYDS OF LONDON TROPHY

DAVID & FIONA TOZER

CRUNDWELL PLATE

BRIAN LAMB

GUN WHARF

DAVID MASON

Ian Povey Trophy Secretary

CLUB HANDICAP

ICE BREAKER

1	CHRIS MASON	SAM PYGALL	RS400
2	TIM HICKNELL	PHIL YATES	ISO
3	IAN PARRIS	STEVE BRISTOW	FIREBALL

EVENING RACE LONG COURSE

1	IAN PARRIS	STEVE BRISTOW	FIREBALL
2	MALCOLM LEVEY	N/A	PHANTOM
3	DAVID TOZER	FIONA TOZER	FIREBALL

EVENING RACE SHORT COURSE

1	IAN KELLY	GELA MARSHALL	MIRACLE
2	KEITH JEREMIAH	TOM PYGALL	MIRACLE
3	PAUL ABSOLON	PATRICK MIALI	MIRACLE

LEIGH TROPHY

1	IAN PARRIS	STEVE BRISTOW	FIREBALL
2	NEIL ASHBY	N/A	RS600
3	TIM HICKNELL	PHIL YATES	ISO

SOUTH KENT

1	DAVID MASON	STUART MASON	TASAR
2	BRIAN LAMB	BOBBIE BURNELL	WAYFARER
3	BRIAN WARWICK	RAY BLYTH	GP 14

LADIES' CUP

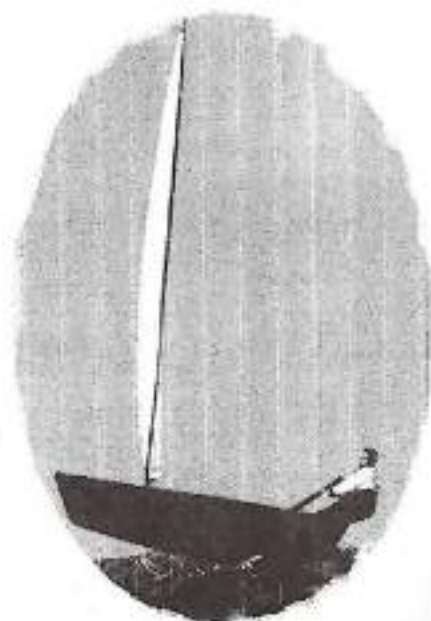
1	GELA MARSHALL	IAN KELLY	MIRACLE
2	JACKIE HUDSON	DAVID HUDSON	MIRACLE
3	TANYA O'ROURKE	N/A	TOPPER

HANDICAP B ROUND-UP

The end of season report - and perhaps the last Handicap B report ever? The composition of the Fleets is changing to reflect the more diverse boats now competing in Handicap Fleet racing. Many of those who competed in Handicap B in 1997 will probably find themselves in the "medium" fleet in 1998, leaving reduced numbers in the "slow" fleet.

The challenge for those who remain in the slower fleet will be to attend Sunday racing regularly - interesting and varied courses can be set to cater for all-comers! But reading back through the signing-on sheets for 1997 shows that the majority of regular racers will be in the "medium" fleet. So come on down, those with the slower handicap ratings, persistence alone will probably bag you a few good finishes and a Glass Trophy to boot! What better place to tune your sailing (and racing) skills than in the relaxed, but still competitive spirit that has characterised Handicap B!

Although I will be standing down as a Fleet Captain (away working in Holland all week does not make me a good representative!) I look forward to seeing as many of you as possible (in both the 'new' fleets) down at the Club and out racing in 1998 - your active support makes this a great Club on what is already a really challenging piece of water. Please don't forget your Winter Work Party - the Club benefits every year from the steady improvements to which you all contribute!



Season's Results:

Series	Position	Helm/Crew	Class
Spring Points	1	Tom Sims/ Barbara Sims	Graduate
	2	Peter Moncreiffe	Streaker
	3	Sarah Groom	Topper
Summer Morning Points	1	Peter Moncreiffe	Streaker
	2	Tanya O'Rourke	Topper
	3	Ken Crundwell/Lucy Heather	Tasar
Summer Afternoon Points	1	Peter Moncreiffe	Streaker
	2	Tanya O'Rourke	Topper
	3	Graham McLaren/Alison McLaren	420
Autumn Points	1	Ian Wyatt/Sarah Wyatt	Tasar
	2	Dave Vettergreen/Penny Turner	Enterprise
	3	Ken Crundwell/Lucy Heather	Tasar
Whitsun Cup	1	Dave Vettergreen/Penny Turner	Enterprise
	2	Graham McLaren/Alison McLaren	420
Easter Cup	1	Tanya O'Rourke	Topper
	2	Natalie O'Rourke	Topper

Well done to the Topper fleet on winning so much! So there's a real opportunity for those Toppers that aren't getting out to race on Sundays. Also nice to see the younger helms and crews (Lucy Heather gets a special mention) winning races. And its great to see Sarah Wyatt back on the water and in the winning lane! The Tasar fleet has not only shown continued commitment to racing, but also that they can win on Handicap!

Happy New Year!

Moncreiffe

After lunch I returned to the problem of the large hole in the bottom of my boat. I could leave it on the shore until the end of the week but it would be liable to vandalism. I could take up the offer of a passer by who was a boat builder in Balloch but I could not afford the time with five charges to look after. Colin and I sailed back to Cashell to collect the car and trailer, drove the eighteen miles round and we then faced the problem of getting the boat to the trailer. The gate was locked! We tried the locals. We tried the police. We tried the loch patrol. None could produce a key. Suddenly someone shook a post beside the gate, it came out of the ground half rotted away! We rushed the boat through the gap and drove it back to Cashell.

On Sunday Colin's parents brought Isla and swapped her for Colin. On the way back we met the sailing canoes racing. All the canoes were different. Some had a simple sail round the mast like a Topper, some had junk rigs, one had a mast that had a cord to rotate it like a reefing jib spar. One was steering holding a paddle on the lee side. His tacking technique was very intriguing as he had to transfer his leeboard and paddle from one to gunwale to the other while the boat turned, which it did surprisingly quickly

The next day the plague hit Tim and Paddy. Ollie and Ewan also felt weakened and we decided to end the holiday a day early. Later it turned out that the bug had cost the boys between half and one and a half stone! We thought that it was most likely caught from drinking from a burn while on the walk as only I and Colin were spared and we had refrained.

Despite this it was voted a successful trip. We had explored the loch. We had enjoyed the camping. We had had mostly excellent weather considering the annual rainfall of the area. There had been few midges. The Sixteen still has the hole! Next time I hope it will be with more adults, more children and more canoes - but most important, less gear.

Archie Campbell (Miracle 376)

shops, which all stock the same things at the same prices, an information centre, a campsite, two hotels and a general store. The best place was the Colquhoun Arms which provides an excellent bar menu.

On Wednesday the winds started better and we sailed to Luss the long way round via the castle south of Inchtavannach. The wind had dropped by the time we were half way and we were down to oars again. We had a fantastic lunch at the pub and the wind had, well freshened isn't the right word but at least there was some to come back with. Later clouds were gathering and soon the rain was falling as thunder crashed, but by then we were snug in our tents.

Thursday brought better winds so we took a longer route round Inchmoan. There was only about a foot depth on the inside of Inchcruin and we waded the dinghies through the shallows. We should have gone the other way about so as to negotiate the shallows down wind. Friday we decided to climb the hills. The route was a horseshoe taking in half a dozen low peaks of 1150-2150ft. We reached the first top of 1400ft and realised that we could go no further because the cloud was only about 100ft above us. We had to turn back.

On Saturday disaster struck. The Sixteen had developed a leak. She felt very sluggish as we sailed to Luss and it was obvious that she would need to be drawn up. We inserted the fender that we use for a roller and started to heave her up when there was a loud crack. The roller had gone through the bottom. We gathered at the Pub to lick our wounds.

On our way over I had noticed a large number of small sails drawn up on the shore to the north of the pier. As we got closer I realised that they were on canoes! I had built a canoe when I was fourteen and in the succeeding, ouch, forty years had seen only one other sailable canoe (as opposed to the International Canoe). The Open Canoe Sailing Association had twenty eight on the loch that week!

WAYFARER REPORT

This will be the last report I shall be writing as the Wayfarer Fleet captain - it looks like I'll be kept busy with other responsibilities within the club over 1998. Don't worry, you'll still see me at most of the starts this season! Congratulations to Paul and Jim Tyler who narrowly pipped Nick Fenton-Smith to win the Autumn series - the competition was close right up to the last race of the series.

Those attending the Dinner and Dance will have seen the magnificent trophies awarded to the series winners - well worth racing for! I must thank all of those who not only donated them, but also took a great deal of time and effort to make them - Bob and Christine, Len and Trish, and the GP fleet for their 'Three Minute Cup'.

The changes to the fleet racing for the new season will not affect the Wayfarer starts - we shall continue to be the third fleet to start and the GP fleet start will follow ours, allowing the two fleets to race together if desired. The MYC Wayfarers appear to be keen to race with us, as they did last year, and we shall be discussing this with their new Fleet captain, Richard Stone. It has been suggested that we have an inter-club racing event during the summer - please let me know your views.

Bob Dutton and I have been looking at ways of improving access to the boats in the dinghy park. In the long term, we would like to reduce the slope by raising the sea wall and filling in, but that cannot be done before the 1999 season. In the mean time I do feel that the new proposed layout should benefit everybody. I have heard whispers that there may be a couple of new Wayfarers this season and talk of new sails on others, so it looks like the competition is set to become even more exciting.

The Wayfarer Fleet evening is scheduled to take place on Saturday 21 February, the day after the AGM and the day before the first work party of the year. It will be held at Paul Tyler's house who, rumour has it, might be our next Fleet captain. Looking forward to seeing you on the water in the near future!

Brian Lamb

MACSWALLOWS AND AMAZONS

This is the story of my holiday with five children camping on Loch Lomond this summer. It involves a cowboy, wild winds, calms, canoes, shipwreck and plague.

Loch Lomond is 20 miles long but most of the islands are concentrated at the south end. There are eight islands which are about a mile or more long and eight smaller islands, the smallest of which has the ruins of a castle. Four of the islands are inhabited and **Inchmurrin**, the largest and most southerly, has a hotel and a number of other houses. The main group consists of **Inchtavannach**, **Inchconnachan** and **Inchmoan**. The first two are separated by "the narrows" which is about forty yards wide and with reefs in the narrowest part. The fourth island in the group, **Inchcruin**, is separated from Inchmoan by a narrow and very shallow channel. Finally there's **Inchlonnaig** which dominated our route from the campsite at Cashell.

The party consisted of myself, Ewan, three of his school friends Tim, Paddy and Olly, Colin, the son of an old family friend and later Isla. I have three sailing dinghies, a **Mirror Sixteen**, a **Miracle** and a **Mirror**. I also have three canoes, two are eleven foot ply kayaks and the newest is an eighteen foot ply rob roy.

With my car loaded up with the three dinghies and three canoes we arrived at Cashell campsite on the 9th August. We sailed 3 miles across the loch to Inchtavannach where I had arranged to camp and landed at the south end near the house so as to call on the tenant Roy Rogers. Roy is not American, nor is his horse called

Trigger, but he trades on his name to the extent that he rides at shows on ponies with Indian names using a western saddle.



On Sunday I collected Ewan and his school friends from Glasgow Central. The wind was wild - the boys took out the three canoes and I hurtled around in the Sixteen trying to shepherd them and getting very wet. It was still as windy on Monday morning and both kayaks capsized. Later the wind lightened and we sailed across to Inchtavannach in the dinghies only for the wind to go altogether leaving us to paddle home.

The wind was light on Tuesday morning and we set off to the island. The boys had brought far too much kit: the 18' canoe was stuffed and was towed. The Sixteen was also stuffed but there is plenty of space and it was less obvious. The **Miracle** carried a couple of bags and the **Mirror** was rowed with more. We ended up rowing, towing and paddling. The **Mirror** was the tug towing the **Miracle** and the canoes, while I paddled the Sixteen.

We pitched camp, made ourselves at home, and then explored the island. The North end rises to a peak with a steep fall. The hinterland is mostly covered with primeval open deciduous forest and there is no lack of dead wood for camp fires. To the south a path led to Roy's farm at the south of the island. To the north another path led along the shore to the narrows.

We were dependent on shopping in Luss each day and without wind this meant rowing and paddling. Luss is dominated by the tourist industry. There are three tourist

