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SUMMER
1998 Issue 62

31½

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JUNIORS - YOUR
OWN SAILING
WEEK



FROM THE COMMODORE

As you will see from the minutes of the AGM held in February following the feedback from the Questionnaire that I gave it was agreed that we should proceed with an extension to the Club House to increase the size of the changing rooms. Plans are now well in hand. Ian Wyatt is leading the Building Committee and after a fairly long meeting the format of the extension has been defined. Ian will now progress planning permission after we have talked to the landlord. The aim is to carryout the building in the summer of 1999.

In order to fund the development a Fund Raising Committee has been formed led by Jean Whittaker. There are lots of events planned for the summer and autumn so please support these. One of the key fund raising events is that after many years the club is to enter the Southport 24 hour race again to raise money for the extension. This is being organised by Colin Treadwell.

There is to be a Club Open Day on July 4th. The incorrect date is given in the Sailing Programme. It will be at the Club and will be advertised a part of The Medway Sports week. David Tozer will be again organising this. The aim is also to make this a have a go in a different boat day so that it will be of interest to all members of the club.

My thanks again go to all those who are co-ordinating and helping with these activities as well as the general running of the club. Lets hope the weather continues as it has this and last weekend.

Ann Heather



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SAILING SECRETARY Brian Lamb

EDITORIAL

How do you like the new look for 31½? As you can see, I have been experimenting with photographs for this edition. I have my fingers crossed that they will copy OK.

So, if they have, and you want to see your boat in the club magazine, please send me photographs! I have plenty of ones of Miracles (funny that) but no good ones of new boats like RS400s, ISOs or that BOSS. Colour ones are fine (they will be reproduced in B&W) but they do need to be reasonably clear. Fear not, your photograph will be returned unharmed.

Your AGM minutes are contained in the middle of the magazine, together with the details of the club trip to Bruges. Thank you to all contributors to this issue - there were so many that some articles have been held over for the next issue - the deadline is **6 September**.

Paul Absolon

199 Church Street Cliffe Rochester Kent ME3 7QE

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STOP PRESS!

The club has been consulting with our landlord about the proposals to extend the clubhouse. He has generously offered to extend our lease for another 28 years, thus ensuring the future of our club and our sailing activities in one of the most picturesque locations on the Medway.



We took sleeping bags, carried in the cruisers for us. Our one enormous unisex bedroom was the floor of the bar at Leigh Sailing Club. This was located in the waiting room of the old disused Leigh Railway Station. Trains still rattled past late into the night. But we were tired and slept well.

As we prepared to launch at Leigh on the Sunday morning there was a nervous discussion as to whether or not we should go afloat. The wind, already a good 3 to 4, appeared to be rising, and it was a long way across the shipping lanes to Garrison Point. The problem was that the tide was ebbing and if we didn't go soon it would be too late to get the boats to the water. In the end we crossed our fingers and the dinghies were launched as the mud began to extend.

There was a further problem immediately as one of the guard boat cruisers was already aground on the falling tide. The dinghies had to scoot round in the rising wind off Southend pier while efforts were made to tow the cruiser off. Ada and I were not experienced sailors in those days and we were finding the conditions quite difficult. In fact we struck the mainsail to permit an easier ride with just the genoa. The stranded cruiser would not budge but by now we were committed, and after half an hour afloat we had to prepare to set off with just the other two Cruisers to guard us.

Next problem, just for us. How do you raise the mainsail in a good force four when you are proceeding back and forth at a fair old rate in choppy shallow water? We shouted to Bill Branch for advice and he came back loud and clear - "Go inshore, drop anchor, lie to the wind, and raise the main". This we did and it worked well. It was only afterwards that Bill admitted to us that he had invented the procedure on the spur of the moment. Thanks Bill!

The trip across the Thames went quickly in conditions which some of us felt to be marginal, but we all made it without capsize. The article mentions lunch on Burntwick Island on the way back. Very true, what it doesn't say is the fact that it was a 40 yard plodge through mud over the ankles to get up to the grassy bit for a place to sit!

Looking back, it was an exciting and adventurous two days. With hindsight I have to admit that we were lucky to complete the safari without anything really untoward happening. I think that similar trips were researched on one or two later occasions; I don't think that any more were undertaken.

Sam Brookes

ON THE HOUSE

The House Committee together with the fund raising sub-committee have organised the following events:

FILM SHOW (at club) Saturday 3rd October

BRUGES (day trip) Saturday 31st October

SPONSORED SWIM Saturday 15th August for children, starts 3pm at Hoo Swimming Pool followed by a barbecue at the clubhouse

A sponsored Bungy Jump is also being organised and Collin Treadwell has already volunteered to participate (oh yes he did!). Should any other idiots wish to participate please let Pam Smith or any committee member know. Further information will be advertised at the club.

Please support as many functions as you can and try to be as generous as possible regarding the sponsored events.

Pam Smith

DEVELOPMENT FUND

The Development Fund Committee has met twice to discuss what we can do this year to raise revenue for the Club's extension. We have made a start with funds already in the account from the Easter raffle organised by the House Committee.

As a step towards achieving the estimated £30,000 we are organising a number of events for this year. We are also exploring the possibility of a grant from the Arts and Sports Council as well as sponsorship from local companies. The programme we have so far put together for this year is listed above. Please put these in your diary. We will keep you informed of what is happening through notices at the club.

These events are going to take time and effort to arrange, beyond the normal call of duty and will only be successful if supported by YOU the members, so please help wherever possible by attending the functions or contributing in some other way. The proposed improvements will be for the benefit of all members.

If you have any suggestions on future events that you would like to see take place, I would be pleased to hear from you.

Jean Whittaker (Development Committee)

WHAT'S GOING ON ?

Since the Annual General Meeting, the minutes of which are enclosed in this 31½, there has been a burst of activity by both the clubhouse improvement building committee and the fund raising committee. The advantages of Option A, which is the extension at front of clubhouse, the securely fenced roof of which will form a balcony, has emerged as the clear favourite. The proposals have been discussed with the trustees and a meeting is being arranged with our Landlord. This meeting is not only to keep him informed of our intentions, but also to obtain an extension to our lease which will be necessary to obtain outside funding.

The winter work parties were well attended and a lot of jobs completed. There will be one summer work party for grass cutting and general tidy up on 1 July starting at 5 pm, you would be welcomed if you attended.

When setting up this year's duty list we tried to get four regular Safety Coxen. We had three offers, but felt this was not enough so we will try again earlier next year.

The month of July will be a busy one. On Saturday 4th July the club will be open to the public from 1pm to 5pm as the main item in this year's recruitment campaign. This is not intended to be boring for our members as David Tozer and the sailing committee are trying to arrange for some manufacturers demonstration boats plus some fun events for the afternoon. We hope in this way to have as large a number as possible sailing near the club to show how active we are. This event is timed to coincide with the new Medway Unitary Authorities Sports Promotion week. The council will advertise the event and have also given us permission to use one of the shop size windows in their Military Road Centre free for the preceding two weeks. John Talbot is arranging this display.

On 11th & 12th July we are again hosting all the dinghies for the Medway Regatta. As the Cruisers / Keelboats will race the following weekend we anticipate many of MYC's dinghies will participate this year. The MYC dinghies will all be racing with us on 19th July so their club can concentrate on the cruiser racing.

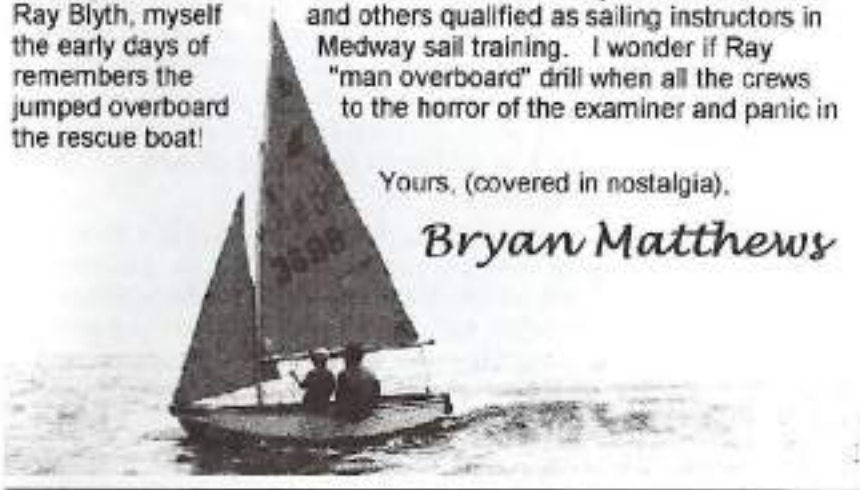
On Saturday 18th July is the Winged Fellowship visit, where severely disabled persons are given a taste of adventure with a

So there it is, you asked for it and I hope it will inspire another similar adventure. By the way, I think the Leigh Trophy was originally donated for "a long distance race" and not particularly for a race to Leigh. As far as I can recall, there was never a race across the estuary to that club - in my opinion far too hazardous in that open water and the logistics and tidal requirements are quite complicated. I know that when I won the event in June '69 it was certainly within the Medway, to the South Kent and back. My diary notes that Alan Banks crewed for me and that it was a fine squally day with big wind shifts. I made a bad start but caught Mike Pickett at 26. I wonder if he remembers?

Perhaps a race to Sheppey YC would be more practical. We used to have an excellent relationship with that club and for several years some of their members would race up to the Willies on Saturday, stop overnight and race back home on the Sunday. It was there that Ray Blyth, myself and others qualified as sailing instructors in the early days of Medway sail training. I wonder if Ray remembers the "man overboard" drill when all the crews jumped overboard to the horror of the examiner and panic in the rescue boat!

Yours, (covered in nostalgia),

Bryan Matthews



Having taken part with our GP in the fateful journey across the Thames to Leigh, Ada and I were intrigued to read your re-publication of the article in Issue 61.

Ray Blyth's GP was damaged as we were preparing to go afloat at the start. One of the bilge supports on his trolley went berserk and poked through the hull making quite a substantial hole. Substantial enough, that is, to permit it being repaired by the insertion of a half brick which was quickly glassed into place. Not pretty, but quite waterproof.

It was of course a two day trip which meant sleeping the night at Leigh.



pushed well across and you lay back on the stern deck while the boom whips across inches from your nose! Incidentally, the pretty girl was Wendy Fitzpatrick who wrote for *Yachts and Yachting* - hence the secrecy. The last time that I heard of her was a review she did of the Dart catamaran (a sample of which I still own and sail occasionally).

One of the cruisers belonged, I think, to David Longstaff of HNYC, who was not so experienced in those days and went aground on Leigh sands. He was "baggage boat" (apologies to the ladies on board) and a useful haven for Mike Powling (Ray Blyth's crew) as he had recently recovered from a heart attack while sailing his *Mirror* in Gillingham Reach. Mike was reported to have caused some concern at the local hospital when they removed his wet-suit as they couldn't understand the strange blue marks all over his skin - neither would modern sailors appreciate the biro marks from the various pieces of a tape-and-glue DIY wet suit!

Finally, acknowledgement and thanks ought to go to Bill Branch (GP14) who organised the trip and acted as fleet leader on the day.

ride in a boat. For some this will be the highlight of their year. Even if you do not have a large, stable, dinghy such as a *Wayfarer*, your help would be appreciated that afternoon.

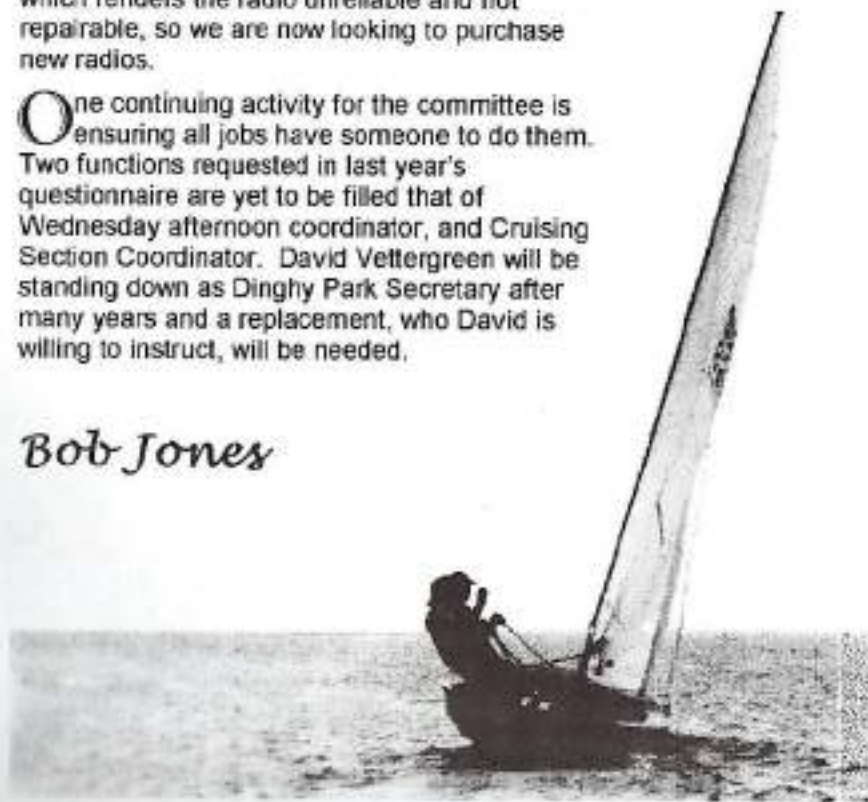
Training - Many people ask for training but Tom & Barbara Sims are very short of names, except for the children's sailing week which I believe is full. If you desire training please write to Tom or Barbara as all the committee feel the real demand is much more than we are seeing. We can only offer training to young persons who are already members under restriction of the Adventure Activities Act.

The Spring series has just finished. The committee is very keen to increase the numbers of members sailing in club races, especially young and family members. If you have any suggestions please give them to myself or Brian Lamb.

Investigation of problems with the mobile radios showed corrosion on the printed circuit board, which renders the radio unreliable and not repairable, so we are now looking to purchase new radios.

One continuing activity for the committee is ensuring all jobs have someone to do them. Two functions requested in last year's questionnaire are yet to be filled that of Wednesday afternoon coordinator, and Cruising Section Coordinator. David Vettergreen will be standing down as Dinghy Park Secretary after many years and a replacement, who David is willing to instruct, will be needed.

Bob Jones



SAILING SECRETARY'S REPORT

It's been quite an eye-opener to take over this role from Doreen – there seems to be so much involved! I know I advertised for a job in the last 31.5, but this was not quite what I was expecting. Thankfully I have not been left to do it alone and I am extremely grateful for all the help I have been getting, particularly from Doreen herself who is still busy on some of the paperwork. Anyway, here goes – my first report.

The weather in the early part of this season has been challenging to say the least, with mainly cold, blustery winds to test the racers emerging from hibernation and occasionally windless days to try their patience (remember the South Kent Crawl?!). The turnouts have understandably been slightly down on last year, given the weather, but are gradually improving.

The numbers racing do not reflect the number of members actually using the Club – I have the distinct impression that the dinghy park is busier than last year and the changing rooms seem very

1997 Spring points turnouts

	HAN A	LASER	WAYF	GP14	MIRACLE	HAN B	TOTAL
SP1	13	1	2	3	5	6	30
SP2	16	2	3	1	5	3	30
SP3	18	4	6	2	10	3	43
SP4	19	3	6	2	10	5	45
SP5	13	4	3	4	12	0	36
SP6	12	4	3	3	13	0	35
SP7	16	6	4	2	7	1	38
SP8	11	6	4	2	7	2	32
SP9	13	2	4	3	3	2	27
SP10	7	0	4	4	0	4	19
TOT	136	32	36	26	72	26	333

1998 Spring points turnouts

	HAN F	LASER	HAN M/WAYF	GP14	MIRACLE	HAN S	TOTAL
SP1	12	1	0	3	1	6	23
SP2	10	1	1	3	0	3	18
SP3	12	1	2	3	1	6	25
SP4	13	1	2	3	1	4	27
SP5	13	3	2	4	3	7	32
SP6	9	1	0	3	1	5	19
SP7	8	3	5	5	2	8	31
SP8	8	4	4	5	3	9	33
SP9	10	1	4	5	2	11	35
SP10	8	1	3	4	2	7	28
TOT	103	17	23	36	16	66	275

FROM THE ARCHIVES

(Last issue's article about the trip to Leigh stirred a few memories. Here's a letter from Bryan Matthews, followed by some reminiscences from Sam Brookes - Ed.)

Your dredgings from the archives sprang from the pages of 31^{1/2} and brought back some very happy memories. In answer to your query, I wrote the piece for a short lived tabloid paper called Yachting & Boating Weekly. Many of your readers will be familiar with Mike Peyton's wonderful cartoons but may not know that he wrote a weekly piece for that paper. That was my cue to get the club some publicity (at that time I was Sailing Secretary).

The article appeared in the 31 March 1971 issue, so the cruise probably took place the previous year (obviously 31 March was what they call a "slow news day" in the trade!) and the date would be 11 July 1970. I only told the "official" story - the full story was much more fun, in fact quite hilarious, but would not have gone down well with a responsible yachting paper, so read on

It was an early start, and in those days we had to park in the old Willies car-park at the Hoo end of the beach, beyond the red brick fort. The trudge along the beach was always a chore and the wife of one member complained that the sail bag was unusually heavy. It turned out to be half full of "linnies" for the trip. Next, Ray Blyth's GP14 slipped off the launching trolley, punching a hole in the bottom of the boat. Never mind! GPs are well built and a brick wedged between the hull and the floorboards held the ply in place quite well, thank you.

I can't remember all of the motley crew who sallied forth, perhaps Ray can help. My nippers were too young and inexperienced to crew my Mirror dinghy (3688 "Easter Egg") so Richard Pickett came along for the ride (to think that I taught him to heave-to that weekend - what he could teach me now doesn't bear thinking about, with all his ocean going and cruiser-racing experience).

The Leigh club certainly made us welcome, but they had no formal sleeping accommodation, so we slept where we fell - in the bar! The OK sailing was an experience for all of our members and I was quite proud of actually surviving without capsizing. Not so Phil Holmes, who managed to lose the mast as well (go on Phil, you know it's true!). None of us dared the dreaded "Swedish Gybe" when the tiller is

SOUTHPORT 24 HOUR RACE 1998

We are entering a team this year in the famous Southport 24 hour endurance race. It was 1989 when the club last entered. The event is held annually at Southport Marine lake, near Blackpool. This year's race is over the weekend of 12th and 13th September, starting at 12.00 noon on Saturday and finishing at 12.00 noon on the Sunday.

We will be racing a GP14, kindly lent to us by Luke Turnbull.

The aim in re-generating our commitment to this event is principally three-fold:

- to ensure that the club is put firmly back on the map and getting ourselves known amongst other clubs throughout the country, particularly as we no longer promote ourselves at the Dinghy Exhibition.
- to raise funding towards the very necessary development and building of our clubhouse extension
- to do well and to enjoy ourselves in the process

The team has now been formed and comprises 24 people, 16 being the race team and 8 being non-sailing support crew. I would like to thank everyone who has volunteered to come along and take part, particularly our "shore-support" crew who won't even be sailing.

We will be distributing sponsorship forms to every club member prior to the event and would ask if you kindly would take the trouble to obtain sponsorship from family, friends and/or neighbours in order to raise the very necessary funds for our building work. This project is now so urgent, particularly as we now regularly see many people having to change in the showers and even outside. Please sponsor us generously.

Colin Treadwell



crowded.

I feel very strongly that we need to do more to encourage our younger members to race in the Slow Handicap fleet, where we can more easily ensure suitable courses for them. It might help if we had a Fleet captain for this fleet – any volunteers to fill the vacancy?

In order to provide good competitive racing we must first have reasonable numbers on the start line, and the fleet arrangements for this year reflect this desire. The Lasers, for example, have the option to race with the Medium fleet, and the GP14 and Wayfarer fleets continue to race together when numbers are low. We are also making arrangements with the Wayfarer fleet at MYC so that we can race together occasionally.

The Race Box has been reorganised so that Race Officers should have an easier job – I must thank Doreen for putting a great deal of effort in sorting it all out. I would ask, even beg, Race officers to fill in the new Race Book correctly and fully – each entry should include finishing times, names of crews if appropriate and details of any problems, etc.. Without these details it is impossible to check results or to work out prizewinners at the end of the season. Race Officers please note.

Safety cover during races is a vital element and members should always be aware of their responsibilities when doing safety duties. Please ensure that you follow the operating instructions carefully to avoid damage and, when on the water, make sure you watch everyone who is racing – I have in the past had to chase a safety boat while racing because the crew has refused to look behind them! Finally, the Race Officer needs to know what is going on during races, so safety crews need to keep in regular contact via radio – new ones are on their way!

Finally, a few requests: If you are not on your 3-minute count-down, you should ensure that you are not interfering with another fleet's start. If you are close to the start line you should make it obvious to those starting that you are going to keep clear, even if you would normally have right-of-way. Remember that you can be disqualified from your own race for interfering with another start.

Once launched, the correct place for your trolley is your own boat space, not on the foreshore or on the pathways, and certainly not in some one else's space. So please be reasonable and have consideration for your fellow-racers.

(continued on page 9)

FREE

QUOTATIONS

1998 examples

	TOPPER	MIRROR	LASER
£200	£13.00	£14.00	£17.75
£500	£14.50	£17.00	£22.25
£800	£16.00	£21.00	£25.25
£1,000	£17.00	£23.00	£27.25
£1,500	£21.00	£28.00	£29.75
£2,000	£26.00	£33.00	£34.00

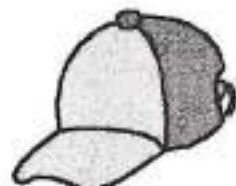
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"THINK ABOUT IT"

Items of clothing left in Changing Rooms will be disposed of on a regular basis! Items left over from last season have been on display. Now,

"IT'S UP TO YOU"

*If you still have missing clothing -
get it back by paying a donation to
Club Development Funds.*



DINGHY PARK

As a lot of you already know I will be resigning as dinghy park secretary at the end of the year. The plan at present is computer generated using the system at my place of work. I have done this because it is easy for me to do, but it is not necessary and can be done by hand. We now have a survey of the area which can be reproduced at any scale.

Of the 163 dinghy park spaces only 25 are vacant which for this time of year is very good. Because of this it may not be possible to keep new members boats with their class. There are still several boats which over wintered in the dinghy park that are not in their correct places. Will the owners please check the plan and move them.

David Vettergreen

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Sun 9.30am - 4.30pm

Winter Mon - Sat 9am - 5pm
Sun 9.30am - 1.30pm

Discounts for Wilsonian Members!

When signing-on, please ensure that you write your name clearly and that you include your crew's name, so that the Race Officer can fill in the Race Book correctly.

Finally, I am always keen to hear your views on anything concerning racing at the club, particularly positive suggestions for improving on what we are already doing. Without such feedback from you, either directly or via your Fleet Captain, there is the risk that you will all be forced to buy Wayfarers when I ban all other classes! Now that's a cunning plan!

Brian Lamb

Where's my crew?



Due to the size and success of our fleet we have formed our own committee, consisting of the following: Chris Pygall (Class captain + asymmetric rigs & single handers), Ian Parris (Vice captain + symmetric rigs & single handers) Neil Ashby (Single hander rep), Andy Gibbs (ISO rep), John Parsons (RS400 rep) & David Tozer (Fireball rep). This is a fluid committee (no that is not what they drink) to go quickly with changing fleet needs and requirements, if you have a suggestion or a problem, try to talk with your rep, Chris or myself (Ian).

Although recovering well after a bone marrow transplant and hoping to have been sailing with us this season, Bill Foreman (Osprey 919 Pink Panther) suffered a relapse and lost his battle with Leukaemia, he died just before the season started. On a happier note congratulations to Tim & Jenny Huckell on the birth of their first child, a girl called Lucy and Mark & Mandy Harris on the birth of their second child a boy as yet to be named (don't call him Max).

If you have not started sailing yet, where are you? We have had some of the best sailing for seasons, lots of wind and the water is warm. I should know I have spent enough time in it.

New Members

We welcome the following new members:

Ross Alexander & Simon Hadley both junior members with an International 14 1297. It is rumoured that these two are writing the boat number on the centre board and "please invert" on the bottom of their trapeze harness's so we can recognise them in there usual situation. It's good to have some new young blood in the fleet now Neil Ashby is over twenty one.

David Bourne my helm in Fireball 14042 "Freddie". Having worn out so many crews over the years, I am having a go a the front end. My initial impression is that it should be compulsory for all helms to crew once in a while and struggle with the spinnaker pole in force six, while the crew sits comfortably at the back making comments like "in your own time, but before we reach the mark would be nice" or "didn't I tell you we were tacking" as they sit on the bottom of the boat while you try to get off the wire under the boat. I am so lucky that none of my previous crews have told David what I was like as helm.

Richard Brewster, who is crewing for Chris Mason in RS400 409.

Jonathon, Jill & Charles Powell with International Canoe 259 "Rudder Jonny".

Alterations in the fleet:

Chris Pygall & Tim Huckell have both sold their ISO's and bought a Boss between them. Chris being the fleet captain likes to lead by example and this is his way of staying in front, either way up will do.

Neil Ashby having worn out one RS600, has part exchanged it for a new one with wider wings, so there is more room for the Ketchup.

Patrick Ward has part exchanged his ISO for a new one, with go faster black mast. I am reliably told that at a recent open meeting he and Gordon overtook John Caig! The only man at the open with more grey hairs than Patrick.

I can't think of anybody else to be rude about, sorry if I have missed you better luck in the results section.

Courses

I could write an article on this subject alone, but will keep it brief, I recommend that you try to read the dinghy forum article in the mid May issue of Yachts & Yachting on this subject. Having read this article myself I find a lot in common with our own course setting

WORK PARTIES 1998

WINTER WORK PARTIES

The 3 work parties during the winter months were all very well attended again this year. The new system of having groups alphabetically by surname seems to work well. We aim to rotate the groups such that each group is allocated a January, February and March session.

Practically every scheduled job was completed, some of which are immediately noticeable and others which probably won't even be noticed by most members. Every job, however small, was important to ensure a smooth and timely start to the season.

On behalf of the General Committee I would like to thank everyone who turned up and worked so hard.

SUMMER EVENING WORK PARTY

Wednesday 1 July

We have scheduled a summer evening work party for the evening of **Wednesday 1 July, starting from 5.00**. If you can't make 5.00 please arrive when you can. You will probably have noticed how quickly the grass and brambles have grown around the dinghy park, track and car park. We aim to cut back this growth before it gets unmanageable and to generally smarten up the club for the Medway Regatta.

The BBQ will be alight so bring along your own grub and feel free to make good use of it. The bar will also be open once we've finished the work.

Please make every effort to come along, there's lots to do, and bring along with you any tool capable of cutting grass, weeds and brambles, as well as appropriate footwear and safety equipment as applicable.

I look forward to seeing you there.

Colin Treadwell

JUNIOR SAILING WEEK

Will you get BORED during the summer holidays.....?

Then why not come along to one of the junior sailing courses that we hope to run in August!

Following the success of the 5-day summer sailing course two years ago, plans are afoot to offer something similar in 1998. The proposed dates are from Tuesday August 25th to Saturday August 29th. Approximate cost will be £25, which will include food and RYA Logbook. Tuition is by qualified RYA Instructors.

Depending on the demand, it is intended to run two courses:

RYA Start Sailing Award (Stages 1 & 2):

This course is suitable for any young person who has done little or no sailing before. It is a lot of fun, and will include rigging the boat, getting away from the beach, sailing a figure-of-eight course, paddling and rowing, silly games etc. Boats used will be Optimists and Toppers. (Boats will be provided for those who do not have their own.)

RYA Start Sailing Award (Stage 3):

Anyone who completed the Stage 2 Award two years ago and would like to improve their sailing will enjoy this course. It would also suit those who can sail around by themselves, but are not entirely confident. (A bit like my sailing, in fact.) Includes launching and landing with an onshore wind, reefing, efficient tacking and gybing, "five essentials", basic rules and racing, silly games etc. Boats used will be Toppers and Optimists. (Boats provided for those without...)

The courses will only run if a sufficient number of people respond. You should have received a tear-off reply form with your AGM notice, and if you have returned this to me already then no further action is necessary. If you are interested but did **not** receive one, then please give me a call on 0181 940 0292.

The informal Saturday sailing sessions for juniors are to continue in 1998. Details will appear in the Sailing Programme as usual.

Good sailing in 1998!

Martin Jessop

situations, but I feel that we are already trying the recommended solution. "A race should always include a beat (not always easy at WSC to get a good beat) then several different reaches rather than repetitive ones". As for race length we have a shortish morning race and a longer afternoon race. I am sure someone will comment on this? It was certainly controversial today 17/05/98.

Points Awarded

For attending open meetings, undertaking allocated club duties and annual holidays (This is only for our fleet racing and does not affect all in club handicap racing such as the South Kent).

We are going to award average points to our fleet members when they attending open meetings, doing club duties and go on their annual holidays, on the following basis:

Average points in Handicap F points series racing is defined as "Half the number of entries, rounded up to an even number plus one, for any Handicap F race you miss". If our club race is abandoned or not started, no average points will be awarded.

Examples:

For morning race ABC ten boats signed on, therefore you will be awarded points for sixth place.

For afternoon race XYZ eleven boats signed on, therefore you will be awarded points for seventh place.

You must compete in more than 40% of that series races to be awarded any average points.

IN PLAIN ENGLISH, IF IT IS NOT RIGHT OR JUSTIFIED YOU WON'T GET IT.

To take advantage of this you must provide:

For an open meeting, evidence of the races you participated in on the Sunday, preferably a copy of the final results, showing results for all races. We are trying to be fair with this therefore if you have not started a race, retired or been protested out, your awarded points will reflect this.

For club duties, a written reminder that you were on duty for that weekend would be appreciated.

Annual holidays, two weekends per season will be allowed per boat for holidays, once again in writing.

The onus is on you to provide this information before our results are compiled, we will not correct results after publication. Preferably send us a copy of the open meeting results in the post as soon as you get home, don't wait until the following weekend, you might be to late. For duties and holidays we expect this information before the affected weekend.

Usual terms and conditions apply e.g. This is going to make compiling the results far more complicated, if you don't like the idea or have a better one then please feel free to compile the results yourself. Genuine comments, offers of help are always welcome.

Glass Prizes

At the time of writing the clubs view on glass prizes is: "Minimum of the first three places, out to a maximum of the square root of the series entry". We intend to use our Square root allocation to provide glass prizes for the first three places overall, plus a prize for the first asymmetric rig, first conventional rig and the first single hander. If you are in a place of thought when reading this article (please don't use it as toilet paper), you might work out that this could mean five prizes in a series (if you are first & you sail an asymmetric you get one prize) and that we require 25 entries in a series to enable us to meet this provision. Every time you turn up and go sailing is important.

Results

Spring Points (provisional) results:

- 1st Simon (dodgy) Dodds in RS600 773
- 2nd David (no not the spinnaker) Bourne & Ian (I'm writing the article) Parris in Fireball 14042 Freddie
- 3rd Neil (Ketchup) Ashby in RS600 847
- 1st asymmetric rig: John & Steve (we've been black flagged) Tinnams in ISO 675 Hold on
- 1st symmetric rig: David Bourne & Ian Parris
- 1st Single handed: Simon Dodds

Congratulations to the above winners and all who participated in the event, there were 23 entries.

Ian & Chris

Do not forget Saturday Sailing which started on the 23rd May. The next one is the 27th June when there will be an Evening Race followed by a Barbeque.

Look forward to hearing from you - Happy Sailing.

Barbara Sims

Training Secretary

Martin Jessop	0180 940 0292
Paul Heather	01322 228251
Barbara Sims	01689 854627



POWERBOAT HELMS

It has been brought to my attention that there are Club Members who have obtained RYA Level 2 and 3 Powerboat Certificates at other centres than our Club.

These Members will be very welcome as powerboat helms in the Club, but can only go on our OFFICIAL LIST OF POWERBOAT HELMS for driving our RIBS after they have shown their Certificates to myself or one of our Powerboat Instructors and had familiarisation session on our boats.

PERSONS NOT ON THE LIST ARE NOT ALLOWED TO HELM THE RIB.

Tom Sims

Training Principal

TRAINING 1998

We have decided to arrange this years Training Program in a different way. The program is as follows:

JUNIOR SAILING WEEK

25th AUGUST to 29th AUGUST

(Contact Martin Jessop - see his article over the page!)

SATURDAY SAILING

23RD MAY

27th JUNE(evening race)

25th JULY

12th SEPTEMBER

26th SEPTEMBER

(Contact Paul Heather)

LEVEL 3 SATURDAYS

As there were insufficient persons to take part in the LEVEL 2 (Basic Skills of Sailing) this has been cancelled. However places are still available for LEVEL 3 (Improving Techniques learnt from Start Sailing and Basic Skills - i.e. Levels 1/2). Dates as follows:

3th OCTOBER

10th OCTOBER

17th OCTOBER

24th OCTOBER

(Contact Barbara Sims)

If you would like to do this course, please contact me, Barbara Sims, on 01689 854627 as soon as possible to reserve your place.

WAYFARER REPORT

As your Fleet Captain for 1998, I welcome you all to the new season, and hope you are all enjoying your racing so far??!! This is our third year with Fleet status, which now boasts a potential eight boat start, four new trophies and the Willies wooden spoon, all of which have been kindly donated.

Thanks

On behalf of us all, I would like to thank Brian for his support and enthusiasm over the years as our Fleet Captain, and hope to aspire to his high standards.

The GP Fleet Evening

Brain, Bobbie, Jim and I were all invited to the GP Fleet evening as Jim and I won the Autumn Series for '97. We were presented with the "Three Minute Cup" along with a small replica for the Crew. These cups have been generously donated by the GP Fleet.



Spring Series

'Fairly Hairy' would be my words for all of the 10 races of the series, winds not much under force 5??

In Spring points 1 and 2 Winds were up to force 5 gusting 6 with an on-shore wind. Nick capsized over by Hoo Creek and was doing a good impression of a submarine. He forgot to secure his inspection hatch, (a lesson for us all!). Brian Ward got a hat-trick of capsizes, and was pleased he had a bronze badge in swimming. He quickly remembered how to tread water!!

Up the Creek

Jim and I were swept with an onshore wind in low tide onto Hoo Creek, into a gully. Thankfully there was a pole sticking out of the mud, half way down, which we managed to secure onto. The rescue boats eventually managed to find enough rope to send down a line - Many thanks to the rescue boats on duty that day, it could have been a long wait for the tide.

It was all down to the last race

It was between four boats to win the Spring Series - 847, 1116, 8500, and 9700 - there were one or two points separating each of them.

In the last race it was between three boats - 847, 8500, and 9700. Just a 2nd place for 847 would have won the Spring Series; unfortunately 1116 (who sailed a great race) came second thus depriving 847 (who came third) of the Trophy.

Despite the winds, we still had three five boat starts, and an average of four boat starts for the series.

I think all of us were hoping to use silver polishing cloths on the Spring Point trophy!

Spring Points Results

1st 9700 Brian Lamb & Bobbie Burnell
2nd 847 Len Ayris & Bob Dutton
3rd 8500 Paul & Jim Tyler

History of the "Spring Points Trophy"

The Fire Bell was taken from the British Rail Gas Turbine Cross Channel Steamer SS St Andrews Bells, built in 1932. It served many years on the Fiskgard - Rosslare route till it went to the breakers yard in Belgium in 1967.

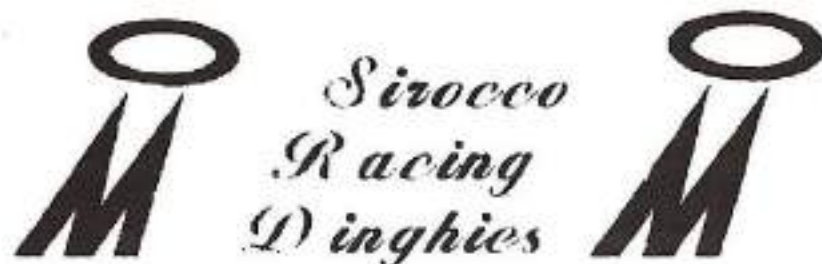
The wooden stand was made out of the old rudder stock of the Wayfarer '84' and the trophy was donated to the Wilsonian Sailing Club by Bob Dutton and Len Ayris.

Wilsonian Open Day Saturday 4th July

Its a chance for us all to get together outside of racing, to try, not only new boats, but one anothers. I would also like to arrange some Boat-tuning, and some short fun races for those of you interested? Any other ideas for the day would be welcome.

Please continue to support the fleet by entering as many races as possible, every boat counts towards our final average, and maintaining our Fleet Status / Starts for next season.

Paul Tyler



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
 - ▲ If you have a MIRACLE and are wanting to update it we can also offer a part exchange service
 - ▲ We recommend SPEED SAILS for "*the Winning edge*" and can supply these at discounted prices for all classes
 - ▲ We also have second hand open meeting winning sails available
 - ▲ From new boats to free help and advice:
- ☎ Telephone 01245 461101 or 0831 688843

Off the water

We went Tenpin bowling again at Gravesend on 28 March. 30 people enjoyed the evening, spread across 5 lanes. I must apologise to the overall highest scorer in each game. I now can't for the life of me remember who you were and what your score was, but well done anyway whoever you were!

The next social function will be on the Saturday evening of our Open on 13 June. Thereafter, I'm considering arranging a very informal and modest meal somewhere. I hope this meets with your approval. I thought it would be nice to gather together as a large group and chat over a meal (and a little alcoholic accompaniment of course). An evening of playing Pitch n Pull is also under consideration. Further details on both of these events will be advised in due course.

Cruise

This year's cruise, on Saturday 22 August, will take us upstream, beneath Rochester bridge, past the sights of Rochester Cathedral, Castle and esplanade, beneath the M2 motorway bridge to end up at Kent Boat and Ski Club at Cuxton, where it is planned to have lunch. The latter have very kindly offered us the use of their facilities. We will actually have the luxury of toilets this year, and a pleasant lawn in front of their clubhouse on which we can eat lunch without even getting muddy! How we'll miss the mud! There'll be pontoons for us to use and a slip-way to haul our boats out of the water. This year we WILL have ample time to eat lunch before setting off downstream back towards our club! We will again have a safety boat escorting us as well as affording us a floating bar from which we can acquire light refreshments as we sail!

Thanks to Bob Jones for arranging and acquiring the availability of Kent Boat and Ski Club's facilities.

Finally

I'd like to extend a very warm welcome to the following new members of our fleet:

Tom Wareham and Christine; Janie Townshend; Kevin Elliot, Deborah and their family; Stephen Pettifer.

That's me finished for this edition except to say that now the weather's warmed up let's see more of you out on the water!

Colin Treadwell

GP14 FLEET NEWS

Another season is upon us. The rumour in the Dinghy Park is that the plastic fantastic is going to be the boat to watch. Mike and Keith have got to grips with it and are making it go. As the South Kent race has proved, though the rest of us weren't too far behind! The GP clean sweep was thwarted by a lone wayfarer. But it was great to see Bob Dutton back in form and sailing a blinder.



Ray and I received our boat, all bright and gleaming, back from Belfast after yet another redecking. I suppose it saves on the winter maintenance - maybe we'll send it back again this winter, to be done again.

After his successful duty as house officer Mike feels that his sausage cooking skills coupled with tea making par excellence, are now fully honed. He will consider all offers to head Chef your Barby. Don't let this talent go unused - book him today, get your sausages cooked the Doughty way!

Finally, a tip for all you handicap F sailors. Are you fed up constantly capsizing at the gybe mark in strong winds? If so, sail a GP14 - no problem!

*Brian
Warwick*



MIRACLE FLEET NEWS

I know I may be tempting fate but were the winds during the Spring Series generally brilliant or what?! It's been a good start to the season with 14 boats entering the Series averaging 6 per race. Let's hope the numbers now start to increase now that the warmer weather's here.

Results of the Spring Points

- | | | |
|-----------------|------|-------------------------------|
| 1 st | 3722 | Colin & Adam/Lauren Treadwell |
| 2 nd | 36 | Paul & Mark Heather |
| 3 rd | 3737 | Paul Absolon & Suzanne Hall |
| 4 th | 3723 | Sam & Tom Fygal |
| 5 th | 3795 | David & Jackie Hudson |

Opens

We have been represented at 3 Opens so far this year: Hunstanton (Paul & Mark Heather): Taplow Lake (Paul & Mark Heather): and Redoubt (Colin & Martin Lown, Martin Smith & Mike Groom, Paul Absolon & Suzanne Hall, Keith Jeremiah & Andrew Smith and Colin & Lauren Treadwell).

These are the Opens we've targeted for this year to attend in numbers:

- | | |
|--|---------------------------|
| June 6 th | Stewartby |
| June 13 th /14 th | Wilsonian (Southerns) |
| June 20 th /21 st | Staunton Harold (Inlands) |
| July 5 th | Broadstairs |
| July 18 th | Downs |
| October 3 rd /4 th | Draycote (Midlands) |

Our Open

Don't forget, our Open this year comprises the Southern Area Championships and is fast approaching - 13th and 14th June. The cost will be £8 per boat, there will be a BBQ and social event on the Saturday evening (along with plenty of beer) and a cooked breakfast will be available on the Sunday morning.

Last year saw 21 Wilsonian Miracles racing. I am hoping we can do even better this year. Please make every effort to come along and take part. I'm sure you will have a superb weekend.

If anyone would like to race but is reluctant to do so because they may never have raced in an Open event before, don't worry! Come along

and enjoy yourself. Give me a ring (on 01634 221489) and I'll talk through with you the usual formalities, few as they actually are.

Nationals

A quick reminder that the Nationals this year are at Hunstanton, in Norfolk, from 2 to 7 August, a lovely part of the country for a holiday.

We have several boats going along and most are staying at the same site, so a good time should be had by all. It certainly is not too late to come and join us if you wish. The more the merrier! Please call me for details if you are interested.

I think we will form the biggest single representation of any club. We also plan to have a good time off the water as well as on.

Training

The 2 training sessions were very well attended and were extremely beneficial for those who took part, evidenced by the positive feedback I've received subsequently and by the discussions I've overheard around the dinghy park. These sessions were never intended to demonstrate how a boat can be made to go faster. After all, there are already a number of books on the subject. Instead, our training sessions were focused more towards our own mental approach, preparation, planning, teamwork and boat handling techniques.

Ian Kelly ran the first one, providing us with plenty of food for thought about the management of each race. He clearly illustrated the need to "get our heads in order" both prior to going afloat and throughout the race, as well as the all-important self-review of the race, thereby learning from our successes and failures in each race.

Luke Turnbull (from the GP14 Fleet but a very experienced and successful Miracle sailor) ran the second session, concentrating on racing techniques including starting from a very short line, tacking & gybing, mark rounding and, of course, slowing the boat down! How many of us are good at the latter aspect, I wonder, when screaming downwind.

Thanks very much to Ian and Luke for all their hard work, enthusiasm and time dedicated to helping us out. I'm hoping to arrange a couple of similar sessions a little later on in the season.

I would also like to express our thanks to Ian and Sarah Wyatt for all the assistance they kindly gave to Luke during the second session. Again, they gave up an entire day of their own time to help us out.

To find out how



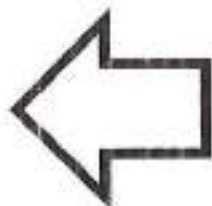
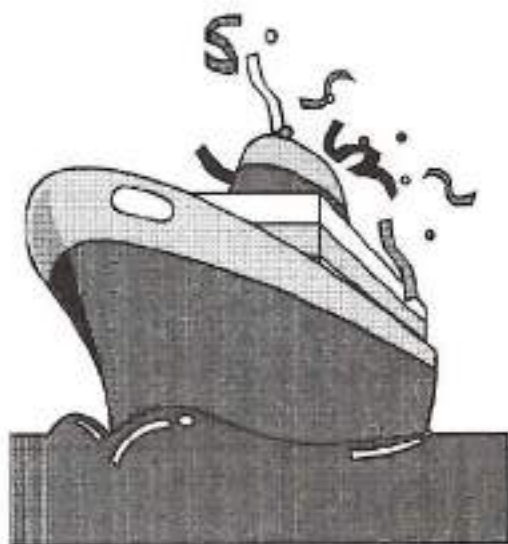
members

are going to Bruges

via



and via this:



turn the page!

WILSONIAN SAILING CLUB

MINUTES OF ANNUAL GENERAL MEETING
HELD 20TH FEBRUARY 1998

A Heather (Commodore) was in the chair and sixty three members were present.

1. Commodores Opening Remarks: Ann Heather welcomed all the members to the 40th Annual General Meeting of WSC.

2. Apologies : Apologies were received from R Craddock, K Flowerday, T Huckell, M Jones, N Jones, P & D Kirk, P & P Moncreiffe, D, K & C Parris, T Smallbone, M Smith, P Smith, R W Smith, B & H Ward, G Warwick

3. Minutes of 1997 Annual General Meeting: There were no corrections to these minutes which were signed by the Commodore.

4. Matters Arising : There were no matters arising.

5. Secretary's Report on the operation of the Club in 1997: A written report had been circulated. The telephone call divert had been a great success, assisting in gaining several new members , particularly during the winter.

6. Treasurer's Report : The Audited Income and Expenditure and Current Assets and Liability accounts were circulated, explained by the Treasurer and formally accepted by the members present.

1997 had been a satisfactory year financially; subscriptions were up £2042 due to more members and Greenwich University joining, and Kitchen / Bar sales up by £1995, no less than 19% - a brilliant effort by the house committee. Capital purchases were minimal, only the winch at £584. The year end surplus was close to the budget set to enable future club development (later in agenda).

7. Rule Changes: The Secretary explained the reasons for each change. **"The rule changes circulated be approved"** proposed T Sims, seconded C Treadwell. For ALL, Against Nil, Abstentions Nil.

8. Future Club Development: The Commodore described to the members the results of the Membership Survey carried out in 1997 when questionnaires had been sent to all individuals (over age 5)

included in memberships. 95 forms had been returned, which means the results are statistically valid.

There were three key aspects :- Sailing & Training, Social Events & Catering and Facilities. The Club performed well in: Racing, RYA Training, Social Events, and the Choice, Quality & Value for Money of Food and Bar.

General Comments: Members felt the Winter series should remain separate, and people said they would be prepared to pay higher subscriptions if this resulted in better facilities.

Areas for improvement: Greater range of Social Events: To meet this desire the House Committee are proposing to have a Disco and a Barn Dance in addition to normal events, and Collin Treadwell is proposing to open the bar on the first Saturday of each month.

Sailing: A desire for more cruises so we are proposing to have a Cruising Co-ordinator. Wednesday afternoon sailing - a large proportion wish to have sailing Wednesday afternoons, and with the Greenwich University Students also sailing then this could be successful, need someone to co-ordinate. More Committee Boat starts - provision for this has been made in 1998 Sailing Instructions.

Training: Power Boat training - We do not intend to train everyone in the RIB as it needs to be driven more than once a year to keep familiar with it. With three new Senior Instructors in the club training has been split and Bob Jones will co-ordinate Power Boat training, starting with those instructors who need training to higher level to meet revised RYA guidelines. Displacement boat training will be available again this year, but we have little demand at present. There are two Level 2 courses planned (Peter Horner & Paul Heather), and a Level 3 (Tom Sims).

Junior training: We intend to hold a junior training week again this year co-ordinated by Martin Jessop. The Saturday afternoon training by Martin Jessop & Paul Heather will include juniors and less experienced club members again.

Facilities: Members opted for an easy to use generator (in preference to the much more expensive mains electricity), Extension to the changing facilities (see later), and more benches outside. The Committee have decided to purchase some more benches for this summer, and seek members comments on other items tonight.

DAY TRIP TO BRUGES SATURDAY 31 OCTOBER 1998

COST - £15.50 PER PERSON

We have booked a 48 seater coach for a day trip to Bruges via the ferry.

The trip will include a short visit to a hypermarket in France on the way and bookings are taken on a first come, first served basis. We expect the coach to be filled very quickly so if you would like to book a place, please send a £5 deposit per head (cheques made payable to WSC) to:

Pam Smith
"Esdoorn"
Nursicad Lane
Longfield
Dartford Kent
DA3 7AN

You will be advised of details of the pick up point and times nearer the day.

Full passport will be required.

The balance of £10.50 per head to be sent to Pam by 1 October.

✂ - - - - -

Please book me ___ seats on the coach trip to Bruges on Saturday 31 October.

Name _____

Address _____

I enclose deposit of £5 per head, cheque value £ ____, made payable to Wilsonian Sailing Club

constraints in order to recommend final proposals" was accepted.

The members present did not wish to commit the committee at this time but overwhelmingly preferred Option A.

Two Sub Committees were established:

- Building.
- Finance.

The Treasurer will concentrate on monitoring Club finances.

Finance Committee : Jean Whittaker, Jane Treadwell, Gerry March, Julia Woods.

As an indication a stand alone super silent 15kw generator will probably cost £6-8k, Option A £30k and Option B £40k.

13. Commodores Closing Remarks & Any Other Urgent Business:

With the database it is practical to print a list of members names and telephone numbers in the year book. - In favour of this - ALL.

Winged Fellowship, and Club * Try Sailing * Saturday 18th July - please support.

(Subsequent to the meeting the * Try Sailing * day was changed to 4th July 1998)

Commodore thanked all those standing down at this AGM for all their efforts and to Julia, Sara and Jane for decorating the bar.

The members also expressed appreciation at the way Barbara Sims has regularly and conscientiously cleaned the clubhouse and for her gardening during the year.

Meeting closed 10.26 pm.

PROPOSALS: Cruising Co-ordinator (need a volunteer)
Wednesday Afternoon Sailing (need a volunteer)
Upgrade of Generator
Extension to Changing Rooms
Junior Boats

Ian Wyatt then explained the two main designs for options for extensions to the club house.

OPTION A: This would be a single storey extension, built across the front of the clubhouse. It would have a concrete roof, with a secure balustrade around it to form a balcony for members to sit on and watch the river. The fire escape could then be from balcony to the ground. This front extension would be the Gents changing area, the present Ladies AND Gents changing areas becoming the Ladies changing area.

OPTION B: This would be a two story building on upstream side of clubhouse, with doorways between old and new changing areas, and between lounge and new room upstairs.

Option A gave slightly greater increase in changing room area, was cheaper and would be less affected by the ground movements which will always occur at the club.

Ken Crundwell explained the options for finance.

A) Lottery - very complicated, can take two years for a decision and then may not get grant as this would be smaller than their normal grant.

B) Foundation for Sport and the Arts - much simpler to apply and better for smaller amounts and we have experience in getting grants from them in the past.

C) Local Authority - new Medway Council - policy not known at present but encouraging noises from old Rochester Council.

D) Sponsorship - could be a possibility.

E) Loans & donations from members will be necessary for successful Clubhouse construction.

F) Buy a Brick - pay to have a signed brick in clubhouse for posterity.

G) Raise subs (last resort to avoid losing members)

9. Appointments : There was one nomination for each of the following posts who were therefore deemed to be elected: (see over)

COMMODORE Ann Heather
 VICE COMMODORE David Tozer
 REAR COMMODORE Ian Wyatt
 SECRETARY Bob Jones
 TREASURER Ken Crundwell
 BOSUN John Yeo
 SAILING SECRETARY Brian Lamb
 HOUSE SECRETARY Pam Smith

GENERAL COMMITTEE Peter Homer
 (6 places) Colin Treadwell
 Alan Tibbs
 R Winnett
 Vacancy
 Vacancy

HOUSE COMMITTEE Gill Warwick
 (5 places) Denise Parris
 Marion Jackson
 Julia Woods
 Jane Treadwell
 Auditor Roy McCloud

FLEET	CLASS CAPTAINS	VICE CAPTAINS
GP 14	Brian Warwick	John Ireland
Wayfarer	Fleet evening next day	
Handicap F	Chris Pygall	Ray Craddock
Handicap M	David Mason	Malcolm Levey
Handicap S	Vacancy	Vacancy
Laser	Colin Booth	Gordon Belcher
Miracle	Colin Treadwell	Mark Steadman

Class Representatives
 Iso Andy Gibb
 Tasar Ian Wyatt
 Enterprise Dave Vettergreen
 Fireball David Tozer
 Topper Lesley O'Rourke
 Optimist Mark Steadman
 Saturday Juniors & less experienced Paul Heather & Martin Jessop

PUBLICITY OFFICER VACANCY

10. Bosun's Report: The RIB had an expensive overhaul after being run without water. The RIB and the Jeanneau propellers had been refurbished after extensive damage due to hitting the beach while still powered. These costs had added nearly £600 to maintenance costs in last year.

11. Sailing Secretary's Report: The Sailing Secretary thanked the Sailing Committee and her husband, for all their help during last year. In 1997 there was a Miracle / Laser Open, which was particularly well supported by the Miracle home fleet. All dinghy starts in 1998 Medway Regatta will be from Wilsonian line.

Turnouts were up in 1997 (figures for last two years as extra fleet in 1996).

	1997	1996	1995
Club races offered	323	352 (324)	327
not contended	20	11	22
Boat starts	1839	1600	1730
Average entry per race	5.5	4.5 (4.9)	5.4
Ave. Handicap race entry	16.1	12.6	15.7
Ave. entry points series races/fleet	5.2	3.9 (4.5)	4.7
Best points series average	5.5 (Sp)	4.25(4.9)(Ap)	5.7 (LS)

1998 Sailing Season starts with the Icebreaker on 29th March.

Bank Holidays - South Kent early May Bank Holiday Monday. A six race series will be held on the other three Bank Holiday Mondays.

There are now 43 approved classes of dinghy.

The Sailing Secretary donated a trophy to the club, the Merlin Chalice - a prize for special achievement and perseverance, or for consistently good results but no prizes. For 1997 this was presented to Leslie O'Rourke.

The Commodore thanked Doreen for first volunteering to be Sailing Secretary, then doing the job for three years, which included a major rules change. She then presented her with a bouquet of flowers.

12. Future Club Development - Discussion

There was some discussion on the two building proposals. **In favour of a clubhouse extension and a user friendly generator - ALL.**

Proposal from C Stevens **'That the committee develop the proposals with regard to technical, economic, and planning**