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The Wilsonian Sailing Club magazine is called 31½ because the club is halfway between buoys 31 & 32

**AUTUMN 1998**

ISSUE 63

# 31½

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## FROM THE COMMODORE

The sailing season is now well progressed for 1998. It has been a busy summer with events at the Club and with many club members attending National Championships and other Open Events. Despite the weather the Medwa Regatta was enjoyed by those who took part. Plans are now in progress for the 1999 Regatta. Bob Jones will not be continuing as Chairman of the Regatta Committee but will continue as Race Officer for Dinghies. Mark Steadman has been elected Vice Chairman of the regatta Committee with Brian Hayes from Hoo Ness the Chairman. I would like to thank Bob for all the effort that he has put into the Regatta for the last few years.

The extension to the Clubhouse is progressing. Planning permission has been agreed by Medway Council. Ian Wyatt is now beginning to put the detailed plans together. The Finance Committee has been putting into place plans to raise the funds. There have been various events including a sponsored swim by the younger members of the club, a sponsored walk Dave Vettergreen, Christine Godber and Bob Dutton and a team that took part in the Southport 24 hour race, organised by Colin Treadwell. We should thank all those that have taken part in these events and the other events that are planned to raise funds over the next few months.

Enjoy your Sailing for the rest of the season. The Frostbite will be taking place from the beginning of November until the just before Christmas. To start 1999 there will be a New Year's Day Race which is being organized by John Smith.

*Ann Heather*

## ON THE HOUSE

It has been necessary to reschedule the Club's Annual Dinner Dance. This event will now take place on **9th January 1999** and is priced at £20 per ticket. Could you please contact Pam Smith if you wish to attend this event.

There are three other events planned for this year and these are as follows:

**BRUGES:**

We still have a few seats left for our trip on **31st October 1998** priced

over to the STARS who crossed the line in style - the **SECOND** boat, to a roar of cannons, public announcements and muttering from the locals. A great weekend, highly recommended - we finished, where? well 20 places up on the first time which to my horror was 1989 according to Y&Y which was in colour not on parchment.

Seriously a great weekend, good company, restaurants, food and entertainment - sailing? well that as well and the water was warm!

With special thanks to:-

- The SPONSORS - subtle hint
- Luke & Paul -for the boat, without which it would have been tricky
- Colin - for making it possible, organising the unorganisable & bribing the camping organiser
- the 3 J's for continuous hot and cold sustenance - really appreciated by all
- Ian and John for getting everything to Southport
- & others in support at Southport or elsewhere

*Martin Smith*

I want to add my very sincere thanks to the following:

Luke and Lucinda Turnbull, Paul Roland, Ian and Sarah Wyatt, Paul Heather, Archie Campbell, Martin Smith, Mike Groom, Ian Kelly, Gela Marshall, Suzanne Hall, John Shenton, Mark Steadman and John Goudie: Jane Treadwell, Janet Shenton and Julia Wyatt for the provision of catering/refreshments and general assistance: Brian Hall for staying awake all night to make tea and coffee, and helping to keep up spirits in the early hours of the morning; John Shenton for towing the boat, videoing some of the event and for the provision of equipment.

Also, everyone who personally raised sponsorship for the event and everyone who kindly offered to sponsor us!

Could everyone who obtained sponsorship arrange for the collection of the money raised and let me have it at your earliest convenience. Once I have collected in all outstanding sponsorship money I will report on how much was raised towards the future club development.

The weekend proved to be a success: we completed the event, publicised the Club, raised considerable funds and had fun in the process.!

*Colin Treadwell*

## SOUTHPORT 98

Somewhat to the surprise of some, who were not sure whether they could make it or not, a full team of 16 Wilsonians (3 or 4 of whom could helm a GP) together with able logistical support converged on Southport for the 24 hour race. Thanks to modern technology we were directed in from the Liverpool road by the Captain, who was boarding a tram in Blackpool and thought we were in Maidstone! The guidance system took us, assisted by a very nice man who had taken sympathy on Colin and provided a pitch, to the tents by the lake where the Wilsonian flag was flying.

The race morning was breezy with heavy showers and arriving at the lake we freed a white faced lan, with knocking knees, from the frame tent he had been holding down all night. Apparently he was not sure whether it was safer inside or out and he was surrounded by flattened tents and one floating upside down in the lake - must have been waterproof! A likely tale, though I did hear an odd clap of thunder and spot of rain on hotel window.....

The team assembled, registered just in time and applied the obligatory numbers over the Heineken name- an immediate saving of £40! Luke and Paul (THE STARS) started on the line in the 6th flight of 10 boats and after 2 hours were 7th - a brilliant result, it could only go one way from then, and did!

With the wind gusting to an indicated 6 the team failed to enter into the Christmas spirit but many of the more sociable teams, especially the Enterprises, had fronds of green flying from shrouds, spreaders and mast - one even had a fairy light shining from the mast head weed. Gathering of the decorations was often at the gybe mark and greatly appreciated by spectators. One GP, undecorated, got into the spirit of things by the crew standing on the foredeck and swinging on the spinaker to lower it (Luke had not mentioned that technique) thus leaving the headboard flying for the rest of the race but avoiding the fast approaching bridge.

The movement down the fleet was assisted by the geriatric team discussing and finally agreeing with the rescue boat, at just after midnight, that they were sinking. Fortunately the rescue guys had read the sailing instructions - ever wondered what they were for? - and towed us rapidly to the pits. The boat went much better with bungs in and side decks above water.

After that things got better, with valiant efforts to race and Ian handed

£15.00. We are booked on the 8.15 ferry from Dover and will make a short visit to a hypermarket in France on the way.

### FIREWORKS:

This will now be held on **14th November 1998**. Adults £4.00 Children £2.50. These prices include a hot supper. We would be very grateful for any help in building the bonfire.

### CHRISTMAS PARTY:

This event will be held on **Sunday 20th December 1998**. Father Christmas will of course be attending.

For more details or to book any of the above events, please contact me on 01474 705651. Thank-you

*Pam Smith*

House Secretary

## SPONSORED SWIM



On Saturday 15 August twelve children took part in a sponsored swim to raise money for the club extension. A total of 386 lengths were swum in half an hour raising approximately £300. On behalf of all the children who took part, we would like to thank you for your generosity.

Thank you to the following children who took part:

Lucy Heather	Adam Treadwell
Mark Heather	Lauren Treadwell
Krissy Tozer	Sam Pygall
Anna Tozer	Jess Pygall
Thomas Steadman	Katie Parris
Naomi Steadman	Claire Parris

Many thanks to Ken Crundwell for taking part with the children.

*Jane Treadwell*

## WHAT'S GOING ON!

With Autumn now here it is time to evaluate how we did this year and plan next year's arrangements for sailing, training and socials.

The largest single item being planned is of course the future club development and the clubhouse extension. We now have planning permission and are currently working up the fund raising. The fund raising committee have organised several events to raise money. It is worth remembering that £1 raised may be worth £2 or £3 as many grant organisations scale their contribution to the amount raised by members. The plan of the extension can be seen on display in the clubhouse. Also our Landlord expressed that he enthusiastically supports us with regards to the clubhouse plans.

Winter work parties - there will be again three work parties with members coming by surname initial. Other dates for your diaries:- Hoo Freezer 30/31 January, Club AGM 26 February, RYA sailboat and windsurf show 6/7 March.

Club membership has held up well this year with a repeated slight increase in numbers. Greenwich University have also renewed and we are trying to establish their sailing for the coming year.

Training - The three junior courses were held on 25 to 29 August and had 29 children. Several instructors have had their powerboat training increased so that they are now level 3. Tom Sims is organising a level 3 sailing course for October on which there are still some vacancies.

Radios - there has been a lot of work on radios during the summer. Wilsonian now has a whip aerial on top of its mast, a speaker by the tiller and a new radio which plugs into the boat's battery. This installation has eliminated the no reception zone to the South side of Hoo island at low tide. Two of the mobiles have succumbed to old age and corrosion. A new mobile has been purchased. This means we have now the base station, a radio to plug into Wilsonian and two mobiles.

The Sailing Committee are currently working on the 1999 programme. One thing is agreed and that will be a race on New Years Day, so if you stay after the New Year's Eve Social you can (clearly) watch the sailing.

*Bob Jones*

The wind slowly increased during the race from a 2 to about a 3-4. I gradually worked my way up during the race and finished in about 110<sup>th</sup> place - not too bad considering my start.

The wind on Monday had increased to a 4-5. A large percentage of the fleet, including myself, reefed. The waves were really big and there were boats capsizing around me at the time. I tried to ignore this and go for a decent start. I managed to start with about 10 boats behind me - not great but better than Sunday. At the gybe mark I followed 4 other boats and went for my first capsize. There were boats capsizing all the time but I was determined to finish. After my rudder falling off once, nine capsizes and having been lapped I crossed the finish line. Although I struggled and was last over the line I finished 92<sup>nd</sup> due to the number which retired.

Tuesday's wind was brilliant - it was blowing a constant 3 throughout, it was probably the most enjoyable race of the week resulting in a finish in the early 100s.

Wednesday presented us with a no wind situation. After yet another awful start I rounded the first mark with 3 boats behind me. As the race went on I picked up more places and after being quick to notice a 180 degree wind shift I pulled up quite nicely. I finished 94<sup>th</sup> - owing nothing to my start.

Thursday was another 4-5 and rather than spending the day swimming in the sea I abandoned the racing and headed for the nearest swimming pool as quite a few other people also did.

The final race on Friday was the windiest day of the week - being about a 5-6. The waves were so big each topper had to be launched by about six people carrying them down the beach. That looked so much fun it convinced me to give it a go. However, after 2 capsizes before the start and only just making the startline I decided to retire. Coming in was quite scary and the boats had again to be carried to avoid them being smashed up on the beach. Over half the fleet retired from the race.

I thoroughly enjoyed my week and next year I intend to do well - this year I was only practising. I would also like to see a few boats from Wilsonian there next year.

*Natalie O'Rourke*

**WEDNESDAY**

Light winds and the sun's out - there's hope for a suntan yet. I don't know if it's some form of ritual but Paul Heather appears to be bouncing up and down on his mast??? Strange if you ask me - I think it worked though. Bit of a drag - the second race took four attempts to start then after all that hard work nine Miracles were sent home in disgrace. Nine less to worry about. I've just been to the best barbecue ever, food was excellent. No fish though - Brian let the side down. The gnats had dinner too. More beer!!

**THURSDAY**

Later start today - time to be lazy! Light winds - wish I could roll tack. Paul said the ideal roll tack takes on half a teacup of water - the ten bucketfuls weren't what Paul had in mind! Gatecrashed the AGM - that was an eye opener. I think I should have gone drinking instead. The meeting went on for hours .....and hours.....I could see a punch up happening. Not much beer.

**FRIDAY**

Last race - it's gone so quickly. Light winds again - roll tacks still awful. Prize giving at the Town Hall - not much food - Wilsonians won some prizes. It's been a good week - the social committee have done a great job as usual - they even adopted Brian so he wasn't left out. I think he knows more about sailing than me now. There's one more note for my diary - LEARN TO ROLL TACK. Still, there's always next year.....

*Suzanne Hall*

**TOPPER NATIONALS 15 - 21 AUGUST 1998**

This year's Nationals took place at Felpham Sailing Club. It was my first Topper nationals and seeing 137 Toppers lined up ready to launch was a bit scary but at least I was going to get a good bit of competition.

The first points race was on the Sunday. My greatest fear was the number of boats there were going to be on the startline. However this proved not to be a problem as the use of gate starts meant I had more trouble actually finding the startline and ended up sailing in the wrong direction at the start while the rest of the fleet headed for the first mark. However I managed to cross the line with one boat behind me.

## WINTER WORK PARTIES EARLY 1999

Following the previous years success in alphabetically allocated Sunday winter work parties, the same format is to be used for 1999. There will be three large organised work parties early in 1999 and the membership is to be split into three groups alphabetically, each member allocated attendance to one Sunday work party.

The allocations have again been rotated so your work party will be in a different month to last years.

<b>WORK PARTY DATES</b>	<b>SURNAME</b>
24th January 1999:	Sumames P to Y
21st February 1999:	Sumames A to G, and Greenwich University
21st March 1999:	Sumames H to M, and Scouts
Saturday work parties:	Please contact me, regardless of previous allocations.
Individual/small group tasks:	Please contact me, regardless of previous allocations.

We appreciate that your alphabetically allocated date may not be convenient, if you can't attend and would like to opt for a different date? Please contact me with your preferred date so the attendance record (which will be checked on the day) can be amended.

To change your alphabetically allocated work party from the above, please don't tell me at the club, I will probably forget. Either:

Telephone: 01474 746066 (this is our new phone number).  
Write: Either to the address in the club book, or hand delivered at the club.  
E-mail: (i.parris@virgin.net).

The above does not apply to Country, Associate or Postal members.

*Ian Parris*

## SAILING SECRETARY'S REPORT

With the racing season in its last phase, it's time once again to complete an article for our magazine - how time flies when you're retired!

1998 looks like it will be remembered for the numerous 'difficult' sailing conditions we have had to put up with, with a few windless days coupled with many more than usual crew- and boat-testing blows. Still, on the plus side, fewer races have had to be cancelled than in previous years with results for all the major races. Let's hope that this pattern of either too little or too much wind doesn't continue next year.

I would like to thank all those who have been involved in ensuring that racing programme has gone ahead as planned: the Race Officers who, in the main, have carried out their responsibilities efficiently and effectively, the safety crews, the kitchen staff and all those others who have worked so hard to help keep the club running smoothly. Despite the problems which have arisen from time to time, there has always been adequate safety cover for races, there's always food and drink available and, perhaps most importantly, there is always some-one willing to hold out when things go wrong - all these things make up the strength of the club.

During the season many of our members have been involved in sailing events outside the club - the Miracles had an impressive 12 boats from WSC at their Nationals, our Wayfarers took part in the Wayfarer Nationals, International Series and Cruise Rally, many of us took part in the Hoo Freezer, the MYC Medway Marathon WSC sent a team to Southport for the 24hr race, and so on - my apologies for not including all the other events our boats were involved in but I'm still waiting for the lists from Fleet Captains! All these members who travel to other clubs and venues take with them the name of the club and help to enhance its reputation, along with our successful Opens, our major involvement in local events such as the Hoo Freezer and the Medway Regatta and the regular reports written by Roy Winnett and published in the local papers.

In this 31½ I've included some 1998 race results. They're provisional, so please check them yourselves and let me know if there are any errors - as I am sure you are aware, I have been known to get things wrong occasionally! Also, let me know the names of your crews,



### MIRACLE NATIONALS 1 -7 AUGUST

#### **SATURDAY**

Dear Diary.....my first Nationals, just arrived and I'm not sure what to expect. No trouble finding my fellow Wilsonians - the bar's open, Helms and crews are discussing anchor weights - WHAT ANCHOR!??? Thank God - Paul's arrived and he's remembered the anchor (at least helms read the rules!) It's a good atmosphere, lots of food and beer too.

#### **SUNDAY**

Light winds today - practice race. Learnt all about general recalls - we had three of them - what a performance, couldn't hear the gun so it was time to "best guess". The standard of sailing is good - I think I want to go back to the club to practice. Hoping for stronger winds for the rest of the week. Lots more beer again!

#### **MONDAY**

I asked for stronger winds- that's what we got! Sailing off the agenda today, force 6-7 winds with rain - no chance of getting a suntan either. Brian's had his fishing cancelled - he's taking me to the Lavender farm - only joking. Even more beer tonight.

#### **TUESDAY**

Weather's been kind, force 4-5, can't wait! What a race, nearly knocked myself out on the boom and went overboard. Survived first race, but capsized before the start of the second- can't see Paul but I can hear him shouting - why isn't the boat coming up? The answer - the safety boat is holding our mast. Our mainsail's torn - we missed the second race. At least our bananas survived the experience, and the Mars bars taped to the mast. Tonight the Wilsonians are taking over a local restaurant. Even more beer!

## 38TH STROOD SCOUTS

With no mention of the Scouts in the last two issues, you might be forgiven for wondering just what we have been up to this year. Well been up to things we certainly have. At the being of the year - in between getting our boats ready for another season - we put people through their RYA Safety Boat course. We now have 4 staff qualified up to this level and they all hold the VHF Marine Radio operators licence as well. With the support of the club and club members we ran a couple of Topper fun days for Kent Scouts at the Wilsonians. We have also helped run courses and fun days for Kent Scouts at Whistable. For Scouts from our own District - that's an area from Strood to Grain - we have run introductions to water activities at the Gundolph Pond, Upnor and at London Docklands. If you want to know about wind shadow you should try sailing behind Centre Point!

Just to make a change from dinghy sailing, a group also spent four days, in a thirty-two foot yacht sailing from Southampton to Cherbourg.

The big event of this year for us, and reason we were not about much in July and early August, was Kent Scout International Jamboree. We were part of a team running a camp for 2.500 Scouts from the UK and overseas. There was no sailing, just lots of hard work. However, the Swedish Scouts have invited us to join their jamboree next year. So, perhaps we have sailing in Swedish lakes to look forward to next year.

*David Wraight*

\*\*\*\*\*  
 ★  
 ★ **KSSA WINTER TRAINING** ★  
 ★  
 ★  
 ★ For all young people wishing to learn about racing or wanting to improve their skills there will be winter training on the following dates:  
 ★  
 ★ **Saturday 17 October at Downs SC**  
 ★ **Saturday 14 November at Chipstead SC**  
 ★ **Saturday 5 December at Blue Circle SC**  
 ★  
 ★ Starting time 9.30, cost is £4 per person per day or £9 for all three.  
 ★  
 ★ All juniors are welcome. For further details speak to **Lesley O'Rourke**  
 ★ or **Gela Marshall** at the club or phone **01245 461101**.  
 ★  
 ★\*\*\*\*\*

otherwise they won't get their prizes! A few final points :

- Remember the New Year's Day Open in aid of the RNLI - no better way to start the new year!
- The Winter series begins on 1<sup>st</sup> November -please get your applications in ASAP so that we can organise the duties.

*Brian Lamb*

## LEIGH TROPHY

CLASS	SAIL NO	HELM	CREW	POS.
RS600	847	N.ASHBY		1
ISO	921	R.LONGTON	S.HADLEY	2
ISO	1184	P.WARD	G.HUGHES	3
INT CANOE	259	J.POWELL		4
RS400	409	C.MASON		5
FIREBALL	14042	D.BOURNE	1.PARRIS	6
CONTENDER358		M.JONES		7
RS600	773	S.DODDS		8=
RS400	538	C.ASHBY	M.SMITH	8=
BOSS	732	T.HUCKELL	C.PYGALL	10
RS400	491	J.PARSONS	B.DONNELL	11
FIREBALL	14175	D.TOZER	F.TOZER	12
OSPREY	555	T.KIFT	S.OFFER	13
PHANTOM	955	M.LEVY		14
GP14	13136	D.FRY	D.CUMMINGS	15
LASER	143524	G.BELCHER		16
INT14	1297	R.ALEXANDER	S.HILTON	17
GP14	12448	R.LAPTHORN	D.BURFOOT	18
FIREBALL	14282	R.WINNETT	P.HARRIS	19
WAYFARER	847	K.FLOWERDAY	S.HALL	20
MIRACLE	3723	P.CUSSENS	S.PYGALL	21
MIRACLE	36	P.HEATHER	M.HEATHER	22
MIRACLE	379	A.CAMPBELL		23
LASER R	117189	A.SMITH		24
MIRACLE	3620	J.SMITH	S.SMITH	25
GP14	12310	M.SMITH	M.GROOM	26
MIRACLE	2420	N.O'ROURKE	O'ROURKE	27
WAYFARER	183	A.GUEST	A.GUEST	27
ISO	675	J.TINNAMS		RTD
TASAR	285	K.CRUNDWELL	L.HEATHER	RTD

## ICEBREAKER

CLASS	SAIL NO	HELM	CREW	POS.
GP14	13138	D.FRY	D.CUMMINGS	1
ISO	667	P.GIBBS		2
FIREBALL	14042	D.BOURD		3
RS400	491	J.PARSONS	B.DUNHAL	4
RS600	749	N.ASHBY		5
OSPREY	555	T.KNIGHT		6
INT.14	1297	R.ALEXANDER??		7
MIRACLE	3795	D.HUDSON		8
BOSS	732	T.HUCKELL	C.PYGALL	9
MIRACLE	38	P.HEATHER		10
TASAR	2521	D.MASON		11
FIREBALL	14282	R.WINNETT	P.HARRIS	12
ISO	675	TINNAMS		13
FIREBALL	11599	R.CRADDOCKA	HANDLEY	14

## LONG RACE

CLASS	SAIL NO	HELM	CREW	POS.
RS400	538	N.ASHBY	I.PARRIS	1
GP14	13268	B.WARWICK	R.BLYTH	2
OSPREY	919	J.SHENTON	S.KNELL	3
GP14	???	A.CAMPBELL		4
RS400	491	J.PARSONS	JO	5
WAYFARER	8500	J.TYLER	P.TYLER	6
WAYFARER	1116	B.WARD		7
MOTH	4002	L.WIELE		8
GP14	12448	R.LAPTHORND	BURFCOT	9
ISO	675	S.TINNAMS	J.TINNAMS	10
FIREBALL	14289	R.WINNETT	C.SWIFT	11
WAYFARER	847	E.AYRIS	K.FLOWERDAY	12
FIREBALL	13331	G.MARCH	A.SMITH	13
ISO	872	McM??		14
LASER	117103	G.JENKINSON		15
WAYFARER	9700	B.LAMB	V.CROCKETT	RTD

## SOUTH KENT RACE

CLASS	SAIL NO	HELM	CREW	POS.
GP14	13544	K.LENNOX	M.DOHERTY	1
GP14	3594	J.GOULDIE		2
GP14	13265	B.WARWICK	R.BLYTH	3

the timing was often dictated not by the clock but by the staying power of those afloat and on their ability to get back to the club. The radios were particularly useful in ordering afternoon tea, which was frequently served ashore in Hoo Bay. Pity we kept forgetting the racing group further down the bay!

So, many thanks to all of the instructors, many of whom gave up one week of their annual leave to be there, and to the many parents who helped. Special thanks must go, of course, to the three senior instructors who lead the courses and to our principal Tom Sims who oversaw the entire event.

*David Tozer*

PS Can we do it again next year please? - Anna

## KSSA BOUGH BEECH

Saturday 5th September 1998

Wilsonian Sailing Club was represented by three junior sailors at this Kent Schools Sailing Association event, all in the Topper fleet. Those competing were Sam Pygall, Tom Pygall and Mark Heather.

There were over 50 competitors in the event, with 22 in the Topper fleet. Other fleets consisted of Optimists, Lasers and fast handicap. The Toppers and Optimists started together but as separate fleets.

All three from Wilsonian had some close racing throughout the day which made for an enjoyable event despite the rain. There were no protests but plenty of shouting, particularly in the Optimist fleet. The winds were quite good, with a force 2-3 in the morning, dropping in the afternoon to a 1-2.

Tom Pygall in Topper 16806 finished 2nd overall in his fleet with a win in the last race. Sam Pygall in Topper 37332 finished 6th overall and Mark Heather in Topper 27178 finished 13th.

All three did extremely well and were pleased with their results, especially as it was the first Kent Schools Regatta for some.

*Adam Treadwell*



Tom, Sam and Mark at the regatta

## JUNIOR WEEK

In August, 29 juniors attended a one week training course at the club. For the five days, Tuesday to Saturday, they were taught basic, intermediate or racing skills depending on their abilities.

Despite the fears of strong winds for the week, the conditions were actually very good, the wind being a bit light for the racers early in the week but that was just what the beginners needed - you can't please everybody. It was even warm most of the time.

The basic course, managed by Peter Horner, included a wide age range of children. This made Peter's job rather more difficult but he managed to keep them all interested, despite the lack of wind earlier in the week, and by the end of the course they could all sail the requisite triangular course, they could tie knots, rig, launch, capsizes and all of the other things required for the RYA Junior Stage 1 or 2. Including paddling frantically!

The intermediate course, managed by Paul Heather, saw 12 children develop the rudimentary skills they exhibited at the beginning of the week to accomplished boat handling. By the end of the week their follow-the-leader sailing had progressed from an utter shambles (!) to a very neat line akin to "mother hen and her chicks". Very impressive.

The racing course was run by Martin Jessop. Although they never did get as good at follow the leader as the intermediates (!) the vast number of short races they sailed has made them into demon starters. Be warned next time we have a committee boat start - they know what they are doing!

The three leaders were assisted by a variety of instructors and parents during the week, both afloat and ashore. As previously, Barbara Sims prepared and served lunch and dinner every day, not an easy task, especially at lunch time, as



WAYFARER 84	R.DUTTON	N.FENTON-SMITH	4
GP14 12148	R.LAMPRELLD.FRY		5
ISO 921	B.LONGHORN		6
RS600 847	N.ASHBY		7
FIREBALL 14049	D.BOURNE	I.PARRIS	8
RS400 409	C.MASON		9
RS400 538	C.ASHBY	M.SMITH	10
ISO 1184	P.WARD	K.BORDERS	11
CONTENDER994	M.JONES		12
INT.14 1297	ROSS ALEXANDER		13
BOSS 732	T.HUCKELL	C.PYGALL	14
RS200 385	R.WINNET		DNC
FIREBALL 905	S.OFFER	S.KNEE	RTD
GP14 5153	A.TIBBS	R.TIBBS	RTD
INT. CANOE 259	J.POWELL		RTD
MIRACLE 3795	J.HUDSON	D.HUDSON	RTD
MIRACLE 3620	J.SMITH	S.SMITH	RTD
RS600 773	S.DODDS		RTD
TASAR 281	COLLINS	I.WYATT	RTD
WAYFARER 1116	B.WARD	McKAY	RTD
WAYFARER 9700	B.LAMB	J.REED	RTD

## "CHILLY WILLIES" NEW YEARS DAY RACE

This year, or rather the first day of next year, the club will run an open handicap race. The club will be open on New Years eve and the party will finish with the race. So get your dry suits out and come and join in. Of course if you don't wish to race (I can't imagine why not) we do need some help on the day. If you know how to sell a mince pie or the difference between a displacement boat and the RIB, we need you!

This is the first time to my knowledge the club has run an event on new Years Day and to make it a success we need your support. Please contact me as soon as possible.

*John Smith*  
01322 278927



# FREE

## QUOTATIONS

1998 examples

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£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
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Saturday 9am - 5pm  
Sun 9.30am - 4.30pm

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

Discounts for Wilsonian Members!

## GP 14 FLEET NEWS



It occurred to me on Sunday that the season's all but over and Ray & I haven't yet found a justifiable reason to send our boat back to Belfast for more warranty repairs. It's not that we want more work done, it's the repaint and revarnish that accompanies it. Looks like it's down to us this year Ray!!

I must also revamp Ray's crewing contract for next season. I got some verbal insubordination from him this season even though he knows the helm is always right. So I need to tighten up the conditions before he signs on for another tour. I shall add the following items to the new one :-

- All capsizes are the crew's fault.
- Should we hit the mark it is a bad tactical call by the crew, not xxxx poor steering by helm.
- The crew shall endeavour to take all spray thus keeping helm dry.
- The crew shall address helm with due respect and not call him/her lazy sod at the back end.

I advise all helms to contract their crews as I do Ray. They are a surly lot so it helps apportion blame i.e. the crew is always wrong even when they are right.

After the fleet success in the South Kent race it was good to see a GP finish second in the North Kent race. These long races seem to suit the boat as previous results confirm. John Goudie's long term restoration of Runculus has paid dividends. The yellow peril gets faster at every outing and has given Mike & Keith's plastic fantastic some stiff competition.

In order not to be left behind the tuning manual has become bed time reading for the rest of the fleet and the tension gauge standard equipment. Ray's suggestion of pre-bending the mast by whacking it with a bloody big hammer lacks I feel the necessary technical credence and finesse but we are desperate enough to try anything to make +VAT quicker. I wonder if the many coats of paint from the Belfast trips has anything to do with it? Can't be the helm! Refer to the crew contract!

*Brian Warwick*

## HANDICAP F FLEET NEWS



Hard to believe I know, but the season is drawing to a close and as you read this the cruisers will be lifting out. Most of this season has passed without too much drama and the controversy of suitable courses for everyone in our mixed fleet seems to have subsided. Whatever, you can't please all of the people all of the time despite trying.

The results of the Early Summer Points indicate impressive performances from the RS 600s of Neil Ashby and Simon Dodds who finished first and second respectively, followed by Ian Parris and David Boume in third place sailing Ian's Fireball. This has probably been repeated in the Late Summer Points but as the race book had disappeared at the time of going to press I am unable to confirm.

This year we had 23 entries for the Summer Points but only 12 in the Bank Holiday series which was won by Neil, Ian and David in second and Simon in third. First asymmetric rig The Boss, strange but true.

### OPEN EVENTS.

Despite Ian's remarks in the last edition of 3H/2 concerning awarding average points for those of you attending opens not one person has come up to Ian or me with the required evidence. Unfortunately neither of us have the time or energy to chase this up and for the purposes of co-ordinating this season's results I have not awarded average points to anyone. We will have to revisit this at the fleet evening and perhaps make class reps responsible for providing this information in a structured way for next season.

On the open circuit the ISOs, Ospreys and RSs have represented the

club at many events. The ISOs fielded four at their Nationals where Rob Langton and Simon Hadley finished 11th overall despite breaking a boom in the strong winds. Patrick and Gordon also had some good results but suffered a broken go faster black mast when they inverted in the shallow water. Wendy and Andy and John and Steve finished creditably in the twenties, John helped no doubt by his stop watch for the myopic, visible from two hundred metres. However, despite the salesman's pitch, it doesn't allow dispensation for the black flag rule.

Keith Borders and Simon Coppen have done well in the borrowed ISO of Simon Hadley's, particularly in the Medway Regatta where they got a second place in strong winds.

The two Ospreys of John and Tim were also at their Nationals in Wales and they were having a good time until Tim tore his Achilles, not in some daring do on the water but in a tricky manoeuvre on the dance floor (allegedly). The downside is that his leg is in plaster at the time of writing and sailing for the time being is down the pan.

Chris Mason, Richard Brewster and Chris Ashby/Mick Smith have also been to opens and seem to be going much quicker in their RS 400s as a result along with John and Bryan. Simon and Neil don't need another mention and are going quite quick enough, but they too have attended opens as well as competing in their Nationals and it shows on the water at club level. Having said that Jonathan Powell has shown he can give them a run for their money in his Canoe when he is able to get down to the club. If I've missed anyone out I apologise.

**CLASS CHANGES**

Ross and Simon have changed from the 14 to an ISO and Martin Jones has moved from a Contender to a 600. (Tim and I are in the process of getting an 18 foot Skiff because we heard a rumour someone else is contemplating a 49er). We're sifting applicants for the front man who must be prepared to undergo a partial lobotomy performed by Phil Yates with his new range of power tools. They must be able to tie a bowline as neither Tim nor I are good with new fangled knots.

**WHAT'S THE MOST FUN YOU C**

**Early Summer Points**

CLASS	SAIL	HELM/CREW	Total	Pos.
TASAR	2521	D.MASON	6	1
TASAR	285	K.CRUNDWELL/L.HEATHER	28	2
PHANTOM	955	M.LEVEY	31	3
TASAR	281	1.WYATT/S.WYATT	44	4
RS200	385	R.WINNETT	48	5
TASAR	985	G.GIBBS	57	6

**Late Summer points**

CLASS	SAIL	HELM	CREW	TOT	POS
TASAR	281	1.WYATT/S.WYATT		27	1
PHAN	955	M.LEVEY		36	2
TASAR	285	K.CRUNDWELL/L.HEATHER		43	3
TASAR	2521	D.MASON		58	4
ENT.	20175	D.VETTERGREEN		58	4
420	47028	G.McLAREN	A.SMITH	61	6

**SLOW HANDICAP RESULTS**

**Spring Points**

CLASS	SAIL	HELM	CREW	Tot.	Pos.
GRADUATE	2941	T.SIMS/B.SIMS		26	1
TOPPER	32870	S.GROOM		31	2
TOPPER	26119	N.O'ROURKE		32	3
TOPPER	24432	A.CAMPBELL		33	4
TOPPER	22985	T.O'ROURKE		36	5
TOPPER	26119	L.O'ROURKE		39	6

**Early Summer Points**

CLASS	SAIL	HELM	CREW	Tot.	Pos.
GRADUATE	2941	T.SIMS/B.SIMS		22	1
TOPPER	32870	S.GROOM		31	2
TOPPER	24432	E.CAMPBELL		43	3
TOPPER	22985	T.O'ROURKE		50	4
STREAKER	1318	I.POVEY		53	5
WANDERER	738	J.TALBOT/J.WHITTAKER		54	6

**Late Summer Points**

CLASS	SAIL	HELM/CREW	Tot.	Pos.
TOPPER	32870	S.GROOM	31	1
TOPPER	22985	O'ROURKE	35	2
TOPPER	27172	M.HEATHER	46	3
GRADUATE	2941	T.SIMS/B.SIMS	47	4
TOPPER	26119	L.O'ROURKE	47	4
TOPPER	24452	A.CAMPBELL	48	6

# LASER RESULTS



## Spring Points

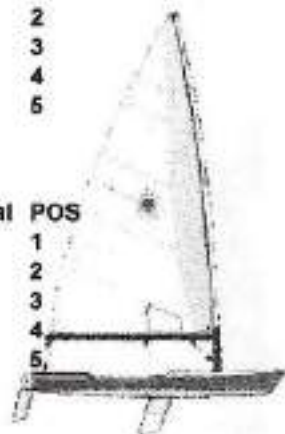
CLASS	SAIL	HELM	TOT	POS
LASER	160330	N.LAMPRELL	16	1
LASER	117103	G.JENKINSON	19	2
LASER R.	117189	A.SMITH	23	3
LASER	143542	G.BELCHER	31	4
LASER	135741	P.MONCREIFFE	34	5

## Early Summer Points

CLASS	SAIL	HELM	TOT	POS
LASER	160330	N.LAMPRELL	8	1
LASER	117103	G.JENKINSON	12	2
LASER R.	117189	A.SMITH	21	3
LASER	135741	P.MONCREIFFE	22	4
LASER	143542	G.BELCHER	29	5

## Late Summer Points

CLASS	SAIL	HELM	Total	POS
LASER	160330	N.LAMPRELL	8	1
LASER R.	117189	A.SMITH	21	2
LASER	135741	P.MONCREIFFE	22	3
LASER	117103	G.JENKINSON	24	4
LASER	143542	G.BELCHER	25	5



# MEDIUM HANDICAP RESULTS

## Spring Points

CLASS	SAIL	HELM CREW	TOT	POS
TASAR	2521	D.MASON	8	1
TASAR	281	1.WYATT/S.WYATT	11	2
PHANTOM	980	M.LEVEY	29	3
PHANTOM	955	J.WILKINS	39	4
LARK	2441	K.CRUNDWELL/L.HEATHER	39	4
TASAR	251	A.HANDLEY	42	6

Ross and Simon could be the ones to watch in the ISO, they're young, fit, the right weight, good sailors and they have proved beyond doubt their swimming prowess in their outings in the 14. (Second only to Tim and I in the Boss). Martin Jones also looks pretty much at home in the 600 and doesn't have quite such a low boom to struggle under.

Otherwise things have settled down, Roy and Chris are regulars in their Fireball with Roy taking over the responsibility for reporting the club's events in the local press. David and Fiona have turned out when they can, but major building work to their home has prevented a more regular appearance than they would like. Gerry Marsh, I know wishes he could get down more often but work commitments don't help. I hope we see more of them all next season or maybe in the winter series.

## Chris Pygall



Steve Bristow had his open heart surgery operation Thursday/Friday 10/11 September 1998, all is going well and he is recovering from the operation.

Hopefully we will see Steve and Debbie at the Christmas party, Steve defending last years Musical chairs title, complete with new hand-bag.

*Ian Parris*

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Turn the page to find out.....



## WAYFARER REPORT

I have enjoyed my first season as your fleet captain, especially arranging the courses for the series, which I know you have all appreciated??!! (Please remember you do have a say in the courses, but you must be at the course board by 10:20 and 13:20 respectively)

### Early Summer Series

It was all down to last race 'AGAIN' - Let me take you back to the Spring series; only one point between 3 boats - 847, 8500 and 9700 - even a discard needed to decide 2nd place.

It was between two boats to win the Early Summer Series - 8500 and 8835. There were two points separating each of them at the start of ESP 9. 8500 won the morning race leaving both boats on the same number of points going into ESP 10. 8500 won the afternoon race and thus won the series.

We had 2 five boat starts, and an average of 3.2 boat starts for the series.

### Early Summer Results

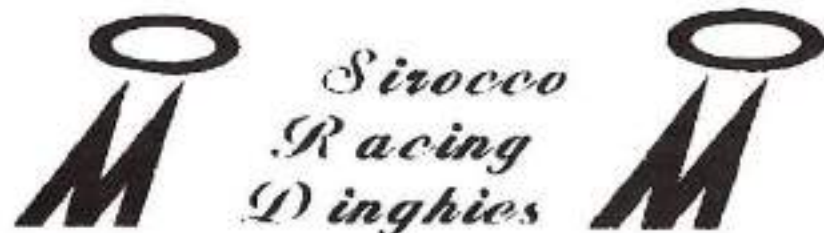
1st 8500 Paul & Jim Tyler  
2nd 8835 Nick Fenton-Smith & Various crews  
3rd 1284 Bob Dutton & Various Crews

**History of the Early Summer Points Trophy** - The Early Summer points Trophy is an elegant Silver Sauce Boat mounted on a dark rectangular mahogany base. The Silver Sauce Boat was once owned by Christine Godber's mum who was a silver smith by trade. Christine kindly donated this to the Wayfarer Fleet. Bob Dutton soldered two silver legs to the sauce boat and made a wooden base thus the trophy was created. Christine presented the Trophy at the Dinner and Dance last year to Brian Lamb.

### Late Summer Series

We had 3 five boat starts, and an average of 3.1 boat starts for the

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having booked a table for 43!! We all thoroughly enjoyed ourselves both on and off the water. I won't say any more about this event since a separate article will appear elsewhere in this magazine.

### 1998 Miracle Cruise

14 boats came along on this year's cruise up river to Kent Boat and Ski Club at Cuxton with 5 more people in the safety boat. The start of the cruise saw a shifty and cool F3 breeze, but by the afternoon the weather warmed up making for a very pleasant return trip back to the club. Negotiating Rochester Bridge proved a little tricky on the way up river. We were on the top of the tide and the bridge was undergoing repair work, with the available headroom reduced by scaffolding. The safety boat guided everybody through without incident.

We were extended a very warm welcome by our hosts, Kent Boat and Ski Club, on our arrival. They kindly allowed us to use their floating pontoons, opened their bar and kitchen facilities just for us and generally made available to us all their club's facilities whilst we were there.

I couldn't possibly have written this article without mentioning that we actually succeeded in getting our Commodore out onto the water for the duration of the cruise in the safety boat. I understand this is the second time this year she's been on the water! Who knows, we may see her racing a Miracle before long! The other safety boat crews were Gela Marshall, Jane Treadwell, Lucy Heather and Ken Flowerday. Thanks to all of them for providing us with peace of mind, particularly as we negotiated the bridge, and refreshments whilst we were afloat. Mind you, I don't know why I'm thanking them myself - they twice refused to serve me with a drink, claiming they had no beer left!

### Off the water

As previously reported, I intend to arrange an informal and modestly priced meal before the end of the season. Would you please let me know, either by telephoning me or by seeing me at the club on a Sunday, if you are interested in coming along. I'd need an idea of likely numbers before making a booking. I'd also appreciate your comments on the idea of a hot meal at our annual Fleet evening, as last year. As you may recall we had a glass of sherry (or orange juice) a roast meal followed by a dessert and coffee with mints to finish, for the modest price of £3. I am thinking of repeating this theme for this year but would appreciate your comments before making any final decision.

*Colin Treadwell (M3722)*

series.

### Late Summer Results

1st	8500	Jim & Paul Tyler
2nd	12	Chris Vincent-Bennett & Pat Williams
3rd	8835	Nick Fenton-Smith & Various crews



**History of the Late Summer Points Trophy** - Named the "Summer Pot Trophy" this beautiful silver sugar bowl with moulded handles is mounted on an hexagonal mahogany base. The Sugar Bowl was a Wedding Present to Trish and Len Ayris. Trish kindly donated the Sugar bowl to the Wayfarer Fleet. Len and Bob made the base for this trophy. Unfortunately Trish was not available to present the Trophy at last years Dinner and Dance and hopefully will be able to present it this year.

### Worlds 1998 Holland

As you all know Brian qualified for, and took part in the Worlds this year. I would like to take this opportunity on behalf of all of us, both in the Fleet and the Club, to say "Congratulations".

### Dinner and Dance

I hope that you will all attend the Dinner and Dance and look forward to a most enjoyable evening.

### Fleet Evening 1999

Over the last few years we have been using one anothers houses to hold the fleet evening. Would you like this to continue? or would you prefer to revert to a pub/clubhouse as some years ago? I prefer the personal touch of someone's home - if you support this I will need a volunteer to hold the next event.

Happy sailing

*Paul Tyler*

a party and prizegiving in the afternoon. You can choose between a long or a short course. So what's stopping you - get your entries in! Forms available at the club or from Brian Lamb, Sailing Secretary.

## MIRACLE FLEET NEWS

I must begin this article with an apology to Colin and Martin Lown. In the last issue I didn't report that Colin and Martin had represented the Club in Open Meetings at Taplow Lake and Kingsmead. The Summer AM and PM Points Series have now concluded and saw entries of 23 and 22 respectively, with an average turnout of nearly 7 boats per race. This is quite a respectable turnout, particularly considering our representation at Open Meetings. It would still be nice, however, to see more boats out there racing more of the time.

### Results Of Summer AM Series

- 1st 1808 Martin Smith / Mike Groom
- 2nd 3723 Paul Cussen / Sam Pygall
- 3rd 3722 Colin Treadwell / Adam + Lauren Treadwell
- 4th 2420 Lesley O'Rourke / Natalie O'Rourke
- 5th 3795 David Hudson / Jackie Hudson

### Results of Summer PM Series

- 1st 3722 Colin Treadwell / Adam + Lauren Treadwell
- 2nd 3723 Paul Cussen / Sam Pygall
- 3rd 1808 Martin Smith / Mike Groom
- 4th 1958 Peter Horner / Douglas Horner
- 5th 3795 David Hudson / Jackie Hudson

Well done to all of the above and to everyone else who took part in either or both Series. It's pleasing to see Lesley & Natalie and Peter & Douglas in the list of prize winners this year. It demonstrates what can be achieved when racing on a regular basis.

### 1998 Open Meetings

We have so far this year been represented at 9 Open Meetings:

Hunstanton	Paul and Mark Heather
Taplow Lake	Colin and Martin Lown
Kingsmead	Colin and Martin Lown
Redoubt	Martin Smith and Mike Groom, Paul Absolon and Suzanne Hall, Keith Jeremiah and Andrew Smith, Colin and Martin Lown, Colin and Lauren Treadwell
Stewartby	Paul and Mark Heather, Colin and Martin Lown
Staunton Harold	Ian Kelly and Gela Marshall, Paul and Mark Heather, Colin and Adam Treadwell, Colin and Martin Lown

<b>Broadstairs</b>	Chris and David Cherriman, Ian Kelly and Gela Marshall, Colin and Maureen Lown, Colin and Lauren Treadwell
<b>Downs</b>	Ian Kelly and Gela Marshall, Colin and Adam Treadwell
<b>Crawley Mariners</b>	Chris and David Cherriman, Mark and Paul Heather, Ian Kelly and Tom Pygall, Colin and Lauren Treadwell, Colin and Martin Lown

This has been an excellent representation, and in some events we have formed the larger part of the competing fleet.

### WSC 1998 Open

We hosted the Southern Area Championships this year over the weekend of 13/14 June, sponsored by Speed Sails and Sirocco Racing Dinghies, with an entry of 27 boats. Saturday saw very wet and lively conditions and some exciting racing in a southerly force 4/5, with a number of capsizes and breakages. The day was concluded with a BBQ (under cover from the elements!) and a trivia quiz. Sunday afforded much drier and warmer conditions, with even a hint of sunshine, though the wind had decreased significantly to a very light breeze.

Overall Results were as follows:

1st	Matthew and Ruth Ambrose	(Deben)
2nd	Keith Jeremiah and Tom Pygall	(Wilsonian)
3rd	Graham Watts and Rachael Brett	(Staunton Harold)
4th	Ian Kelly and Gela Marshall	(Wilsonian)
5th	Paul and Mark Heather	(Wilsonian)

I would like to express my very sincere thanks to all those who raced in this event. 21 boats from our own fleet took part, and we should all take considerable pride in this. Well done! I would also like to convey my thanks to everyone from the club who assisted with the running of the event, particularly Ian Parris, Ray Craddock and Tom Sims. It was a very enjoyable and successful weekend thanks to all involved.

### 1998 Nationals

12 boats travelled to Hunstanton for this year's Nationals, making us the Club with the single highest number of entries. It was the first Nationals event for Peter/Douglas Horner and Chris/David Cherriman. They must have wondered just what they'd let themselves in for when, on the Monday, the wind blew up to a Force 6/7. We forgot the elements, however, once we'd gathered for a meal in a local restaurant,