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

New Year 1999

No 64

# 31½

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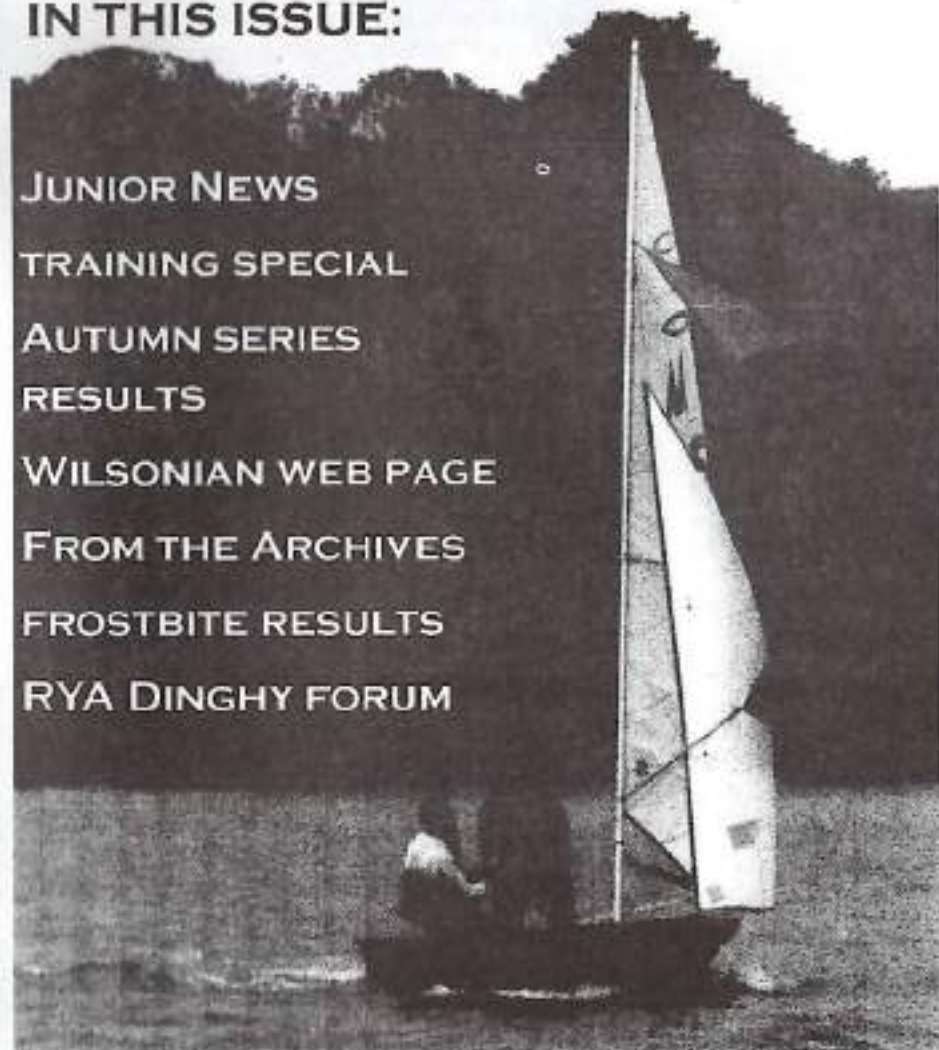
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## FROM THE COMMODORE

1999 will be a busy year. The AGM will be on 26 February at the clubhouse. There are several key issues which will be discussed including the club extension ( the plans and raising the funds ) and other aspects of the running of the club which we as the committee of the club need your views and agreement on so please try and attend.

The first event of 1999 took place on New Year's Day and was very successful. Twenty boats raced in long or short courses and we had several visitors. Thanks go to club members who made the event such a success and to John Smith who proposed and progressed the idea.

Kent Schools Sailing Association will be having their opening event of 1999 at WSC on the 1st May. During the winter 7 of our Juniors attended the 3 winter training events. Other events during the year include the Medway Regatta, Topper Open Meeting, Miracle Southern Areas. The Topper and KSSA events will be on Saturdays and so will not effect club sailing.

One of the key aspects of the success of the club is encouraging new members. There will be an Open day in the Dockyard in 1999 in which the club will be involved in the 'Have a go at sailing' event.

In order to progress the Club development it has been agreed by the General Committee that we should ask members if they are prepared to make a loan to the club. A form is enclosed. Any donation however small would be welcome.

I look forward to seeing you all at the AGM and seeing you at the club from 28th March at the start of the sailing Season.

*Ann Heather*

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## FROSTBITE RESULTS

### LONG COURSE

Class and Sail No	Helm	Crew	Position
Int. Canoe 278	Simon Allen	-	1
Osprey 555	Tim Kift	Steve Offer	2
Laser 143512	Peter Belcher	-	3
GP 14 13603	David Fry	Derek Cummings	4
Boss 732	Chris Pygall	Tim Huckell	5
Osprey 919	John Shenton	Mark Seager	6
GP 14 12351	Mark Duffy	Kevin Buckland	7
Scorpion 1853	Mark Lee	Mark Smith	8
Laser 125502	Gordon Belcher	-	9

### SHORT COURSE

Phantom 960	Mark Bew	-	1
OK 2060	Greg Casey	-	2
Miracle 3805	Gela Marshall	Adam Treadwell	3
Miracle 3737	Paul Absolon	Suzanne Hall	4
Miracle 3795	David Hudson	Jackie Hudson	5
Topper 16806	Sam Pygall	-	6
Tasar 281	Ian Wyatt	Colin Treadwell	7
OP 14 13265	Brian Warwick	Pam Smith	8
Phantom 955	Malcolm Levey	-	9
Laser R 117189	Andrew Smith	-	10
Miracle 1958	Peter Homer	Douglas Homer	11
Laser EPS 104	Colin Coard	-	12
Topper 22985	Leslie O'Rourke	-	13
Miracle 3751	Janie Townshend	Joanne Knee	14
Tasar 285	Ken Crundwell	Lucy Heather	15

## OPEN WINTER SERIES REPORT

Frostbite is often the name given to this series and this year it would have been very appropriate. However, the excellent sailing conditions of sunshine and moderate winds, which predominated the series, made up for the low temperatures.

There were 26 entered for the series, although only 24 of these actually sailed, with nine choosing the long course and fifteen the short course. There were five visitors; Simon Allen -Medway YC (Int.Canoes), Greg Casey - Whitstable SC (OK), Mark Lee and Mark Smith - Medway YC (Scorpion), Colin Coard -Bexhill SC (Laser EPS) and Mark Duffy and Kevin Buckland - Medway Cruising Club (OP 14).

The long course fleet was dominated by Simon Allen, who gained eight victories from the nine races he sailed. Tim Kift and Steve Offer, defending last years crown, took the second spot quite comfortably with two firsts and six seconds, although John Shenton and Mark Seager in the other Osprey did give them the occasional scare.

The next three places were decided on the final race of the series. The contenders being Peter Belcher (Laser), David Fry and Derek Cumming (GPI4), Chris Pygall and Tim Huckell (Boss), John Shenton and Mark Seager. Peter Belcher by finishing in third place picked up the same in the series and similarly David Fry and Derek Cummings took the fourth slot while Chris Pygall and Tim Huckell, who had to retire after their kicker failed, claimed fifth spot.

A close fight developed for top spot in the short course between Mark Bew (Phantom) and Greg Casey (OK). This was eventually won by Mark who inched ahead with six firsts and two seconds which gave him victory by a two point margin. Three Miracles filled the next three places. Gela Marshall and Adam Treadwell claimed third place in the series with two firsts, two seconds, one third and three fourths. Their nearest rivals were Paul Absolon and Suzanne Hall with fifth place going to David and Jackie Hudson.

Roy Winnett



## ON THE HOUSE

Another year passes by, where do they go to?

First of all, a few thank you's, particularly to Marion, Julia, Jane and Denise. All of these ladies have made my life a lot easier over the past year and I thank them most sincerely. Regrettably for various reasons they have all decided to stand down.

I must also say a big thank you to Gill who thankfully is staying on for a further year. Sarah Wyatt has helped throughout last year and I hope that she will see fit to continue during the coming year. Many thanks Sarah.

The attendance at the Dinner Dance was to say the least disappointing. However, those who did attend had a great evening. I must ask that every member try and make this evening next year. In view of the poor response to organised events over the past year, I have decided that I personally will not be organising any more. However, should any other member wish to organise events, these please feel free to do so.

Having said this, I would if there were sufficient interest, be prepared to organise a Millennium celebration on New Year's Eve.

Pam Smith

### BAR OPENING

*(A subject close to Colin's heart...)*

The bar will no longer be open on the first Saturday of each month.

Instead, it **will** be open on each Saturday evening when we have an event on - for example, the Saturday Club.

On these Saturdays the bar will be open and the Barbecue will be lit. Please bring your own food.

Colin Treadwell



## FROM THE SAILING SECRETARY

May I say first of all that the Race Book for 1998 is far easier to decipher than in previous years - my sincere thanks to all the Race Officers who followed the instructions correctly so that sorting out the results and the prizes has been less difficult than in previous years.

The racing programme suffered fewer abandonments (only one race in the Autumn Series) than in 1997, with all the major races being completed, although I do recall some of the long races being more like endurance tests than sailing! The Medway Regatta was blighted by cold, wet and very windy conditions, although all those who did participate enjoyed the racing and the barbecue in spite of the torrential rain!

Turnouts for fleet series ranged between 23 (first day of the season) and 41 boats, with an overall average of 30 out each Sunday. The Fast Handicap and Miracle fleets had consistently good turnouts, averaging 10.1 and 7.3 respectively, followed by the Wayfarer fleet with an average of 3.8 per Sunday over the year. The remaining fleets' averages were disappointing - I really cannot see how you can have a proper race with only a couple of boats on the start line - and so the Sailing Committee is proposing to reorganise the fleets for 1999.

Despite being Sailing Secretary, I have still managed to enjoy my racing - when problems have cropped up, I have been, as we all are, grateful for all those members who step in to give a hand when needed. I've heard more advice and suggestions than complaints and I hope this trend will continue in future years! I frequently hear visitors to WSC comment about how friendly and well organised we are - I can but fully endorse those sentiments.

### Proposals for the Fleets in 1999

As can be seen from the results opposite, the turnouts foursome fleets continue to be disappointing. In an effort to increase the numbers racing in each fleet we are proposing several changes in the fleets for 1999. The Lasers will join with the Medium Handicap Fleet to become the new Slow Handicap Fleet for 1999.

The current Slow Handicap Fleet will be renamed the Junior Handicap Fleet for any helms under 18. It is important that we as a club do all we can to encourage our youngsters to race more often. In an effort to

## DINGHY CLASSES FORUM

On Saturday 5th December, Colin Treadwell and I attended the dinghy classes forum on behalf of the Miracle class. Tom Sims also attended representing the Graduate class. This event is arranged and hosted by the RYA and is an annual opportunity to meet and discuss issues with some of the top personnel of the RYA. I do not think anyone who has attended any of these events could fail to be impressed with the knowledge and expertise that we have available to us via the RYA staff. Some of those attending this year included Rod Carr, Yacht Racing Manager, internationally recognised as one of the best in his field and Ken Kershaw, manager of the RYA Technical unit, again internationally renowned as an expert on all technical aspects of our sport.

Edmund Whelan, manager of the RYA Legal & Government Affairs Division gave an excellent talk on the legal liability for race officers and race organisers. The points he covered have recently become even more poignant following the tragic loss of lives, including Glyn Charles in the Sydney to Hobart race, and nearer to home with the flattening of the entire fleets racing at both the Grafham Grand Prix and the Brass Monkey event at Leigh on Sea.

In addition to the talks given by various RYA officials and other invited guests such as Sue Pelling from Yachts & Yachting, one of the objects of the day was to elect representatives of the dinghy classes to the RYA Racing Classes Committee. However it was decided to hold this over to Sailboat '99 where it was felt a wider representation would be in attendance. So if you have any burning issues you would like to raise or wish to serve on this newly formed committee, I would suggest you contact your Class Association and check if they are going to put someone forward to be elected. If not, why not?

Finally, a little bit of sales pitch for the RYA. If you are already a member I am talking to the converted. If you are not a member, why not? The RYA is our governing body and deserves our support. When you see all the work they do with the help of members subscriptions, it makes you feel good to be a part of it. If you are visiting Alexandra Palace this year and are not a member why not take the opportunity to join, they usually have a reduced membership fee offer at the show.

*Ian Kelly*

## MEDIUM HANDICAP AUTUMN 1998 SERIES

CLASS	SAIL	HELM	1	2	3	4	5	6	7	8	9	10	Pos
PHANTOM	965	M.LEVEY	DNC	1	DNC	3	4	5	6	7	8	9	10
TASAR	281	1.WYATT	DNC	2	2	2	2	DNC	DNC	1	RTD	ABD	1
SUPERNOVA	403	P.MONCRIEFFE	RTD	DNC	DNC	DNC	DNC	DNC	DNC	RTD	RTD	ABD	2
TASAR	285	K.CRUNDWEILL	DNC	DNC	DNC	DNC	DNC	RTD	DNC	DNC	DNC	ABD	3
ENTERPRISE	20175	D.VETTERGREEN	DNC	DNC	DNC	1	1	DNC	DNC	DNC	DNC	ABD	4
WANDERER	1419	V.CROCKETT	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	ABD	5
WANDERER	736	D.TALBOT	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	ABD	6
			DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	ABD	7

## LASER AUTUMN 1998 SERIES

CLASS	SAIL	HELM	1	2	3	4	5	6	7	8	9	10	Pos
LASER	160330	N.LAMPRELLI	1	2	1	1	4	5	6	7	8	9	10
LASER	143642	G.BELCHER	2	2	1	2	2	1	1	1	ABD	1	1
LASER R.	117189	A.SMITH	DNC	3	3	3	3	1	3	RTD	DNC	ABD	2
LASER	117103	G.JENKINSON	3	4	DNC	DNC	DNC	RTD	RTD	DNC	DNC	ABD	3
LASER	143612	P.BELCHER	DNC	DNC	DNC	DNC	DNC	DNC	RTD	DNC	DNC	ABD	4
			DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	ABD	5

## SLOW HANDICAP AUTUMN 1998 SERIES

CLASS	SAIL	HELM	1	2	3	4	5	6	7	8	9	10	Pos
TOPPER	27178	M.HEATHER	DNC	1	DNC	4	5	6	7	8	9	10	1
GRADUATE	2041	T.SIMS	DNC	DNC	1	1	DNC	DNC	DNC	DNC	DNC	ABD	2
WANDERER	736	J.TALBOT	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	ABD	3
TOPPER	26119	N.O'ROURKE	DNC	DNC	2	RTD	DNC	DNC	DNC	DNC	DNC	ABD	4
TOPPER	22985	T.O'ROURKE	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	ABD	5
TOPPER	32870	S.GROOM	DNC	DNC	DNC	DNC	RTD	DNC	DNC	DNC	DNC	ABD	5

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promote junior racing, we are going to give Juniors their own series with their own prizes.

Adults who have been racing in the Slow Handicap Fleet this year and who may not wish to join the new Slow Handicap Fleet can continue to race in the Junior Fleet, although they will not be eligible for Junior prizes.

Handicap 'F' to remain unchanged - as those in the fleet appear to be happy to continue, there seems no reason to change, even though some could argue that some boats should be racing in Handicap 'M'. The Wayfarer and GP14 Fleets will start together - this has often happened during the 1998 season and should give better competition within both classes.

The proposed changes outlined above have yet to be ratified - make sure you read your 1999 handbook carefully so that you know the precise details.

#### Prizes

Thanks in the main to Tim Huckell's efforts, all the glassware and trophies have already been sorted out and distributed to Fleet Captains for checking and presenting. Results have been triple-checked so hopefully there will be few, if any errors. Tim is looking at alternatives to the current glassware for 1999, especially for the Juniors - should we be presenting beer mugs and wineglasses to our youngsters? He is also keen to increase the number of members receiving prizes - we hope to have the details of all these changes printed for you in the new members' handbook.

#### Duties

The Sailing Committee, as well as the General Committee, has spent a lot of time discussing the issue of duties, particularly in the kitchen. We have looked at several possible ways of reducing the number of duties, including contracting-out the kitchen, having the club open but with no racing on Bank Holidays, seeking volunteers to do certain duties on a regular basis, etc.. We are hopeful that Karen Steadman, with the help of many volunteers, will be able to put together an improved duty roster for 1999.

#### Safety

Safety cover during racing has, on the whole, been good during the 1998 season, and most of the problems encountered have been overcome one way or another. However, there is always room for improve-

ment and it dries out a long way there.

Sheppey YC undertook to provide safety boat cover at their end so it was agreed they would take over opposite the BP refinery in Saltpan Reach. As Sailing Secretary I would make the passage there and back in the rescue boat and bring the Race Book with me. All worked as proposed on the way down: I transferred to Sheppey's boat and the race was finished at Sheppey YC's line despite a certain amount of dodging unmarked obstructions without charts.

Memories of the rest of the evening are somewhat vague but I do recall feeling not much like emerging from my sleeping bag in the grey light of the morning when I heard the flapping of halliards outside and rain on the window. However needs must and at least Sheppey's Cheverton rescue boat had an enclosed wheelhouse and foredeck to keep one dry for the first half of the voyage home. The only problem was that it's high freeboard and windage made it very difficult to give any effective assistance to a dinghy or anyone in the water. It's displacement hull also produced a sizeable quarter wave and I can still see one of the GP's, I'm not sure if it was Derek Cummings or Mike Doherty, surfing wildly in our wake somewhere just off the South Kent.

Somehow, I don't remember why, Bluebird, our rescue boat, failed to make the rendezvous and, with a falling tide, Sheppey's boat had to return taking me with her, leaving the race to continue without us.

I then had to set about getting back to WSC. As a Laser, or a GP for that matter, isn't the easiest boat in which to take your overnight kit and keep it dry, willing volunteers had gone round to Sheerness by car loaded with essentials. I think Geraldine Musters must have been one of them and still have been at Sheppey YC when I got back there in the Cheverton. Anyway she was able to give me a lift and we made a rapid dash through Lower Halstow, Rainham and Rochester to be back at the Club in time for the finish. But the boats beat us!

Unfortunately I haven't still got the results but I do know that everyone finished safely; Robin writes it took them, presumably in the Fireball, just over two hours to get there and an hour and forty minutes to get back against a weak neap tide.

*Christopher Stevens*

## FROM THE ARCHIVES

*(More Nostalgia, this time from Chris Stevens. It's interesting to note, as we look forward to the extension of our clubhouse, that Chris was Commodore when we were planning the important decision as a club to build the clubhouse we have now. All you long standing members - please keep writing those nostalgic articles! Editor).*

Brian Matthews concludes his tale of the cruise to Leigh with a suggestion that a race to Sheppey might be more practical and remembers that dinghies from Sheppey YC used to visit us each year and stay overnight on the Barge before racing home the next day. Yes, in those days the CDO's job included staying on board over Saturday night and stoking the coal boiler to get hot water for the showers!

Perhaps Brian may remember that we did actually hold a Sheppey race over the May Day bank holiday in 1978 with boats racing down on Sunday, staying overnight and racing back again on Monday morning. It was an All Classes handicap, both races to count and prizes for each day. The Sailing programme noted that as, weather permitting, the course would take competitors out into the Thames Estuary helms and crews should be reasonably experienced. There was no restriction on classes eligible to take part and in those days Mirrors and Toppers regularly sailed the South Kent -in fact in the following year's South Kent Ron Jordan completed the course in his Topper on what was described as the hottest day of the year in 5hrs 21 mins 25secs!

However the 1978 season started wet and windy and the May Day weekend was no exception. Robin Musters, who was Commodore, wrote in 31½ that there can have been few better ways of spending such a damp holiday weekend. It was certainly wet and it was certainly windy but nevertheless a number of boats turned out with the GPs making a strong showing.

At that time we didn't have radios and there was no telephone on the Barge so, although the race down could be started from the Club line and the race back finished there, arrangements had to be made to get the results of the first race back from Sheppey and the list of starters for the return; added to which the Club's rescue boat had to come back to Wilsonian over night since there were no facilities to slip it at Shep-

ment - all safety crews need to ensure they operate the safety boats correctly and perform their duties correctly. Please read the information given by the club and ensure that your training is up-to-date.

I am pleased that the problems we have had with the radios seem to be resolved - all the safety boats should have fitted radios for 1999, so that the hand-held ones will only be needed as stand-bys. The RIB should be more reliable now that it has a new engine, which should give us several years' service provided we look after it properly. I feel very strongly that we should start looking for a second RIB for the club in order to further improve our safety cover.

### Frostbite Series

The 1998 series was very successful, with 26 boats entered. Several visitors have expressed a wish to join the WSC as full members for 1999 - I think we need to encourage more visitors for our Frostbite! During the beginning of this year the Sailing Committee will be discussing ways of improving the series for 1999 so that we get more participants - better publicity, fewer duties, etc.

Immediately following the Frostbite we had our First RNLI Chilly Willys' race on New Year's Day - congratulations to John Smith for organising and running a terrific event - how he managed to guarantee such superb weather I'll never know! Let's hope we can persuade him to run another one in the new millennium.

### Junior Racing and KSSA

Links between the KSSA and the WSC have strengthened during 1998, with many of our youngsters involved in a variety of KSSA events. We now have three representatives on the KSSA and will be hosting at least two events during the 1999 season - a KSSA Open on the 1st of May and a Topper Open on the 25th of September. Although not quite young enough to qualify as a Junior herself, I'm hoping that Gela Marshall will agree to act as Fleet Captain for the new Junior Fleet.

I'm sure I've left out a lot of things for which I apologise, but the deadline has arrived - please do talk to me about any concerns or suggestions you may have, preferably not just before a race!

I look forward to seeing you all at the start of the new season.

*Brian Lamb*  
WSC Sailing Secretary

## WHAT'S GOING ON!

Happy New Year to all our members.

### AGM

The start of the year is always a very busy organising period. You may have received, enclosed with this 31 $\frac{1}{2}$ , the agenda and business for the AGM which is on 26 February. We are working towards the clubhouse improvements, and a large element is the finances, which will include a request to you for a possible loan. There will also be a reminder to those who like me temporarily lost their renewal form in the Christmas mail, as there is a worthwhile discount for those who's renewal we receive by end of January.

When you receive the request for nominees, if you would like to help run our club do not be bashful - if you cannot find a nominee, ring me (01634 - 719193). There are several areas where we need keen people, as Cruising Secretary, as Wednesday sailing co-ordinator, and as a link person with the Greenwich University Students - to help get them afloat more.

### Winter work parties

There will be again three work parties with members coming by surname initial. These dates are :- 24<sup>th</sup> January P-Y, 21<sup>st</sup> February A - G, 21<sup>st</sup> March H - O. You will as usual be most welcome to attend additional work parties.

### Club membership

This has held up well this year with a repeated slight increase in memberships. We have already registered to provide the "Try Sailing Free" at the Chatham Navy Days' 29, 30 & 31 May - the Whitsun weekend. The dockyard events in the past have been a source of new members and they raise local awareness about the club.

There has been considerable expenditure on safety items recently, a new four stroke engine for the RIB, and better radio and aerials for the displacement safety boats.

### Training

There were insufficient people to run either level 2 or 3 during the Autumn, which Tom Sims has rescheduled for start of season, so get

Mariner are still in a development phase so some of the features are not quite there yet. The Racing Results service is not there yet but apparently will be very soon, hopefully before the new sailing season starts. So I will let you know about that when it happens.

To all of you who have web access please take a look at the site. All comments and suggestions are welcome. The club information there at the moment is more or less a copy of the text from our existing publicity leaflet together with a few photographs. Also, please feel free to make use of the Bulletin Board - it is there for everyone to use.

If you would like to know more or are interested in helping develop the site please come and see me at the club or give me a call.

*Peter Horner*

## TASAR 285 - LUCY & KEN



With wind or none we set our sail,  
In rain or shine or even hail,  
We put to sea in two eight five  
And did our utmost to survive  
Capsize? All season there were none  
But all the time we never won.  
On beat or reach and even run  
We sailed our best and had such fun.  
We sometimes sailed into a lead  
To lose it all, and not succeed.  
But wait a bit, there is next year,  
We'll both be back - have no fear.  
Sailing together, our third season,  
And going faster for that reason,  
We hope to win - but then again,  
Sailing's great and we won't complain.  
It's lovely for us to just compete,  
With friends, our days are quite complete.

*Ken Crundwell* December 1998

## WILSONIAN ON THE WEB

or:

<http://wilsonian.mariner.co.uk>

Wilsonian Sailing Club is on the Internet - we now have our own Web Site. For those of you to whom this is all gobbledegook see me at the club and I'll try to explain. For those of you who understand it perfectly and have access to the internet, the above address will get you there.

### Why do we have a web site?

As people increasingly have access to the Internet and search the World Wide Web for information, I thought it would be a useful addition to our publicity armoury. The club committee agreed and so I took on the task of investigating the best way to set one up.

### Mariner.co.uk

I spent some time searching the web for sailing related sites to see what was already out there and get a few ideas from other clubs. During the search I came across "Mariner.co.uk" who provide an Internet service specifically for water sports. The advantage with Mariner is they can do the initial set up as well as providing other useful facilities as described below. Since my original contact with Mariner the RYA have teamed up with them rather than setting up their own separate database and service. So if you initiate a search for clubs or associations through the RYA site ([www.rya.org](http://www.rya.org)) you are linked to the Mariner site. This means that there is a high probability of someone who is searching for a club in our area seeing our web site.

### What is on the site?

Mariner provide Bronze, Silver, Gold and Platinum packages at an appropriate range of prices. We have gone for the Bronze; we should walk before we try to run. Although I started out thinking of a web site just as a publicity item, the Mariner service provides facilities for club members as well. Our package features the following:

- A web site with our own web address (see heading)
- Club e-mail address
- Bulletin Board
- Boat Directory
- Racing Results

your requests to him or Barbara please. Power Boat 2 & 3 have been carried out, the level 3 while not only running in the new RIB engine but also providing safety cover.

### Dates for your diaries

Hoo Freezer 30/31 January, Club AGM 26 February, RYA sailboat and windsurf show 6 and 7 March, start of sailing season 28 March.

The Sailing Committee are currently finalising the 1999 programme. With the lower turnouts on Bank Holidays, the programme will be different for the Bank Holiday Mondays.

*Bob Jones*

## EDITORIAL

This time there is space for an editorial! You may have noticed that in last issue's jam packed pages I had to leave out my bit, as well as some other contributions which just wouldn't fit in. They are included in this issue. If you have contributed, thank you.


It's good to get articles from long standing members that remind us of the intrepid feats of club members in years gone by. They were a hardy lot! In this issue Chris Stevens writes about a race to Sheppey and back. Chris also mentions Ron Jordan completing the South Kent race in his Topper in over 5 hours and 21 minutes. I wonder how long it would take in, say, an RS200? Maybe this year we will find out.

Are there any other reminiscences that would interest club members? Send them in! The deadline for next issue is **16 May - fleet captains please note.**

*Paul Absolon*

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 *Junior news and*

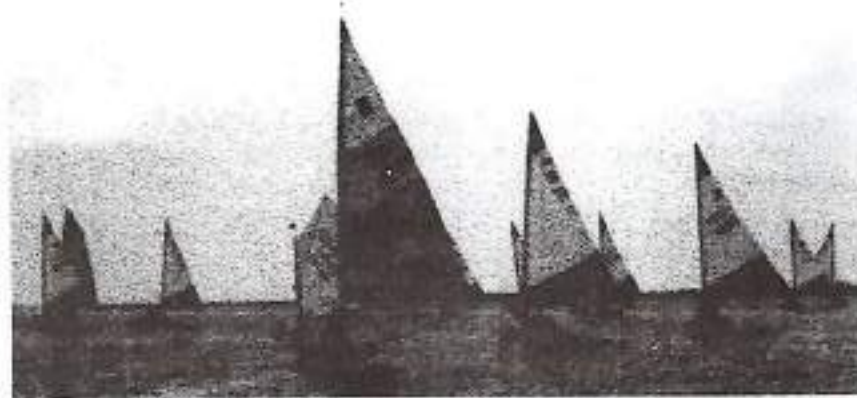
## JUNIOR WEEK 25 - 29 AUGUST 1998

What a week! Weather superb - although not enough wind for some. The younger members had fun of all kinds in and out of the water, making their sailing efforts enormous fun and gaining confidence.

My my do they eat at least I am sure no one went hungry. Our week ended with a Barbecue and Certificates being issued on yet another superb warm day. My thanks to all the instructors who gave up their free time, teaching the children.

My most heart felt **THANKS** to all Mums and Dads who helped to make this a memorable week - as without your help it would not have been possible. Well Done Everyone!

*"The Boss" - Barbara Sims  
Training Secretary*



## MIRACLE FLEET NEWS

By the time you read this I hope you all had a great Christmas and New Year, and are looking forward to the coming season. I hope, by now, you are well on the way with any jobs needed on your boats and you will all be there for the Ice Breaker (this means you as well Colin! No excuses this year).

As Colin said in the last issue we had excellent representation at over 9 open meetings last year. As will have been discussed at the Fleet Meeting we may try for less meetings but greater numbers attending opens in 1999.

To finish with the club series events, the results of the Autumn Points were as follows:

- 1st 3737 Paul Absolon/Suzanne Hall
- 2nd 3722 Colin Treadwell/Adam & Lauren Treadwell
- 3rd 3795 David Hudson/Jackie Hudson
- 4th 3723 Sam Pygall/Paul Cussen
- 5th 3751 Janie Townshend/Jo Knee

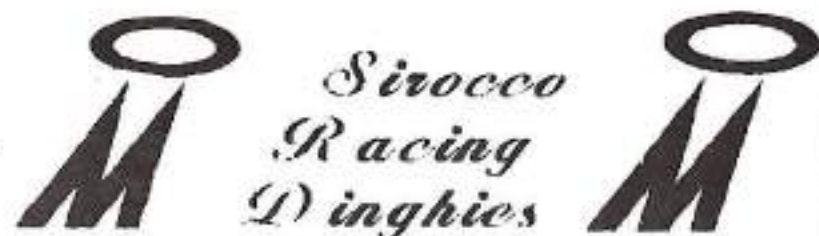
Well done to all who competed in the series particularly Paul and Suzanne for winning, and also Janie and Jo for doing so well in their first season racing together at Wilsonian.

Looking back I hope we would all agree the Miracles have enjoyed another very good year, both at the club and on the open meeting circuit. I know Colin has a lot of ideas to even further enhance your enjoyment of being involved in the Miracle fleet, both off and on the water.

So finally, we hope to see you all in the New Year ready to enjoy another full seasons sailing

*Ian  
Kelly*

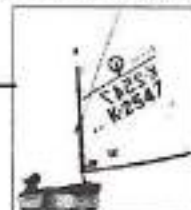




For all your MIRACLE needs - As the newly appointed Southern Area Rep for the MIRACLE Licence holder we can supply the following..

- ▲ 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

## Training special



### THE FOLLOWING CERTIFICATES WERE AWARDED:

#### STAGE 1

Kristina Tozer  
Stephanie Wicken

#### STAGE 2

Claire Parris  
Jessica Lewis  
Alex Reid  
Anna Tozer  
Jack Elliott  
Krystina Wallis  
Robert Wicken  
Thomas Kift  
Katie Parris

#### STAGE 3

Sam Lewis  
Lucy Heather  
Joseph Reid  
Anna Reid  
Sarah O'Rourke  
Jessica Elliott  
Adam Treadwell  
Richard Wallis  
Thomas Steadman  
Christopher Smith  
Mark Smith  
Michelle Linder  
Sarah Linder

#### RACING - WHITE BADGE

Sam Pygall  
Tom Pygall  
Natalie O'Rourke  
Andrew Smith  
Mark Heather



## KSSA WINTER TRAINING DAYS

This year was not the first time that Wilsonian Juniors have attended the Winter training sessions; last year Sam and I attended Downs in the Miracle and Mark Heather attended Downs, Chipstead and Blue Circle. However, this year seven of our juniors attended all three dates, Downs, Chipstead and Blue Circle en masse.

### Downs

The first of the 1998 Winter training days took place at Downs sailing club, Deal, on the last weekend in October. Driving down with Ian and Gela, the weather did not look particularly promising; howling gales, gloomy and pouring with rain. Arriving on time, but with a distinct lack of activity at the clubhouse, the Wilsonian contingent elected to seek shelter in the Fisherman 5 cafe. As the time at which everyone was supposed to be rigged and ready to launch came and went, we wondered whether instead of waking up at the crack of dawn, we should have stayed in bed. However, the organisers eventually appeared, looking suitably bedraggled. They did not seem optimistic about sailing but the visibility improved enough for us to go out and sail a course from one buoy to another: tacking round the first buoy and gybing round the second. The tide proved a challenge for some of the inland lake sailors but for the Wilsonians it was a doddle after sailing on some of the strongest tides on the Medway. Thomas Steadman was particularly brave for going out in such conditions.

After lunch, we had a debrief concerning the mornings activities. One aspect of the debrief that was particularly informative was the ways of dealing with waves.

By the afternoon the wind had picked up to a force 5 gusting 6. The Lasers sailors and most of the Oppy sailors didn't even bother to go out. In fact Thomas Steadman was the only one of them brave enough to attempt launching. Even after being lifted into the boat by his Dad, the waves just ended up sinking his boat. It was therefore up to the

I am also grateful to John Shenton who has agreed to stand for election to Vice Captain for the coming year, if there are any other nominations please send them to me by 28 February.

### Fleet Evening.

Thirty six of you attended the Bowling and curry evening and the general feedback was that we should have another. Unfortunately the glassware prizes were not back from engraving so I was unable to make presentations on the night, but I will be notifying you all of another event before the end of March when we will have an informal presentation preceded and followed by quantities of ale and another curry for those who want it or who like living dangerously.

### And Finally

Don't forget if you want to be credited average points when you are attending opens, please let me know so that I can include it on the spreadsheet.

I hope everyone has a Happy New Year and you all enjoy the coming sailing season. Any suggestions for social events, sailing events, training events, cruises etc, with offers to help and organise will be gratefully received!

*Chris Pygall*



# HANDICAP F FLEET REPORT

## Autumn Points Results.

RS 600s of Neil Ashby and Simon Dodds appeared to dominate the Autumn Points series, but in fact the final places put Chris Mason and Richard Brewster in first place sailing their RS400 consistently better than the rest of us. Second place went to Neil with Chris Ashby and Mick Smith securing third place in their RS400.

Well done to all of you and indeed to everyone who took part in the racing.

## Fleet Racing.

The '98 season has ended for some of us while others, particularly the ISOs, RS's and the 49er, are carrying on at Bewl Water until the start of the '99 season.

The composition of our Fleet, which is the biggest in the club, seems to be working reasonably well and we have tried to set courses that have suited the majority. The vagaries of the river and the huge variation in classes within our fleet always make this a particularly difficult task. Looking at the results for last year, the one class which some might say has consistently benefited, is the RS600. Those boats are, however, sailed particularly well especially when the wind pipes up as it seemed to for the first part of the year (when Tim and I were learning to sail the Boss for the first time!). If anyone has constructive suggestions for any improvement I would like to hear from them.

## Fleet Captain and Vice Captain.

As most of you know I have been trying to worm my way out of this responsibility for some time, but canvassing others in the fleet prepared to take on the job has resulted in nobody expressing interest. If I have missed someone with a burning desire to be Fleet Captain please let me know. If I don't hear anything by the end of February I have agreed to continue for another year. Ian Parris is standing down as Vice Captain and I would like to thank him for the support and advice he has given me, both at committee meetings and in general. I hope he and Katie enjoy sailing their new RS200 next season.

## Training special



men: the Topper fleet, to show everyone how it was done! Eventually, Nikki Catt, the Kent Schools Topper champion, deigned to put in an appearance, it was therefore up to us to give her a run for her money, but as most of the Toppers kept capsizing, no races could be started. Our downwind techniques were closely examined by Martyn Styles but we were all going so fast that the RIB had difficulty keeping up with us. By the end of the day we were all so tired that we had trouble listening to the debrief, even though I had slipped Martyn a fiver to sing my praises, which he did admirably!

## Chipstead

The next Winter Training day of 1998 took place at Chipstead Sailing Club. The inland venue proved a more attractive prospect for most Optimist sailors: there were over 70 people who turned up, with 30 in the Topper fleet. The morning training session provided invaluable experience, especially for Lucy, Douglas, Adam and Thomas, whose technique improved as the day went on.

The afternoon provided opportunity to put the morning's training into practice. The tenner that I slipped to the race officer paid off, as I won every single race bar one, with Sam and Mark consistently close behind to show Nikki Catt that the Wilsonians are not to be ignored.

## Blue Circle

The last Winter Training day of 1998 took place at Blue Circle, near Hoo. Again we arrived to find a distinct lack of activity at the club, not surprising as the forecast was for freezing conditions and the possibility of snow! The Wilsonian contingent had rigged their boats and got changed ready for the briefing before some had even arrived.

The morning training session was again very worthwhile with most people now mark rounding perfectly since being constantly told at Chipstead to follow one simple rule: wide in, tight out. Towards the end of the morning we again split into our respective fleets for some racing. Again all of the Wilsonian juniors ranked highly in the racing, proving that they were paying attention in previous training sessions.

Soon the morning was over and we were back out again for the afternoon, trying desperately to fight the ever increasing risk of frost-bite



## Junior news an

setting in. The 'follow my leader' exercises showed peoples degree of boat control (or lack of it). Most of the Willies had no difficulty with this, even showing up some of the more experienced of the Topper fleet. It must have been all of those 'follow my leader' exercises we did on the Junior training course in the summer, as by the end of the day we had progressed from what can only be described as a mess, to a very neat line of boats. Even I was impressed!

All of the Wilsonian juniors got a lot out of the training days: in particular sail/boat trim and mark roundings have improved greatly, but above all, these sessions have provided increased confidence for all those juniors involved. As Lawrie Smith said "time on the water makes all the difference".

I would like to take this opportunity to thank two special people whose dedication and effort have made it possible for myself, Sam and any other person whose boat they have taken to attend the training days: Ian and Gela. In particular, Gela has managed to secure a Topper Open event next year and also made it possible for Wilsonian to host the KSSA Opening Splash event in May. Without her and Ian, we would also never have been able to attend the KSSA Regatta at Bough Beech. Sam and I are therefore indebted to them for making our participation in these events possible. I would also like to say a 'Thank You' to all the parents who came along to the events to support us.

*Tom Pygall*

## JUNIOR RACING/KSSA UPDATE

The junior racing section of the club has had both a busy and successful season in 1998, with people involved in numerous open events, National Championships and training sessions.

## WAYFARER NEWS

HAPPY NEW YEAR to you all. I hope you all had a great Christmas, and are now looking forward to the new year ahead. Its not that long to go before the new season starts, so don't forget those last minute repairs to your boats.

With great regret Jim and I will be selling our boat (Ninja) and I am also resigning as Fleet Captain. We will both remain members of the club and will be available to crew; also willing to take out boats. I have enjoyed my year as Fleet Captain and would like to thank you all for your support.

### RESULTS FOR 1998:

#### Spring Points

1st	9700 Passin' Style	Brian Lamb & Bobbie Burnell
2nd	847 Sirene	Len Ayris & Bob Dutton
3rd	8500 Ninja	Paul & Jim Tyler
4th	1116 Hildegard	Brian Ward

#### Early Summer Points

1st	8500 Ninja	Paul & Jim Tyler
2nd	8835	Nick Fenton-Smith
3rd	84 Gypsy	Bob Dutton
4th	1116 Hildegard	Brian Ward

#### Late Summer Points

1st	8500 Ninja	Paul & Jim Tyler
2nd	12 Betty	Chris Vincent-Bennet
3rd	8835	Nick Fenton-Smith
4th	9700 Passin' Style	Brian Lamb & Bobbie Burnell

#### Autumn Points

1st	9700 Passin' Style	Brian Lamb & Bobbie Burnell
2nd	84 Gypsy	Bob Dutton
3rd	847 Sirene	Len Ayris & Bob Dutton
4th	1116 Hildegard	Brian Ward

**Fleet Evening** 20th February 99 7pm

Len and Trish have kindly donated their house for this years Fleet evening - look forward to seeing you all there.

*Paul Tyler*

# 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	£26.00	£29.75
£2,000	£26.00	£33.00	£34.00

£2,000,000 Third Party, Flacing, 12 months in  
Commission, Transit-damage to craft, UK +  
Continental holidays, Fire, Theft, etc., etc.

	From
BRITISH MOTH	£20.00
BYTE	£30.00
CADET	£18.00
COMET	£35.00
ENTERPRISE	£19.00
FIREBALL	£93.00
OP 14	£19.00
GRADUATE	£19.00
GULL	£18.00
LEADER	£20.00
LIGHTNING	£33.00
MIRACLE	£20.00
NATIONAL 12	£23.00
OPTIMIST	£15.00
OTTER	£17.00
PACER	£21.00
PICO	£15.00
SAILBOARDS	£17.50
SCORPION	£30.00
SKIPPER	£20.00
SOLO	£21.00
STREAKER	£25.00
WANDERER	£24.00
WAYFARER	£37.00

NEWTON CRUM Insurance.

Dinghy  01702-710041  
FAX: 01702-471375

## d Training special



For the coming sailing season, it has been decided that the juniors will be given fleet status, in the hope of improving the confidence and racing skills of the younger members of the club. This fleet will involve handicap racing on a short course, depending on the experience of those taking part. The success of this fleet status depends on you, the juniors, to enter the racing whenever possible.

Two open meeting events have been organised for 1999;

**1st May KSSA Opening Splash**

**25th September W.S.C Topper Open Meeting**

Whilst the Opening Splash event is limited to juniors, the Topper Open Meeting is for anyone with a Topper wishing to try their luck.

The Kent Schools Sailing Association events have been well attended in the second half of last season, with seven juniors attending the organised training days. We also had one of our junior members, Thomas Steadman, representing Wilsonian at the Royal London Yacht Club's annual Oppy racing on the Serpentine in November, again putting Wilsonian firmly on the area map.

Following the KSSA A.G.M held in December, myself, Mark Steadman and Tom Pygall were accepted onto the committee. Hopefully from now on Wilsonian will have more of a say in the KSSA, so any ideas for improvement or change will be gratefully received.

The Junior notice board, which most of you probably did not know existed, can be found in the far left hand corner of the club room. Again, this is your notice board, so any information, notices or suggestions you have will be helpful.

If you are not yet involved in the junior racing or KSSA scene and would like to be, please speak to myself or any of those juniors already involved for more information.

*Gela Marshall*



# 1999 TRAINING PROGRAMME



23 January	Instructors First Aid Training Course	3 July	Level 2 Course
27 February	Instructors First Aid Training Course	17 July	Level 2 Course
3 April	Powerboat Course	24 July	Saturday Sailing
10 April	Powerboat Course	25-31 July	National Schools Regatta - Downs
17 April	Powerboat Course		
1 May	KSSA Opening Splash	22-27 August	Junior Week
8 May	Kent Scouts at Club	28 August	Saturday Sailing
15 May	Saturday Sailing and Topper Team Racing	18 September	Saturday Sailing
22 May	Kent Scouts at Club	2 October	Level 3 Course
5 June	Level 2 Course	16 October	Level 3 Course
19 June	Level 2 Course	30 October	Level 3 Course
26 June	Saturday Sailing	13 November	Level 3 Course

**Don't delay - contact Tom or Barbara Sims to book your place - tel 01689 854627**