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# 31½

Autumn  
1999  
issue 66

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report**

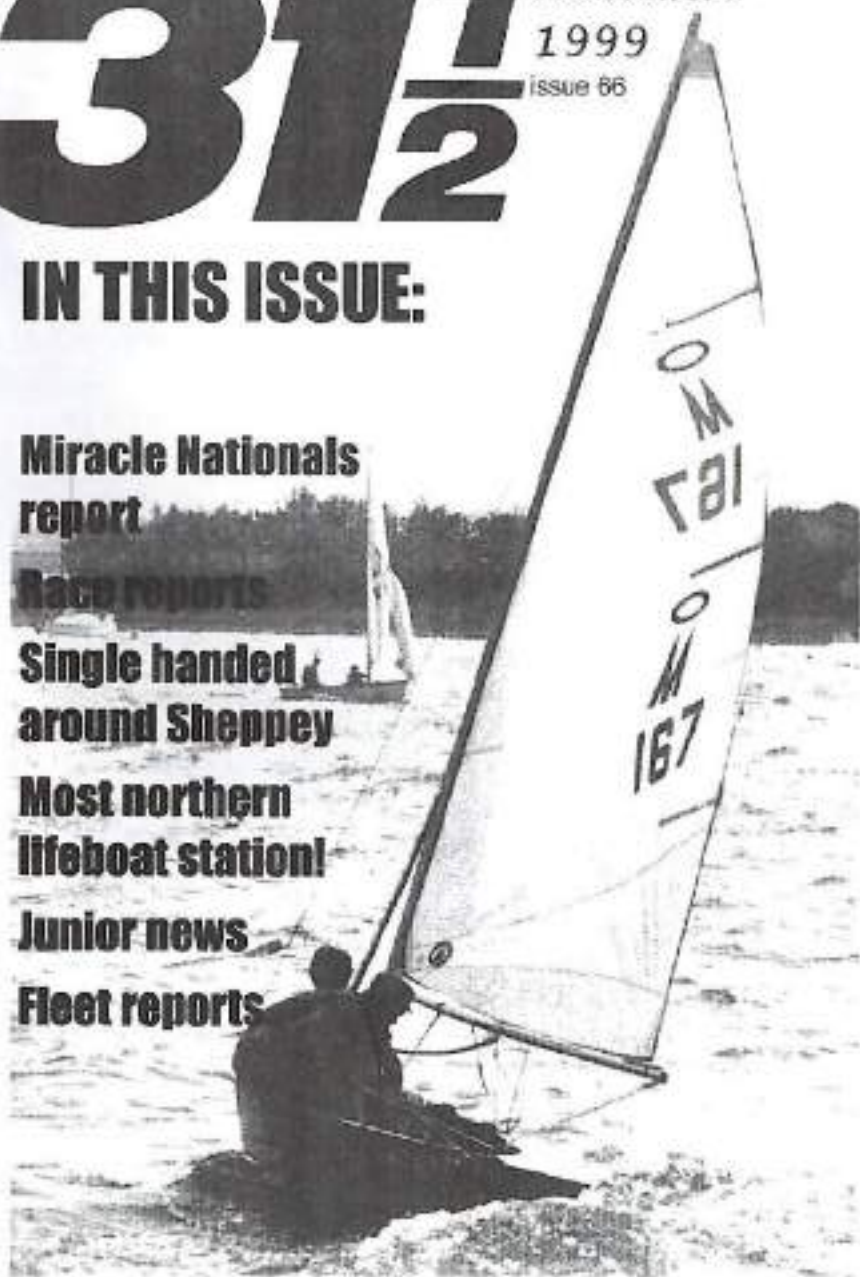
**Race reports**

**Single handed  
around Sheppey**

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## From the Commodore

In the last few weeks Wilsonian Sailing Club has been awarded VOLVO champion status. This means that the efforts by many members of the club to train and involve young members of the club has been recognised. As a result we will be contacted by the local Volvo garage and we should receive some sponsorship for our junior events. We are one of very few clubs who have received this award. This was great news after we had had another successful Junior Week in August where 20 children completed various RYA training.

Many of you have asked as to the progress with the extension to the changing rooms which are now much needed. We are in a Catch 22 situation awaiting the outcome of our grant application to Foundation for Sport and the Arts. Although we have sufficient funds in the club to commence building they have said that if we start it may prejudice our application. Ian Wyatt is in communication with the Foundation and once we know the outcome, weather permitting, the building will start.

As the 1999 season draws to a close we can reflect on the successful season it has been for Wilsonian. There has been as steady flow of new members and our thanks should go to existing members and in particular Patricia Moncreiffe and Brian Lamb who are insuring that these new members become involved in the club and have the opportunity to go sailing. We had a very successful Miracle Southern Area Championship, Medway Regatta and Topper Open Meeting. Following the Topper Open we have had many comments from the 17 visiting boats on how well the event was run. Best wishes for the New Year and good sailing in the New Millennium.

*Ann Heather*

<b>WILSONIAN SAILING CLUB</b> <i>Hoo, Kent</i>	<b>01634 250318</b>
<b>COMMODORE</b> Ann Heather 6 Leyton Cross Road, Wilmington, Kent DA2 7AP	01322 228251
<b>SECRETARY</b> Bob Jones 40 Stangate Road, Strood, Kent ME2 2TU	01634 719193
<b>MEMBERSHIP SECRETARY</b> Patricia Moncreiffe 3 Walnut Tree Road, London SE10 9EU	0181 8535397
<b>SAILING SECRETARY</b> Brian Lamb	01622 741123

## Letters to the Editor

Dear Editor:

**Mark** - An object the sailing instructions require a boat to pass on a specified side, excluding its anchor line and objects attached temporarily or accidentally.

Racing Rules of Sailing 1997-2000

28 SAILING THE COURSE

**28.1** A boat shall start, pass each mark on the required side in the correct order, and finish, so that a string representing her wake after starting and until finishing would, when drawn taut, lie on the required side of each mark and touch each rounding mark. She may correct any errors to comply with this rule, provided she has not already finished. After finishing, a boat need not cross the finishing line completely.

THE POINT

The definition clearly states a boat should pass the mark on the required side. If 30 is to Port, when proceeding from 28 to 30a you can safely do this by going down the Centre of the river (you do not need to do a 360 degree turn around it), as it is not a **ROUNDING** mark.

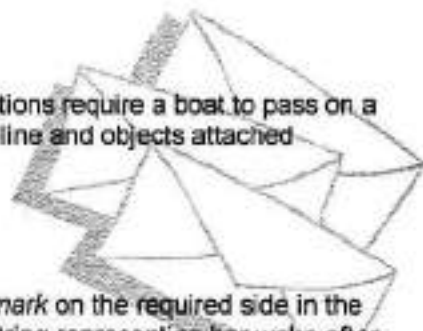
However, if the course was 26 Port, 23 Starboard (or Port for arguments sake), 24 Starboard, you would clearly need to go to 23 as it is a **ROUNDING** mark.

In order to avoid confusion could Race Officers, Fleet Captains or Course Setters please bear these differences in mind when setting the course so we can all enjoy our selves with out an animosity, or the dreaded loss of a race because of an invalid Course.

If any one has any other opinions on this rule and the way it is written I will be glad to discuss them over a pint in the Bar (Passed to Port of course !!).

Yours Sincerely

*Andy Gibbs (ISO 667).*



## The Club Cruise

The original idea of a club cruise to Whitstable on August bank holiday Monday never materialised due to tidal constraints. But, determined to get a cruise organised one way or another I contacted all fleet captains and spread the word that a cruise to Queenborough was to be run, making use of the all tide landing stage and with lunch at a pub on the sea front.

17 Boats gathered in the warm sunshine, mainly Miracles but also a wayfarer and a Tasar. However there was very little wind which was needed to overcome the tide.

After an hour or so we hadn't even made it to 30, the wind having gone completely, so we turned round and headed for Chatham. The idea was to moor the boats off Sun Pier and have lunch at the Command House pub. Then we were told that the Command House was not doing food on this particular day!

So, we turned round yet again and headed back down river to Upnor. At least, we thought, we can get lunch at either of the two pubs there. Indeed we did, but only after a long wait due to the crowds in tiny Upnor village on a warm and sunny day. Some of us ate at one pub, some at the other and others had sandwiches by the boats.

We arrived back at the club and some finished the day off with a swim in the river. What could possibly go wrong now? It did! Young Patrick in the Tasar cut his foot jumping from the slipway and had to be taken to hospital, ending the day on a sorry note. He has since recovered fully.

This will be remembered as the cruise to Queenborough which ended up at Upnor via Chatham! However I think everybody enjoyed themselves - I know I did.

I would like to thank everyone who came along and particularly Martin Jessop for providing safety boat cover and communications whilst afloat.

*Colin Treadwell*



## On The House

The club will be open as usual on **New Year's Eve**. The house committee has agreed to cook a five course meal for a maximum of 50 people. Fireworks will be at midnight and champagne will be served in a commemorative champagne flute which you can take home.

The numbers for the meal are restricted to 50 due to the size of the clubhouse. tickets will be sold on a first come first served basis. Price £15 Adults and £10 children (who won't receive champagne and flute).

From 9.30 onwards other members are welcome to join us for a party with fireworks at midnight and they will also receive champagne and a flute. The cost for the party is only £10 Adults and £5 Children.

Everyone is welcome to join us but please let Suzanne Hall or Pam know numbers as soon as possible. The numbers for the party may also have to be restricted if too many people want to celebrate with us. Look forward to seeing you there.

### Annual Dinner Dance and Prizegiving

Don't forget our annual Dinner and dance is on 8 January 2000. In the spirit of the club, young adults will be welcome at a reduced rate. Further information from Suzanne or Pam. Please add your name to the list on the notice board at the clubhouse.

*Pam Smith*



### Firework Night Saturday 6 November (form on page 4)

Friends and family are welcome to enjoy this popular event. The evening will begin at 8.00pm and a hot meal will be provided after the fireworks. Cost is £4 Adults and £2 Children.

As you will appreciate the house committee does not have a well stocked freezer. It would be of enormous benefit if you could indicate if you intend to come and the number of Adults and children in your party. Please send or hand the completed slip overleaf to Pam Smith, "Esdoorn", Nurstead Lane, Longfield Hill, Longfield DA3 7AN.

## What's Going On!

Have you ever gone on a really exciting holiday and then when you have reached the airport the aeroplane was late? Well it's just like that with the clubhouse extension! We have planning permission, we know what to do, we have enough money to start, the foundation piling contractor is available, and the main body to whom we applied for a grant is running late.

We are unwilling to jeopardise several thousand pounds by starting before the grant application is adjudicated on. This is very frustrating, especially as Ian Wyatt, who will be the club officer supervising the work, is currently working within two miles of the club.

We have sufficient money to build the extension as far as weather tight - extras will be needed for such items as a large vent fan and ducting from Gents showers (which will then be in centre of the building) and the larger generator - so Ann Heather will be glad to hear of any additional grants/loans to the club.

New memberships have continued to be buoyant this summer and there are now a number of keen new members, some even with sailing experience, regularly looking for crewing positions on Sundays which may account for some of the better turnouts in some fleets.

Most of the new members have first heard of the club from personal recommendations, our internet page, or the Chatham Navy Days. You can help by telling others where we are good, and telling the committee where we can improve.



### Firework Night Saturday 6 November (details on page 3)

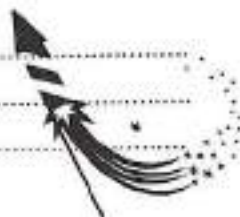
We would like to reserve the following number of tickets for the Fireworks evening

Name.....

Address.....

No of Adults..... No of children.....

Please return to Pam Smith, address overleaf



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Fully Comprehensive All Risks, etc.

	£2,500	£5,000	£7,500
B14	56	90	120
Blaze/Buzz	37	60	80
49er	105	147	187
Intl. 14	56	90	120
Laser 2000	54	80	108
Laser 3000	57	88	115
Laser 4000	81	120	162
Morlin Rckl.	56	90	120
RS 200	37	60	80
RS 300	56	90	120
RS 600	81	120	162

and: Albacore, Boss, Breeze, British M. th,  
Cherub, Classic, Comet, Contender, Cruz,  
Dart Cats, Devon Yawl, Dracombe range,  
Finn, Fireball, Flying Dutchman, 405, 420,  
470, 505, etc/

	£500	£1,000	£2,500
Byte	22	27	37
Enterprise	23	31	37
GP14/Grad.	23	31	37
Heron	21	27	37
Lark	28	35	56
Wanderer	28	35	37
Wayfarer	31	45	54

and: Scorpion, Solo, Skipper, Spice,  
Streaker, Topaz, Zenith, etc.

	£300	£1,000	£2,500
Laser	19	27	37
Mirror	15	23	37
Optimist	17	24	37
Pico	-	17	31
Topper	14	17	31

or  

£2m Third Party Only from £12 - £17 - £14 - etc
--

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even finish due to the strong tide, but I managed to finish, and came 23rd.

Friday was looking good for me as the wind was now blowing about a force 2 and I came 4th and late 20's.

The NSSA Regatta was a very fun week even though most of the week was blown out but I made loads more friends from the Kent Team and I would gladly advise anybody to go next year.

### The Miracle Nationals

The third week of my summer holidays we were at Bala in Wales for the Miracle Nationals with the rest of the Miracle fleet with Adam, Doug, Lauren, Lucy and myself also the 2 toppers. The week was enjoyable and this was the first Miracle Nationals where my Dad was the crew in the boat. Overall we did a lot better winning first bronze and first under 16 helm, finishing 25 overall being the best my Dad and I had ever done in the Miracle nationals. The racing was good and onshore was good as well having a couple of rounds of pool between each race and in the evening.

### The Topper Nationals

The last week of my holidays were spent in Paignton, south Devon for the Topper Nationals another 166 of them. Again it was a rough sea and very windy for the practice race, so I bottled out and didn't go out. But there where 16 mast snapped or bent and booms and the first points race was abandoned so I was pleased. Monday was not much better being windy and I was pretty much reefed throughout the week. I was in the hundreds for most of the week, about 105 and not going out on the first race on Monday meant that I only had 1 discard. On the last day, Friday I was 107 and YES there was no wind. But that meant that we where out there for about 6 hours with only one race, but I got a 30th with moved me up 9 places to 99th and I was just glad I was not in the Hundreds which was my target all week.

*Mark Heather*

Topper 42656

Now the Autumn is nearly here we will be planning the event for next year, year 2000. If you have any suggestions for either sailing or social tell us as all of the committees welcome helpful suggestions.

The Medway Regatta this year had great weather but turnout of club boats from some fleets was low. Next year dinghies will be 15 & 16 July, again with all starts from WSC.

### Dates for your diaries

- Frostbite Series ( B. Lamb) 31 Oct - 19 Dec Inc
- Children's Christmas party ( P Smith) 19 Dec
- New Year's Eve do ( no prizes for guessing the date as 31 Dec!)
- New Year's Day Race (B. Lamb) 1 Jan
- Annual Prize giving Dinner & Dance ( P Smith) 8 January
- Hoo Freezer 19 & 20 February

Wilsonian Sailing Club Calendars will soon be available for 2000! They will cost £5 each, with all proceeds going to the club development fund. Get yours down at the club or give me a ring.



*Bob Jones*

## Editorial

Thanks to all contributors - once more some contributions have had to wait for the next issue, which will be new year 2000. Look out for an article from Chris Cherriman on Pyefleet week, an alternative to Nationals as a holiday venue. Please get copy in by the second week of January!

*Paul Absolon (Editor)*

199 Church Street Cliffe Rochester Kent ME3 7QE  
tel/fax 01634 221032 email Absolon199@aol.com

## From the Sailing Secretary

How much longer before we have to abandon shorts and T-shirt and get back wearing the full protective gear? Is summer already gone? Yes, the shops are getting ready for Christmas! There are a few more races to go before the end of the season, so get out there and sail!

As there is now a magnificent Results board in the clubhouse with all the results up-to-date, I won't bore you with too many lists this time!

The overall average turn-outs so far are similar to last year, but that the profile has changed. The Fast and Medium Handicap fleets now have similar turn-outs, while the Wayfarer/GP14 combined starts provide good competition, especially when we have MYC joining us. The Junior and Slow Handicap turn-outs continue to be disappointing - something for the Sailing Committee to work on during the winter.

Intriguingly, the Bosun's this year has attracted far more competitors than the Commodore's (46 entries against 16) - are we seeing a natural move towards new-type boats racing together and the traditional boats doing the same? I feel sure that we as a club are flexible enough to meet the challenge of the new while continuing to provide excellent racing for all.

We have had fewer problems with safety boats and radios so far this year - the new radios are very effective, the new RIB engine is going well and John Yeo is performing miracles with the displacement boats! I am still very keen that we look into the purchase of a second RIB, perhaps with a water jet rather than an outboard. Any comments on this would be very welcome.

Members have been busy on the open circuit - many of them appear too shy to tell me of their exploits, so I haven't got the full picture - congratulations to Andrew Smith for competing in the Laser Junior Worlds in France recently, to Tim Kift in the Lake District, Malcolm Levey at Bewl, Neil Ashby at Hayling, Bob Dutton and Brian Ward Wayfarer cruising on the Norfolk Broads, the travelling hordes of our Miracles, several of our youngsters at various youth national and local events, plus many others too timid to tell me! They all have helped to get the name of WSC known which helps attract interest in our club, while improving individuals' performance.

There has been a steady increase in membership this year, thanks to a

## Junior reports

### The NSSA Regatta

This year I only had five weeks summer holiday, which in my diary was not enough.

In the first week, straight after I had broken up from school on the 23rd July my Dad Lucy and I were straight down to the coast for the NSSA Regatta at Downs which 110 toppers entered and hopefully many more of the clubs juniors will go to next year at Plymouth. This year there were two of us, Tom Pygall and myself. Together we did well with Tom getting two very good results which were a third and a second and Tom coming 12th overall. On the last day, race four I ended up finishing fourth in, and very pleased I was as it was the best result I had ever got in a big fleet and the same for Tom. Overall I came 31st which I was pleased with considering the weather conditions.



The weather was pretty bad as we only had two days sailing. The practice races on the Sunday were brilliant conditions, it was about a force 2-3 and gradually picking up during the day.

Monday however was blown out as well as the Tuesday.

Wednesday we moved to Dover harbour for the Mount Hayes Trophy which was sailed in the Topaz Tres. Tom and I were picked to sail one but we were too light and I decided not to go out as many people were saying that it was dangerous. But at the end of the day it was abandoned, so we didn't really miss out on anything.

Thursday we managed to get in three races in but the wind was still too strong for little old me and I had to reef which I got some bad results from. At the end of the day it started to die and half of the fleet didn't

silver birch forests, past Saami settlements where reindeer and goat skins are sold from wigwams, beaches where hundreds of stockfish hang drying on huge racks. And gradually, majestic fjords and forests yielded to rolling mosquito-infested tundra.

This journey north took us to the Cape. You can buy a book there simply called, 'The North Cape' or 'Til Nordkapp'. It contains accounts of visits by sailors and explorers. One of them said (in 1664):-

'I am standing here at North Cape, the extreme tip of Finnmark, literally at the end of the world. Here, where the world comes to an end, my curiosity does as well and now I can return home contented'.

In spite of the tourists in their coaches and camper vans, 325 years on I could see what he was getting at, as each cyclist arrived in the mist to a well-earned round of applause.

#### Rise to the Challenge:

The RNLI is unique to the United Kingdom (and envied overseas). Lifeboatmen are volunteers, but they are equipped and trained to the highest standards. This costs millions of pounds every year.

If you can raise the money, it is a 'win-win situation' for you and the RNLI. If you are a cyclist, you'll love the ride. If you are a yachtsman, you might need the RNLI one day. Or if you're just curious about the sort of places which have 0.05 people per square mile in geography text books, then the Arctic

Challenge may be for you. If you're not sure, perhaps you know someone who could be persuaded. But if you want to 'rise to the challenge', contact RNLI HQ at Poole for details - and the very best of luck to you.

*Andrew  
Clarke*



### Spring points turnouts

HAN.F	HAN.M	WAY	GP14	MIR.	HAN.S	JUNIOR	TOTAL
97	84	40	18	74	9	5	327
9.7	8.4	4	1.8	7.4	0.9	0.5	32.7

### Early summer points turnouts

HAN.F	HAN.M	WAY	GP14	MIR.	HAN.S	JUNIOR	TOTAL
82	80	32	19	79	3	2	297
8.2	8	3.2	1.9	7.9	0.3	0.2	29.7

### Late summer points turnouts

HAN.F	HAN.M	WAY	GP14	MIR.	HAN.S	JUNIOR	TOTAL
78	108	35	19	68	10	3	321
7.8	10.8	3.5	1.9	6.8	1	0.3	32.1

variety of initiatives including the Dockyard event, our superb Website, our Open events and the club's participation in major events on the Medway. Many new members are relative beginners to sailing and have not bought a boat yet, so I would ask all current members to do what they can to ensure these new members gain the experience they need to become hardened racers! After all, it is these budding racers, along with our growing (forgive the pun) youth fleet who will help to keep both the club and the competition alive in the future.

Please let me know, either through your fleet Captain or by talking to

me directly, of any problems or suggestions you may have - I can't promise to fix it but I'll certainly do my best to address the problem.

Finally, I must add another plug for the Frostbite series, from 7 November to 19 December. Practically all the duties are already covered. It's a good way to practise the new start sequence which will be used for all racing next year! I'll be briefing all the Race Officers involved to ensure a consistent approach to course-setting, etc. I'm hoping there will be enough competitors to have a third fleet so that courses will be even more suitable. Finally, there will be additional prizes for classes with five or more boats. So apply early (to help in organising the fleets) and tell your friends from other clubs!!

*Brian Lamb*

## OPEN WINTER SERIES 1999

### WILSONIAN SAILING CLUB - NOTICE OF RACE.

- 1 The above named event will be held from 7th November 1999 to 19th December 1999 inclusive and will be run from and organised by the Wilsonian Sailing Club (W.S.C.).
- 2 The races will be governed by the Racing Rules of Sailing, the Royal Yachting Association (RYA) prescriptions, the appropriate class rules and the W.S.C. Open Winter Series 1999 Sailing Instructions.
- 3 This event is open to monohull dinghies, whose overall length does not exceed 5.5m and with a Portsmouth Yardstick of less than 1382.
- 4 Entries must be made on the entry form provided and will be accepted in advance, sent to W.S.C. race committee C/O Brian Lamb (address on application form) or at the W.S.C. race office. Competitors shall enter prior to racing and before 15/11/99, the Race Committee reserves the right to refuse any entry.

## The Arctic Challenge

### The Challenge

Sitting in an armchair (or maybe a bar) somewhere last winter, the RNL's 'Lifeboat' magazine caught my eye. It was full of stories of the dedication of the crewmen and the fundraisers behind them all - and it made me think. Also, the North Cape - 1300 miles from the North Pole - was one of those barren northern places I had always wanted to visit. The application form said 'you supply the muscle and we'll supply the machines'. That meant I would have to develop muscle from somewhere, but June was a long way off and I'd worry about that nearer the time. It also stated that participants were expected to raise £2500 each. A few well-directed letters would get me into four figures and colleagues and friends would make up the rest. So it was easy enough to send off my form and that was that . . . for a few weeks.

### Journey to The North Cape:

Five months later I was peering through the rain-spotted windows of a car ferry boat from Honningsvåg. Our bikes were down on the car deck. We'd had a big lunch and a game of deck rugby because **we'd done it!** We can join the Royal North Cape Club, reserved for persons undertaking long journeys to the North Cape. It might be worth joining if there are reciprocal club rights in more appealing places.

Our final day's ride onto 'Nordkapp' island was pretty gruesome. The ferry from Ka fjord no longer runs, so cyclists must make a seventeen mile detour and cycle some four and a half miles through the Nordkapp tunnel (which drops to 650 feet below sea level). There are a couple of other underground stretches just for good measure. At least the tunnels were dry, unlike the rest of Nordkapp island! The colour grey predominated there on our visit - grey road, grey rock, grey mist and grey sea. The rest was: wet tundra, stretching far into the distance.

In contrast, our first five days of cycling were under clear blue skies. Alta (day 3 and far north of the Arctic circle) was the hottest place in Europe after Athens! The skies stayed blue all day - and all night too as the sun never sets in an Arctic summer. We cycled through ancient

**THE ROYAL NATIONAL LIFEBOAT INSTITUTION'S SPONSORED  
CYCLE EXPEDITION FROM TROMSO TO NORDKAPP**

# Medium Handicap report

## Medway Regatta

With decent winds and sunshine the club dominated the top three places in the medium fleet as follows:

- 1 Phantom 985 Neil Lamprell
- 2 RS200 465 Ian and Katie Parris
- 3 Phantom Mark Bew

**For the early summer points** we had seventeen entries with a best turnout of eleven boats. The top six places were:

- 1 RS200 465 Ian Parris Katie Parris
- 2 Enterprise20175 David Vettergreen S Sprot
- 3 Tasar 281 Ian Wyatt and crew
- 4 Supernova 403 Peter Moncrieffe
- 5 Tasar 285 Ken Crundwell Lucy Heather
- 6 Phantom 985 Neil Lamprell

**Late Summer Points** - with improving turnouts we had 22 entered with a best turnout of 15 boats. Top six places were:

- 1 Phantom 985 Neil Lamprell
- 2 RS200 465 Ian Parris Katie Parris and crew
- 3 Osprey 555 Tim Kift and crew
- 4 Laser 143534 Gordon Belcher
- 5 Enterprise20175 David Vettergreen S Sprot
- 6 Supernova 403 Peter Moncrieffe

I would like to thank all those who have turned out to make the last two series as successful as they have been and I hope it continues for the rest of the year.

*Neil Lamprell*



- 5 The warning signal for the first race will not be before 11:54 on Sunday 7/11/99. There are two races scheduled each Sunday, and the warning signals are scheduled for 11:54 for the morning race and 13:24 for the afternoon race. There is no afternoon race scheduled for 19th December. Entrants will be able to choose between a long and a short course. There will be a briefing, at approximately 10:15 on Sunday 7/11/99.
- 6 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/person in charge who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the race. Neither these sailing instructions nor any inspection of the boat limits or reduces the absolute responsibility of the owner/person in charge for the crew, the boat and her management. The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/person in charge or crew, as a result of their taking part in the race or races. Moreover, every owner/person in charge warrants the suitability of the boat for the race or races.
- 7 Sailing instructions will be available to all competitors from the race office or earlier on request from the W.S.C. race committee C/O Brian Lamb.
- 8 The event will be scored using Appendix RYA 1 and is a Long Series. The number of races to count, shall be half the number of races held, half numbers being rounded down, plus one. A disqualification not discardable DND if awarded by the protest committee will be ten more than the number of boats entered in the series.
- 9 All prizes will be for both helm and crew as appropriate. Prizes will be awarded for each fleet: Minimum first 5 places, to a maximum of square root of entry of each fleet. In addition a 1st place prize for each class with 5 or more boats. Classes must be established before the start of the fifth race.
- 10 Note: New Year's Day 2000 race. All entrants to the winter series are invited to participate in this race.

## Single-Handed...

I had sailed to Whitstable a couple of times on the trips organised by Brian Ward and very much enjoyed them. However I felt that I would like to explore some of the creeks of the Swale in more detail, particularly Faversham creek. So I decided to spend a couple of days sailing to Faversham and back in my Wayfarer 'Lantana' (W406).

I accumulated a mountain of equipment beside 'Lantana' on the morning of Thursday 6th August 1999. By the time I had stowed everything, the tide was halfway down the slipway. So in order to save time I decided to launch down the gravel beach (normally straightforward) rather than lower the boat slowly down the slip with the 5:1 pulley system.

This was not a good decision! The heavily laden boat sank up to the axles, through the gravel, into the mud beneath. It was immovable and nobody was around to help me! There was nothing for it but to unload; outboard, extra fuel, water, flares and spare anchor had to come off.

Even after digging ramps for the wheels and hauling on the pulleys she still would not move. In the end I inflated the boat rollers under the boat and finally hauled 'Lantana' back up onto the slipway, only to see the boat rollers bouncing their way down the beach into the river! After rescuing these before they floated away, I reloaded the boat and finally launched.

By now it was half an hour to low water and the tide would soon be against me but the wind was SW 3, so it was a pleasant run down the river. By Stangate creek the wind had risen to force 4, so I hove-to to put in a reef and have lunch. The river was pleasantly deserted compared to the normal weekend flotilla of yachts, dinghies and powerboats, just the occasional fishing boat.

Soon I was approaching Queenborough and cut across the spit into the Swale. Close hauled, 'Lantana' and I threaded our way through the moored boats and tacked around the gusty corners towards Kingsferry Bridge. There was a yacht waiting to go through, so I radioed the bridge and after a short wait, during which a train roared across; the bells sounded, the traffic stopped, the lights flashed and the bridge lifted to let us through. There was a hopeful call on the radio, "wait for me, I'm coming as fast as I can" as another yacht appeared around the

to total lack of any wind on the Sunday afternoon. Thus both races from Saturday and the Sunday morning race all counted towards the overall finishing positions, with no discards allowed.

Final positions were as follows:

1st	Paul Absolon/Suzanne Hall	(Wilsonian S.C.)
2nd	Mark Heather/Paul Heather	(Wilsonian S.C.)
3rd	Neil Henderson/Ann Henderson	(Stewartby S.C.)
4th	Ian Kelly/Tom Pygall	(Wilsonian S.C.)
5th	Sam Pygall/Adam Treadwell	(Wilsonian S.C.)

Silver Fleet:

1st	Graham Watts/Hannah Brett	(Staunton Harold S.C.)
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Bronze Fleet

1st:	Mark Steadman/Thomas Steadman	(Wilsonian S.C.)
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Conditions for the Championship were very testing, and it proved to be a very interesting and challenging time for all.

I would like to thank the sponsors for their kind generosity, and all those involved in the running of the event, including Ian Parris for overall event co-ordination.

### And Finally...

Whilst I have thoroughly enjoyed the last 3 years as Fleet Captain, I feel that a change of Fleet Captain for next year would benefit the Fleet, by bringing new ideas and thinking to the running of our Fleet. We are still very strong, active and respected within the Club and I feel that we need some new ideas to build on our current strengths, and to ensure that everyone enjoys their Miracle sailing within and outside the confines of the Club.

If anyone is interested in taking on the Fleet captaincy next year, or indeed the vice captaincy, please let me know prior to the Fleet Evening mentioned above. Your assistance would be very much welcomed and appreciated not only by me but by every other Miracle sailor in the Club.

*Colin Treadwell*

## ...Around Sheppey

### Year 2000 Sailing Week/Holiday

I promised in the last edition of 31% to report on progress as respects our alternative venue to the Y2K Nationals at South Shields. I am very keen to make this event as much a holiday as well as an enjoyable sailing regatta. This has had a bearing on the venues explored. We have investigated a number of venues, ranging from Essex around the South Coast to Cornwall and have looked at a number of aspects, including type of racing, cost, accommodation, dates and associated social activities.

We are currently focusing our attention on just 4 venues, having provisionally eliminated a good number of others for one reason or another, mainly on the above aspects. The venues currently being carefully considered are Poole, Falmouth, Salcombe (Devon) and Rock (Cornwall). Once I am in a position to make a choice I intend to provide everyone with a summary of the key aspects of the venue. The final choice should hopefully be a popular one.

I would like to extend my thanks to Mark Steadman for all his efforts in contacting a large number of venues and obtaining all the relevant information.

### Fleet Evening

Please make a note in your diaries. This year's Fleet Evening is scheduled for **January 22<sup>nd</sup> 2000, at the Club**. I am intending to stick with the same format as the last two years, with the hot meal followed by discussions, but intending to change the menu (something other than chicken). I am also hoping to keep the price at about the same figure. Further details will follow in due course, but please ensure you get the date in your diary and keep the afternoon/evening free.

### SOUTHERN AREA CHAMPIONSHIPS

We again hosted this year's Southern and were generously sponsored by **Purple Sails and Marine together with Sirocco Racing Dinghies**. There were 18 entries in all, one travelling from as far afield as Derbyshire.

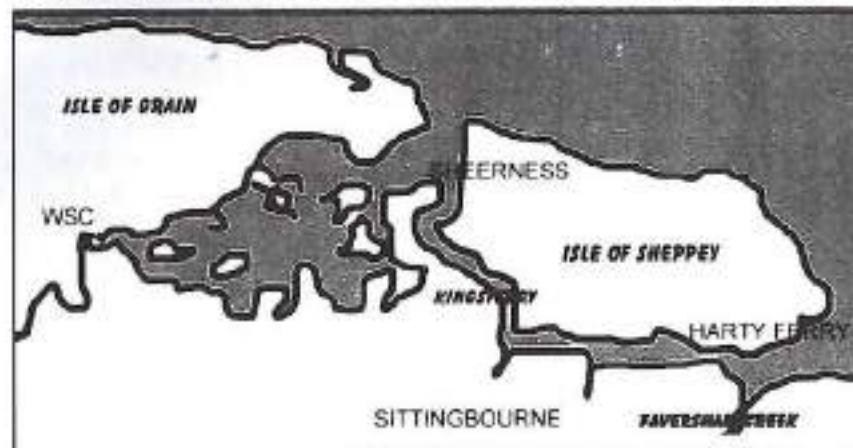
Unfortunately, only 3 races out of a scheduled 5 were actually run, due

bend and slipped under the bridge at the last minute. A bit more tacking and then onto a reach as the Swale started to open out. The wind was gusting to force 5 and 'Lantana' was planing at up to 7 knots (according to the GPS)!

As I approached the causeway at Harty Ferry, a girl standing in the water started to wave a yellow flag, her brother waved a blue flag back; what was the meaning of this strange signal! As I came nearer the 'flags' quickly disappeared beneath the water and the children emerged clad in their yellow and blue swimming costumes. Dad was holding their dinghy, so there was not much room on the narrow causeway and I landed with one foot in the soft mud.

The causeway was rapidly shortening under the rising tide so I soon continued on up Faversham Creek past Hollow Shore where it joins Oare Creek. I motored up the winding channel through the marshes, past the magnificent moored Thames Barges to the Town Quay in Faversham itself. A pair of Sea Cadets, waiting for their band practice, kindly directed me to a 'phone. They did not appreciate being referred to as Sea Scouts! Sea Cadets are apparently superior!

After reporting my arrival, I returned to Hollow Shore, rowing the last hundred yards as the outboard spluttered to a halt with an empty fuel tank. I beached 'Lantana' on the mud just after high water, and headed for a very welcome chicken and chips washed down by a pint at the



'Shipwrights Arms'. Replenished, I extracted the boat tent from the forward hatch and settled down for a comfortable night in my sleeping bag.

Awoke at 5:30 for the Shipping Forecast; SE 3 with E 4 later, so the wind will be behind me again on the way home, how lucky can you get! After breakfast, floated off the mud at high water and tacked out of Faversham Creek on the light wind. A Thames Barge motored out, I squeezed between it and the wrecks on the western bank. Three yachts were tacking out of the Swale with me, I drew ahead until the black yacht gave up, starting the engine and overtook me.

In the distance the Thames barge hoisted it's sails and set its majestic course up the Thames. I glanced up at the sail, the sail-head buoyancy had started to slip out of it's pocket, so I had to carefully lower the sail and re-fit it before it disappeared overboard.

As I turned at Columbine Spit buoy the wind picked up, so that it was a reach to Spile buoy. The yellow yacht, with local knowledge, took a short cut through Ham Gat and caught me up. After turning at Spile the wind was on the starboard quarter and we were surfing down the two to three foot waves at up to 7 knots; another fast exhilarating sail round to the Medway. There was a steep wind against tide sea, so my plan was to cross the Medway channel and then gybe into the river, at the west shore.

Unfortunately, as I approached a coaster came out of the Medway and a dredger was entering it. I gybed out of the channel to avoid them, again to cross their wakes and a third time in their confused wash at the west shore. I had expected the wind to reduce when I entered the Medway but it was now gusting to force 5 and I planed down the channel, gybing at the bends. Because I had made such a fast passage, it was still low tide when I reached Wilsonians but it was a very pleasant surprise to find Brian Lamb waiting on the slipway with my launching trolley.

*Alan Bailey (W406)*

conditions. Mark Heather and A iam Treadwell fought their way through the Fleet to take 2<sup>nd</sup> place in the non-spinnaker race, only to be beaten by a former National Champion. No-one from WSC entered the single-handed event this year. The day was fished off with a BBQ at the sailing Club (what a BBQ it was as well, with substantial amounts of meat) and Line Dancing. Whilst most of the blokes were out on the terrace escaping the Line Dance, freezing their bits off in the process, Brian, Suzanne's other half, was showing everyone how it was done – what a star in the making.

Thursday saw fairly fluky conditions and, by last year's standard, a fairly uneventful AGM in the evening. The week finished on a high with very good breezes for the last day's racing, including some lovely planing from the finish line back to the Club, and a lively disco in the evening.

### **Training Evening**

A training evening was held at the Club on Friday 7 May, designed to help those new to, or less experienced in, racing. The aim was to provide an insight into racing at the club and to help increase confidence, hopefully overcoming at least some of the inhibitions people may have had, thereby encouraging more people to have a go at racing on a Sunday. The evening covered a range of topics, including starting sequences and techniques, basic racing rules and some boat handling techniques.

Our thanks go to Ian and Gela for making the evening both enjoyable and very enlightening.

### **1999 Open Meetings**

Apart from our own Southern Area Championship we have been represented at the following 5 Opens so far this year (I hope I haven't missed any – apologies if I have):

Taplow Lake  
Lancing  
Stewartby Water  
Staunton Harold  
Crawley Mariners

was to be his 50<sup>th</sup> the following day and we couldn't let it slip by unnoticed, as was his aim I believe! It made me wonder just how many other Nationals have slipped by without us realising. Your cards are marked now Colin.

We all arrived at the club nice and early on the Sunday morning to see Colin's reaction, and to embarrass him further with a chorus of "Happy Birthday" in front of all other participants. He only walked right past his boat without noticing!! I wonder if his eyesight is beginning to fail with age! (sorry Colin - someone had to say it).

Colin sailed the practice race on the Sunday morning with the balloons still hanging from the rigging, despite the force 2-3 breeze. The remainder of the balloons could be seen for the rest of the day flying across and floating on the Lake.

Unfortunately, poor old Paul Abo hadn't turned up on the Sunday, and was unlikely to do so until at least the Wednesday, due to a blown head gasket on his car whilst travelling up late after his brother's wedding. This left Suzanne without a sail, so she duly crewed for someone else in the practice race.

There was yet more rain to wake up to on the Monday morning, though a nice force 2-3 breeze, which stayed for the duration of the next 2 Points races. Unfortunately, so did the drizzle. We finished the day off in the warm and dry with a Cheese and Wine do at Colin Lown's house, with it's fine view over the Lake and a lovely spread it was too.

Tuesday arrived with no breeze at all. The kids were not to be deterred however, all taking to the water in Toppers to have a girls versus boys water fight, ending up like a bunch of drowned rats. Once the racing was finally abandoned at 3.15 the Wilsonian contingent and a few friends set off for the coastal town of Barmouth. Ironically, there was a good breeze at the coast, though it was sunny and very warm (sunshine in Wales?). We all played cricket on the beach (no exceptions were permitted) and finished the day eating fish and chips and enjoying a swift half in a local pub.

Wednesday - sunshine at Bala, at last! There was no wind again though, so Points racing was cancelled yet again. The single-handed and non-spinnaker races were held, albeit in extremely frustrating

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Sun 9.30am - 1.30pm

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## Wayfarer Fleet

I begin writing this on the Monday following the Medway Regatta, having eased my aching limbs with a few glasses of wine, and contemplated the previous two days entertainment. The 'Four Legs Good, Two Legs Better' combination of Bob Dutton and myself had a highly enjoyable, if demanding weekend in WF84, watching the carnage from the back of the fleet in the breezy conditions. I shall particularly remember Brian Ward (WF1116) demonstrating how to reduce Brian Lamb's lead (WF9700) by 'taking him out' with a fine crash tackle at Folly Point during the final race of the weekend! (Rumour has it that Brian and WF 1116 have been invited to train with the England Team in preparation for this Autumn's World Cup Tournament).

As I missed the copy date for the Spring edition of 31.5, (my second mistake as Fleet Captain) For my first mistake, I must back-track a little on events so far this year. This was to arrive late at the Fleet Evening to find that in my absence, I had been proposed, seconded, and voted in as the new Wayfarer Fleet Captain! Suitable ciling with quantities of Guinness persuaded me into undertaking this onerous task, and my first duty must be to thank the outgoing Fleet Captain, Paul Tyler, for his work during the 1998 season, and for his continued support this year, both as Vice Captain, and as the 'energetic party' of my sailing efforts for most of this season to date. Sadly, Jim and Paul have decided to sell 'Ninja', but are making themselves extremely useful in the guise of that rare commodity, experienced crew!

A warm welcome to the Wayfarer fleet for new members Alan and Matthew Wynne. Matthew, was quickly pounced upon as 'potential' by Brian Lamb, and has been making himself very useful as the work-horse in the sharp end of WF 9700, sharing the spoils in two points series wins this season so far.

While most of us have been toiling away in the points series this season in an attempt to prevent Brian Lamb in 'Pass'in Style' making a clean sweep of the silverware, there have been other events worthy of mention.

At the start of the season Bobbie Burnell finally took the plunge and had her hip replaced. At the time of writing she is looking very good on it and has been given the all clear to recommence sailing in light

## MIRACLE FLEET NEWS

### Summer am Series Results

1 <sup>st</sup>	2964	Ian Kelly/Tom Pygall
2 <sup>nd</sup>	1808	Martin Smith/Mike Groom
3 <sup>rd</sup>	3723	Sam Pygall/Adam Treadwell
4 <sup>th</sup>	3722	Colin Treadwell/Lauren Treadwell
5 <sup>th</sup>	1502	Chris Cherriman/David Cherriman

### Summer pm Series Results

1 <sup>st</sup>	2964	Ian Kelly/Tom Pygall
2 <sup>nd</sup>	3723	Sam Pygall/Adam Treadwell
3 <sup>rd</sup>	1808	Martin Smith/Mike Groom
4 <sup>th</sup>	3722	Colin Treadwell/Lauren Treadwell
5 <sup>th</sup>	1502	Chris Cherriman/David Cherriman



Well done to everyone who entered each of the series, and particularly to the above. Turnouts were very good, with 18 entries in the am Series and 22 in the pm Series. Racing was also very close. Only 4 points separated the first 3 boats in the am Series, with first and second places sharing equal points, broken by the tie-break provisions.

In the pm Series, 3 points separated the first 3 places, demonstrating how competitive the racing is becoming. This isn't only the case at the front end of the Fleet. There is very close racing going on throughout the Fleet which is encouraging and exciting to see. It is fair to say, generally speaking, that anyone who makes a mistake now is likely to be cruelly punished and be overtaken by at least one other boat.

### National Championships – Bala Lake

6 boats travelled to Lake Bala for this year's Nationals, down in numbers on last year but still good representation by the Club. The weather was absolutely miserable on arrival (shouldn't have been a surprise really, after all we were in Wales!).

Saturday evening was spent in the Sailing Club bar – Colin Lown was on the 8.4% Cider!! After Colin's departure some of us dragged his boat from its quiet hiding place in the trees and placed it in front of the Club house. We dressed the rigging and filled the boat beneath the cover with some 50 balloons, and positioned a whiteboard prominently in front of the boat with the message "HAPPY 50<sup>th</sup> Colin". After all, it

## GP 14 News

By mutual agreement between the Wayfarer fleet and us a combined start was introduced for the current season.

Having completed three series sailing together the system works very well. Inter fleet relations have always been cordial regardless of the friendly verbal harassment inflicted by my esteemed fleet members, so it is no surprise that it is.

It has been a learning curve for both fleets, particularly when course setting. Wayfarers set the morning course, we the afternoon. They with the large full cut spinnaker prefer the down wind sections, we with the smaller flatter cut spinnaker prefer fine reaches. So as you can imagine the courses are somewhat interesting!!, with the prevailing breeze 30S 31P is a must for the afternoon race!!

The two plastic fantastics are dominating our fleet at present. Both Mike & Keith and Derek & David are going very well and sharing line honours between them. Ray and I have realised where we are going wrong. Generally our starts are very good, we often lead to the first mark ( provided it is 31 ) but it is downhill after that. Ray has a theory that we should start last and reverse the process. Might give it a try out of desperation.

Ray is particularly keen to do well since I've altered his contract from appearance money to a win bonus only. He doesn't earn a lot. He should have read the small print. I have to be careful when talking of the crew's contract, I am hoping to sign on Pam for the winter series and don't want Ray putting her right before I do. It is a refreshing change to have a lady crew. Lady crews are very polite, do what you ask without any derogatory verbal, apologise if they screw up and don't require a wee down the centre board case on the off wing leg.

On a sadder note poor old +VAT sustained an injury from a 'racing' incident recently and will require plastic surgery at the season end. Ray and I are thinking of getting a turbo charger fitted to it during repairs, then watch us go!!!

*Brian Warwick*



conditions: this certainly offers me some hope for the future. (By the way, it is not true that you have to be a 'certain age', and have a limp to sail in the WF fleet I- Derek Cummings please take note-you can sail with our fleet any time!).

During the weekend 4th-5th June, Wilsonian again hosted a Wayfarer Association Cruise to Whitstable Sailing Club, ably organised once more by Brian Ward. I believe ten boats participated, including Brian Ward and Bob Dutton from our club. Apart from one boat having to return early due to a broken centre board, the trip was incident free, and by all accounts the social event at Whitstable on Saturday evening was very enjoyable. The sail back to the Medway on Sunday was 'interesting', in a good force 4, gusting 5-6 that stayed on the nose all the way home.

Points racing, while lacking a little in numbers so far, has been enjoyable. Unfortunately pressure of work for some, and recovery from injuries for others, has meant that the racing fleet is somewhat depleted at present. Whereas we are only putting 2-4 boats regularly on the water most weeks, our true potential should be able to realise 6-7 on a more frequent basis. However, the plus point is we have been particularly fortunate with the weather this year with lots of sunshine and benign wind conditions for the most part. Results to date are as follows:

### Spring Series:

- 1st. Brian Lamb/Matthew Wynne:
- 2nd Len Ayris/Ken Flowerday
- 3rd Nick Fenton-Smith/Paul Tyler:
- 4th Brian Ward/Various Crew.
- 5th Bob Dutton/Various Crew.

### Early Summer Points:

- 1st Brian Lamb/Matthew Wynne:
- 2nd Nick Fenton-Smith/Paul Tyler:

### Late Summer Points:

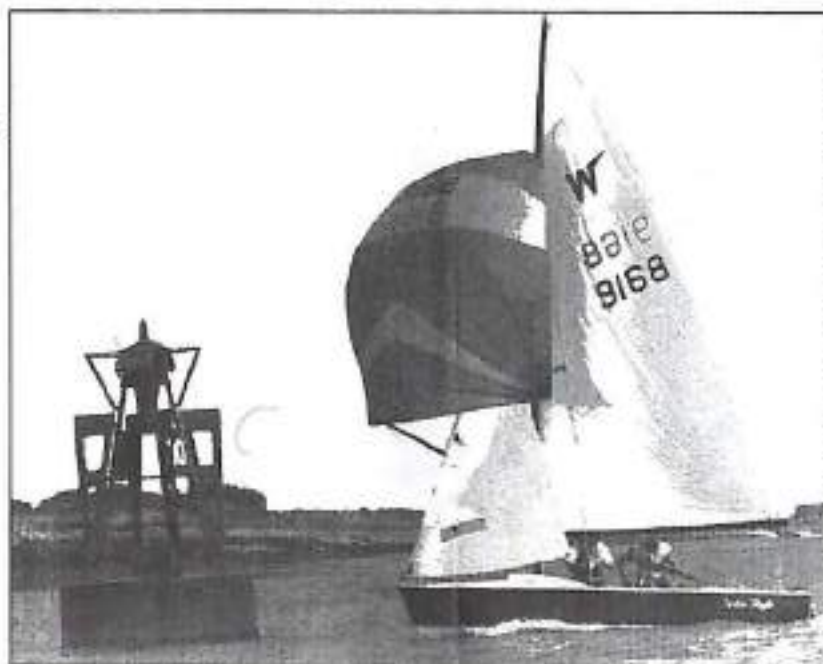
- 1st Brian Lamb/Various Crew
- 2nd Nick Fenton-Smith/ Various Crew
- 3rd Brian Ward/ Various Crew



The amalgamation this season of the GP14 and WF fleets in a single start has presented no problems, with both Brian Warwick (GP14) and myself managing to avoid hitting each other (only just!). While current fleet turn outs for both classes could hardly continue to justify retaining individual starts, this compromise has ensured both fleets maintain individual status for dinghy types particularly well suited to the Medway.

Brian Lamb (WF9700) was our sole representative at the UK Nationals this year, held under the burgee of Brixham Sailing Club 24th July-1st August. Brian and crew, John Goudie, finished a creditable ninth overall, but commented on the depleted size of the entry this year: 29 boats in total, as opposed to over fifty last year. Similarly, many other open meetings on the Wayfarer circuit have been under-subscribed this year, and I can only surmise that people are 'having a breather' after the efforts of last years World Championships, and the preceding qualifiers. The turn-outs do not reflect the strength of the class Nationally or the number of new boats being churned out by Porter Brothers. Talking of which, should you be considering 'purchasing new' the following advice from my own experience may be of some use as regards the issue of raising funds:

- 1 Take out a savings linked insurance policy on the assumption that your Son will go to University some ten years down the line.
- 2 When said Son says that he "wants to defer his university place for a year" – make token disapproving noises-do not argue.
- 3 After one year has passed, when said Son says that he "doesn't want Uni" because he has been "offered job with good salary, plus company car, plus company benefits" say: "if you're sure that's what you want to do etc"-do not



argue.

- 4 Leave assorted boat specs, catalogues etc. around house in prominent positions.
- 5 Discuss superficially with spouse during 'advantageous moments', a range of things that a maturing life policy might be used for now that educational funding is no longer a priority.
- 6 In the meantime, contact builder-negotiate good cash deal-order boat.
- 7 Take Wife out to dinner-ply with wine, good food etc. Lead in conversation on the lines of "you know you said.....etc" (you know the rest !)

On a more serious note, having taken the plunge of 'buying new', I must confess some concerns regarding the build quality of the more recent Wayfarers when compared with older boats. The glass lay-up seems less generous overall, and placing loaded wires over light plastic sheeves seems a highly questionable technique. I can only conclude that 'they don't build 'em like they used to'. However, the launching of WF 10003 in March was an enjoyable afternoon, with thanks due to all those that attended, especially Christine (wine and nibbles) Jean and Bobbie (photographs).

Finally, I am reliably informed that our usual Winter migrants are opting to stay at the club this Autumn, rather than flying off to Bough Beech in October. In theory, at least, this means that we have the potential to field five plus Wayfarers in the handicap fleet, so make sure your winter woollies are suitably darned and moth free, and get down to the club on Sundays!

*Nick Fenton-Smith*

WF 10003 'Gnawridge Onion'