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

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31½

Summer 2000

Issue 68

AGM Minutes

**Your new
Commodore**

Bike Ride report

Fleet reports

**What happened
next?.**



From your "new" Commodore

I first tried sailing when I was 12 at school camp on Lake Windermere. It was in heavy clinker built dinghies, and a bit like Swallows and Amazon, but I loved it and resolved to do it as a hobby one day. It was to be about a dozen more years later and after Megan and I were married that we came down to the club with an old member, John Hall - (some of you may remember him) and joined. Incidentally - he was a director of a building contractors and it was his old diesel mixer that we borrowed and got down to the club about twenty plus years ago, its still there, we ignore it for 10 months and then drag it out and use it for about 3 days each year, and it starts! This year it must wonder whats going on, its never been worked so hard.

In 1969 we joined the club - Old Wilsonian Sailing Club with car park at Hoo and its only access a footpath through the woods or along the foreshore. To get boats to the club we had to put them in the water at Hoo and paddle them up with the trolleys on board, or sail them up and drag the trolleys through the woods or along the beach. In 1971 we made a planning application to build the car park and tracks that you see today. That was my first committee job. Incidentally again, - that planning application was refused, but we gained permission on appeal.

So for nearly 30 years I've been on one committee or another doing odd jobs, but not being a flag officer. Suddenly everyone must have taken a step backwards and left me out here, or no-one else was available, that's probably it.

Still enough of my ramblings - this new season is now two months old and we've had the lot - too much wind, no wind, rain, hail, more rain, more hail - but not much sunshine or even dry weather. Not being able to sail yet, until my arm is a bit better, - it hasn't really bothered me too much, but it has played havoc with our building programme which is now about 6 weeks behind.

Incidentally - (again) - are there any ceramic floor tilers within the club? Your club needs you!

I do hope the weather improves for you all, but before you pass on to the rest of this magazine a couple of pleas, please:-

- Park your cars closer to the edges of the car park, or before you stop, drive around through the long grass /clover/nettles etc to prevent them taking over and returning our car park to nature.



29er

**DEMO AT
WILSONIAN
On
17th June
from 10am**



**Junior Training
also
from 10am**



Junior Training and Racing

It's very pleasing to see so many Juniors racing regularly at the Club - at one start recently I counted 8 boats - and to hear about all the other events they are taking part in elsewhere in the country. Let's hope our Junior fleet continues to grow and develop. The first training session in the Dockyard attracted nearly 20 youngsters and I understand that the Junior week is almost full already. We as a club must ensure that we continue to attract, encourage and train our youngsters.

Here's to Good Sailing and Better racing for us all!!

Brian Lamb

WSC Sailing Secretary/Vice Commodore

(e-mail: blamb2410@aol.com)



- Help the safety boats crews launch and retrieve - some of them will crew the boats six times this season just to help you - so help them.

That's it - I've done - wait, no I haven't - I would like to thank you all who turned up for your work parties and all those who are turning up to help on the extension.

Finally - it is with the greatest regret that I have to tell you of the recent death of a long standing member, Phil Holmes. He was a member when I joined, and was a trustee of the club. He had been ill for a couple of years now but it still comes as a shock and he will be sadly missed.

Ian Wyatt

Editorial

It is a truth universally acknowledged that...your virus protection can never be *TOO* up to date. During my editorship of 31½ I have received two computer viruses by floppy disk or email. Luckily, my anti virus software caught them and I informed the unwitting donors!

What has this to do with sailing? Well, 31½ has been enhanced by the ability to get articles by email or floppy disk. Please carry on sending your articles this way - it makes my job easier. Also this technology makes it easy to include any photos of club members sailing. I would be grateful for more photos. But please, check your anti virus software. Unfortunately, it needs updating more frequently than your sails!

Deadline for next issue will be Sunday 10 September.

Paul Absolon

199 Church Street Cliffe Rochester Kent ME3 7QE

tel/fax 01634 221032 email paul.absolon@lineone.net

What's Going On!

The last four months have been very busy and significant changes are still taking place.

The minutes of February's AGM are included in this edition of 31½.

Helpers:- As you know the club runs with the efforts of many volunteers. Two of our most active helpers are not well, and are receiving medical treatment. We all wish them both a speedy recovery. John Yeo, our Bosun for many years, has reluctantly retired due to ill health. Paul Heather has agreed to take on the Bosun's duties.

The other helper is Barbara Sims, who has regularly cleaned the clubhouse during the week, and deserves all the credit for the gardening by the clubhouse. Barbara is still Training Secretary and I would like to ask all members wishing training this year to put their written requests as soon as possible to her.

Several positions were not filled at the AGM. The most pressing vacancy is that for Dinghy Park Secretary. The Dinghy Park Secretary is a job which mainly requires someone to regularly check the boat park during the season to check no unauthorised boats have appeared, and to allocate boats into suitable sized spaces. Karen Steadman has been doing the job since the AGM (in addition to Renewals Secretary and Duty List Secretary plus a family and work!) If you are interested either Karen or David Vettergreen will itemise the post for you, then you tell me and I forward your name to the next General Committee meeting.

The Clubhouse is progressing, but there have been delays. The shell was finished, and new shutters fitted on programme in time for the AGM. During the final work party the extension roof / balcony deck was put in place. This then needed several dry days, first to put a screed (flat concrete surface) on, and later the waterproofing. As you know we then had the wettest April since records began 250 years ago! This work is at last done taking advantage of odd dry days. The double steel doors into Gents changing room have been moved to the outer wall, so the extension is now dry and secure. The upstream wall has been plastered so the downstream gents shower heater can be moved to an outer wall. The interior fitting out can now start.

chance of me getting my dinghy space back yet. Until the second displacement boat is working, we will not be able to organise committee boat starts as I had hoped.

The increase in Juniors racing on Sundays brings up another issue concerning safety - as they usually sail a short, lapping course within sight of the Club, we need to ensure that there is an additional safety boat available, given that the other two are covering the other fleets further downstream. Rather than trying to find a third safety crew, I propose that the CDO prepares the Jeanneau for use and leaves it near the slipway so that, if necessary, it can be used for assistance and rescue. If there is no-one readily available (although I'm sure there are usually a few parents watching the Juniors racing) then the CDO or Race Officer's assistant needs to be ready to step in. Please get back to me if you have any better suggestions about resolving this problem.

Wilsonian Creeks Open Sunday 2nd July 1200 start

There will be a committee boat start near 23 and the finish will be the normal Club line. Please do try and take part yourselves and encourage anyone you know from outside the club to enter. Visitors will be invited to participate in our Open Day and Evening Race on the day before and to race with us on the following Sunday - hopefully they will also take part in the Medway Regatta on 15th-16th July. Although plans are well in hand for this event, we are still looking for volunteers for various jobs on the day, so if you're not intending to compete, please feel free to offer your services!

5-Race Regatta Sunday 6th August

We are going to try out this new format to see if it works - five short lapping races limited to about half an hour each race with possibly all five races to count. One start for everyone and any boat can participate no matter how fast or slow it is. Further details will be issued nearer the time.

Sailing Secretary's Report

The Racing Season 2000

The average turnout so far this season is more or less the same as for the same period last year, with a reasonable number of boats on each start. New fleets seem to be forming - Contenders, International Canoes, - while others, such as the RS400s, continue to grow. We've already lost a few races due to lack of wind - hopefully we can look forward to better weather with brisk sea breezes settling in for the day.

The dinghy park is in a bit of a mess at the moment and will continue to be so until the extension is completed. I'm sure you all agree that the temporary inconveniences will be made up for once the new patio and changing rooms are in use - not to mention the new super-doooper-push-start-ultra-quiet generator!

The changes in the start sequence do not appear to have caused too many problems for the Race Officers, although I can't say the same for all competitors! One thing that should now be much clearer to all - you should not be on or near the start line until your Class/Handicap flag is displayed. I tend to find a viewing point away from the line and watch the Fast and Medium starts to see where best to be on the line - this is much more useful than trolling up and down the line for ten or more minutes getting in everyone else's way!

Thanks to Brian Warwick, the club has now got a computer which has been installed in the Clubhouse. It is intended to be used to record race results and print out results lists and not, as some think, for entertainment between races!! Seriously, I would like to know how many of you would feel happy to key in the information, rather than to have to find one person to do it all the time. This is in addition to the recording of results in the results book (Race Officers please note!)

John Yeo's resignation as Bosun for medical reasons is a great loss to the club - John has worked tirelessly over many years to keep the two displacement boats going. I hope that John will make a full recovery soon. In the meantime, Paul Heather has agreed to take over - it looks as though Wilsonian will not be operational for some time, so no

While the physical work progresses Ken Crundwell has continued to try to complete the Lease extension, the delay being with our landlords Solicitors who seem determined to justify a large bill. The lease extension was agreed April last year. Until the lease is finalised we are unable to obtain our grant money, so are carefully watching our cash flow situation. (Any additional loans - even short term ones would be welcomed)

1st July is promising to be a busy and eventful day. It is the Club's Open Day, where members of the public are invited to visit. Usually some members volunteer to give the visitors sailing rides. It is also the New Members Day where we try to get the members who have joined during the last year to meet existing club members as one of the methods to integrate them quickly into club life. We are also due to be presented, at last, with our Volvo Champion Club Status Certificate by Volvo, so local media may attend. There will be a barbecue, and if all that is not enough there will be the annual evening race! Come along and lets all make it a day and evening to remember.

Juniors - Our Juniors have been doing us proud with several obtaining fantastically good results at Kent Schools Sailing Association events and at Opens.

Congratulations to Mark Heather who has been selected for the 2000 RYA Topper Youth Squad, and to Simon Allen for winning the International Canoe French National Championship.

Bob Jones



Letters to the Editor



I regret to inform club members of the death of Philip Holmes, who has been for many, many years an active club member. His final club role was as a Trustee. As a Trustee he was always available for sensible advice.

For the last few years he has sailed a cruiser as he was a member of Hoo Ness Yacht Club, as well as WSC, and has taken many of our members cruising, the last time only a month ago.

Bob Jones

There have recently been some mishaps at the Club some of, which have been very expensive when we need to conserve our funds, and the other could have been a danger to club members.

Will all members on Safety Boat Duty please try and keep running propellers off the bottom, and clear of ropes. If there is a danger of grounding the propeller, or fouling a rope please select neutral at once.

It is of great importance that only members trained to use the winch do so either recovering their own boats or the Club's safety boats. Failure to observe this rule may invalidate the Club's insurance in the event of damage, or more important injury to a club member or the general public.

Tom Sims

Training Principal (and RIB Doctor)

were faced with a barbed wire fence and some thick undergrowth. Were we men or mice? We helped each other over the fence, through the narrow track, which took us through the undergrowth, and over a steep hill, which proved to be a pile of contractor's building rubble. We eventually found ourselves back in a civilised environment, on a road only a couple of miles from where we would have been had we stuck to Colin's planned route!

From this point on, it was a straightforward return along the shoreline whence we'd come, but now with sore behinds.

We arrived back at the Strand at about 3.00pm, where we reflected on the day's ride over an ice cream, before departing in our cars for home.

Despite the soreness and the departure from our planned route we all had a thoroughly enjoyable time.

Well done to each and every rider, particularly Paul Morley, Martin Lown and Paul and Rebecca James.

It is worth mentioning that a certain Martin Jones, not content with a meagre 15 miles, subsequently went off to ride a further 50 miles on his own while the rest of us nursed our backsides and limbs.

My sincere thanks go to Colin, Maureen and young Martin Lown for organising this event, formulating a route and trying it out beforehand, notwithstanding his journey each time from Croydon to do so. I must also stress that the latter part of the ride was not of Colin's design or making.

Colin Treadwell



this point.

Instead of taking to the road, it was suggested that we proceeded through an open gate to follow the shoreline. By the way, the gate was only open by virtue of it having been vandalised. We proceeded along the sea wall for a few miles, only to find that the ground beneath us was full of deep ruts caused by the hooves of cattle in wet conditions, having subsequently dried out and hardened.



The ground was by now comprised of large deep potholes. As you could imagine, this caused a few sore backsides as we bounced along in this boneshaker fashion. Paul Morley was riding across this terrain with thin tyres designed for road use, yet I don't remember hearing him grumble once. The rest of us were beginning to curse like mad.

We got to the point of no return, and thought things could not possibly get worse. They did. We came across a gate marked "Private Land - Do not enter". Well, we had two options. No one was up for a return journey across that terrain, so we stuck at it along the sea wall in the same direction. After all, we didn't have much further to go.

Then we came across yet another gate, this time marked "Danger - Bull in field". Decision time was nigh. John Shenton confidently shouted "no worries, if a bull came close he'd run", to which someone else replied "if its mating season, we've got a problem". "Has anyone got a spare pair of underpants", I was beginning to ask myself. Anyway, we decided to continue, with some confidence.

On reaching the end of the sea-wall stretch we thought our troubles were at last over. Were they heck! We now had nowhere to go. We



I would like to thank everyone who sent me get well wishes for a speedy recovery after my major operation. My further treatment will take a lot longer.

I shall come to the Club as and when I feel able. Sorry I cannot clean your club!!!!!! (but I will be back!)

Kindest Regards to you all.

Barbara Sims

On the House

First of all I must apologise for not having an article in the first issue of this season. I would like to introduce two new members of the House Committee, Carol Winn and Chris Eaglestone and thank Sarah Wyatt for her help over the last year. I would also thank Brian Ward for still providing us with those delicious sausages & burgers.

Dates for your diary:

Evening Race & BBQ to introduce new members. 1.7.2000 (Help required) **£4 Adults £2.50 Children**

Medway Regatta & BBQ on Saturday 15.7.2000
£4.50 Adults £3.00 Children

There is also a BBQ for Segas on 5.8.2000 and anybody who would like to join us would be welcome.

The Dinner Dance will be held on Friday 1.12.2000 at The Masonic Hall Gravesend. If interested in helping out on the BBQ's please contact Pam.

Pam Smith

01474 705651 Home 020 8308 4907 Work
email pam.smith@bexley.gov.uk

Medium Handicap Report

We had our fleet evening on 29 January. I am elected your class captain for a second year. For any new members I'm Neil Lamprell, Phantom 985.

Despite ringing everybody turnout was low. Is it time to scrap fleet evenings or a different format, maybe? Your opinions would be gratefully received.

Bough Beech Icicle series

For those of you who have been in Hibernation over the winter, this event was held over four weeks in January and about 50 boats took part. This included the two Phantoms of Malcolm Levy and myself, the two RS200s of Ian and Katie Parris and Paul Heather and Suzanne Hall and the laser of Andrew Smith. We sailed in winds varying from Force 2 to 6 and some freezing temperatures. Andrew Smith excelled in the conditions to come a creditable third with me in fifth place.

Laser Fleet



The Laser Association is running a club championship for single handers. This year we have entered and those of you who have current Laser Association membership can enter. There are eight races with five to count.

These are the dates: 4 June, 18 June, 23 July and 20 August. There are two places up for grabs, with the finals being held at Weymouth Sailing Centre on 2 and 3 September 2000. The first finalist goes free, for the second there is a fee of £15.00.

The top prize is a new Laser single hander!

Neil Lamprell

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OPENING
TIMES:

Summer Mon - Fri 9am - 5pm
Saturday 9am - 5pm
Sun 9.30am - 4.30pm

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

Discounts for Wilsonian Members!

Bike Ride

Fourteen keen riders, ranging in age from 7 to 70+ years, turned up at Gillingham Strand on Saturday 11th March for the bike ride, organised by Colin Lown. Colin had worked out, and tested, a 15 mile route which followed the banks of the river, along the old Saxon shoreline. The vast majority of the ride was to be off-road, with only a few miles necessary on the roads.



We left the Strand at about 10.00am and encountered an immediate problem. Building contractors in the process of erecting some riverside housing had closed the planned start of the route, forcing to make an early detour.

The ride took us along a very picturesque route in the initial stages, and through a country park, but then entailed the circumnavigation of a sewage works!

After a couple of hours we arrived at the furthest part of our route, and stopped in a pub for lunch in the village of Lower Halstow. We made the most of the fine weather by eating lunch and supping ale in the garden.

The return ride took us past the Edith May, an old Thames sailing barge, moored in Halstow creek. I found this of particular interest since my aunt was named after this vessel (with my mother being named after the June Rose). No guessing the occupation of my grandfather!

Shortly afterwards, we arrived at the point necessitating a couple of miles on the road, taking us temporarily away from the shoreline. However, some bright spark amongst us, whom shall remain nameless, (though I could reveal the name for a bribe of a few beers!) thought it would be a good idea to deviate from our planned route at



Miracle Fleet Report

I know I rarely have my boat ready for the start of the season but this year must surely take the biscuit! Here I am, writing this article at the end of May, and it still isn't ready, though it certainly will be by the time of our Open meeting on 3 June.

Spring Points Series

I find it somewhat difficult to comment on the sailing throughout the Spring Points series since I've not been actively involved, but I have noticed that turnouts have been pretty good. Twelve boats entered, averaging 6 per race. This compares favourably with last year, indicating that the season has again got off to a good start.

As an observer each week, it seemed to me that the winds were generally very light, so much so that two races had to be cancelled. This has at least served to reduce the misery suffered each time I arrived at the Club unable to sail.

Results

- 1st David & Jackie Hudson
- 2nd Martin Smith & Mike Groom
- 3rd Chris Vincent-Bennett & various crews
- 4th Lesley & Natalie O'Rourke

Well done to all who entered and particularly the above. Of particular interest was Chris Vincent-Bennett's third place in his very first Series in the Miracle. Well done Chris.

General

On behalf of the Fleet I would like to extend a warm welcome to Chris and Nina Wallis and their children Richard and Tina. Chris and Nina join the Fleet with their Miracle 3718.

By the time you read this article we would have held our Open Meeting at the Club, and attended the Southern Area Championships at Broadstairs. I'm hoping for a good attendance at both events, and will report on each in the next issue of this magazine.

The use of e:mail has steadily increased within our Fleet since I first

mentioned it at the Fleet Evening in January. I can now communicate with almost half of the Fleet by this means, achieving considerable savings in terms of time and cost. If you are "wired up" and would like to be added to my list for communication by this means please simply e:mail me at colin@treadwellr.freereserve.co.uk to enable me to capture your address.

Please remember to ensure you have joined or renewed, as the case may be, your membership of the Miracle Association. Please see either Paul Absolon or me for further information.

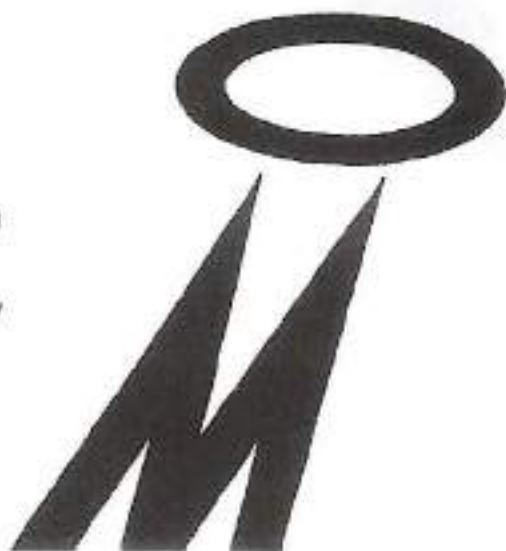
Now is also the time to think about getting your measurement certificate endorsed with a current buoyancy test.

Weirwood Sailing Club

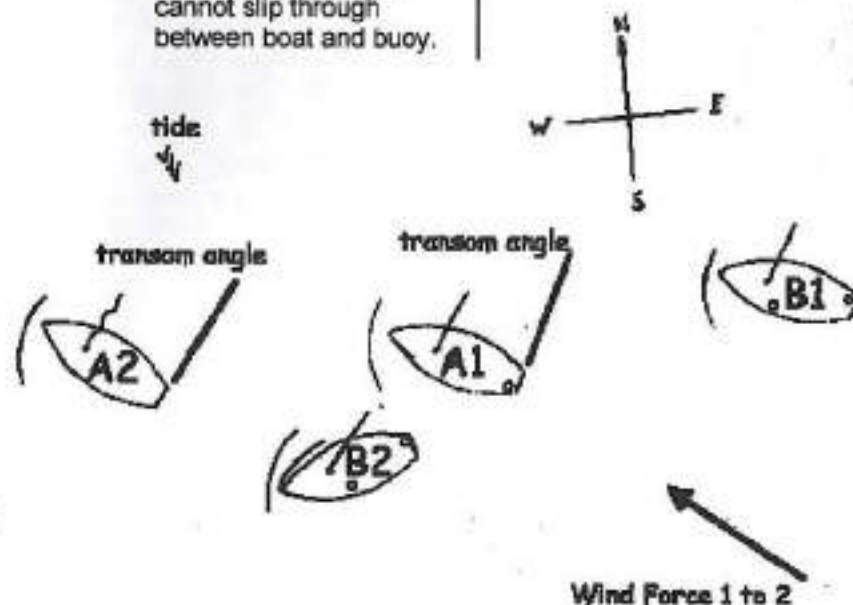
I mentioned in the previous issue that Paul Absolon and I would be holding informal talks with Weirwood Sailing Club in an attempt to encourage them to become more active and to form good inter-club relations. They have a very large Miracle contingent. Unfortunately, for a number of reasons, we haven't been able to do this as yet. It is, however, still high on my agenda and we'll endeavour to hold these discussions in the not-too-distant future. I'll keep you all advised as we progress this matter.

Hayling Island Regatta Week (14-18 August)

As you are no doubt aware a small group visited the island in the winter months in preparation for our holiday week in August. Details of our findings have already been advised in a separate newsletter. Those coming along have all booked their accommodation. Chris Cherriman took some



	BOAT A	BOAT B
1	Heading into tide on transit to buoy 30	Tried to catch A to give advantage at buoy but remained 2 to 3 boat lengths behind.
2	Maintained same course as in 1	Headed up wind now with three sails to blanket A but loses overlap advantage of transom angle.
3	Enters two boat length circle from buoy.	Closes gap with A but further up wind and down tide. Alters course with jib shielded behind main. No overlap gained.
4	Levels with buoy. Main pulled in to avoid touching buoy and to ensure B cannot slip through between boat and buoy.	Pulls level with A and now inside the two boat length circle.



What happened next?

(This may be the first of an occasional series of quiz questions - designed, I believe, to test our knowledge of the rules! I am grateful to Alan Tibbs for this one. Buoy 30 is often the scene of some interesting incidents - although 27 is my own particular nemesis. Ed.)

Question 1 - What happened next?

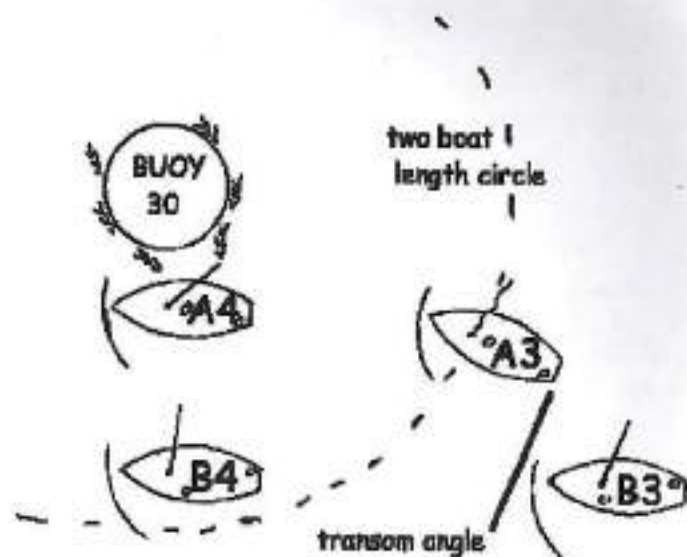
Question 2 - What should have happened next?

Answers into the box on the bar. Closing date 20th August 2000.

Bottle of wine for first correct answer drawn from box. Chocolates for second and third correct answers.

Solution in next 31½!

Alan Tibbs



photographs of the Sailing Club and the sailing area within Chichester harbour, which he has since developed into slides. Chris kindly showed these slides during a short presentation at the Club after our visit. If anyone else is interested in seeing these slides, and hearing the associated commentary, either because you're actually coming along or because you might still want to come along, please let me know. We can always offer a repeat presentation at the Club in the near future. I would like to thank Chris for dealing with this aspect.

We currently have 13 Miracles in our party travelling down to Hayling Island for the week, with a possibility of a few more yet to come. This is an excellent response and this sort of number provides the recipe for a potentially very enjoyable week.

If you are interested in joining us it is still not too late. However, because the availability of suitable accommodation may soon become a little tricky, I would urge you to contact me as quickly as you can. I would be delighted to hear from you.

Our aim is to have an enjoyable holiday week, with the racing itself being a secondary factor. Usually, at the Nationals the racing comes first and the holiday aspect second.

Inlands at Draycote (16/17 September)

We agreed at the Fleet Evening, and I mentioned in the previous issue of this magazine, that we would aim to support the Inland Area Championships this year at Draycote Water, particularly as we are not attending the Nationals. I have recently had a lengthy telephone conversation with the Miracle Fleet at Draycote, and advised them of our intentions, for which they were very pleased. They realise that a number of us may wish to travel up on the Friday evening rather than the Saturday morning, so they have arranged evening entertainment not only for the Saturday, but for Friday evening also. They have assured me that every effort will be made to ensure that we have a very enjoyable weekend.

Camping, on level ground, is available within the confines of the sailing club (enabling us to stagger from the bar and fall into our tents!). However, for the benefit of those not quite so keen on the outdoor way of life, the individual members of their Miracle fleet have

kindly offered to put us up in their houses if we so wished. If anyone is interested in taking up this kind hospitality please let me know well in advance, so that I can effect the necessary arrangements.

Please try to come along to this event if you possibly can. I think we are in for a very good weekend.

Social

I would like to thank everyone who supported the Fleet Evening in January and the Chinese meal in March. We had upwards of 40 people at the former and upwards of 30 people at the latter. This was an excellent response, and I find events such as these all the more satisfying when they are supported to this extent. I hope everyone who attended either or both of the events enjoyed themselves. I know I did.

Finally

With the good early turnouts in the Spring Series, the very good support to the social activities, the increasing number of boats in the Fleet, the forthcoming organised events and the prospects of good weather (it can hardly get worse!) I think we have the makings of an excellent summer sailing season. Let's all enjoy and make the most of it. Happy sailing.

Colin Treadwell



Wayfarer report

With the Spring Points Series completed, and the Early Summer Points started it seems we've never been away! Winter Wayfarer activities included an enjoyable fleet evening in February, held at the club, and attended by some forty people, including our invited guests from the Medway Wayfarer Fleet. Silverware was presented (mostly to Brian Lamb) and alcohol was consumed (by nearly everybody). A reciprocal invitation to supper at the Medway Yacht Club was well attended by members of our fleet in March, and equally enjoyed.



Those of you that arrived at the club during the late afternoon a few Sundays ago could be forgiven if you thought that Brian Ward had just won the lottery – he had, in fact, scored his first victory in his new boat, appropriately named 'Banger' – victory was made all the sweeter as he pipped the 'other Brian' on the finishing line. Results for the Spring Series are as follows:

1st Brian Lamb: 2nd Brian Ward: 3rd Nick Fenton-Smith: 4th Bob Dutton: 5th John Goudie: 6th Matthew Wynne: 7th Jean Bright: 8th Jim Sutton: (Average Turnout: 4.15 per start.)

This is a qualifying year for the Wayfarer World Championships, to be held in Ireland next year. Brian Lamb/Bobby Burnell, John Goudie/Valentina, and Brian Ward journeyed to Oxford for the first qualifying round. A largely windless and fickle weekend saw disappointing results all round, and our errant travellers must hope that the next round at Shoreham S.C. proves more profitable.

You will note that we had eight boats entered for the Spring Series, with an average turn out of four (and that's without Len!) The potential is there for a bigger fleet. So, as Summer approaches, dig your shorts out, get down to the club, and sail!

Nick Fenton-Smith

MINUTES OF ANNUAL GENERAL MEETING 25TH FEBRUARY 2000

Bosun's races. Open events include:

- ♦ KSSA Opening Splash - 15 April
- ♦ Miracle Open - 3rd June
- ♦ Wilsonian Creeks Race - 2nd July (also Admirals Cruise day)
- ♦ a FIVE race on one day Regatta - 6th August
- ♦ Topper Open - 30th September
- ♦ Chilly Willies - 1st January 2001

The Sailing Committee Aims:-

- ♦ Ensure continuing good competition for all at all levels
- ♦ Improve and maintain Safety
- ♦ Encourage and Support training for all, especially youngsters, both racing and sailing in general
- ♦ Continue to attract new members.

13. Commodore's Closing Remarks & Any Other Urgent Business : Ann Heather said she had found the last three years interesting, demanding, and enjoyable. The club had moved ahead. The current extension is a result of a membership survey. There has been a lot of support from a LOT of people. She wished to thank all on General, Sailing, and House committees, plus those who help without any formal position, such as Barbara Sims who had again regularly cleaned the clubhouse. (As Barbara was unwell all present had signed a "Get Well" card to her) There were too many to name but she did wish particular thanks to five who had given considerable support and guidance:- Ian Wyatt, Ken Crundwell, Bob Jones, David Tozer and Brian Lamb.

She and all her family looked forward to many more years of enjoyment at the club.

Ian Wyatt thanked Ann for her tremendous efforts, and achievements, over last three years and the membership enthusiastically thanked the Commodore for her considerable contribution.

Meeting closed 10.46 p.m.

New Racing, transit, E2m Third Party, Fully Comprehensive All Risks, etc.

	£2,500	£3,000	£7,500
B14	56	90	120
Blaze/Buzz	37	60	80
49er	105	147	189
Intl. 14	56	90	120
Laser 2000	54	80	108
Laser 3000	57	88	115
Laser 4000	81	120	162
Merlin Rckt.	56	90	120
RS 200	37	60	80
RS 300	56	90	120
RS 600	81	120	162

and: Albacore, Boss, Breeze, British Moth, 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	26	35	58
Wanderer	26	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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Fast Handicap report

Starting my new role as fast handicap fleet captain, it has been very encouraging to see so many existing and new members of the fast handicap taking part in the spring points. With an increase in the number of contenders, thanks to Martin Jones, RS 400s and international canoes close racing amongst the same classes of boats within the fleet is now beginning to happen.

The introduction of John and Steve's Laser 5000 into the fleet has also been a successful and entertaining one. John and Steve have learned to navigate their skiff through courses sometimes more suited to smaller craft disproving the opinions of some other skiff sailors.

With the speed differential between the fastest and slowest boats now reduced it has been easier to set courses to suit all of the boats. The spring points has seen more people getting involved in the course setting, with legs being set to suit as many classes of boat racing as possible. If you are not regularly helping to set the course and there are legs that you would like included in the course, come along to the course board half an hour before the start of the race and make your contribution.

The rest of 2000 is set to be an exciting one, and the sailing can only keep improving. If anybody has any ideas or suggestions for me to bring up at committee meetings no matter how new you are to the club, don't hesitate to mention them to me so that I can represent your fleet properly.

I will conclude by wishing you all superb sailing for the rest of the summer.

Chris Mason

(RS400 409 SEXY)

Fast handicap fleet captain



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channel funds into suitable clubs, while providing publicity for Volvo. Our scheme is linked to the local Volvo dealership, Haywards of Medway, and we were the 18th club in the country to receive the status.

The presentation will be at the club on 1st July 2000 (Club Open day + New Members day + evening race)

The benefits include support for Junior events, additional equipment, additional prizes, training for Club Racing Coaches.

To maintain the award we need to continue the development of Junior Training, and ensure the development of a youth fleet in addition to the current fleet of Toppers. In October 1999 there were 76 Juniors in the club. We have not yet reached a satisfactory answer to getting Juniors racing in the Junior fleet on Sundays when their parents wish them to be crews in senior fleets.

11. Bosun's Report: The previously circulated report was accepted.

12. Sailing Secretary's Report: In 1999 there were 1147 starts - an average of 30 per Sunday, with highest of 42 and lowest of 7. The fast / Medium Handicaps competed for highest turnout, while Miracle had a steady 7+ and Wayfarers 3-4. The GP14 had less than 2, and will not have fleet status in 2000, the last of the three original classes to do so. Slow / Junior were almost non existent, some juniors sailing with parents in other fleets.

Racing - at start of season three protests, but standards of race management improved through the season. The weather was generally too much or too little, with light winds predominating. Commodore's 19 boats, and Bosun's 56 boats were affected by type of boats sailing at start of 1999, situation will be monitored this year.

Safety cover has improved with equipment working much better.

For 2000 Season the Sailing instructions have been rewritten by Ian Parris. The new start sequence will be used, GP14 will sail with Wayfarers, The Miracle and Slow / Junior start is combined, Optimists are now included (for juniors) in Sailing Instructions, and members may change handicap fleets, but only prizes in their own fleet.

We intend to have more Committee boat starts, mainly for Commodore's &

Class Representatives

Enterprise	D Vettergreen
Fireball	D Tozer
GP 14	B Warwick
Laser	Andrew Smith
Optimist	Mark Steadman
Osprey	Tim Kiff
Phantom	Malcolm Levey
RS200	Ian & Katie Parris
RS400	John Parsons
Tasar	I Wyatt
Topper	The Heather Family
Cruising Secretary	VACANCY
Saturday	M Jessop & P Heather

9. Progress with review of the Rules relating to Safety : The Commodore presented the progress of the sub committee set up after 1999 AGM resolution. The sub committee consisted of A Heather, D Davis, C Treadwell, and A Tibbs (who resigned after two meetings)The committee had progressed the following:-

- ♦ Reviewed current documentation. e.g. CDO instructions, handbook
- ♦ sought advice from RYA and other clubs
- ♦ brainstormed potential hazards / safety issues within the club.

Proposing -

- ♦ checklist to carry out an annual review
- ♦ awareness of members - annual publication of Notes of Safety
- ♦ posters
- ♦ review of current beware notices
- ♦ either use of guidance notes for equipment or training
- ♦ CDO log to be better used as a record of when any action has been taken.

As a Registered Training Establishment (RTE) a Safety Policy is required, so a policy was drafted and given to Area Coach for comments.

10. Volvo Championship Club Update: We were awarded Volvo Championship club status in September 1999. The scheme is designed to

MINUTES OF ANNUAL GENERAL MEETING HELD 25TH FEBRUARY

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

Commodore's Opening Remarks: Ann Heather welcomed all the members to the 42nd Annual General Meeting of WSC.

2. Apologies : Apologies were received from C Ashby, L & T Ayris, M Bew, B Burnell, A Clements, M Doherty, C Godbur, K Flowerday, M Jones, N Jones, D Parris, S Parsons, D Pettitt, J Shenton, B Sims, R Winnett, A Wynn

3. Minutes of 1999 Annual General Meeting: There were no corrections to these minutes which were signed by the Commodore.

4. Matters Arising : There were no matters arising.

5. Secretary's Report on the Operation of the club in 1999: A written report had been circulated. There were no comments.

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

The treasurer reported that 1999 had been a very satisfactory year for the club financially. We had deliberately spent a minimum amount on capital projects, and tightly controlled expenditure, in order to maximise money available for the new extension.

The sum of £2889 was raised or gifted by members for the building fund.

Functions - this value was inflated by Dinner and Dance tickets being paid for prior to new year, including fireworks evening, although functions generally were better attended.

Sundry income was boosted by the sale of an ex - members boat, and similarly included in expenditure is payment to the owner, less fees due.

Clothing purchases have increased considerably, the expenditure includes increased stock of buoyancy aids and cost of calendars.

7. Extension - Building Plan and Fund Raising : Ian Wyatt described, with the aid of diagrams, the extension layout and construction, including ground and first floors, the groundwork with the 15 metre piles and support beams

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completed, and the detailed construction holding old and new structures together. The new shutters had been fitted this week and he presented Clive Grinley with the shutter operating stick Clive had made when clubhouse constructed.

The new Generator has been purchased the week of the AGM at a trade fair in Birmingham, from an Orpington company. The machine is a Stephill - Super Silent Diesel - 16kVA / 12.8kW, 1500r.p.m. Lister Petter, water cooled diesel with electric start and cost £4600. This machine is designed to stand outside, and will be in a roofed secure cage upstream, and behind, the clubhouse. The specification states noise only 61dBA @ 7m. The fuel tank has 24 hours at full load capacity. There were some suggestions, including monitoring the casing to ensure protective action, if necessary, to prevent deterioration due to saline environment, considering what maintenance routines are required - such as battery maintenance, possible winter / summer oil changes.

The members expressed their thanks to Ian Wyatt for all his considerable efforts.

8. Appointments : There was one nomination for each of the following posts who were therefore deemed to be elected:-

ASSISTANT OFFICERS (Appointed by General Committee)

DINGHY PARK SECRETARY	VACANCY
DUTY LIST SECRETARY	Karen Steadman
MEMBERSHIP RENEWALS	Karen Steadman
MEMBERSHIP SECRETARY	Patricia Moncreiffe
TRAINING PRINCIPAL	Tom Sims
TRAINING SECRETARY	Barbara Sims
EDITOR 31 1/2	Paul Absolon
PUBLICITY OFFICER	VACANCY
MEASURER	Tom Sims
TROPHY SECRETARY	Ian Parris
KENT SCHOOLS	Mark Steadman
ENTERTAINMENT SECRETARY	Suzanne Hall

MINUTES OF ANNUAL GENERAL MEETING 25TH FEBRUARY 2000

POSITION	NOMINEE	PROPOSER	SECONDER
COMMODORE	Ian Wyatt	Ann Heather	Tom Sims
VICE COMMODORE	Brian Lamb	Ian Wyatt	Pam Smith
REAR COMMODORE	Ann Heather	Ian Wyatt	John Yeo
SECRETARY	Bob Jones	Colin Treadwell	Roy Winnett
TREASURER	Ken Crundwell	Bob Jones	Karen Steadman
BOSUN	John Yeo	Brian Lamb	Tom Sims
SAILING SECRETARY	Brian Lamb	John Parsons	Colin Treadwell
HOUSE SECRETARY	Pam Smith	Ann Heather	John Yeo
GENERAL COMMITTEE			
(6 places)	Peter Horner)		
	Colin Treadwell)		
	Roy Winnett)	Ann Heather	Ian Wyatt
	John Parsons)		
	Sarah Wyatt)		
	John Smith)		
HOUSE COMMITTEE			
(5 places)	Gill Warwick)		
	Christine Eggleston)		
	Trish Ayris)	Pam Smith	Ian Wyatt
	Rosie Robinson)		
	Carol Wynn)		
AUDITOR	Roy McCloud	Bob Jones	Tom Sims
TRUSTEES			
	Martin Fish,)		
	Philip Holmes)	Colin Treadwell	Pam Smith
	Roy McLeod)		
	David Vettergreen)		
FLEET			
	CLASS CAPTAIN	VICE CAPTAIN	
Miracle	Colin Treadwell	Peter Horner & Chris Cherriman	
Wayfarer	Nick Fenton-Smith	Paul Tyler	
Handicap (Fast)	Chris Mason	John Shenton	
Handicap (medium)	Neil Lamprell	Malcolm Levey	
Handicap (Slow & Junior)	VACANCY		