

CABIN YACHT STORES



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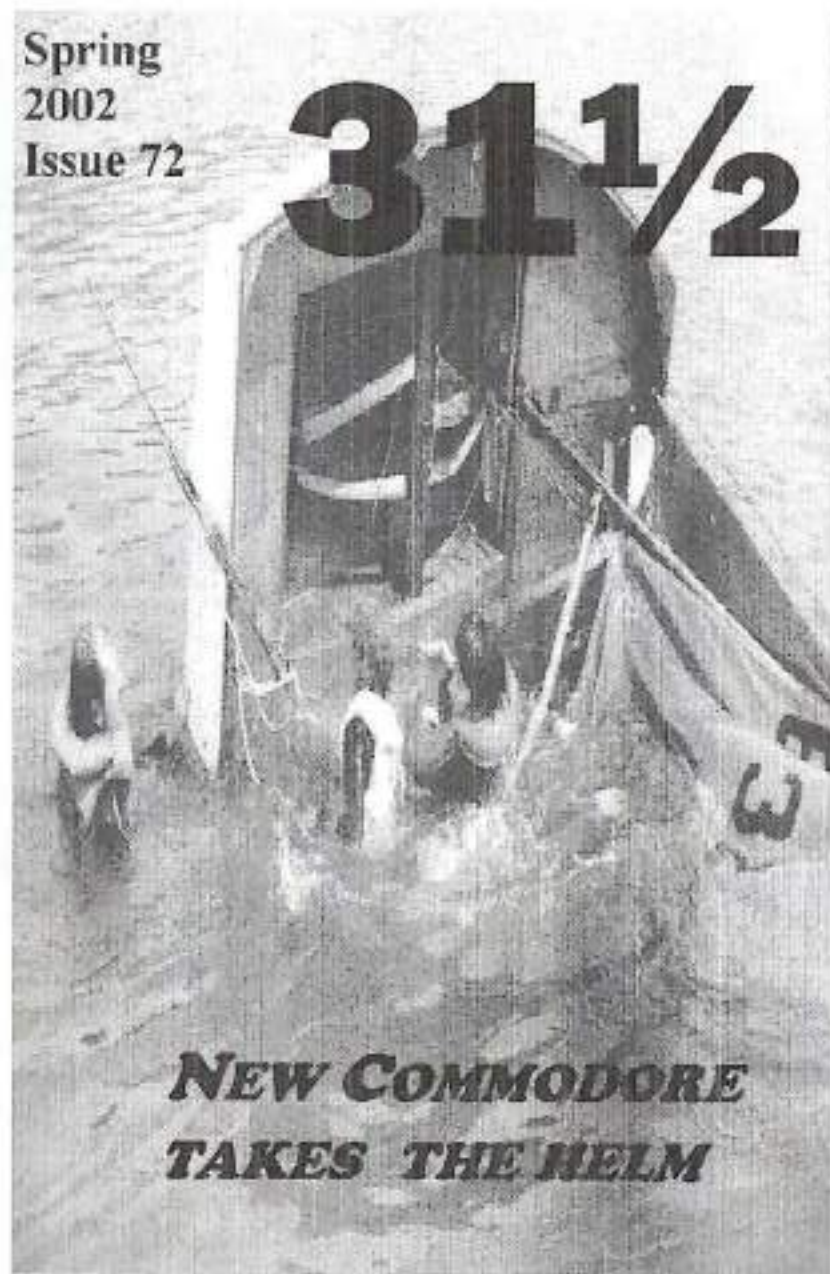
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Spring
2002
Issue 72

31 1/2



**NEW COMMODORE
TAKES THE HELM**

Justify

From the (ex) Commodore

Time flies when you are having fun they say, so I suppose I must have been having fun, because it's almost February and the dreaded date for 31st, is here.

Incidentally, we have a new editor for our magazine, John Gore has taken over from Paul Absolon, who had done the job for some years now, so thank you Paul for all your hard work and thanks John for taking it on.

I hope that you all had a happy Christmas and that 2002 will be a good year for you. So off we go again straight into the commercials and pleas.

a) Do not forget to tie your boat down, on Saturday 26th January a Fireball was seen to rise about 1 1/2 metres in the air and somersault the boat next to it. Your boat might not be damaged but the chap next to you might be a bit upset if you ruin his and he'll expect you to pay for it.

b) Very high tides are being predicted for various dates this year if they coincide with other factors and the Thames Barrier is raised, they will be enormous. So get some tables. Check the dates and if you think its necessary, move your boat for those particular high risk days, because parts of the dinghy park will flood.

c) Peter Hampson has volunteered to be Greenwich University co-ordinator or liaison member, so if anyone has any information on this please contact him (02083009148)

d) Roy Winnett has agreed to become your new Rear Commodore ratified at the AGM, I hope!

e) Alan Wynn has taken on a new job as site services manager, looking after diesel, // gas, cesspool etc.

ON YOUR BIKE 2002.

Sunday, April 28th 2002 . Gravesend Riverside

John Shenton and some of his friends intend to participate in the above event, which is organised by the Rotary Club of Gravesend to raise funds for The Lions Hospice, Kent Air Ambulance and many other local charities.

The event starts at Gravesend Promenade and has a choice of 15, 30 and 45-mile routes. It is not a race, but a chance to cycle along some of the most beautiful country lanes in Kent.

Entry forms are required for each rider and teams must have a minimum of 4 cyclists. John and his friends will be entering as 'The Admiral's Crew'. Copies of the entry form are available from John.

In order to take advantage of the 'Gift Aid' scheme which enables the Rotary Club to reclaim tax, no entry fee is charged but a minimum donation of £5 is requested per rider .

The closing date for entry to this event is April 20th,

Fancy a go at Gliding?

Have you ever had a go at gliding, rising on the thermal uplifts on a warm summer's evening, or enviously watched others doing so?

I am in the process of arranging day of gliding at Channel Gliding Club, near Canterbury on Saturday 22nd June, involving flights with qualified instructors. The cost will be £20 per head.

It is intended to arrive a little early so that we can get to see some gliding, and how it is done, before we get to have a go ourselves. It is also intended to stop at a pub on the return journey for a bite to eat and a drink to finish off the day.

Whilst every flight will be accompanied by a qualified instructor, who will be in control of the plane, there should, conditions permitting, be an opportunity for you to "take the stick" and have a go yourself if you'd like to do so. This is NOT obligatory, and if you simply fancy going up to share the experience at the hands of an expert, then so be it.

If you are interested in joining me on this day out, please let me know at your earliest convenience. Places will be strictly on the basis of first-come-first served. I will advise/confirm further details in due course with all those expressing an interest.

Don't miss out on a great and rare opportunity.

Colin Treadwell

PS I must stress that this is NOT an official Club event, and is being neither organised nor provided by, or on behalf of, the Club.

Thanks to both the above for helping to run the club, it is appreciated.

f) It has been suggested that we try to form a dedicated Safety boat squadron to run the motor boats. Its members will hopefully provide better trained coxswains and crews every week thereby easing the duty list and providing better care of the boats and competing sailors. If we can recruit enough members, they will each turn out once every four or five weeks. To encourage this we may create a new membership category at perhaps half the normal yearly fee for boat drivers only - at the discretion of the general committee. This matter is to be discussed at the AGM on February 22nd.

g) Some of our old Silver trophies are to be re-vamped and re-cycled with new // Plinths, plaques etc and re-silvered if necessary. Ian Parris has been handling this and I thank him on your behalf for getting to grips with this.

This will be the last time I write this piece for 31 1/2. Brian Lamb will, all being well, take over from the AGM. I have really enjoyed being your Commodore and wish you all a good seasons sailing (or doing whatever you wish for the non-sailing members).

PS. To have enough cash to carry out our recent extension and alterations etc, many members made loans - I am pleased to say that these have all now been repaid. Thanks to you all.

That said, when one member had his loan returned, he and his wife sent it back to us asking the club to keep it and buy specifically some more shower and changing room floor matting. So thank you Mr and Mrs N.

That's it - I really have finished now - see you out sailing, I hope.

Ian Wyatt

Justify - Sort out font size.

The Vice Report.

From the Vice Commodore

X From the Vice Commodore

A couple of months rest from sailing during the winter means you have more time at the weekends to do all those other chores around the house you should have done earlier (gardening, painting, decorating...) - what a shame the weather makes many of them impossible to do! I'm still waiting for a fine day to finish off repairing my centreboard and rubbing down the bottom of the boat.

As we approach the start of a new season, there are proposed changes to the sailing programme which I would like to outline to you. As always, these changes have come about following long discussions at Sailing Committee and General Committee meetings, as well as with individuals from both WSC and MYC. These proposals are not yet ratified, so don't be surprised if there are yet further changes!

The first of these possible changes concern the Commodores and Bosuns series - the current arrangements are far from satisfactory with only a few entries in the Commodores and a massive entry in the Bosuns. We are also finding that the races for both series tend to be short, too short for such important series. I think most of the problems have been caused by the introduction of new boats which are much faster and of a different design - the difference between the fastest and slowest boat in both series has greatly increased so that the fastest boats end up with very short races. For this and other reasons, the changes proposed are intended to improve the situation for everyone and to restore the prestige of the Commodores.

So, it is intended that:

- the two series be combined - everyone races for

ter, completely off road, once one has traversed the dam, along the wooded waters edge, with only a slight surface mud to contend. We had a delightful ride back marred only by the final climb up to the pub. Fortunately the cure was to be found at the bar (and taken in the garden on a sunny eve). I heard after that it rained at WSC.

Even with the A21 doing it's river trick on the way home, myself and the brother in law had a grand lunch/ride/tea/ride/drink/day out.

I'm Happy To Do It Again!

Colin Lown

Miracle 206

Fun Times Ahead

I would like to say a big thank you to all of you who attended the bowling night. Everybody had a lot of fun. The winner was Andrew Smith who I hope will return later this year to defend his title. For those who didn't manage to attend I will be trying to arrange another night mid-summer.

The New Year's Eve party went with a sparkle, and a big thanks to the house committee for all their hard work bringing it all together, plus a special thank you to all the helpers who did the washing up afterwards. I cannot forget to thank our friendly ghost who made his presence felt by letting all the air beds down.

By the time this comes to print I would have arranged a skating evening and hope you enjoyed it.

I have other ideas in the pipeline, but without your support they will not happen. So far it has been suggested that we have another quasar evening, and as soon as I have enough interest I can arrange a date. The idea of a quiz night at the club, and even a cycle ride are being considered.

Colin Treadwell is willing to arrange a gliding day around June and would like names ASAP.

If anyone has got any other suggestions of activities that they would like me to arrange please email, or put them down on the list on the notice board at the club. Please remember that they must cover all ages and abilities so all members can participate. Remember the club's social side is only as strong as the members who support it, so wash away those winter cobwebs and join the family fun. (Non-members are welcome to all events).

Hope you all have a great year's sailing and we see more new members.

Yours gratefully

X Ricky Knights (knights_fish@yahoo.com) X

Bold

The 31st & 1/2 Annual Bike Ride.

Pre dawn, 28 Sept. and it's positively precipitating down. Load up bikes onto the Forth Bridge bike rack hanging on the back of the wheels. Up and away towards the venue, in this instance a quick circuit around Bewl Valley Water. Heading for the start point and we are seriously wondering if the car will float as the A21 seems to be turning into a river.

Arrive at the chosen spot, this being the Bull Inn at Three Leg Cross on the South side of the water. It's midday, and, as we head for the bar, the clouds are starting to part and, Lo, even the sun is starting to make an appearance. By the time we've had lunch and lubricant the sun has got it's hat on and is coming out to play.

Time to get serious, the start is an encouragingly down hill lane at the way to the waters edge to join the official round Bewl path. Consisting of a firm and only slightly muddy track running through woodland and open grass fields. Now it's a well known fact that when travelling in a clockwise direction and using the pub as a starting point, one quickly finds that the path leads you onto the lanes that take you around the private bits, that run down to the waters edge.

Not the disaster one might think, giving one a most pleasant ride along some nice quiet country lanes. Only to give one a hell of a shock as one arrives at the steep bits, nay, very steep bits, four of them, as you clamber out of valleys formed by streams that fill the wet bit. After these, all else is the proverbial doddle.

Onward forever etc., along the wooded waters edge to our halfway watering hole, the Visitors Centre for tea and biccys. To be taken whilst watching a training fleet of Oppys trying to float upside down, Wayfarers loaded to look like charabancs, Toppers practising their Viking raiding on an opposite beach and much more all going on in bright sunshine.

The next stage of our epic journey took us the full length of the wa-

the Commodores trophy, with the Bosuns trophy being awarded within the same series,

- all five races will be lapping courses so that everyone will race for about the same amount of time over a course which should cover all points of sail,
- races will start and end on a committee boat line,
- the start and finish line will be set up between Foley and Darnett forts - we should then be able to set up reasonable courses and avoid those fickle winds we get around the club.

Discussions are currently taking place between us and the Medway Yacht Club concerning the 'Inter-Club Challenge' (temporary title!) for the 2002 season. Basically, individuals from each club have suggested we find ways of encouraging members of each club to race with/against each other more often - after all, we often find both clubs are racing round the same buoys (sometimes in opposite directions!) so why not do so together occasionally and make the racing more interesting? A series of events held during 2002 will be chosen (mainly Opens) which will be used to find the winning club for the season. In each of these chosen races, an equal number of boats from each club will be awarded points, depending on their finishing positions (this will overcome the imbalance caused if more boats from one club than the other enter an chosen event).

Some of the points considered so far are:

- there will be no maximum or minimum number of boats required for each event, although an equal number of boats from each club will be included in the calculations,
- we are looking at using the Marathon (MYC) and Creeks (WSC) Opens as well as the two Topper Opens (Juniors) and extracting results from them to work out a club winner for each event,
- the 'Challenge' will end with a 'Finale' day near the end of the season for members of MYC and WSC only, using the results of that day to decide the overall winning club for the season, with a big so-

cial at the end of it - WSC will host this event this year with the MYC hosting for 2003.

These are the biggest changes for 2002 - the fleets and the start sequence remain the same, while it has been agreed that there will be no charge to Wilsonian members for this year's Creeks Open. We are hoping to have many more committee boat starts this year, so make sure you know when they are and make allowances for them. By the way, as well as looking for more volunteers to become regular safety crews, we would also like to hear of anyone interested in becoming regular Race Officers to help ensure we continue to maintain a high standard of race management.

Our new Editor gave me a deadline, so I must stop now if I am to meet it.

See you on round the buoys,

Brian Lamb Wayfarer 10201 'Final Gambol'

? Highlight

WSC/MYC INTER-CLUB CHALLENGE

- **Series of races comprising of**

(i) results extracted from the following events held on the river:

MYC Medway Marathon
WSC Creeks Open
MYC Topper Open
WSC Topper Open

and

(ii) two further races as part of a grand finale day on 5th October

The Grand Finale day to comprise of:

(i) Two races to be held back-to-back

(ii) Aim to hold the racing downstream, between the Forts, using a Committee Boat start

(iii) The results of these two races will carry double points value

(iv) Each race to run for approx. 1 - 1½ hours duration

(v) First start scheduled for 13.00 hrs

(vi) Inflatable buoys to be used

(vii) No entry fee to be charged

(viii) Each Club to supply a manned Patrol Boat

(ix) Evening BBQ, drinking and, possibly, games

(x) Annual event to be hosted alternately by WSC and MYC

edge from an earlier barge bed stood well above the mud instead of under the water surface, keeping us off the bank. First, we tied up to the baulks. Then, as the tide rose and had water, to the river bank, and could ease each boat into the bank to tie up. Somehow we all fitted in, secured the boats, making sure to fender each from its neighbour, before clambering up the bank. A very jolly, muddy, and tired pack of dinghy sailors then descended on the pub from which our antics had been viewed in comfort *kg* the past half hour. Beer and food were needed and quickly!

It was a very snug group who passed the next two hours watching the tide rise and our boats float safely on the opposite shore. We offered free and well informed advice to monster gas guzzling motor cruisers that nosed up to the middle span of the bridge to work out if there was enough headroom to get through. Quite a jam developed as more boats gathered downstream waiting for the tide to turn. They were still there as we sailed off for home.

Our return was speedy, assisted by the ebb. Still the wind remained fresh requiring all our attention in the narrow stretches. Water skiers now were using the reaches above the motorway bridge so we had to be alert to bodies in the water in addition to other hazards. First Upnor Castle then the club came into view from Chatham Reach. Waved greetings from Oily Hulf our fleet captain, from his Upnor cyrie above the river made the homecoming that much better. Thank goodness the power winch worked. In no time we were ashore, boats packed away, ourselves showered and ready for the bar.

Our friends down the river at WSC did a grand job organising and monitoring the day. Not one of the epic Wayfarer cruises, but enjoyable and interesting for all that, and a change from ricing round the cans.

Chris Sayers W967 'Echo' (Medway Yacht Club)

Secretary's Report

For those of you who didn't know Bob Jones has now left the club for pastures new and I have taken over as Secretary. He will be a very hard act to follow, being involved as he was with club matters, Medway Yachting Association, Medway Regatta, Hoo Freezer etc the list goes on. Many years experience, a very wise head. I'm sure you will join me in wishing him and Christine all the very best for the future.

So now you have me!! Not as experienced as Bob so please be gentle with me. I will do my best. Well as I am stepping down as House Secretary and Jane Treadwell takes over I'm sure you will support her as you have done with myself.

Now down to business.

We now have a new Commodore, Brian Lamb and Vice commodore, Roy Wimettt with Ian Wyatt now as Rear Commodore. The Sailing Programme is complete. WSC will be running the Medway Regatta (dinghy section) as last year. We also provided race management for the Hoo Freezer. Tom Sims agreed to be Race Offices for both events but for this year only.

On the 15th June there will be an official opening of the new extension, to also include the new members evening race and BBQ. Please come along and support the club.

The clubhouse has been in constant use over the closed season with fleets holding their winter socials, and by what I have heard good food as well.

There have been two work parties, both not very well attended but even so a lot of work carried out. There is another main one booked for the 10th March, if you have not managed to attend the previous two please try for this one. The outside painting is well behind and therefore an extra work party will be arranged. Renewals are going well. Trish Ayris is the new renewals secretary, her postman thinks she is starting her own fan club!!

So Happy New Year and Happy Sailing.

Pam Smith

X
Enlarge

From the Duty List Secretary

As the Wilsonian Sailing Club's new Duty List Secretary may I take the

Opportunity to remind members of one or two important points about duties for the club.

Firstly have spent some considerable time in trying my best and talking to people to get suitable times and duties for those people who have given me the information on their renewal forms that I require for this purpose.

However, I do understand there may be some need for Duties to be changed this is quite in order but it is Your responsibility to take on this task to find a Substitute.

Secondly once you have done so PLEASE could you inform myself (Man 1 at home to take a call 01322 337703 or Email ChristineGodber@aol.com or even

Answer Phone available) or telephone Angie Clemence 01634 403 646, as soon as possible. Angie does a splendid job of informing all the CDO's 2 weeks in advance of the people allocated on their duty and sending out the CDO instruction manual.

Last year different people were turning up for Duties because we had not been informed so please try and let us know. It helps everyone.

May I make one more plea that whatever your duty is allocated to you, whether it be in the race box or safety boat, it is everyone's duty to clear up at the end the of a duty day albeit you may be tired it is up to the CDO to inform you when you are able to leave.

I think I have said my bit now and I hope I this has been informative for you all

I am very grateful for your time for the Club

MANY THANKS (in anticipation)

Christine Godber

Enlarge

the motorway bridges is a bit nerve racking in a blow. The piers seem gigantic at water level and produce wind turbulence that is difficult to 'read' which, combined with the disturbed water, make for a few anxious moments. 'Sermorn' led through this section which was brave (or foolhardy) as this was John and Molly's first experience of cruising.

Then the tightening serpentine shape of the Medway starts. Tacking becomes more frequent. Reeds close in the views so that the shore or river edge is your focus -no bad thing as this is the guide for the next short tack. We had a hail from Catherine and Tom Gore (MYC members), out counting their cows, as we passed Wouldham, but a brief conversation was all that we could manage before shifting winds had us hurrying on up river.

The upper reaches of the Medway are not all 'Wind in the Willows' picturesque. Paper mills spill brown waste water from pipes. A distinct odour of sewage comes from an invisible sewage plant. Sadly, new housing intrudes onto the views from the river. The river has been treated badly in the past and this abuse continues in the present times.

Our guide warned of the 'frustration zone' of Horseshoe Reach. Wind came from all directions and with all sorts of force. One moment we were balancing the boat in a gust, next, sitting very still to get the most from the flood tide in the middle of the stream. Bob Dutton in W84 passed us in one of these lulls, reefed, yet going much faster. Thankfully we had sunshine, and warmth, and when we could relax, it was very pleasant.

Aylesford Priory came into view signalling the next stage -mooring below Aylesford Bridge. Several Wilsonian boats were ahead of us so we could assess what they were doing to get ashore. As the sail had taken much less than the planned three+ hours, we were well ahead of the top of the flood. Horizontal timber banks at the river

Aylesford Cruise with the Wilsonians

Header

Our friends from down river, the Wilsonian Sailing Club dinghy sailers told us of their annual sail up river to Aylesford when we joined them at racing during the Medway Regatta. July 21st was the selected day with a flood tide suitable to get under the road and rail bridges at Rochester with arrival at Aylesford bridge just before high tide at lunch time. Return on the ebb would see us back to the club well before low water. Passing the word around the MYC dinghy fleet collected two more Wayfarers, 'Semom' and 'Doris', in addition to 'Echo'. The Wilsonians had a further three Wayfarers and several other boats to make a grand total of 12. The trip was well organised, with safety boat cover and a sketch map of the river for all helms. Saturday July 21st was a bright day. Our packed lunches were stowed along with spare clothes, water (!) and an OS sheet. It was windy. Mainly SW but gusting. Down river we could see Wilsonian boats getting ready for the planned 9.00 am start but not making moves to leave. We hovered, wondering if the weather would get better or worsen. Fred Mason, who had planned to sail single handed in his Mirror decided it would be unwise in the conditions so we took him aboard our Wayfarer to sail three up.

Eventually the 'Willies' made a move and we followed suit up river. Beating up through the reaches to the Rochester bridges was exhilarating but required great concentration. Tacks with three up in a Wayfarer have to be choreographed so that crew didn't cross at the same time and sheets are picked up cleanly. Passing under the bridges at Rochester didn't need the calculation of visible stone courses as one of the other dinghies had made it before us, but the mast head still looked quite close to the steel underbelly of each bridge. We had time only to glance up at Rochester Castle before scurrying on up river.

Temple Reach and Wickham Reaches had us tacking more frequently, particularly on the north shore to avoid shallows. Shooting

stone left.

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Discounts for Wilsonian Members!

MINUTES OF ANNUAL GENERAL MEETING HELD 22ND FEBRUARY 2002

I Wyatt (Commodore) was in the chair and fifty-five members were present.

1. Commodore's Opening Remarks: Ian Wyatt welcomed all the members to the 44th Annual General Meeting of WSC.

2. Apologies for Absence: these were from C Ashby, L & T Ayris, Graham Jenkinson,

J & J Shenton, T Kift, R McLeod, S Offer, C & N Wallis, P Heather, S Wyatt, S Spratt, B Sims, B Burnell, M Wynn, T Hunt, M Smith.

3. Minutes of 2001 Annual General Meeting: There were no corrections to these minutes, which were signed by the Commodore.

4. Secretary's Report on the Operation of the Club in 2001: A written report had been circulated. TS pointed out that Peter Horner could now sign certificates for junior training. There were no other comments.

5. Treasurer's Report: The Audited Income and Expenditure and Current Assets and liability Accounts and the depreciation schedule were circulated, and formally approved by the members present.

Summary 2001 was another satisfactory year for the Club's finances.

A repayment of £8500 for all the loans have been paid and now the club owes nothing and has a healthy balance in reserve, having completed the extension to the clubhouse.

There has been an increase in the value of our fixed assets over the year of £1702 after depreciation has been taken into account.

Now, before you all start to get excited about how we can spend money, consider this. The reserve is only enough to run the Club for three months - not really any more than we need for safety. Secondly, there were two items of income - a £2000 legacy in Donations and £5000 of grants and gifts in Development fund, which will not be repeated this year. The sales of food drink and clothing are falling (over £1500 in 2001) as is our membership, which means subscription income. Our costs of maintaining site and boats are increasing, as is the unit cost of fuels.

We have achieved building an extension to the clubhouse. Thanks are due to the grant of £20,000 from the Foundation for Sport and the Arts, over one third of the final cost, and not least to the members of the Club who have put their hands into their wallets for gifts and loans to keep the work going. Also to those members who have given up their time actually building and fitting out, which have kept costs down.

We need to encourage more people to join the Club, for without continual recruitment our membership could go on falling and your subs would have to go on rising.

ided and the contenders - Roy Winnett/Paul Morley (Laser 2000) and John/Andrew Smith (Miracle) - were out on the water. But John and Andrew had to gain second at least for third overall and they were up against the other Miracles of David/Jackie Hudson and Peter Horner/David Brooker, competing even though they had no chance of top honours.

The two Brians got off to a great start, while John & Andrew had to return to shore for emergency repairs to a broken mainsheet traveler. Roy & Paul after closely following the leader for some time decided that hypothermia was not a risk worth taking so returned to watch from the comfort of the clubhouse (Is a combined age 137 years a good enough excuse?). Peter & David, in trying to avoid the flood tide, got trapped on the mud in Gillingham Reach and were overhauled by the Smiths, who had started some five minutes late.

Meanwhile, Lamb/Warwick extended their lead for a comfortable victory. The Smiths were holding second place on the homeward leg, but had written down the course incorrectly and went off course to round buoy 26 unnecessarily. This allowed Horner/Brooker to regain second spot and they just held position to the line.

The overall fifth prize was awarded to Richard Stone and Roger Benner who had done enough previously and were unable to race at the weekend.

Ian, our hard working Commodore, presented the prizes after lunch.

Overall Results

Long Course

1st Tim Kift/Steve Offer (Osprey) 7pts 2nd David/Stuart Mason (Laser 4000) 8pts

3rd Chris Ashby/Mike Smith (RS400) 16pts 4th Ian Parris (RS600) 18pts

5th Nick Lett (Blue Circle SC) RS300 28pts

Short Course

1st Brian Lamb/Brian Warwick (Wayfarer) 7pts 2nd Bob Dutton/Peter Good (Wayfarer) 10 pts

3rd Roy Winnett/Paul Morley (Laser 2000) 16pts 4th John/Andrew Smith (Miracle) 17pts

5th Richard Stone/Roger Benner (Medway YC) Wayfarer 23 pts

Open Winter Series 2001

Header

The Open Winter Series came to an end on December 12th with grey skies and a cold easterly wind gusting to 20 knots giving a wind chill factor well below zero. The scheduled 13 race series attracted 26 entries, including three visitors; that was three more than the previous year! Ex-members John and Steve Tinnams with their Laser 5000, Nick Lett from Blue Circle SC sailing an RS300 and from Medway YC, Richard Stone sailing Roger Brenner's Wayfarer.

There was a wide range of conditions over the seven Sundays including a light fickle westerly, a moderate southwesterly, a force 3 to 4 easterly and a flat calm resulting in two races being abandoned. Twenty-five turned out for the first race but this was not repeated and over the series the average turn out was 8 for the long course and 7 the short course. As only eleven races had been held, six results were to count.

In the final race, although most of the top placings had been decided, six competitors for the long course and five the short course were prepared to brave the elements.

John and Steve Tinnams romped round the long course, using their outsized spinnaker to great effect to gain line honours. But were relegated to second on handicap by David and Stuart Mason (Laser 4000), who finished 5 minutes later. The Mason duo thus consolidated second place overall with eight points. Meanwhile Tim Kift and Steve Offer (Osprey), already assured of the long course crown on seven points, came home in third place after taking an icy dip at the downriver mark. The fourth place picked up by Graham Smith in his Vortex lifted him up to sixth overall. While Chris Ashby and Mike Smith (RS400), Ian Parris (RS600) and Nick Lett (RS300) won the third, fourth and fifth place prizes respectively but did not contest the last race.

There could have been competition in the final race for overall victory in the short course event between the Wayfarers of Brian Lamb/Brian Warwick and Bob Dutton/Peter Good but the latter pair decided to take their Christmas holiday early and settle for runners-up spot. However, third and fourth were still to be de-

6. Bye Law Change: A change to Bye Law 25 had been circulated. This was due to the Child Protection directive covering children up to the age of 18 yrs.

New Bye Law 25

Members of the Club under the age of 16 years may only attend the Club with an adult who is a member of the Club and who will be fully responsible for them while they are on Club premises or enjoying the use of the Club's facilities or taking part in events organised by the Club. Members under 16 years attend the Club and participate in the Club events on the strict understanding that the Club can in no circumstances accept liability in the case of injury.

7. 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	John Smith
DUTY LIST SECRETARY	Christine Godber
MEMBERSHIP RENEWALS	Trish Ayris
MEMBERSHIP SECRETARY	Patricia Moncrieffe
TRAINING PRINCIPAL	Tom Sims
CHIEF TRAINING INSTRUCTOR	Peter Horner
TRAINING SECRETARY	Barbara Sims
EDITOR 31 1/2	John Gore
PUBLICITY OFFICER	Ray Craddock
MEASURER	Tom Sims
TROPHY SECRETARY	Ian Parris
KENT SCHOOLS/YOUTH CO-ORDINATOR	Ann Heather

NOMINATIONS RECEIVED

<u>POSITION</u>	<u>NOMINEE</u>	<u>PROPOSER</u>	<u>SECONDER</u>
COMMODORE	Brian Lamb	Tom Sims	Ann Heather
VICE COMMODORE	Ian Wyatt	Brian Lamb	Ken Crundwell
REAR COMMODORE	Roy Winnett	Ian Wyatt	Colin Treadwell
SECRETARY	Pam Smith	Roy Winnett	Ian Wyatt
TREASURER	Ken Crundwell	Ann Heather	Paul Heather
BOSUN	Paul Heather	Brian Lamb	Colin Treadwell
SAILING SECRETARY	Colin Treadwell	Paul Heather	Brian Lamb
HOUSE SECRETARY	Jane Treadwell	Pam Smith	Tom Sims

GENERAL COMMITTEE

(6 places)	Steve James	}		
	Andrew Smith	}		
	Chris Cherriman	}	Brian Lamb	Roy Winnett
	John Parsons	}		
	Ricky Knights	}		
	VACANCY	}		

HOUSE COMMITTEE (5 places)			
	Gill Warwick Christine Eaglesone Carol Wynn Ricky Knights Ken Flowerday	} } } Pam Smith } }	Ian Wyatt
AUDITOR	Roy McLeod	Ken Crundwell	Tom Sims
TRUSTEES	Martin Fish Bernard Smith Roy McLeod Dave Veteregreen	} } } Colin Treadwell }	Brian Lamb
FLEET	CLASS CAPTAINS	VICE CAPTAINS	
Mirage	Chris Cherriman	Peter Homer/Sophia Oliver	
Wayfarer	John Goudle	Brian Ward	
Handicap (Fast)	Ian Parris	Chris Ashby - Asymmetric Tim KR - Symmetric	
Handicap (Medium)	Roy Winnett	Neil Lamprell	
Handicap (Slow)	VACANCY		
Handicap (Juniors)	Doug Horner		
Class Representatives			
Laser	Andrew Smith		
Topper	The Heather Family		
Saturday Sailing	Martin Jones & Peter Homer		
Contender	Martin Jones		
RS400	John Parsons		
Phantom	Malcolm Levey		
B. Boon's Report: Leander's hull was overhauled with new electrics. The engine is old but serviceable. Wilsonian had a major overhaul. The hull leaked severely at the end of last season. The gearbox had a service, as it was difficult to engage neutral. The keel was renewed. The propeller and shaft have been replaced. Bluebird has no spare propeller. The road trailer has been overhauled. She has been sent for servicing. Red Start was repaired. Mariner engine not tested as was not used during winter series.			
B. Sailing Secretary's Report: Entries down on previous season, though not a complete surprise given the falling membership numbers. Only 3 races lost through weather conditions. The new Racing Rules, including the standardised 5,4,1, Go start se-			

ing. The other four days are afternoon sessions with safety cover. These are good opportunities to practice what you have learnt but with the comfort of safety cover and should help you gain the confidence to join in the Sunday races.

I strongly recommend that you all take advantage of the training provided by the KSSA (Kent Schools Sailing Association). As a member of Wilsonian Sailing Club you are also eligible to attend the KSSA events and we have planned our own programme so that we do not clash with them. The available training has been described in detail at Junior Week and at the Junior Fleet Evenings and the dates have been given or sent to all families with junior members.

We look forward to seeing all of you at the Junior Training Days, the Saturday Club practice days, KSSA training days and hopefully to seeing many of you joining in the junior racing. If you have any questions about the programme, please contact Ann Heather or myself.

Peter Horner

LAZER

Hold onto your guns grr as it's 'LAZER' time once again and the challenge still stands with the ladies. Who remembered the words 'We didn't cheat and you covered your targets'. We all settle the score for the year 2002 and put your names down. We need all ages and skills to out shoot them and if the ladies wish to put their names down for the challenge then please do, if the juniors dare, try then follow suit and pen to paper and let the games begin.

So lets do it and I will make the booking for 25th May 2002.

The cost will be arranged when I get the names.

Contact Ricky K. or John S. a.s.a.p.

(Topper 37332), 3rd Richard Wallis (Topper 42911)

Autumn Points:

1st Doug Horner (Topper 37332), 2nd Adam Treadwell (Topper 40065), 3rd Richard Wallis (Topper 42911)

Junior Cup:

1st Lucy Heather (Topper 42804), 2nd Mark Heather (Laser Radial 167977), 3rd Doug Horner (Topper 37332)

Fallout Trophy:

Adam Treadwell

2001 - Training

We had four training Saturdays spread through the year and the Junior Week in August. The latter was oversubscribed as usual. Thirty keen young sailors ranging from beginner to World Champion standard enjoyed excellent weather for the week and all achieved a lot. This means that in addition to our current young superstars, the club has a wealth of potential junior racers. Indeed, the group who attained the Racing Red Badge, showed the same standard of talent as our current hot shots did two years ago. So if we can encourage them to start racing regularly we could look at further successes by club members at open meetings.

One disappointment was that only a few attended the excellent KSSA training days. All our regular Junior racers have gained enormously from training given by some of the best coaches in Kent (including current Olympic Tomado helmsman, Hugh Styles) at these events and have made many friends around the county. Hopefully many more of you will take advantage this coming year. Which point brings us to the second part of the article.

Plans for 2002

One of our problems has been how to get our juniors from attending training sessions to getting out sailing in between and preferably joining in the club racing. The idea of practice sessions on Saturday afternoons was discussed during Junior Week and there appeared to be strong support. So, for 2002 we are putting into the sailing programme "Saturday Club" days. There are eight of these days planned. Four of the days are also Junior Training days which will be full days with instructors organising training and rac-

quence, were introduced and went very smoothly. Race management generally went well. Two cruises were organised, one upstream to Aylesford and other downstream to Queenborough.

Due to a situation encountered during adverse conditions in April, a number of safety precautions were discussed and formalised for implementing in 2002 season.

Prizes/Glassware ordering, engraving and delivery all went very well, with no problems at all.

Sailing programme complete for 2002

The following Open Meetings have been scheduled - Topper (27 April), Medway Regatta (13/14 July), Creeks Open (11 August), Winter Series (3 November - 15 December) and New Year's Day Race (1 January 2003)

The 3-Race Regatta would be modified to a 5-Race Regatta to be held further downstream in (hopefully) clearer air.

An inter-Club challenge would be held with Medway Yacht Club, culminating in a Grand Finale Day on 5 October (followed by an evening social activity)

The Commodores and Bosuns events would be raced by ALL classes of boat on the same racecourse, from a committee boat start, using average lap times. In this way, all boats, irrespective of speed over the water, would be racing together for the same trophy and on the fairest possible terms. The Bosuns trophy would continue to be awarded. The Sailing Committee would determine the basis for awarding the Bosuns trophy.

The safety precautions, mentioned above, were outlined to the meeting, would be included in the next edition of 311/2 and "implemented".

A cruise would again be organised to Aylesford.

Ian Paris had the South Kent Trophy refurbished with an additional base, which will now include helm and crew names.

10. Safety Boat Crews: TS recommended that more safety boat instruction is needed to drive the patrol boats, and dedicated crews needed to drive boats on a regular basis with a reduction in membership fee.

It was noted that more help is required to get the Rib put of the water after sailing.

11. Any Other Business: Brian Warwick commented that the radios were not reliable and perhaps new ones were needed. Tom Sims pointed out that a new mast has been erected on the race box, which should improve the reception to the radios.

Alan Wynn is now Site Services Manager and Peter Hampson is the Coordinator for Greenwich University

Christine Godber circulated the duty list.

12. Closing Remarks: The Commodore thanked everyone for coming to the AGM and to the team who had supported both him and the club during the last year and welcomed Brian Lamb as the new Commodore. He also thanked Barbara and Tom Sims for keeping the club so clean.

This year's Annual Dinner & Prize giving will again be at Lloyds Sports & Social Club, Gillingham, on Saturday 30th November 2002.

Enlarge

X SAFETY ON THE WATER AT WSC X

At the Sailing Committee's meeting in May of last year, a number of safety issues were discussed at length and, as a result, it was agreed to bring to the attention of those responsible for setting courses, and all Race Officers, the 5 precautions detailed below in an attempt to assist with improved safety on the river.

It is most important that these common-sense precautions are observed at all times, particularly during inclement weather conditions. To some, they serve as a useful and important reminder. To others they will serve as a useful aide to safety during racing.

1. Ensure that **PATROL BOAT COVER** is adequate for the prevailing conditions by checking with the Race Officer **BEFORE** setting a course. Consider the number and type of patrol boats as well as the competency of their crews.
2. Ensure that your **COURSE** is displayed **EARLY** (never later 30 minutes prior to the race start time) so that the Race Officer can consider any implications
3. **RACE OFFICERS** should stand by the course board when courses are being set so as to have an early input into the **REASONABLENESS** thereof, as well as to ensure that all courses are displayed promptly. Race Officers must be prepared to **OVER-RIDE/CHANGE** any course they consider to be unreasonable in the circumstances (after consulting with the Fleet concerned). The Race Officer's word is to be final and those setting courses must respect the Race Officer's decision.
4. **RACE OFFICERS** are advised to send a RIB (when practicable) downstream to **CHECK AND REPORT ON THE CONDITIONS** prior to racing in windy conditions, particularly when wind and tide are opposed. This informa-

RYA SE Zone Championship - 8th Topper
Topper London & Kent Traveller Series - 3rd

Thomas: Optimist Open, Bewl Valley - 1st Regatta Fleet
KSSA Opening Splash - 1st Optimist
KSSA Annual Regatta - 1st Optimist
KSSA 40th Anniversary Regatta - 2nd Optimist

We mustn't forget that several junior members are excellent crews. In particular, Lauren Treadwell, crewing for her father Colin in his Miracle, has collected several prizes at the National Championship and other open meetings and Martin Lown has successfully crewed for his father Colin, also in a Miracle, at many open meetings.

For details of other results at national championships and other open meetings, see our club web site. Mark, Lucy and Doug also competed in qualifying events and trials for entry to national training squads and succeeded in being selected as follows:

Mark - RYA Transitional Youth Squad, Laser Radial
Lucy - RYA National Junior Squad, Topper
Doug - ITCA(GBR) Youth Squad.

Congratulations to them all for a very successful year. Well done also to Adam, Richard, Tiaa and Thomas who sailed in several open meetings and championships.

At the club, it was pleasing to see the close competition and the prizes shared around several of the members:

Spring Points:

1st Mark Heather (Topper 42656), 2nd Doug Horner (Topper 37332), 3rd Adam Treadwell (Topper 40065).

Early Summer Points:

1st Doug Horner (Topper 37332), 2nd Adam Treadwell (Topper 40065), 3rd Mark Heather (Topper 42656).

Late Summer Points:

1st Adam Treadwell (Topper 40065), 2nd Doug Horner

cause they have been doing the open circuit. In particular Mark and Lucy Heather and Doug Horner have been dragging their support teams (i.e. parents) to venues all over the place to race against some of the best junior sailors in the country. These three also represented the KSSA (Kent Schools Sailing Association) in National Schools Sailing Association events. Other Topper sailors who have competed in some open meetings are Adam Treadwell, Richard and Tina Wallis and Jessica Lewis. Thomas Steadman has been travelling around with his Optimist.

If you are a regular visitor to the club web site you will already be aware of the successes of our travellers. (If you haven't visited the site, do it NOW - www.WilsonianSC.org.uk). The following are a few of the major open meeting results.

- Mark: Topper UK National Championship - 2nd
Topper Irish National Championship - 1st
Topper Southern Area Championship - 1st
RYA SE Zone Championship - 1st Topper
National Schools Sailing Association Regatta - 1st Topper
- per Topper London & Kent Traveller Series - 1st
2002 Junior Bloody Mary Pursuit Race - 1st
- Lucy: KSSA Annual Regatta - 2nd Overall, 1st Topper, 1st Girl, 1st Under 14
KSSA 40th Anniversary Regatta - 3rd Topper
KSSA Coastal Regatta - 4th Topper
NSSA Team Racing - 2nd Silver Fleet (Kent "B")
- Team) RYA SE Zone Championship - 10th Topper
Topper London & Kent Traveller Series - 4th
- Doug: Hoo Freezer - 1st Junior
NSSA Team Racing - 2nd Gold Fleet (Kent "C" Team)
KSSA Annual Regatta - 4th Overall, 3rd Topper
KSSA 40th Anniversary Regatta - 2nd Topper
KSSA Coastal Regatta - 3rd Topper

tion may subsequently influence the Race Officer's acceptance of the courses set.

5. When limited to 2 PATROL BOATS ONLY, one should patrol between buoys 23 and 26/27, observing downstream to 23/22 and upstream to 26/27. The other should patrol between buoys 30 and 28 observing downstream to 24/25 and upstream to the Club. In this way it is possible to observe the entire river from the club to buoy 22.

These discussions have also resulted in the following two further enhancements to the provision of safety cover in the Club:

- (i) The Radio antenna for communications with patrol boats is to be transferred from the Racebox to the top of the tall start-line transit post behind the Blockhouse. In this way, it will be elevated quite considerably, thus greatly enhancing communications with patrol boats further down river.
- (ii) Three mobile telephones have been purchased as a contingency back-up to our radio communications, should the radios fail for whatever reason. It must be stressed that these are for back-up purposes only and are NOT to be used or considered as the primary means of communication. One is for use by the Race Officer and the other two, in their floating waterproof carrying bags, are for use in each of the patrol boats. Each telephone and bag is marked with the telephone numbers of the other two telephones, as well as the Club's number.

Colin Treadwell

A return to sailing

Header

By pure chance my Boss at work began to talk about sailing and what he had sailed as a youth a conversation which was new to all of the assembled, I sat there quiet for a while as I delved in to the past lost memories and unconsciously joined in with the conversation it seemed as though I had never stopped sailing in fact I hadn't been in a boat for 15 years and hadn't raced for more than that, the conversation ended with the usual "I don't know why I stopped" and we moved on.

Two weeks later on a Saturday my mobile rings not unusual you might think but this is a phone which would only ring if it were work. It was my boss "you that conversation we had well there is a shearwater at Netley near Southampton how do you fancy it is only £400. Well the next day down to Netley to see a Cat duly negotiated the price down and drove back to London towing said boat then Monday down to Swansea where we were going to keep and sail the boat as we both work two to three days a week down there.

I can confidently say that starting back in October after a long break is probably not the best way to go about it but we did anyway through the winter we abused the poor ageing Shearwater in Swansea bay. I must confess that after the second trip out I was already pinning for a dingy which is what I had done most of my sailing in I missed the maneuverability, however the terminal speed of the Cat is seductive and addictive. In November I purchased a Laser Two as I had intended to go to Bewel water however whilst on the internet I stumbled across the Wilsonian web site. A club only 30 minute away that only sails dinghies seemed to fit the bill. So a visit with family in tow, can remember what was going on, however I was greeted and shown around by Colin and following this brief visit I joined the club.

Winter passed slowly I continued to sail at Swansea but this was not enough there was no competition just recreational sailing with the winter duties over March approached and I parked the

haven't already done so.

(iv) Don't forget to have your buoyancy checked and your buoyancy certificate signed.

Finally

I would like to express my very sincere thanks to Jane for all her support and patience over the last few years. She has done so much to help me in the organising and running of Fleet events.

It just remains for me to wish you all a very enjoyable season, and I look forward to seeing you all out on the water. Long may the Miracle Fleet continue to go from strength to strength.

Over to Chris.

Colin Treadwell

JUNIOR FLEET

Header

Our more experienced Juniors had a lot of success in 2001 and have helped ensure that Wilsonian Sailing Club is a prominent name across the country. Hopefully, during 2002, a number of the less experienced members will feel encouraged to join in the Junior racing and help maintain a strong Junior Fleet.

Looking back through the 2001 issues of the magazine I noticed an absence of articles on the Junior Fleet. So, in this article we will firstly take a quick review of 2001 and secondly look at the plans for 2002 to build on the lead shown by our current young super-racers.

2001 - Racing

All regular Sunday sailors at the club will be aware that a group of our older juniors have been keenly contesting the Junior Fleet races - mainly in Toppers. However, on many occasions some of them have been conspicuous by their absence from the club. This was not because there was anything wrong with the club but be-

1502	Chris Cherriman
3620	Sue Smith
3751	Janie Townshend
2420	Lesley O'Rourke
3718	Chris/Nina Wallis
2849	John House
1506	Steven Pettifer

Bronze

210	Andrew Clarke
493	Paul Morley
2000	Tom Wareham
1120	Steve James
263	Sophia Oliver
329	Richard Barkley
1808	Paul Nudds
3024	Adrian Lewis
3688	Nicole Aubin-Parvu

General

Some gentle reminders, if I may:

- (i) For those wishing to qualify for the non-spinnaker prize please remember to add "NS" alongside your Boat Number when completing the race Safety Sheet.
- (ii) Whilst we allow single-handed racing in a Miracle Fleet Series (only), please remember that this should not be taken to be automatic. We agreed, when coming to this decision, that single-handed racing should not become a default situation but, rather, one to be utilised having made every possible attempt to find a suitable crew. Thus, it ensures that a boat can get out racing where otherwise she would remain ashore.
- (iii) Don't forget to renew/join the Class Association, if you

boat at the club first racing day of the season I had actually on safety boat duty however I came down and sailed on the Saturday instead Much fun had but the laser Two needed a crew which I didn't always have and sailing it single handed was tough a few weeks and a boat change later to a Laser and now all seemed set At this point I should interject some comments about the club the Club is not actually as many on the outside would observe a building or place but it is a group of people from many different walks of life with a common interest and I have to say that as a new comer I felt somewhat privileged to have been so readily accepted in to this group, there has always been free advise and help on hand and as a returning sailor My thanks to those who provided it especial those that actually were brave enough to come out with me, one inparticular and you will know who you are gave me some tips in only the way he can on the beat the cry of UP UP as I sat there wondering what was going on and then with Kite another cry AWAY AWAY the explanation did come and apart from throwing away the spinnaker pole which was actually quite amusing due the look of shear horror on my crews face as he realised that there was no retaining line on the pole in true racing style we sailed on and did not go back for it (Couldn't see it anyway) fortunately we are both prone to the use of expletives and so most of what was said sailed of on the wind. I have observed that we both now shout at ourselves on a regular basis. It is of course never really our fault you understand.

I continued my attempts to compete now in a standard Laser in which I continued my swimming and acrobatics training races where gauges not by the finishing position but by how many and how unusual the capsize was, as the month progressed through the summer the wind was good to us and I began to enjoy the windy days as the swimming diminished in the end I wasn't swimming anyway merely walking all round the hull on the boat, with the growth of confidence came the attempts to keep with the fleet a realisation of how much difference the river can make became apparent and this was new to me so the tactic became to follow the more experience to take advantage of the consummate knowledge of the river Thanks Gordon and Roy then even to challenge them on occasion however this brought out the other side of the Laser and if

you have any weakness in you legs you will suffer and I did . Recognising that I would not be able to hike out as well as I used , and that this is paramount to laser sailing coupled with the fact during the week my Cat sailing continued now on a Dart 18 and I was racing a midweek point series (We finished Second) I began to look around at boats again I had decided I wanted to sail a trapeze boat and so I tried the Contender, great boat but I don't do limbo, Tried the RS600 now this I could get used to swimming doesn't bother me anyway However even my wife knew what this boat meant and there was no way the kids could go out on it and so the RS600 was eliminated now the was of course the Vortex but there were very mixed opinions and comments had arranged a trail with Ray but the weather cancelled it and then Ray was off to the nationals . A decision had to be made I could slug it out in the Laser but this meant intense pain on Monday and Tuesday after one days sailing and this was becoming unreasonable the winter series started in two weeks and so a call to Laser and A Vortex was ordered this should be fun for the kids in the summer but fun for dad on Sunday . well may of you have seen the rest more swimming not always tacking but always finishing and recently just beginning to see the potential of the boats speed and I have to say I am getting a real thrill from it there is something about helming from the wire that I cant explain .

To sum up Sunday is now a day to look forward to. A day when you can do something you enjoy with a Great crowd of people and so I would like to say thanks to all of you and I look forward to the spring.

Graham Smith
Vortex 1184

1st Bronze 2849 John House & Angie Clemence
Autumn Series

1st 3737 Martin Smith & Mike Groom
2nd 3795 David & Jackie Hudson
3rd 3805 Peter Horner & David Brooker
4th 206 Colin & Maureen/Martin Lown

1st Gold 3737 Martin Smith & Mike Groom
1st Silver 206 Colin & Maureen/Martin Lown
1st Bronze 2849 John House & Angie Clemence
Steadfast Trophy: 3737 Martin Smith & Mike Groom
Best Improver: 2849 John House & Angie Clemence

Key Events/Dates For 2002

March 2/3 Dinghy Show (Alexandra Palace)
March 30 Pre-season Chinese meal as last year (details to follow)
March 31 Season starts
April 13/14 Training weekend (Girton S.C.)
June 15/16 Southern Areas (Broadstairs)
June 29/30 Staunton Harold Open
July 13/14 Wilsonian Open Meeting (part of Medway Regatta)
Aug. 11-17 Nationals (Llandudno, Wales)
Sep. 7/8 Draycote Water Open

Fleets For 2002 Season

Gold		Silver	
3737	Martin Smith	1502	Chris Cherriman
3738	Keith Jeremiah	3620	Sue Smith
3795	David Hudson	3751	Janie Townsend
3805	Peter Horner	2420	Lesley O'Rourke
3620	John Smith	3718	Chris/Nina Wallis
206	Colin Lown	2849	John House
		1506	Steve Pettifer

Fleet Evening:

We had, yet again, an excellent response to the Fleet Evening, with 43 people for the meal and others who came along afterwards for the Fleet discussions and prize giving. The ladies did us proud, as usual, with an excellent three-course meal and coffee for £4 per head. My thanks go to Jane, Ann, Fiona and Lauren for all their hard work in making it such an enjoyable evening for all.

2001 Prize-winners

Spring Series

1st	3722	Colin & Lauren Treadwell
2nd	3737	Martin Smith & Mike Groom
3rd	3795	David & Jackie Hudson
4th	3805	Peter Horner & David Brooker/Richard

Barkley

1st Gold	3722	Colin & Lauren Treadwell
1st Silver	3718	Chris & Nina Wallis
1st Bronze	1808	Paul Nudds

Summer am Series

1st	3737	Martin Smith & Mike Groom
2nd	3805	Peter Horner & David Brooker/Richard
Barkley		
3rd	3718	Chris & Nina Wallis
4th	1502	Chris & David Cherriman

1st Gold	3737	Martin Smith & Mike Groom
1st Silver	3718	Chris & Nina Wallis
1st Bronze	1808	Paul Nudds

Summer pm Series

1st	3737	Martin Smith & Mike Groom
2nd	3805	Peter Horner & David Brooker
3rd	1502	Chris Cherriman & Tony Coulson
4th	3718	Chris & Nina Wallis
5th	2849	John House & Angie Clemence

1st Gold	3737	Martin Smith & Mike Groom
1st Silver	3718	Chris & Nina Wallis

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Scullmarch	19	25	42	

	£250	£500	£1,000	£2,500
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Enterprise	33	24	29	41
Fireball	52	57	67	82
GP Solarad	23	24	29	41
Hevan	21	22	25	37
Leaf	31	33	37	50
Vandeeer	23	24	29	41
Wynfuzer	25	24	29	41

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Laser 4000	90	134	180
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Fast Handicap

Header

I hope you will all join me in thanking Brian Warwick for looking after us last season. Brian has decided to up the status of his sailing and is currently sailing with the new Commodore Brian Lamb in his Wayfarer.

Our fleet evening meal was second to none, thanks Gill and Pam (and any others I have missed). Brian W demonstrated his knowledge of ancient mariners and Square Riggers in the quiz he set, and yet he has only been sailing with the Commodore in Way-barges for such a short period.

Fleet structure - I have co-opted as vice captains, Chris Ashby to represent the asymmetric boats and Tim Kift to represent the symmetric boats, single handers being stuck with me. If you have any comments during season, shout don't fester?

Use of email - I would like to set up an email group within the fleet, so I can send results with a few words each week and encourage all to sail by being up-to-date and know what is going within fleet. I will automatically add all email address I have to-date of fleet members, however to join group send me an email, ian.parris@cableinet.co.uk asking to be included in "WSC Fast H/Cap Group".

Saturday sailing - There are far more Saturdays this season when there is some form of organised sailing. I am intending using some of these Saturdays, mainly mid to late afternoon as practice days and opportunities to try other boats. I will provide more details closer to the time via the email group and notice board. I am very conscious that it is safer to practice in company, which leads me nicely to the last subject.

Safety - Extract from racing rules of sailing 2001-2004:

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

There can be no guarantee that a safety boat will see a boat or competitors need for assistance, sods law prevails!! I acknowledge by the nature of the boats we sail it is harder to provide help/assistance without risk of adding to incident. However, I do expect boats to check on each other at times of need even if this means a significant deviation in course. There is a system for redress and I will ensure that boats providing assistance, to any other boat, not just our own fleet or club, will benefit from having helped.

Look forward to seeing you all on the water, or in my case in it.

Regards Ian Parris RS600 GBR889

MIRACLE FLEET NEWS - NEW YEAR 2002

It is with some sadness that I write this, my last, article on behalf of the Miracle Fleet. Having sold my Miracle, and now the proud owner of a RS400, I will miss everything about the Fleet. Apart from the classic boat itself, and the racing it offers, it is you the Fleet members that I will miss the most.

I have thoroughly enjoyed my last 5 years as Fleet Captain and feel proud to have served the Fleet, particularly in light of the support so many of you have shown in so many different ways.

I thank each and every one of you for your kind words in the card and for your very kind generosity by way of the gifts presented to Jane and I at the Fleet Evening. I was absolutely overwhelmed by this wonderful gesture.

I am very pleased to be able to announce my successor as Chris Cherriman. Peter Horner and Sophia Oliver will assist Chris as Vice Fleet Captains. What a great team to take the Fleet from strength to strength. I wish Chris, Peter and Sophia all the very best, and look forward to hearing reports about future Miracle sailing and social events.