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Summer
2002
Issue 73

31 1/2



The Wilsonian Sailing Club Journal

From the Commodore

Getting on for halfway through the season (is it really summer?) and we have at last had some really good sailing days with good winds and reasonable temperatures to tempt even our less intrepid sailors out. It's always great to see the club busy, even though sometimes the changing rooms get crowded – how did we ever manage before the extension?

The official opening ceremony saw the clubhouse looking better than it has for a long time. It was fitting that Ian Wyatt, one of the principal driving forces behind the club development, should host the event and that our own home-grown star, Mark Heather, should perform the cutting of the ribbon ceremony. Following Bob Jones' decision to move to the West, the General Committee unanimously agreed to offer him an Honorary Lifetime Membership in recognition of all he has done for the club over the many years he has been a member. We also nominated him for an RYA award for service to sailing and I am pleased to be able to say that the application was accepted. Well done, Bob - now, about the Hoo Freezer...!!

We have now bought a second RIB – not new, but a very good one for the money we paid. This means, of course, that we will need many more trained crews so that we can use both RIBS as patrol boats, so make sure you sign on for a course soon – John Gore has kindly agreed to take over the organisation of powerboat training, so see John for further details. We are still looking for volunteers to join our Special Boat Squad – a small elite prepared to do RIB duties on a regular basis – if you are a non-sailing member of the club, you may be offered a reduced membership fee if you do volunteer.

Greenwich University has offered their four Larks to the club for a token sum, so our members can now hire them as well as the other boats we already own. By the way, the club boats are mainly for new members who may not yet have bought their own boat, for training courses and for the occasion 'potter'. They are not there to be used when the conditions are so bad you would rather not risk damaging your own boat!! We are hoping to see a few more Greenwich students at the club than we have recently – not difficult as so far this year none have turned up to sail!

Peter Horner is now organising the training courses (sailing) for both youngsters and adults, so make sure he knows what you want in terms of sail training.

We now have 'Saturday Club' as well as 'Junior training'. The idea is that on certain Saturdays there will be help and advice available for all members, so you could, for example, work on boat tuning, try out a different type of boat or do some race training on the water. You could also do some powerboat

How about somebody doing a piece on their gliding experiences, for example.

As you no doubt are aware I spend most of my time pedalling the club's fast patrol craft, and trying to teach as many people as possible to drive them. I am often asked if I ever sail. Those of you with long memories might remember the days when I crewed in Wayfarers. Over the past few seasons I haven't had much chance to sail owing to my other commitments. However, the I have to come out of the closet and confess that, "Yes I am a sailor." For those of you who missed it I was observed sailing one of the club Larks on a Safety Boat course. Admittedly I spent most of my time in the water (nothing new there, then) but I was seen sailing. As this occurrence is only likely to occur on safety boat courses, why not sign up for one and then you can see me make a complete burke of myself.

We do need a lot more qualified powerboat drivers, for the displacement boats as well as the planing boats (you even get to drive the new RIB), so please if you are interested contact me as soon as possible. This is the only way we will overcome the constant criticism of "unprofessional" patrol boat crews".

Hope you enjoy the rest of the season and look forward to seeing you all on the Medway/WSC Challenge day.

John Gore

And finally.....

" John, we've decided that we want you to take over as bosun for the RIB's. We realise this will mean giving up as Editor of the magazine and let me stress it has nothing whatsoever to do with the cover of the last edition, but we felt that your abilities would be better served elsewhere".

So went my fictitious conversation with the Commodore.

I'D BEEN FIRED! Who would they get to take over this highly prized, yet demanding role? Who could uphold the journalist freedom with which the British press has fought for so long to preserve? It was a long and drawn out selection process with a number of "candidates" refusing to yield to the usual threats of expulsion or being made to sail in the T***** nationals forevermore. One person shone through. He had climbed that hill and returned to tell the tale. This was the very same man, who made the Commodore admit that his lack of success was not necessarily down to the boat, and as a sideline managed to win the Creeks Open helming his own Fireball. No it's not Clark Kent it's TONY HUNT!

All I can say Tony is good luck, and I hope that the financial remuneration was up to your expectations.

Although I have only done this job for two editions I am sad to be leaving it. It has been a challenge to try and get enough copy to fill the magazines. Therefore, my sincerest thanks to all the contributors who have let me have their pieces, and an especial thank you for those who let me have photographs. These are excellent space fillers! Fortunately Paul Absolon had warned me that he had the same problem, so I did not have to feel too neurotic about it. I am sure Tony would prefer to be inundated with material than have too little, so why not show him your support and just send him a brief piece about your activities, not necessarily marine orientated.

training or practice to help you perform your duties more effectively.

Our landlord, Mr. Brice, has agreed to allow us to build a road trailer park in the top car park – once completed, the dinghy park should look a little better and your road trailers should be more easily accessible. Contact John Smith if you think you could help to build it.

I'm impressed by the number of members who have been involved in the various social events organised this year, what with Quasar, 10-pin bowling and gliding – we seem to have more takers than for sailing! The next new activity is water-skiing - the Kent Water-Ski Club has offered to try and teach us, so make sure you add your name to the list when it goes up. Of course, you might be asked to take someone out sailing in exchange!

We are constantly looking for new ways to attract new members – despite all the hard work, particularly by Ray Craddock, our pitch at the Chatham Navy Days was not inundated by potential new members. So what about each of us doing our bit? If each current member was able to invite one person or family to visit the club, I am certain we would see a substantial increase in our membership. What about putting up a small poster at your place of work with your name as a contact? I have always maintained that our best advertisement is our own members. Remember – increased membership means fewer duties, lower fees and better competition!!

On a personal note, I have been taking private lessons in Advanced Racing Techniques (Basic Level for the Over-The-Hill competitors) from Tony Hunt (thanks for being so patient – I promise to do my homework) on Saturdays, racing with the Medway YC Wayfarers. So far I've discovered that there is nothing wrong with my boat, it's just the way I sail it!! Still, I like the idea that there is still 'room for improvement', so I won't give up just yet.

Finally, once again many thanks to all of you who continue to put in so much time and effort to maintain the site and keep the club running smoothly. Thank you, too, to the vast majority of you who carry out your duties to the full and, by doing so, help to ensure that we maintain the high standards we as a club have set ourselves. (To the few defaulters, before I catch up with you, how about volunteering to help fill the gaps in the duty list near the end of the season? – There is a form you can fill in halfway up the stairs).

See you out on the river – or at the bar!

Brian Lamb

Sailing Secretary's Report

I am sure you will all be pleased to know that this will only be a short report, as others have dealt with most of the topics I was going to cover within their reports. There are a couple of items I need to mention though.

Thanks go to Alan Stibbs of Strood YC who has kindly loaned his blue motor cruiser "Blue Fin" to the club for use as a committee boat. This has certainly made life easier for the race officer and his team., and is certainly an improvement upon "Leander".

Inter club challenge continues to go rather well for Wilsonian over Medway. So far we have emerged victorious in both the Medway Marathon and Creeks open. However, the crunch will come on 5th October when the grand finale takes place with three races during the day and a social thrash in the evening. The challenge is open to all classes and all members of the club, so I call on as many as possible to take part to ensure that we beat them convincingly (*This last sentence has had to be amended to cater for a family audience-Ed*) If nothing else it should prove to be a good evening with ample opportunity of cementing relationships between the clubs.

Discussions are continuing regarding extending the sailing season starting next year. It looks likely that it will start immediately after the Hoo Freezer and continue for the four weeks prior to the normal start of the racing season.

Colin Treadwell



What's going on!

Armchair Dinghy Cruising Delights

Members interested in the occasional bit of day-sailing or dinghy cruising might be interested to hear that future editions of *Water Craft* magazine will feature extensive (4 page) articles by our very own Chris Vincent-Bennett. Entitled "Trail & Sail" each edition will feature a specific location which as well as being anecdotal, will provide detailed local tidal, access and launching information with honest opinions on accommodation and the best places to eat. "The aim of the new series is to inspire and inform" said Chris, "and to remind people that there are other immensely rewarding aspects to sailing other than just going fast." No stranger to speed, Chris - this years Txxxxx National Champion is also a keen artist and photographer whose illustrations and photographs adorn each article. When asked what he'll do with the trophy he replied "In dinghy cruising every item carried on board should have at least a dual purpose. Tea tastes so much better when drunk from solid silver rather than straight from the flask, and I must have the most valuable bailer on any dinghy." I refrained from asking him what else he might use it for.

Water Craft, a bi-monthly magazine is Pete Greenfield's successor to *Classic Boat* and *The Boatman*. Published on the fourth Thursday of June and each alternate month, it is available from WHSmith and other leading newsagents, by phoning 01326 221424 or going to www.watercraft.co.uk

Six months as Secretary how time flies. Things haven't gone too badly, but I am still trying to get to grips with minute taking. I must thank everyone who has been very supportive.

Ian Parris and myself have set up a new database and I have been emailing where possible. If you have an email address and never received anything from me please email me with your address to pam.smith@bexley.gov.uk.

Mark Heather, our Topper World Champion, officially opened the Clubhouse on 15th June. Previous Commodores and workmen who helped to build the extension to the changing rooms and new balcony attended it. It was a lovely day and lots of members turned up to enjoy the evening race and BBQ in the evening.

On 13th & 14th July we are again hosting all the dinghies for the Medway Regatta and anticipate many MYC's dinghies will participate.

Ian Parris has had the South Kent and Laying-up Cups resilvered and new plinths while other cups will just have new plinths.

We have now purchased another RIB as Wilsonian is still out of the water and looks as though it could be for some time. John Gore is giving powerboat courses for those who are interested, as only members with recognised powerboat training qualifications will be able to drive the RIB's.

Two new hand held radios have been purchased, as problems due to corrosion on the printed circuit board rendered the old radios unreliable.

The Committee decided to purchase new padlocks and keys for the club, as there was no record of whom had keys and whether they were returned from members who have now left the club. The cost of a new key will be £15.00 but if you return a key the cost will be £5.00. The issue dates will be 13th, 20th and 27th October 2002. I will be at the Club on these dates to give you the keys. For those who will not be available please get in touch with me and I will make alternate arrangements.

One continuing activity for the committee is ensuring all jobs have someone to do them.

Pam Smith

On the House

Fireworks night will be held on 2nd November at the club. Tickets available from 6th October from Jane. **No ticket, no meal.** Tickets in advance only, they will not be available on the night. Adults £4.00, children £2.00.

Dinner & Dance Awards Evening will again be held at the Lloyds Sports and Social club on 30th November. This venue allows easy access and ample free parking. This is the club's main annual social event and is a good way of ending the sailing season. Further details will be published later.

28 club members enjoyed a very good day at the Channel Gliding Club on 22nd June. Although the weather was far from ideal for gliding everybody managed two flights each. For a cost of £25.00 this was a real fun day out, and will be a definite for next year. Our thanks go to Steve Bristow who organised this.

The Medway Regatta proved that the club is not just about sailing. The disco held on the Saturday night was well received, and in itself proved to be something of a Marathon. At 1.00am on Sunday morning between 30-40 people were still strutting their stuff. Apart from the bottled and soft drinks 3 full barrels of beer were consumed leaving something of a shortage for Sunday! Thanks to all of those who made it the success that it was.

Jane Treadwell

Miracle

Spring Points

1	Peter Horner / Others	23pts
2	Martin Smith / Mike Groom	26
3	Lesley O'Rourke / Tanya O'Rourke	31
4	Chris Wallis / Nina Wallis	31
5	Chris Cherriman / Terry Lovegrove	34
6	David Hudson / Jackie Hudson	35

Summer Morning (After 7 out of 10 races)

1	Chris Cherriman / Others	15pts
2	Chris Wallis / Nina Wallis	19
3	Martin Smith / Mike Groom	26
4	David Hudson / Jackie Hudson	37
5	Paul Nudds	47
6	Lesley O'Rourke / Others	49

Summer Afternoon (After 7 out of 10 races)

1	Martin Smith / Mike Groom	27
2	David Hudson / Jackie Hudson	30
3	Chris Cherriman / Terry Lovegrove	32
4	Chris Wallis / Others	35
5	David Tozer / Others	47
6	John House / Others	51

Medium Handicap

Spring points

1	Neil Lamprell	Phantom	18pts
2	Malcolm Levey	Phantom	18
3	Graham Jenkinson	Laser	19
4	Phil Harris	RS Vareo	22
5	Nick Lett	RS300	28
6	Peter Moncrieffe	Radial Laser	30

Early Summer

1	Peter Moncrieffe	Laser Radial	22pts
2	Gordon Belcher	Laser	24
3	Brian Reeves / Katie Parris	Comet Race	38
4	Neil Lamprell	Phantom	40
5	Malcolm Levey	Phantom	45
6	Gordon Belcher	Radial Laser	46

Wayfarer

Spring Points

1	Brian Lamb / Brian Warwick	5pts
2	John Goudie / Suzanne Hall	12
3	Len Ayris / John Gurnett	16

Early Summer

1	Brian Lamb / Brian Warwick	5pts
2	Bob Dutton / Peter Good	17
3	John Gurnett / Len Ayris	24
4	Brian Ward / Jim Tyler	24
5	John Goudie / Suzanne Hall	26

PLANET LAZER

I would like to say good shooting boys, but as I supported the girls' team throughout the afternoon games, with the back up of Carl, Colin, Tim and John, I feel the sides evened out quite fairly and fun was had by all ages. Thank you to all the drivers, and Ian Parris for the advance warning of the parking problems. Hope the wait for the fish and chips was worth it. I have passed a big thank you to the fish and chip shop for their assistance and they are happy to assist the club on other occasions. I am now starting to make plans for the annual bowling trip in November. How time flies when you're having fun. Please let me know if you are interested, so that I can get an idea of numbers and best dates with which to approach the Bowling Alley, for a good winter deal, plus better crackers! Remember, it's open to all ages, and also non-members. Last year we had 10 lanes. Let's beat it this year and take all 16. Have a great summer, and I hope to see you all down the club,

Once again, thank for your support

Ricky Knights

Planet Lazer Day

Just a quick note to say how much I enjoyed being shot a hundred or more times!

I think our enemies should be thankful England have not got a female S.A.S. regiment. Our Wilsonian ladies (?) are frightening! Perhaps they are seeking to copy Britain's first female Royal Marine.

Thanks, Ricky, for organising the event, and also for the meal afterwards, which was very good.

Many thanks

Ken Flowerday.

Jubilee Day Celebrations

The club was thronging with the masses who travelled for miles to join in the celebrations...



Last time it was only Nosh who listened to the weather forecast. This time we're ready...

After the festivities the poor of the parish gathered on the foreshore whilst the Commodore distributed the leftovers to the needy.



11	Tony Coulson / Jeremy Hyland	RS 400	57
12	Malcolm Levey	Phantom	61

Fast Handicap

Spring points

1	Chris Ashby / Mike Smith	RS 400	8pts
2	Colin Treadwell / Lauren Treadwell	RS400	15
3	Ian Parris	RS600	19
4	John Parsons / Bryan Dunmall	RS400	28
5	David Mason / Stuart Mason	Laser 4000	33
6	Graham Smith	Vortex	36

Early Summer

1	Graham Smith	Vortex	16pts
2	Tim Kift / Others	Osprey	18
3	Chris Ashby / Mike Smith	RS400	29
4	Colin Treadwell / Lauren Treadwell	RS400	30
5	John Shenton / Ricky Knights	Osprey	36
6	John Parsons / Bryan Dunmall	RS400	42

Slow Handicap

1	David Wilson / Sandra	Graduate	Maidenhead
2	Oliver Tweddell	Byte	Cambridge
3	Mike Siveyer / Harriet Burgham	Bosun	REYC
4	Keith Derham / Anne Gardiner	Bosun	REYC
5	Brin Ward	Byte	Chipstead
6	Shaun Jones / Mark Burgham	Bosun	REYC

Miracle

1	Peter Horner / David Brooker	WSC
2	David Hudson / Jackie Hudson	WSC
3	Colin Lown / Others	WSC
4	Chris Cherriman / Andrew Smith	WSC
5	Tania Gouder / Sarah Wren	DYC
6	Paul Rodgers / Alexander Rodgers	WSC

Wayfarer

1	Richard Stone / Catherine Gore	MYC
2	John Goudie / Tim Kift	WSC
3	Brian Lamb / Matthew Wynn	WSC
4	Roger Gibbs / Others	MYC
5	Andrew Pearson / Stan Benwell	MYC
6	Neil Collinridge / Sarah Northey	MYC

Commodore's Trophy (After 4 out of 5 races)

1	Tony Hunt / Others	Fireball	6pts
2	Chris Ashby / Mike Smith	RS400	10
3	John Goudie / Others	Wayfarer	12
4	Brian Lamb / Brian Warwick	Wayfarer	12
5	David Mason / Stuart Mason	Laser 4000	14
6	Martin Jones	Contender	19
7	Gordon Belcher	Laser	27
8	Colin Treadwell / Lauren Treadwell	RS 400	28
9	Graham Smith	Vortex	34
10	Ian Parris	RS 600	38

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OPENING TIMES:

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How to become a National Champion

Tired of thrashing around the cans just for a cheap old bit of glassware? Forget it - become a National Champion. Get your silver cloth out as Chris Vincent-Bennett, this years National Champion of the Txxxxx class explains how to do it.*

(* As this is a family newsletter swear words have been censored- Ed)

OK let's get one thing straight from the start - if I can do it anyone can. It just requires a little lateral thinking. Here's one I prepared earlier... now do pay attention Bond there's a good chap...

1. From the outset it's utterly essential to **pick the right class**. This is the most common mistake. Don't mess around with Ovingtons or Winders even if you can afford one. Speed is relative. Even they're slow compared with anything on a tow-hitch. Forget computational flow simulation optimised CAD hulls or laminar boundary layer flow transition, forget Kevlar reinforced epoxy or high-modulus carbon-Kevlar/Nomex sandwich construction. Forget sexy - hell, forget kicking straps or self-bailers even. It's time to think big Portsmouth numbers. Adrenaline is just an inconvenience that prevents you acting rationally. Think retro-tech; think wood, cloth and Tufnol; think geriatrics; think Txxxxx. This is the class that only has two racing events per year (the Txxxxx Challenge Cup being the equivalent to the Prince of Wales Cup for International 14's). Question: Why bother? Answer: For the same reason that people race lawnmowers.
2. **Get the best crew you possibly can**. Unfortunately they were busy, so I had to make do with Tony Hunt. At home I set two repeating alarm clocks before going to sleep. One is like a gentle lover's caress, the other - set a little later, like Armageddon. Tony fulfilled both functions admirably (behave!). An airhead like me on the helm needs someone to wake them up occasionally when they're (quite literally) drifting off ("ahem... Chris, sorry to bother you old chap, but I notice your leeward tell-tales occasionally have a tendency to stall just an eensy weensy bit"). And sometimes I require sterner admonishment (Chris!!! What the Txxxxx do you think you're doing????). In truth, I'm rubbish. Tony won the trophy, I just steered. Italian mountain guides in a show of machismo, take

Medway Marathon

1	Martin Jones	Contender	WSC
2	Tony Hunt / Ian Parris	Fireball	WSC
3	David Mason / Stuart Mason	Laser 4000	WSC
4	Graham Smith	Vortex	WSC
5	Chris Ashby / Mike Smith	RS400	WSC
6	John Shenton / Ricky Knights	Osprey	WSC
7	Richard Stone	Wayfarer	MYC
8	David Roberts	Wayfarer	BBSC
9	Roy Winnett / Andrew Smith	Laser 2000	WSC
10	Brian Lamb / Brian Warwick	Wayfarer	WSC

Medway Regatta

Fast Handicap

1	Simon Allen	Int Canoe	Hayling Island
2	Mark Goodchild	Int Canoe	MYC
3	John Parsons / Bryan Dunmall	RS400	WSC
4	Martin Jones	Contender	WSC
5	David Mason / Stuart Mason	Laser 4000	WSC
6	Tony Hunt / Others	Fireball	WSC

Medium Handicap

1	Neil Lamprell	Phantom	WSC
2	Malcolm Levey	Phantom	WSC
3	Chris Mason	RS300	WSC
4	Mark Bew	Phantom	WSC
5	Mark Heather	Laser Radial	WSC
6	Roy Winnett / Richard Eperon	Laser 2000	WSC

Results to date

Ice Breaker

1	Martin Jones	Contender
2	David Mason / Stuart Mason	Laser 4000
3	Colin Ashby / Mike Smith	RS400
4	Colin Treadwell / Lauren Treadwell	RS400
5	John Goudie / Suzanne Hall	Wayfarer
6	Graham Smith	Vortex

Saturday Evening Race

1	Mark Heather	Radial Laser
2	Graham Smith	Vortex
3	Chris Ashby / Mick Smith	RS400
4	Malcolm Levey	Phantom
5	Roy Winnett / Phil Harris	Laser 2000
6	Ian Parris	RS800

South Kent Race

1	Tony Hunt / Peter Wolstenholme	Firebell
2	David Mason / Stuart Mason	Laser 4000
3	Martin Jones	Contender
4	John Sherton / Ricky Knights	Osprey
5	John Goudie / Peter Good	Wayfarer
6	Brian Lamb / D.Griffiths	Wayfarer

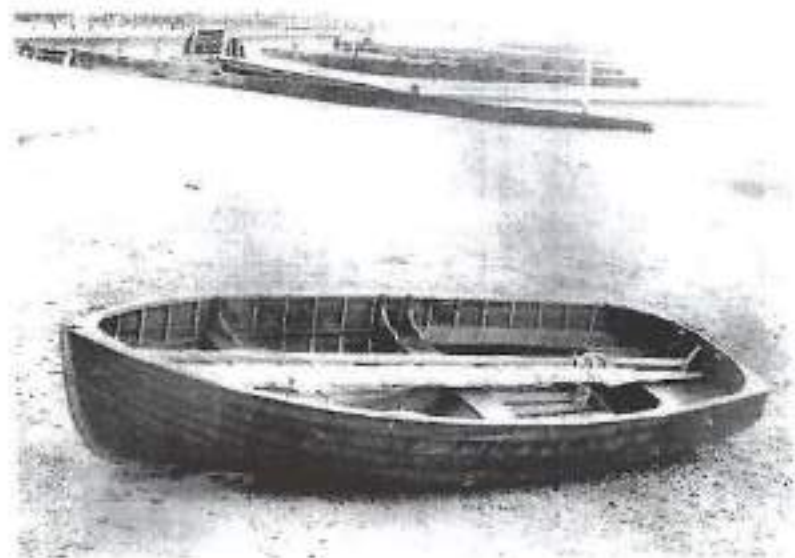
- cows up the North Face of the Elger. I am a distinctly bovine helm.
- Get the best gear you can.** The previous three years were all won with Speed sails. Dave Harvey their sailmaker went to great lengths to give me exactly what I asked for, and at the most competitive price of them all. Against a backdrop of sagging, baggy, stained cotton or tan cruising sails and blue rinses, crisp white Dacron looks fearsome – like a Qualcast with foils and a Williams' BMW 50 valve V10.
 - Stretch the class rules until they scream.** This is a class which required that whilst racing on the Saturday, we had to carry oars over a certain length and an anchor over a certain weight (naturally we removed these for cruising on the Sunday). We brought sheet fairleads inboard onto the floor (previously unheard of), stripped out the floorboards and the Thermos flask to cut down on weight, and to improve hydrodynamics even reversed the rudder blade. This sent shockwaves throughout the ranks of the Association committee which prompted a futile fervour of page twitching of the class rules.
 - Psyche out the competition** over dinner the night before. In an overt show, look fretful as you get a weather forecast on your mobile and then feign grave concern as you stare around the room at any junior crews until you see them go a bit pale.
 - Use shock tactics.** Underplay your experience and ability to catch them unaware and then, from nowhere, storm over the start line with precision and aggression screaming Viking battle cries, like "STEER BÖÖRD!". In truth, pre-racing dinghy park chat revealed that we would come about 5th if we were lucky. In the last 11 years the cup has been held for 8 of them by one or other member of sailing's equivalent of the family Von Trapp. He's an Olympic coach something or other, she's an ex-Enterprise National Women's Champ and the kids are in the Olympic youth squad – you get the picture. As newcomers to the class, we came out of nowhere and took everyone by surprise – albeit most of all, ourselves.
 - Arrange a date with Lady Luck.** Court her. Then Txxxxxx her 'til she screams. We only suffered one piece of gear failure. Ten seconds over the finish line of the first race we tacked back towards the clubhouse and the main landed on our laps. Had it happened 20 seconds earlier we would probably have taken last place as we did end up last back to the clubhouse tacking under jib alone. Luckily I had all the right tools, flanged sprockets and grommets to fix it. It's amazing what you can do with a wire coat hanger, a copy of Boy's Own and a jar of peanut butter.

The above preparations paid off handsomely on the day. Conditions were 'entertaining' at the top end of a 5, and varied with half the lapping course in the turbulent lee of a headland - the other half open to the full fetch of Rutland Water (incredibly, we noticed a swell with a wavelength of 8ft). This put Tony on almost full-time bailing duties as we shipped green stuff by the bucketful over the bow. Rounding the windward mark first every time, we remained unchallenged throughout each race bar a few nervous moments. This meant the last race - technically our discard, we could sail relaxed, as we'd won the trophy already. Strangely this only served to increase our lead further as we'd warmed up by then and had actually learnt how to sail the boat (it was only my fifth and Tony's second time sailing it).

See? Easy-peasy. See you there next year?

Chris Vincent-Bennett

Txxxxx No162



They can't mean me!

Dear Commodore Brian,

To my amazement I have received a letter from the RYA informing me that the RYA council, have debated WSC's nomination, and will be awarding me the RYA Community Award " to recognize my outstanding contribution to our sport"

The award will be on 17th October 2002 in London-Chris is already planning accommodation, new outfits, etc.!

I would like to thank all the committee for the great honour, which you initiated. Since I left I seem to be forever saying thanks, but the honours you have bestowed on me have taken my breath away and have made me very happy.

Thanks again
Bob (Jones)

DO IT NOW

There is a little old lady somewhere in Kent who is asked on a regular basis whether she will be doing her club duty. She has to explain that as much as she would welcome the challenge she is; a) not a member of the club; b) not really qualified to drive the RIB.

What is the secret of this ladies charm that various CDO's feel the need to keep on contacting her? The answer is quite simple. Her telephone number is listed in the duty book against one particular member. Apparently it has been like this for a number of years.

For the sake of this lady's, and others, peace of mind please check your details in the Duty List and inform Trish Ayris immediately if they are incorrect.

Those of you whose details appear more than once don't assume that if they are correct in one place they will be correct in other locations. Please check them all.

Service Team:

When something goes wrong with the boat you are expected to possess the skills of a top class motor sport service team and repair or replace the relevant parts with lightning speed. As today's young sailors often race in conditions strong enough to keep the average club sailor ashore, you can expect your servicing skills to be needed fairly frequently.

Insurance Claims Administrator:

Collisions between boats are rare and collision damage very unusual. However, the stresses to some parts of boats can be high, particularly with regular strong wind sailing. With Toppers and Lasers, the mast seems to be the most frequent victim and often result in damage to the sail as well. As young sailor is incapable of reporting mishap and completing claims form, this duty falls upon travelling parent.

Calendar Administrator:

Although the programme of training and racing is carefully worked out at the start of the year and the family calendar duly updated, you are expected to know instantly what events are on next weekend or for whatever date you are asked. For young sailor to look at the calendar himself is a step too far. It is important that you control the calendar though as otherwise any number of additional events can creep in. The hardest bit is ensuring that a reasonable number of days are kept free during the year for you to get out in your own boat or do whatever your personal hobby or interest is. So, be firm!

All the above may sound rather daunting and possibly made you feel that, at all costs, you want to avoid encouraging your beloved offspring to pursue our wonderful sport beyond club level. So, I should finish by saying that you soon get to know a large number of other travelling parents and every event is quite a social occasion. Although the time commitment can be a strain sometimes, I now always look forward to meeting the many new friends I have made. Also, don't forget the big bonus. You know where your dear young sailor is and that they are occupied in a healthy sport with a great bunch of youngsters rather than wandering the streets getting up to mischief or festering in their bedroom in front of a television or computer screen.

Peter Horner

Quick. Stand to attention there's royalty in the next picture.



Oi Brian. Mum says she's got your cheque and the knighthood's in the post.

Kent Police evaluating the new river patrol craft.



POWERBOATING

New addition

As you will no doubt have noticed the club has acquired a new RIB, "KINGFISHER". She is a 5.4 mtr Avon Searider, currently fitted with a 75hp Mercury two stroke engine. She will certainly be able to keep up with the fast handicap fleet. At present she is being modified to the club's requirements and personnel are being trained to drive her. It is not anticipated that she will be ready to undertake full time patrol boat duties until the beginning of next season, but it is hoped that she will be available for the Opens and major races this year.

Clothing

It is amazing how many people still turn up to do patrol boat duties inadequately dressed. They turn up in shorts and tee shirts, ready for a jolly on the river. The club's operating procedures for the patrol boats, state that the duty crew (the second name on the duty list) should be suitably dressed to go into the water if necessary. Even during the summer this should mean a wet suit at least. Remember if you have to go into the water once because of the conditions, there is a strong possibility that you will have to go in a number of times. Remember the colder, more tired you get the more chance of getting hypothermia. This will be at the time when the dinghy crews need your help the most. You cannot help if you have to be taken off the water.

The club has acquired four Baltic lifejackets. We are currently trying to source thigh straps for them. These are for the use of the RIB crews. PLEASE WEAR THEM WHEN IN THE RIB's. Tests have proved that these are safer than buoyancy aids if you fall off a fast moving boat, as the buoyancy aid could ride up on impact causing neck damage. Like all safety aids they are only effective if properly worn, so please make sure they are secure.

Duty Crews

As you are no doubt aware, the minimum qualifications for driving the club boats are: RYA level 1 powerboat for displacement craft, and RYA level 2/ Safety boat endorsement for planing boats. If you are scheduled for a duty which you are not qualified for, please let me know as soon as possible, so that training can be given beforehand or alternate arrangements made.

Training

Accommodation Bookings Service:

Two day or week events and all long distance venues require overnight accommodation to be arranged be it camp, self-catering cottage or hotel.

Entry Administrator:

Obtain entry form, complete all sections except sailors signature, hand in form with entry fee and collect sailing instructions.

Comment: Isn't it strange that when I go to a Miracle open meeting I have time to park car, rig boat, sort out the entry, get my own food and drink but the young sailor only has time to rig and get changed?

Rigging Assistant:

Help to rig boat only if requested. You must not touch any part of the boat without permission otherwise whatever you do will be wrong.

Comment: If you really want to help, you are best helping someone else's offspring. They are more likely to see you as a helpful expert.

Trolley Dolly:

Retrieve launching trolley when young sailor sets afloat and most importantly, ensure trolley is in correct position at waters edge when young sailor returns.

Comment: To be fair, this duty reduces after young sailor has attended parent free squad training and learnt how sailors can help each other. This duty is not required, of course, if young sailor is in two-man boat.

Catering Manager:

Regardless of whether breakfast has been consumed before leaving home or hotel, if the host club is providing bacon rolls these are compulsory purchase on arrival. Next, ensure you supply bottle of water or other drink and sailors choice of chocolate bars to consume on the water, especially if there is to be back to back racing. The most essential skill is to be able to provide the sailor with food when he/she comes ashore without him/her having to wait in a queue! The easiest solution here of course is to take a packed lunch.

Caution: If the sailor has a good race he/she will usually eat anything but if they have had a bad one then be sure the food is on their favourites list otherwise they will be exceedingly grumpy.

Role Description for a Travelling Parent

Since Doug decided he liked racing his Topper and was encouraged to compete in open meetings, much of my weekend time has, and continues to be, taken up transporting him to various venues around the country. I have joined the ranks of the travelling parent.

At one of these events I became aware, along with several other travelling parents, that there are strict rules on what we can, cannot, must and must not do. I remember the time when I was expected to take charge of the boat rigging and derigging because Doug "couldn't do it himself", despite having proved that he could during Junior Week! However, one day I was suddenly told, "leave that alone, you don't know what you are doing". Great. Independence day must have arrived. Well, not quite but I realised along with the nearby sympathetic parents that rules had changed and we should have a clear job description. So, as a warning and help to those of you who have yet to become a travelling parent here is a suggested job description.

Responsible to: Your beloved young sailor.

Responsible for: Your beloved young sailor.

Financial Sponsor:

Responsible for providing the boat and all accessories. Provide replacement parts regardless of frequency of damage or loss. Provide full wardrobe of sailing clothes. Pay all entry fees, travelling costs and where relevant, accommodation costs.

Comment: Note that with a full sailing programme the young sailor does not have time to do a job to earn money.

Transport Manager:

Arrange, and usually provide, transport of sailor, boat and equipment to and from the sailing venue. Plan route and timetable necessary to get to venue on time.

Comment: The young sailor has all the intellect to understand and implement race tactics and strategy but no capacity to work out routes to venues, navigate or set wake-up alarm.

A recent survey of club members showed that we were short of 43 qualified RIB drivers, to fill the duty lists. This was before we purchased KINGFISHER! There is an obvious need for more people to be trained to operate our boats, whether it be the displacement boats (LEANDER and WILSONIAN) or the fast craft (BLUEBIRD, KINGFISHER and REDSTART). We can now offer all levels of powerboat training, from displacement boat crew familiarisation up to RYA advanced powerboat. It would be ideal if everybody in the club had at least an RYA level 1 powerboat certificate. (This is the minimum requirement for displacement boat coxswain). You can obtain these for FREE, just by doing a one-day's course at the club. If you want to drive the fast craft you will need level 2 powerboat, with the safety boat endorsement. A 3 day course (normally run on consecutive Saturday's) at a cost of £40.00 to cover the increased petrol and boat usage. If you have been driving RIB's for some time, but do not have the requisite qualification, it is possible to do a half-day's assessment to qualify. Remember it is no good complaining about the level of patrol boat cover if you are not prepared to do it yourself. If you require any powerboat training please let me know as soon as possible and we will arrange the necessary courses. Email me on J.R.Gore@btinternet.com or telephone me on 01634 271250.

In response to a growing criticism about the level of safety cover, the club is in the process of putting together a "Special Boat Squad" (somebody please come up with a better name than this). The idea being that we have a nucleus of powerboat driver's, and crew, who are highly trained in safety boat techniques who can supply extra cover for the club's larger events, and hopefully train some of the club's members in safety boat procedures. They will be expected to do extra duties each year, but will benefit from additional training, up to advanced powerboat level, and in some cases, reduced membership fees. If you are interested in finding out more about the squad, please contact me.

John Gore

PS: Next course dates

RYA level 2/Safety Boat - 21st/28th September; 12th October

RYA Advanced Powerboat - 30th November; 1st December.



I'm not getting back in this boat until you've apologised for shouting at me...

I used to be good. I could have been a Contender.



Lasering on a Sunday afternoon—in the Summertime.



Overall Results/Prizes:

- 1st Mark Heather 43856 (Wilsonian SC) 2pts
- 2nd Chris Catt 42079 (Downs SC) 3pts
- 3rd Andrew Smith 30800 (Wilsonian SC) 7pts
- 4th Douglas Horner 44304 (Wilsonian SC) 7pts
- 5th Tim Allardyce 41828 (Medway YC)
- 6th Steve Restall 42040 (Downs SC) 13pts
- 1st Junior: Robert Waite 42619 (Downs SC) 13pts
- 1st Lady: Lucy Heather 42804 (Wilsonian SC) 18pts
- For Perseverance: Sam Rowe 43729 (Downs SC) 30pts

Medway Marathon – WSC/MYC Challenge

Many thanks to all who participated in the Medway Marathon, having walked round dinghy compound and coerced attendance I should at least say thank you.

For those that don't know this is an event organised by the Medway Yacht Club and as event name implies it is approximately 26miles in as straight a line as you can get on the water. This event is similar to our South Kent, but with some additional legs to make full 26miles.

The conditions for this years Marathon were little short of ideal, except for Martin Jones in his Contender who beat us hard working Fireball sailors, Tony Hunt and myself.

I am sure many of you read articles on this event in local papers and other publications, none that I have read acknowledge WSC's results in this event namely 9 of first 10 boats being from WSC. It is our home waters but we should be proud with such a result, well done to all who had a go.

Many that I have spoken to say it is too far/too long, 4 Toppers achieved this years course and got in the prizes. Unfortunately none where ours!!

NINE OUT OF TEN, YES YES YES, WELL DONE AND THANKS.

Ian Parris

Toppers at Wilsonian

Occasional sunshine and a good force 4 northwesterly breeze set the scene for the Topper Open at Wilsonian Sailing Club on Saturday 27th April. The three-race event attracted an entry of 23 boats from all over the southeast.

The first race started with most of the fleet over the line prematurely but after a general recall they got away on the second attempt.

Mark Heather showed his World Champion credentials by taking the lead on the beat to the first mark. Although he held for the three rounds Chris Catt was snapping at his heels all the way, with only 6 seconds separating them at the line. Andrew Smith drew ahead of the rest of the fleet for third spot while Douglas Horner held off the challenge from Tim Allardyce for fourth. Robert Waite was up with the leaders over the first lap but dropped back to finish in sixth place.

The wind had backed to the west during lunch, so the start was delayed while a new course was set for the two back to back races.

Race two produced some keen racing again between Catt and Heather although this time Steve Restall was also in the frame and lying second to Catt at the end of the first lap. However, over the next two laps Heather gradually established a lead over Catt to claim another victory while Horner and Smith overhauled Restall to take third and fourth respectively.

As only two races were to count, going into the concluding race, Heather was already assured of overall victory and Catt runners-up spot. But the other top prizes were still up for grabs.

Heather and Catt were not content to rest on their laurels though and once again were in a tight tussle at the front of the fleet but this time Catt managed to keep ahead for line honours.

Smith, Allardyce and Horner, contenders for the top prizes, were having a private battle behind the leaders. Smith was leading the way on the first two laps with Allardyce just ahead of Horner but on the final lap Horner took a dip and Allardyce edged ahead of Smith on the final beat to the line.

Smith and Horner were tied on seven points for overall third prize, which was broken in Smith's favour, having beaten Horner in the last race, Allardyce picked-up fifth.

Robert Waite in 7th was awarded first junior prize and Lucy Heather in 10th the first lady prize.

Sam Rowe won the prize for perseverance.



You haven't quite got the hang of this backward sailing yet, have you?



I've said I'm sorry. Are you going to sulk down there all day?



But Dad, you always let me go swimming here.



Do you think he's noticed that you've tied the painter to his transom?

You wait all your life for a miracle, and then three come along together.



Quick stand up in case Princess Anne comes back.



(Radial Laser) 47pts

10th Andrew Smith (Radial Laser) 48pts 11th Andrew Cox (Laser) 58pts

12th Terry Eaglestone/Smith (Laser 2000) 62pts 13th Martin Jessop (Radial Laser) 66pts

Commodore's Trophy

I would welcome any comments on the new Commodore's Trophy format.

Dates to remember:

Medway Regatta: 13th & 14th July

Cruise to Aylesford: 10th August

Creeks Open: 11th August

Three Race Regatta: 8th September

WSC/MYC Inter-Club Challenge (Grand Finale): 5th October

Weekly results

All results are emailed each week (Unless I'm in Cornwall!). If you are not on my list and wish to be, let me know.

Email me at: roywinnett@care4free.net

Medium Fleet Membership

I would also like to have an up to date list of all medium handicap fleet members.

The following are known to me:

Gordon Belcher (Laser/Radial Laser), Mark Bew (Phantom), Andrew Cox (Laser), David Burfoot (GP 14), Tony Coulson (Comet Race), Terry Eaglestone (Laser 2000), Andrew Firman (Laser), Phil Harris (RS Vaneo), Paul Heather (Radial Laser), Jeremy Hyland (Comet Race), John Ireland (GP 14), Graham Jenkinson (Laser), Martin Jessop (Laser), Neil Lamprell (Phantom), Roy Laphorn (GP 14), Malcolm Levey (Phantom), Nick Lett (RS 300), Graham McLaren (RS200), Alison McLaren (RS200), Peter Moncreiffe (Radial Laser), Katie Parris (Comet Race), Brian Reeve (Comet Race), Stan Sprot (Laser 2000), Andrew Smith (Radial Laser), John Talbot (Wanderer), David Vettergreen (Laser 2000), Jean Whittaker (Wanderer), Matthew White (Laser), John Wilkins (Tazar),

If there are any errors or you are not on the list and wish to be included please phone, write or email me - thanks

Club Racing

It is always difficult to encourage more participation in club racing, but having a commitment to turn out every Sunday does have its rewards. Anyone looking to crew or helm please let me know.

Roy Winnett

Medium Handicap Report

I apologize that there was not a report in the last edition of 31½; so will make up for it by including last years results/prizes.

2001 Results

Spring Points

- 1st Neil Lamprell (Phantom) 2nd Bob Jones/Terry Eaglestone (Laser 2000)
3rd Gordon Belcher (Laser)
4th Roy Winnett/Phil Harris (Laser 2000)

Early Summer Points

- 1st Neil Lamprell (Phantom) 2nd Roy Winnett/Phil Harris (Laser 2000) 3rd Gordon Belcher (Laser)
4th Brian Reeves/Katie Parris (Albacore) 5th Bob Jones/Terry Eaglestone (Laser 2000)

Late Summer Points

- 1st Neil Lamprell (Phantom) 2nd Roy Winnett/Phil Harris (Laser 2000)
3rd David Vettergreen/Stan Sprot (Laser 2000) 4th Bob Jones/Terry Eaglestone (Laser 2000)
5th Graham Jenkinson (Laser)

Autumn Points

- 1st Neil Lamprell (Phantom) 2nd Roy Winnett/Phil Harris (Laser 2000)
3rd Peter Moncreiffe (Radial Laser) 4th Malcolm Levey (Phantom)

Spring Points 2002

The Spring Points this year has been dogged by strong winds. Just Graham Jenkinson and Nick Lett turned out for the first two races and racing was abandoned for races 5 & 6. Although there were 13 entries overall (Average of 5.6 per race), only Malcolm Levey, Graham Jenkinson and Phil Harris sailed the five races to count.

However, Phantom rivals Neil Lamprell and Malcolm Levey both ended up on 18 pts but as Neil had picked up four firsts he once again took the title, while Malcolm with two firsts had to settle for runners-up spot.

Graham Jenkinson (Laser) took third prize with 19 pts who showed great stamina by starting in all eight races and congratulations to Phil Harris, who in his first season sailing an RS Vaneo, came up trumps in fourth spot with 22 pts.

Overall Results

- 1st Neil Lamprell (Phantom) 18pts 2nd Malcolm Levey (Phantom) 18pts
3rd Gordon Jenkinson (Laser) 19pts 4th Phil Harris (RS Vaneo) 22pts 5th Nick Lett (RS 300) 28pts
6th Peter Moncreiffe (Radial Laser) 30pts
7th Roy Winnett/Daniel Goody/Robert Eperon (Laser 2000) 33pts
8th David Vettergreen/Stan Sprot (Laser 2000) 39pts 9th Douglas Horner

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Fast Handicap

Another season has started and there is not a lot to say, which is perhaps a good sign? The weather gods have been reasonable to us with predominantly strong winds; we lost one weekend to excessive winds.

New members in the fleet:

Colin & Lauren Treadwell sailing a RS400

Tony Coulson & Jeremy Hyland also sailing a RS400

Grahame Smith sailing a Laser Vortex

Although all existing members of the club it is nice to see them in our fleet, especially as they are all regular sailors.

Spring Points Results - we had 13 entries for this series, thus prizes to 4 places as follows:

1st Chris Ashby & Mike Smith RS400

2nd Colin & Lauren Treadwell RS400

3rd Ian Parris RS600

4th John Parsons & Bryan Dunmall RS400

Congratulations to all who came and had a go, participation/attendance in races played a large part in the results.

Saturday Sailing

Grahame Smith with his children Nicola & Aaron and myself with Katie & Claire, have been at the club most Saturday afternoons and enjoyed some very pleasant sailing. Introduction to trapezeing, Katie has been out with Grahame, on the Laser Vortex, and thoroughly enjoyed herself, as did Tina Wallis. Perhaps they will be out there with their own trapeze boats soon? Tony Hunt has sailed with Brian Lamb and participated in Medway Saturday afternoon race and we have seen some members from other fleets down tuning and practicing. Please use club of a Saturday when you can, it's like a snowball when it starts to roll it gets bigger and more fun.

Can't think of a lot else to say, please don't forget our vice fleet captains Chris Ashby asymmetric dinghies and Tim Kift symmetric dinghies. If you sail these types of dinghies, these guys are your first call for any form of assistance and they have had it easy up to now.

Hope the rest of the season is good and we all enjoy our summer (we will get one) holidays.

Ian Parris
RS600 889 Poison Ivey

Wayfarer Report

We have had a slow start to the year, with low turnouts because more than half of the regular racers have been on the sick list. Also, Len Ayris suffered some boat damage that has yet to be fixed. Things are improving, though - Bob Dutton is now back in his boat, and Brian Ward has been seen on the water albeit without his doctor's blessing. Nick Fenton-Smith seems to be mending fast following his hip operation, but has a month or two more of convalescence. Hopefully, Len's boat damage will be repaired soon.

Those of you who read your Wayfarer magazine will have seen an article by me about the surprise of the winter. I was awarded the Neil Rushton Trophy for the most improved racing helm of 2001, based on the national class rankings. The first I heard of it was when John Reed, then the Racing Secretary, called me and asked if I intended to attend the Wayfarer AGM as they wished to present me with the trophy. I couldn't really refuse to go, could I? A very sociable evening! The only disappointment is that the trophy is awarded to the helm, rather than the team of helm and crew - well done Suzanne.

As for travelling, Brian Lamb has stayed nearer to home and has sailed the odd race against the boats at Medway YC. By all accounts, he has been giving Richard Stone some worries - keep up the good work, Brian. I have managed to do two area championships and finished 9th overall in both. The Eastern Area Championship held on Wroxham Broad was the better result because of the quality of the fleet, and also provided practice in close boat tactics, particularly up the first beat - it was very busy!

Brian Lamb has been most successful of the Wayfarers in the Commodore's series so far - he has at least one second place to count. He is unlikely to be beaten by another Wayfarer overall, but has some work to do take the cup. Keep up the good work, Brian!

There is the possibility of at least one new sailing team arriving soon with an older Wayfarer in need of upgrading, and not much racing experience. I am sure that we will all make them welcome and pass on our years of accumulated (go faster) experience.

Good luck to all for the remainder of the season!
John Goudie
W9812 'Cathessa'