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Summer 2003
Issue 76

31½

The Wilsonian Sailing Club Magazine



On the cover: Contender-blasting at its finest, courtesy of Martin Jones.
Photo: Grahame Smith.

Editorial

Hunt

The 'eagle-eyed' among you will have noticed that that phrase began two articles in the last issue - surely a stylistic faux pas? If only the problem was just stylistic: unfortunately it was the same article (on the Pursuit Race) appearing twice! Humblest apologies; rest assured, the offending hack has been sacked... But if it leads to your attending and enjoying the Pursuit Race, not such a bad thing - the personal handicap listings/ starting order promise a spectacular event if you all turn up on the 26th May.

Anyway, to make amends, we've worked on the picture quality for this issue, and hopefully you'll notice an improvement (now that's tempting fate).

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Tony



The Editor failing miserably at 'The Freezer' and enjoying it!

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Calendar

Date	Time	Event	Contact/Notes
26 May Monday	12:00 1st str	Pursuit Race	Bank Holiday Tony Hunt
31 May Saturday		Topper Open	
1st June	11:00 14:00	Ladies' / Juniors' Series 2 Commodore's / Bosun's Race 2	
7th June Saturday	16:00	Club Open Day & BBQ (17:30) Evening Race	Bring your friends!
8th June		Summer Series start (except Fast) MYC Medway Marathon	Tony Hunt
15th June	12:00	Creeks Open	WSC's Premier Event
28th June	11:00 Even'g	Medway Regatta & Miracle Southern Area Champs BBQ	Steve James Chris Cherriman Jane Treadwell
29th June	10:00	Medway Regatta & Miracle Southern Area Champs Prizegiving	
27th July	11:00	Late Summer Series start	
28th-30th August		Junior Training Week	
30th August Saturday		IOS Round the Island Race	Sheppey YC
31st August	11:00 14:00	Ladies' / Juniors' Series 3 Commodore's / Bosun's Race 3	
7th Sept	11:00	Autumn Points Start	
28th Sept	11:00 14:00	Crews' Race Leigh Trophy	Tony Hunt
11th October Saturday		WSC v. MYC Inter Club Finale Races	
25th October	10:30 13:30	Last Autumn Points Laying up Cup	N.B. Times GMT not BST
2nd November	10:30	WSC Open Winter Series starts	
29 November		Annual Prizegiving Dinner-Dance	Jane Treadwell

The Three-Race Regatta

Thanks to excellent Race Officer-ing and despite the constraints of shipping and average lap timing, this year's course was exemplary: a quadrilateral, with a true beat, and two reaches joined by a run. No more talk of a 'Four-Reach Regatta', thus. That a wind varying cyclically in strength from 3 to 5 and in direction by up to 30 degrees, contrived to keep competitors guessing as to the spinnaker-ability of the reaches, really could not be helped. But it did add character to the event (and made it hard work!). Likewise the sinking of the 'Bubble' marking the port end of the start line provided sailors with both a wry grin and an excuse to complain - who could ask for more?

As the results show, the tight course reined in the fast boats to the extent that a Laser 2000 and a Wayfarer took second and third places despite the strong winds, and if Dave and Stan hadn't gone swimming in the last race, who knows...?

Helm	Crew	Class	Rce 1	Rce 2	Rce 3	Points
Tony Hunt	Ian Parris	Fireball	1	2	1	2
Dave Vettergreen	Stan Sprot	Laser 2000	2	1	4	3
Brian Lamb	Brian Warwick	Wayfarer	4	3	5	7
Chris Ashby	Mick Smith	RS 400	3	4	9	7
Grahame Smith		Laser Vortex	6	8	2	8
Martin Jones	Jonathan Osgood	Osprey	7	5	3	8
Gordon Belcher		Laser Radial	DNC	6	6	12
Martin Smith	Mike Groom	Miracle	10	9	7	16
Andy Pickrell	Nick Lett	RS 800	9	11	DSQ	20
Chris Wallis	Ron Jarvis	Miracle	14	13	8	21
Mark Bew		Phantom	DNC	7	DNF	22
Lesley O'Rourke	John Gurnett	Miracle	12	12	10	22
Phil Harris		RS Vario	11	14	11	22
Tony Coulson		RS Vario	15	10	DNF	25

22 Entrants

From the Commodore **Brian Lamb**

Both the weather and the water are at last warming up, so it's off with the drysuit (or sweatsuit as it is now) and on with that natty little shortie number [! - Ed.], allowing those knees to start browning nicely. We have already had some superb sailing conditions, with more promised for the rest of the season. On a personal note, having somehow managed to win the Ice Breaker (no-one was more surprised than me!), it looks like it's downhill from now on!

Dave Vettergreen has kindly agreed to take over once more as Dinghy Park Secretary and is already busy trying to get the place back into some semblance of order. I am as keen as Dave to encourage members to remove their road trailers from the dinghy park - we intend erecting a trailers pound on the top car park, hence the piles of fencing - any volunteers to finish the job?

Several of you have already taken advantage of the sailing courses organised by Peter Homer. As all courses are run according to demand, please make sure that Peter knows what you want and he will try to arrange it. By the way, we are always looking for helpers, qualified or not.

Many members have now completed a Powerboat course - remember the intention is that eventually all safety boat crews will have had some form of training. Please make sure you let John Gore know if you wish to do a course.

The Patrol Boat Team have been doing an excellent job, with each member due to cover at least 12 duties this season, not to mention the additional training they are receiving on Saturdays. Thanks to them, we never have less than two patrol boats running and, for the major events, can now have three or four working. Contrast that to previous years when we were, on occasions, lucky to have one safety boat running! However, the PBT is still undermanned, so if you know of anyone who might like to become a volunteer, please let us know.

The work on Wilsonian is making slow progress - Brian Warwick and his team have encountered many problems fitting the new keel. Once this problem is solved, then the rest of the work can be completed and she can be refloated. If all goes well, Wilsonian will replace Leander as our principal displacement boat, the latter eventually being scrapped. The club now owns several boats, including the 4 Larks donated by Greenwich University, and they are being used regularly by members on a daily basis as well as for training. Upkeep of these boats is a bit of

a headache, with understandably no one person prepared to look after all of them. We are therefore discussing a possible 'adoption' system – please read Tony Hunt's proposals and let us know your views. By the way, the hire charge for two-man boats is now £10 per day, while the single-handers remain at £5 per day.

Don't forget to sign on for the Medway Regatta on June 28th and 29th – lots of prizes, including wine, lots of excellent competition and even better beer! The turnout has steadily increased in recent years and it would be terrific if we could ensure that trend continues by getting as many of us out as possible. The same applies to the Creeks Race on June 15th – the only chance we have of sailing through so many creeks in one race and hopefully beat the visitors!

New sails, alcohol-free, loads of advice and practice – and still the helm lets me down!!



Miracles at their Nationals in 2001

The Ice Breaker Misnomer

As is becoming customary, at least every other year, this year's season opener was warm and sunny with light airs – a nice gentle start.

At first it looked like an open contest, with the fleet spread out in handicap order after tide-assisted windward legs to 24 and a loop in Gillingham Reach, but then the faster boats ran out of wind as they headed homewards against the tide from 27. When the wind returned to them it brought the rest of the fleet with it, and everybody finished in quick succession with much boat-on-boat racing across Hoo Bay to the line.

For much of the race, Peter Belcher, armed with that excellent light weather weapon the Enterprise, was well placed for top slot, but 'the Brians' Wayfarer drew inexorably away under spinnaker on the final reach and run to the line. 17 seconds separated 3rd to 5th places!

Pos	Class	Sail No	Helm	Crew	PY	Corr. Time
1st	Wayfarer	10201	Brian Lamb	Brian Warwick	1099	01.42.27
2nd	Enterprise	20758	Peter Belcher	Sarah Belcher	1116	01.42.59
3rd	Miracle	3795	David Hudson	Jackie Hudson	1178	01.43.32
4th	Miracle	3705	David Tozer	Anna Tozer	1178	01.43.40
5th	Laser 2000	2588	Roy Winnett	Tony Hunt	1089	01.43.49
6th	Laser	172348	Gordon Belcher		1078	01.45.00
7th	Wayfarer	10120	Brian Ward	Jim Tyler	1099	01.45.12
8th	RS Vario	201	Phil Harris		1032	01.49.39
9th	Wayfarer	10003	Nick Fenton-Smith	John Gurnett	1099	01.50.09
10th	Laser 4000	4498	David Mason	Stuart Mason	906	01.52.16
11th	RS 400	491	John Parsons	Bryan Dunmall	952	01.52.48
12th	RS Vario	153	Tony Coulson		1032	01.54.07
13th	Vortex	1205	Grahame Smith		961	01.55.38
14th	RS 400	704	Adam Treadwell	Lauren Treadwell	952	01.56.39
15th	Laser	172007	Graham Jenkinson		1078	01.56.20
16th	RS 600	889	Ian Parris		920	02.00.59
17th	Contender	553	Luke Therp		994	DNF
17th	RS 300	481	Chris Mason		1001	DNF

The 2003 South Kent Race by Colin Treadwell

The format of this year's race was changed in an attempt to achieve fairer racing for all classes with consideration to the turn of the tide and to get all boats back to the Club at roughly the same time. With a spread of only 40 minutes or so between the first and last boats finishing, one objective seemed to have been met [The results show it could have been only 30 minutes if we'd used 25 minutes stagger on the starts. Ah well, there's next year... - Ed.]. However, I'm not so sure about the other, given the first 7 finishers. However, the mood in the bar afterwards seemed to indicate general acceptance and satisfaction.

Congratulations to Grahame Smith in his Laser Vortex 1206 for mastering the windy conditions and winning the event.

Pos	Class	Helms	Crew	Corr. time
1st	Vortex	Grahame Smith		02:19:42
2nd	Laser 4000	David Mason	Stuart Mason	02:21:05
3rd	Barr	Mark Heather	Lucy Heather	02:28:38
4th	Osprey	Tim Kiff	Mari Wynn	02:30:04
5th	Osprey	Martin Jones	Jonathan Osgood	02:31:16
6th	RS 600	Andrew Pickwell	Nick Lot	02:33:16
7th	Wafarr	John Goodie	Paul Heather	02:35:02
8th	Laser 2000	David Ventergreen	Stan Spent	02:36:01
9th	Phantom	Malcolm Levy		02:36:09
10th	Wafarr	Brian Lamb	Brian Warwick	02:36:49
11th	RS 400	Chris A Sibly	Mike Smith	02:38:08
12th	Laser 2000	Roy Winstell	Susan Raiser	02:38:55
13th	Laser Radial	Douglas Homer		02:39:27
14th	Laser	Gordon Reicher		02:40:00
15th	RS 400	John Parsons	Bryan Duntall	02:41:09
16th	RS 300	Luke Tharp		02:41:25
17th	RS 400	Colin Treadwell	Adam Treadwell	02:41:50
18th	Miracle	Peter Homer	David Brooker	02:42:19
19th	Laser	Matthew White		02:44:04
20th	Wafarr	Bob Dutton	Peter Good	02:44:16

30 Entrants

From the Sailing Secretary Colin Treadwell

After taking up some six pages in the last edition of the magazine, I will keep it very short on this occasion.

Medway Regatta

This year's Regatta is to be held a little earlier than previously, over the weekend of 29/29 June.

The bar will be open from 7.00 pm on the Friday evening of 27th for those wishing to kick-start the weekend in style. Why not come along and join us for a drink or two and get to meet some of our visitors, who always seem to take full opportunity of our hospitality. If you've never before been to the Club on the pre-Regatta evening, most people tend to indulge in a take-away meal.

Breakfast will be available on Saturday and Sunday mornings (details in separate House Secretary's article).

BBQ and disco on the Saturday evening.

Racing comprises of two races on Saturday, first race commencing at 11.00, and two races on Sunday, **first race commencing at 10.00**

So, we have laid on for you a full and comprehensive social and sailing agenda. We now require YOUR full support in taking part and making the event a great success. **PLEASE SUPPORT YOUR CLUB'S PREMIER SAILING EVENT** [I thought it was the Creeks Race? But let's support both! - Ed.].

Forthcoming Events

Pursuit race	26 May - 1 st start 12.00 hrs (Bank Holiday Monday)
Topper Open	31 May - 1 st start 11.00 hrs (Saturday)
Evening Race	7 June - start 16.00 hrs (Saturday)
Creeks Race	15 June - start 12.00 hrs
Club Cruise	21 June (Saturday - to Queenborough)
Medway Regatta	28/29 June

On The House

with Jane Treadwell

Dinner & Dance
Saturday 29th November

It might still seem a long way off, but we have decided on a new venue for this year's Dinner and Dance. We have booked the grand old Rochester Queen, moored on the River Medway at Cuxton. To allay any concerns about being afloat, I have been assured that, due to her position so far upstream, there will be no movement or even sensation of any movement. Access is very easy from both the M2 and M20 motorways, and there is ample parking. Due to the large size of our party, the boat will be closed to the public for the duration of the evening, so we will have her entirely to ourselves.

Whilst the restaurant operates as a carvery, we will have the benefit of choice afforded by a traditional carvery but without the need to get up from our tables, where our meal will be served. I really hope this venue will be to everybody's liking. I will shortly be displaying a poster in the clubhouse with all the details, including photographs and road directions. In the meantime, should anybody have any initial queries please ring me.

Firework Party

We are unlikely to be able to hold a firework display this year, due to expensive insurance costs and strict new safety regulations. If anyone has any ideas as to what we could arrange instead please let me know. It will be a shame to let a very successful evening let go without an appropriate alternative. Please pass any ideas to a member of the house committee. Thank-you.

Evening Race
Saturday 7th June

There will be the usual BBQ after the evening race commencing at approximately 6pm. Tickets available on the day. Adults £5, children £3.

Miracle Report



Congratulations to David and Jackie Hudson and to David and Anna Tozer for getting 3rd and 4th places respectively in the Ice-Breaker Series. Both were excellent results.

Peter Horner and David Brooker were highest placed Miracle in the South Kent race at 18th position. The new format with 3 starts appeared to encourage more Miracles than usual onto the water for this race. I certainly found the race fun and interesting. This was my first time doing the South Kent in a Miracle having previously done it in a Laser. I would be interested to hear the rest of the fleet's views on this race, especially the starts. It has been suggested that 30 minutes between fleets, or, possibly, starts with 20 minutes between fleets would improve the race still further. What do you think?

At the time of writing there is one race left in each Spring series left. Currently David and Jackie Hudson are running first in the morning series and Martin Smith and Mike Groom running first in the afternoon series. It will be interesting to see what the last race holds for the fleet.

Numbers have been down on last year because of a few injuries within the fleet. I wish you all a speedy recovery.

On the social front we had the usual start of season Chinese meal at Yeungs, which was well attended. The food seemed to be even better than last year's high standard.

The Miracle Nationals will be at Ulswater from Sunday 10th August until Friday 15th August 2003. If you have never been before I can well recommend the event. This year it will be incorporated within Ulswater family week. For anyone thinking of going to the Nationals, please do not send your entry form to the address on the form. Lorraine is no longer secretary of the Miracle Association. Please send your entry to the Chairman – John Bailey, 7 Thornleys, Cherry Burton, Beverley, East Yorkshire, HU17 7SJ. Sadly I will be unable to go this year.

Saturday Sailing

Yes it's here again with a vengeance; whatever your sailing desire, the club is being used more and more on a Saturday, come and join us?

Following extract from "Winnie-the-Pooh" family organiser calendar in our kitchen:

"It isn't an ordinary sort of boat, sometimes it's a boat, and sometimes it's more of an accident".

This has to be description of me in the RS600.

Enjoy the season.



Ian Parris enjoying an early cup of tea after the Ice Breaker. Any guesses how Katie got it to him?

Photo Dave Vettergreen

Medway Regatta

June 28th/29th

Breakfast will be served on Saturday morning between 08.00 and 10.00, and on Sunday morning between 07.30 and 09.30. There will be a BBQ on the Saturday evening as usual, followed by a disco, which proved a big success last year. As last year, the music will be restricted to a low back-ground volume for the duration of the BBQ and will be ramped up for the more energetic later in the evening. Tickets will be on sale on the day. Further details will be displayed on a poster at the Club.

Junior Week

by Anne Heather

Anyone arriving at the club during the last week of August expecting to have a quiet day's sailing will get a surprise. The club is full of activity with kids, parents and instructors enjoying Junior week.

Junior Week is for 5 days. This year it will be from Tuesday 26th August to Saturday 30th August. The club hires Toppers and Oppies and for 5 days kids learn to sail. The kids are taught to the RYA training schemes by qualified Instructors from the club. The format of the day is arrive at the club about 9.30 to 10am, sailing session in the morning, lunch, more sailing and then dinner. On the last day the week finishes with a BBQ and the giving out of certificate for the achievements during the week.

The cost of the week will probably be £55 this year. The includes lunch and dinner and boat hire. The tuition is given for no charge by the club instructors, many of whom give up 4 days holiday to help run the week. The age of the kids who take part is from about 7 to 15 and there are normally up to 20 children at the week. For each child there must be a nominated adult usually the mother or father on the site during the week and parents are asked to help during the week. As well as providing lunch and dinner for the kids, the parents can also have the meals for a small extra charge. The week is an excellent family week both for the parents and the kids who make good friends during the week and go home each evening tired but having really enjoyed themselves.

If you would like further information about the week, contact Ann Heather on 01322 228251

The Dinghy Park by Dave Vettergreen

Having had my arm successfully twisted, I agreed to be Dinghy Park Secretary for 2003. I would like to take this opportunity to remind those of you who have requested a dinghy park space of the following.

1. The space you were in last year might not be the same as this year so check the plan which is posted on the notice board in the club-house lobby. If your boat is not shown please ask and I will try to allocate a suitable space. Note the spaces are sized to suit boat sizes.
2. The spaces are lettered and numbered using small concrete slabs set in the ground. These have not been painted for a while so the letter and number may not be visible, I will be removing and repainting these during the year. Please do not bury the slabs under a pile of tyres or boat prop as if I have to move any to get at a slab they will not be replaced.
3. The spacing does not allow for boats to be left on road trailers these being wider and longer than the allocated dinghy park space: please leave trailers in the designated place or take them home (preferred option).
4. Check your insurance: the club takes no responsibility for boats, trolleys or trailers left in the dinghy park.

Use of the Club Winches by John Goudie

Use of the club winches (a second will become available later in the season at the top of the upstream slipway) is restricted to those who have received the training needed to comply with the club's conditions of insurance. Training will be provided by Tom Sims on application.

When the club is open, the keys for the winches are held by the Chief Duty Officer. Members who wish to use the winches when the club is closed will need to apply to Tom Sims for a key. Keys will only be available to trained members. As there are not many keys available, preference generally will be given to those owning the heavier classes. If in doubt, ask Tom.

Remember: The winches must only be used by trained members.

Fast Handicap Report from Ian Parris

Last weekend sailed the South Kent with Tony (Hunt) in the Fireball. Just after rounding 23 on the down-river leg, the spinnaker halyard failed (*nice choice of word, Ian - Ed.*), 'Oh dear, that's a shame', we said!! As we aimlessly drifted home, compiling list of those that might have sabotaged the halyard that we would seek our vengeance on, Tony reminded me that I had not yet supplied an article for magazine.

New members in the fleet:

Andrew & Vivian Pickrell RS800 (although Andy currently sailing 800 with Nick Lett, much to my daughter Katie's envy, be careful Nick you might find grease on the wings)

Another two races to go prior to "Spring Points" being finalised and the series is wide open, thus no results. However, I can't complain as fleet captain; virtually the whole fleet already competed in the Spring Series, thank you.

Reminders:

June 8th - no Fast Handicap Early Summer Point's Races 1 & 2 are scheduled, we voted at fleet evening to participate in Medway Marathon instead.

June 15th - River Medway Creeks Open.

June 28/29th - Medway Dinghy Regatta, yes two days of racing, SUNDAY START 10:00, so get up early or skip breakfast.

If you have any friends (now there's a question) please invite them for June, THREE OPEN MEETINGS on offer and they can participate in our normal points racing on June 22nd as our guests.

Been following long range weather forecast [*such touching naivety - Ed but you never know*] and June promised to be our summer, good temperatures and SE winds, thus with sea breeze force 3-5 in the afternoons, it should be absolutely excellent for us Fasties. Loads of Sun-cream, lots of racing and pickup a takeaway on your way home Sunday night. I leave you to explain to your work colleagues, why you are stiff and have a stupid fixed grin from ear-to-ear on Monday mornings.

are seeing more of Matthew White sailing his Laser 'without a number'. Phantoms have been thin on the water, just Mark Bew making two manifestations.

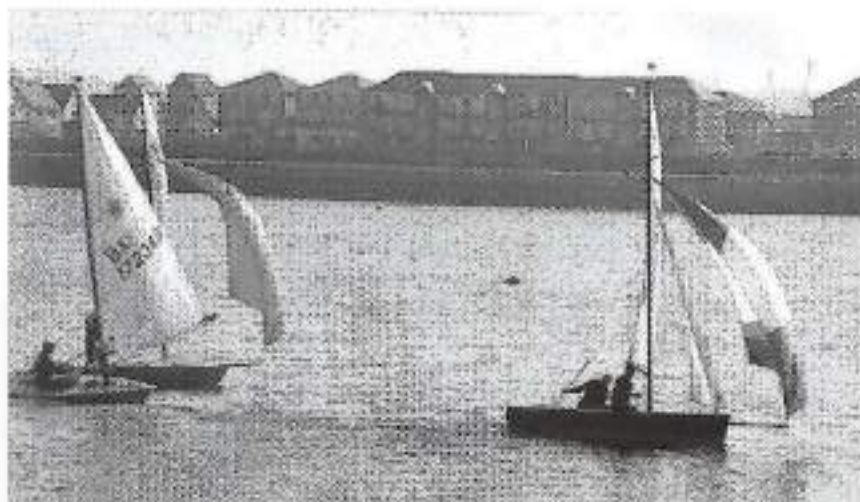
As the fine summer weather takes hold it is hoped to see more of the fleet competing in the racing series. Any helms looking for crews or crews looking for helms please contact me or Tony Hunt through his 'dating agency'

Please let me know if you would like to see sailing activities, other than racing, organised or the opportunity to try out other boats.

Contact by telephone 01634 861664 or

e-mail: roywinnett@cars4free.net

[I'm sure that had I not badgered Roy for his report before he disappeared off to his Cornish hide-away, he'd have congratulated the Medium Fleet for its fine showing in the Three Race Regatta - see the report later in this issue - Ed.]



Messrs Winnett, Harris and Belcher Snr. finish the Ice Breaker in close order. Photo: Dave Vettergreen

A Crews' Race? Whatever next!?

Once again, keen readers (we kid ourselves you're out there) will have spotted a novelty in the sailing calendar. Flush with ideas after scheduling the Pursuit Race, the Sailing Committee, ever-keen to enhance your happiness (you hadn't noticed?), are laying on a Crews' Race on the morning of the Leigh Trophy day, 28th September.

What caring, politically-correct helm (in the male or female sense) could deny his or her 'man' (of the male or female persuasion) the opportunity to demonstrate how the boat should be sailed? At the same time it will become evident why your 'man' spends so much time cursing the spinnaker pole/ jib cleats/ toe straps as you grapple with them yourself. Think of the joy it will bring to your 'man' to see you at the sharp end, cursing them in your turn!

OK crews, by now it will have become clear that the only way you're going to do the Crews' Race is if you insist on it, so do so. Don't take 'no' for an answer. The rewards of seeing your 'stick man' struggling with his or her own fittings will make everything worthwhile, so that you won't mind the fact that there are no prizes to be won. For this is indeed the case: this year, at least, it's all just-for-fun and the satisfaction of scoring a place. Equally though, if you mess up big-time, nobody is going to notice (they'll all be too busy messing up themselves).

By the similar, easy-going logic, single-handers are allowed to join in (try stopping them). They can't win of course - unless they normally function as a crew - but they can pose wildly, showing the crews how it's done (we're joking, obviously). We would just ask that, if only for the sake of the intactness of their single-handed boats, they give the genuine crews a wide berth and let them get on with their racing.

So let's see a huge turnout for the Crews' Race. And if you're good, crews, you might even be allowed to helm in the Leigh Trophy in the afternoon (- dream on...).



The Commodore lounges while his 'man' slaves. Photo: Dave Vettergreen

Crew-Matching

It has to be admitted that this facility, introduced with the last issue, has not brought forth a torrent of lonely hearts for pairing off. And yet there are people out there without sailing partners, the service is free, confidential and with no strings. Just let the Editor know your needs.

In case you're wondering what criteria can be matched, here they are. You don't need to be specific on all counts, of course, and some options can be left open if you're not fussy...

Criteria for Helms

Your class of boat

Minimum level of crew Beginner/Competent/Experienced/Expert

Ditto, if crew will spend a season with you in exchange for training? Beginner/Competent/Experienced/Expert

Crew weight sought <10st/10-12st/12-14st/>14st/Doesn't matter

Trapeze experience essential? Yes/No

Ditto, if crew will spend a season with you in exchange for training? Yes/No

Spinnaker experience essential? Yes/No

Ditto, if crew will spend a season with you in exchange for training? Yes/No

Would you be prepared to hand over the helm? Yes/No

Anybody you don't want to sail with?

Criteria for Crews

Present level Beginner/Competent/Experienced/Expert

Weight band <10st/10-12st/12-14st/>14st

Spinnaker experience? Yes/No

Trapeze experience? Yes/No

Trapeze boat? A must/Pref./Don't mind/Pref. Not/No

Any classes you don't want to sail?

Would you prefer to helm? Yes/No

Anybody you don't want to sail with?

If novice, will you spend at least a season with a helm in exchange for training? Yes/No

Medium Handicap Fleet Report

from Roy Winnett

There has been some e-mailed correspondence about the WSC number for the Comet Race. Last year 1050 was the suggested number, now 1040 is being proposed. It has been decided that 1050 will continue to be used, unless of course Brian Reeves and Katie Parris defeat the Laser 2000's too often, only joking!

Delayed congratulations to Peter Belcher for his success in the Pre-Season Series sailing the Club Laser. Following this victory, he picked up second place in the 'Ice Breaker' in the 30-year-old family Enterprise. With assistance from daughter Sarah they finished ahead of some of the 'faster' boats. It should be mentioned here, to keep the editor contented, that Roy Winnett, with help from Tony Hunt with his light wind expertise, took fifth prize in the Laser 2000. The fact that the Commodore won the race and Miracles took third and fourth spots will be left to the Wayfarer and Miracle Fleet Captains to report.

There was an excellent turnout of 12 boats for the opening races in the Spring Series but it has been downhill ever since with just two, three or four boats out. The moderate to fresh winds have probably contributed to this poor attendance though some exhilarating sailing has been missed.

Although the series still has two races to go, David Vettergreen and Stan Sprot in their Laser 2000 have made sure of victory with 5 pole positions. They have handled the strong wind with apparent ease and fully deserve their success. The lowering of the Laser 2000 PY to 1089 does not seem to have affected their results. Contenders for the other top prizes will be resolved on 25th May between the Lasers of old campaigners Graham Jenkinson and Gordon Belcher, Tony Coulson who is getting to grips with his RS Vario and Roy Winnett and Susan Raiser in the Laser 2000.

Douglas Horner, Mark and Lucy Heather have only made two appearances. In the first race Mark had a narrow victory over Douglas in their Laser Radials, Douglas picked up another second in the afternoon and Mark took Adam Treadwell for a blast in the Buzz. Matt Wynn has joined the fleet with an RS 300 and has had two outings so far, and we

Wayfarer Class Report from John Goudie

What a good start to the season! Six boats of the usual six on one day, with five on at least two others. Very well done! Because of the way the sailing programme is structured this year, I am not able to report the final outcome of the Spring series yet. Brian Lamb is leading with 8 points, followed by John Goudie with 11 points - the final result could have depended on the last two races, but as I am driving a patrol boat for races 9 and 10, it looks as though Brian has got it - congratulations! Bob Dutton lies 3rd, with Nick Fenton-Smith 4th, Brian Ward 5th and Len Ayris 6th.



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Race Results and Reports

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Discounts for Wilsonian Members!

The Laser 2000

by Dave Vettergreen

With the Enterprise getting old and requiring maintenance every winter, I had been thinking of changing classes for several seasons. The replacement would have to be of glass fibre construction; about the same size and weight as the Enterprise and hopefully more comfortable to sail.

I had a sail in an RS200 but thought it a little on the small side. Did not try but looked at the RS400 and Topper Sport 14; the former I thought would be too large and more difficult to sail in F4+ [too right, Dave - Ed.], and the latter looked a bit fragile. The Laser 2000 appeared on the market about this time, the specification, on paper, seemed to fit my requirements and the Y&Y test sail was encouraging. I checked the boat at the Boat and Dinghy shows, and tried to book a test sail; unfortunately the times, dates and locations for these were not suitable. During the year a Laser 2000 had appeared in the hands of Terry Eaglestone and I was able to have a trial sail. This was not a spectacular success, as not being used to centre main sheet we capsized on a tack bringing to the fore one of the downsides to the boat; it inverts quite quickly though does recover almost dry.

I again checked the boat at the Southampton and London boat shows and decided to take the plunge and buy.

Since purchasing and in the last two seasons I felt that I was almost learning to sail again and the asymmetric spinnaker was a mystery which is slowly being solved [as the results show - Ed.]. Though the boat sails well in Force 3+ it is not so easy to sail to its handicap in Force 2- and I have yet to get this right. One of my criteria was that the boat would be more comfortable than the Enterprise to sail and in my opinion this is so.

[Dave doesn't mention it, but I'm sure that like Brian Reeve, either he or Roy Winnett would be happy to take potential class-hoppers for a spin in the boat. Despite the best of intentions, the Editor has yet to sail the Comet Race and is thus unable to comment on that boat except to say that on paper and for real it makes a very promising impression. The Laser 2000, on the other hand, soon turned into the Ed's sitting-out boat of choice at Minorca Sailing Holidays - a place that boasts virtually every other asymmetric boat going - largely on account of the foolproof spinnaker system and the easily adjusted shape of the mainsail making it a relaxing boat to sail.]

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The Comet Race

by Brian Reeve

A plastic two-person dinghy was to be sought as a replacement for my varnish-demanding Albacore. Something that would carry weight (I am 6'3" and middle age spread has not been checked). Reasonably fast but staying in the Medium Handicap fleet, with the work level onboard similar to the Albacore, but more zoom down the reaches, also lightish loads for the crew but added interest. Katie's (my regular crew) comment to me one day as we reached along covered in spray in the Albacore, "we would go faster with an asymmetric", was not to go unheeded. Also, a boat that a variety of crew levels would enjoy, and I wanted a reasonable amount of comfort.

Having looked at, sailed, discussed various boats, I heard about the CR (designed by Phil Morrison) and was offered a sail in the prototype. At first look I thought I would not fit, as the boat has a big hog (spine) running the entire length of the cockpit: the idea is to strengthen the boat along its length and width. Indeed the hull is very stiff and strong for a genuine 90kg and no problem for myself and Katie to pull up the ramp. Well, as is obvious I did fit, in fact I have more useful space than in other boats, I can trim the boat without having to take up positions of discomfort. The central spine has many other advantages, I can brace myself and push out against it, and sit on it on light-wind days. Plus, in the unlikely event of a capsize, when righting (no problems there) the water in the cockpit cannot rush to the other side, so there is little chance of a momentum roll-over. In fact every dinghy should have one! Although not self-draining, the back of the boat is scooped out so some water escapes after righting. Having no false floor also means a more seated position when sailing, and badly placed footfalls don't cause major tilts.

The asymmetric is simple to use and has a swinging pole to help going deep downwind.

The speed of the boat puts us towards the front of the medium handicap giving the Phantoms a run for their money on most occasions on the water (handicap - 1050). The boat meets all my pre-buy criteria. I suspect the optimum crew weight is around 24-25 stone although I have sailed with 30 stone and held our own. The boat seems happy with a big helm and light crew combination.

Class numbers are building slowly; I am sure if it were made by RS or Laser it would be selling like hot cakes, but "image is all" (why did they call it the Comet Race!!!?).

If you are interested in having a go in one, please ask. I think you will be pleasantly surprised.

The Club Boats De-Mystified

Currently the following club-boats are available to members for £5 per day for singlehanded boats and £10 for the double-handers:

1 wooden Optimist

1 Wayfarer

3 Lasers - 1 complete boat (full and radial rigs) - plus 2 hulls

4 Larks, one of which is being cannibalised to keep the other 3 going

1 Topper

1 470 without sails

1 Pacer

If anyone wishes to race a Lark or Wayfarer regularly, there is a possibility that the club might buy the appropriate spinnaker and gear; in the meantime, your friendly Sailing Committee would no doubt be open to proposals for a modified yardstick for the spinnaker-less boats, dependent on the bribe offered.

If you wish to hire a club-boat, just seek out the CDO, pay your fee and away you go - he should be able to tell you where they are, or at least know a man that can. Of course, if you wanted to be certain of a particular boat, you could always try phoning him a few days before, after looking him up in the Duty List...

Finally, if you just love messing about with other people's boats, please feel free to lend a hand with maintaining the club's. Presently, the boats are kept in shape by a small body of heroes, each usually dedicated to one boat or the other; they'd be delighted if you'd join them. Enquiries to the Commodore, please (sorry, Brian!).

And here's 'Tony Hunt's Proposal' referred to in the Commodore's bit:

Boat Bosuns: a Boat Bosun would adopt a particular boat and have privileged access to it in exchange for assuming responsibility for keeping it in top shape. He would be guaranteed its availability, provided he confirms his reservation to the CDO before 22:00 on the Friday preceding the event and after the previous event he sailed (no block-bookings). Anyone trying to book the boat in the meantime would have their booking accepted only provisionally.

Each member is allowed to be Bosun for only one boat and each boat has only one Bosun. The post of Boat Bosun is forfeited if complaints are received that the boat is not being kept in sufficiently good order, subject to an initial warning. Interested? Tell the Commodore!

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Why I sail a....

The first in a new series in which members tell us what it is that attracts (or attracted!) them to the class of boat that they sail.

This issue features two classes that both offer a lot of sailing pleasure for relatively little expertise (though more helps if you want to win races!). In both you could reasonably expect to sail with an inexperienced crew, yet still make good progress, though good crews still have plenty of opportunity to make their presence felt. Two comfortable, medium-sized boats with good pace and asymmetric kites; lots of fun for little hassle, then.



Laser 2000



This issue's contributors are our Publicity Officer, Brian Reeve (Comet), and our Dinghy Park Secretary, Dava Vettergreen (Laser) - both men with lots of experience, thus. Both wish it to be known that they have been coerced into writing what follows by the Editor, who nonetheless makes no apologies - they've done us proud. Now turn over to read their verdicts.

Comet Race

Photo: Grahame Smith