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*Winter 2003*  
*Issue 77*

# 31½

*The Wilsonian Sailing Club Magazine*



On the cover: Miracles performing at Wilsonian - some time ago. Do you recognise who and when? Photo: David Hudson

## Editorial by Tony Hunt

After a season of editing *31½*, I'd like to say thanks to all those of you who have contributed articles or photos, or even just comments - especially as the latter have mostly been very kind.

The photos you've given me have been excellent and, encouragingly, from several sources. While I'm happy to scan your prints, if you already have the photos in digital format, why not e-mail them or lend me a diskette and keep the prints for yourselves?



*The Commodore & Editor apparently lead the pack at the Wayfarer Nationals this year. Who says the camera never lies?*

Please keep the articles coming too - despite the number of articles written by me, I'd like *31½* to be a mag written by the people for the people. We've not had any controversial views expressed recently - surely you can't all find everything in the club perfect? Neither have we had any rules examples or 'what happened next's' - has the racing been that straightforward?!

This *31½* is a sort of annual round-up. The next will be more of a season preview. Can you let me have copy by 15th March 2004, please?

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## Calendar

Date	Time	Event	Contact/Notes
14-Dec		End Winter Series, Prizegiving and Children's Xmas Party	Jane Treadwell/Ricky Knights
31-Dec-03	18:30	New Year's Eve Party	Jane Treadwell
01-Jan-04	12:00	Chilly Willies Open Handicap Race &	Roy Winnett
10-Jan Saturday	19:00	Fast / Medium Fleet Evening	Ian Parris/Roy Winnett
24-Jan Saturday	18:30 19:00	Wayfarer Fleet Evening	John Goudie
31-Jan Saturday	19:00	Miracle Fleet Evening	Chris Chariman
31-Jan	24:00	Membership renewal deadline	
01-Feb	09:30	Work Party - surnames A - D	Colin Treadwell/Ray Craddock
08-Feb	09:30	Work Party - surnames E - H	Colin Treadwell/Ray Craddock
15-Feb	10:30	Warm-Up Series starts	Ian Parris
21-Feb	12:20	Hoo Freezer Practice Race	01959 572001
22-Feb	13:00	Hoo Freezer	<a href="mailto:janet.slogrove@tinyworld.co.uk">janet.slogrove@tinyworld.co.uk</a>
28-Feb Saturday	09:30	Work Party - surnames I - M	Colin Treadwell/Ray Craddock
28-Feb Saturday	20:00	Club AGM	Pam Smith
13-Mar Saturday	09:30	Work Party - surnames N - S	Colin Treadwell/Ray Craddock
20-Mar Saturday	09:30	Work Party - surnames T - Z	Colin Treadwell/Ray Craddock
6/7th Mar	10:00	Sailboat & Windsurf Show	0845 345 0424
28-Mar	14:00	Ice Breaker Season Opener	N.B. BST start!

**Miracle Autumn Points a.m.**

1	3795	David Hudson	Jackie Hudson	3
2	3716	Nina Wallis/Chris Wallis	Tina Wallis/Peter Collings	4
3	3722	Lesley O'Rourke	Tanya O'Rourke/Tony Hunt	6
4	2870	Paul Rodgers	Alec Rodgers	7
5	3805	Peter Homer	Nina Wallis	10
6	36	Elm Hannant	Sue Hannant	10
7	1502	Chris Cherriman	Terry Lovegrove	13

**Miracle Autumn Points p.m.**

1	3795	David Hudson	Jackie Hudson	2
2	3705	David Tozer	Anna Tozer	4
3	3718	Tina/Nina Wallis	Chris/Tina/Nina Wallis	5
4	3722	Tanya O'Rourke	Lesley O'Rourke	5
5	2849	John House	Angie Clemence	9
6	3805	Peter Horner	Thomas Lambert	11
7	2870	Paul Rodgers	Alec Rodgers	13
8	36	Elm Hannant	Sue Hannant	16

**Junior Fleet Autumn Series**

1	Topper	26133	Thomas Kift
2	Topper	22418	Stephanie Wicken
3	Topper	30054	Harry Coulson

**Merlin Challice Trophy** (for outstanding services to the club): **John Gore**

## From the Commodore **Brian Lamb**

Definitely a mixed bag of weather throughout the 2003 season! Absolute stonkers alternating with wayward waffles (note the nautical terms!), but fortunately a few perfect conditions resulted in some memorable races.

We tried a few new ideas this season – clearly we are never going to be able to find a perfect format for the Commodore's/Bosun's series, but that doesn't prevent us from continuing to work on improving it. The new Pursuit Race, based on individual handicaps, looks like a winner and will be run again next year. Perhaps we ought to look again at the Inter-Club Challenge formula so we can be sure to win back the Plate next year (the original Plate has been found, by the way, and I was not the one who mislaid it!)

The improving relationship between us and the Medway Yacht Club means we are always welcome to join their races and they ours (not the yachts!), provided the appropriate Race Officer is informed in advance. Some of us have raced regularly on Saturdays throughout this season. One positive outcome of this is that safety cover has been improving and the informal sharing of safety resources is to be further discussed between the two clubs with a view to extending the safety cover to every part of the river used for racing.

Thanks again to the Patrol Boat Team for helping to ensure we have had excellent safety cover throughout the season – not only do they do significantly more duties than most of us, but they also train regularly on Saturdays. We are looking at extending the principle of reduced membership fees for those who volunteer for additional duties, so please let us know if you would like to be considered – this applies to any duties, not just patrol boats.

Many thanks to all those who work tirelessly to keep the club running efficiently – the only reason I don't mention names is I would risk missing out some and that would be unforgivable. I wonder how many members ever consider who looks after the site, organises social events, ensures there is food in the canteen, stocks the bar, cleans the clubhouse, repairs equipment, etc. So much is done almost unnoticed and often unpraised. You could always help them out getting the boats in and out of the water to show your appreciation.

It's good to see another group of keen youngsters turning up to race against each other on Sundays – let's hope they continue to be as keen next season. The last cohort, our 'older youngsters', continue to excel both regionally and at national level and occasionally turn up at the club to thrash us!

The club boats are being used regularly, allowing our non-boat-owning members to join in the sailing and to try out new boats. They are also very useful when we are running training

courses. However, we always need help maintaining them, so please do get involved if you can and help share the work. By the way, we are always looking for donations of equipment – see the advert.

As the 2003 season closed we noticed a sudden increase in visitors, all of whom seem very keen to become fully active members. Let's hope this trend continues next year, – more income, more people to do duties, better turnouts for racing, - but remember that we all need to do our bit to welcome new members and to give them all the help they need if we are to retain them and see the club continue to flourish.



*The Commodore ghosts to victory in the Creeks Open, aided and abetted by Crews' Race winner [ret'd.] Brian Warwick.* Photo: David Hudson

### Miracle Summer Points a.m.

1	Martin Smith	Mike Groom	8
2	Chris Wallis	Nina Wallis/Tony Hunt	15
3	Lesley/Tanya O'Rourke	M Lown/Lesley O'Rourke	18
4	Chris Cherriman	Terry Lovegrove	42
5	Paul Nudds		46
6	Paul Rodgers	Alec Rodgers	46
7	Peter Homer	John Smith/Susan Raiser	54
8	Colin Lown	Martin Lown	56
9	David Hudson	Jackie Hudson	56
10	Brian Ward	Paul Morley	61
11	Martin McKay	J Kelley/Sally ?	63
12	Andrew Clarke	Tony Hunt	70
13	Edward Oliver	Sophie Oliver	72
14	Richard Barkley	Tina Wallis	76
15	Susan Hannant/T Wallis	Eddie Hannant/Wida Wood	77
16	Steven Pettifer	R Sargent	85

### Miracle Summer Points p.m.

1	Martin Smith	Mike Groom	7
2	David Tozer	Anno/Christina Tozer	9
3	Tanya O'Rourke	Lesley O'Rourke	30
4	Chris Wallis	Nina Wallis/Tony Hunt	32
5	Chris Cherriman	Terry Lovegrove	46
6	Paul Rodgers	Alec Rodgers	49
7	Peter Homer	John Smith/Susan Raiser	57
8	David Hudson	Jackie Hudson	57
9	John Smith	Paul Morley	62
10	Andrew Clarke	Jenny Clarke	64
11	Edward Oliver	Alice Evans/S Oliver	66
12	Paul Nudds		67
13	Martin McKay	J Kelley/Maureen Lown	67
14	Colin Lown	Martin Lown	74
15	John House	Angie Clemence	77
16	Tina Wallis	Alice Wood	77
17	Brian Ward	Paul Morley	90

**Slow Handicap - Early Summer Points**

1	Wanderer	John Talbot	Jean Whittaker	15
2	Cornet	David Bourne		17
3	Byte	Jo Wicken		17

**Wayfarer - Early Summer Points**

1	Brian Lamb	Brian Warwick		11
2	Nick Fenton-Smith/John Gurnett	John Gurnett		11
3	Brian Ward	Jim Tyler		14
4	Bob Dutton	Peter Good		20
5	John Goudie	S Thompson/Suzanne Hall		20

**Wayfarer - Late Summer Points**

1	Brian Warwick	John Gurnett/John Smith		7
2	Bob Dutton	Peter Good/Jim Tyler		8
3	Brian Ward/Brian Lamb/Paul Tyler	Jim Tyler/Paul Heather		10
4	Brian Lamb	Jim Tyler		23
5	Roy Laphorn	David Burfoot		25

**Wayfarer - Autumn Points**

1	Brian Lamb	Brian Warwick/Dan Drummond		7
2	Nick Fenton-Smith	John Gurnett		7
3	John Goudie	Suzanne Hall/Thomas Lambert/Jane Lambert		9
4	Brian Ward	Jane Drummond/Jane Lambert/Paul Thorpe		13

## Winter Work Parties

**- note in your diary now - note in your diary now -**

As in previous years, we have allocated members to work parties according to the initial letters of their surnames.

<u>DATE</u>	<u>SURNAME</u>
01-Feb (Sunday)	A - D
08-Feb (Sunday)	E - H
28-Feb (Saturday)	I - M
13-Mar (Saturday)	N - S
20-Mar (Saturday)	T - Z

All work parties start at 09:30.

**If you are unable to make it on your allotted date, please select another and advise Ray Craddock or Colin Treadwell immediately.**

**When you arrive at a work party, please ensure that your name is noted down. It is essential that we keep accurate records.**

## Membership Renewals

Please remember that, as last year, there will be a penalty for those renewing after the 31st January deadline, which penalty increases on 1st March. Our advice: renew now!

## On The House

**Christmas Party - Meet Father Christmas.** Starts at 16:00 on 14th December (after the last race of the Winter Series and prizegiving)

**New Year's Eve - Meal £10 Curry or Sweet and Sour + dessert.** Starts at 18.30 for 19.00 Meal 21.00 Party. Catering for 50 maximum - get your tickets early!! Get properly prepared for the Chilly Willies!!

## WSC Warm-Up Series 2004 by Ian Parris

### History

This year, 2003, we experimented with a new series originally called "Extended" then "Pre-Season" and were rewarded with Riviera temperatures, decent steady winds and an entry of 16 boats. Hopefully for 2004 we will have similar temperatures and winds, but have re-named the series "Warm-Up Series" and I hope to make the entry limit of 20 boats.

### Principles of Warm-Up Series 2004

This is still a very new series, acknowledged and accepted by both General and Sailing Committee's as long as it does not interfere with the winter work parties or other preparation for normal club series racing starting with the Ice Breaker on 28<sup>th</sup> March 2004. To again provide a viable racing alternative at WSC for our existing members, from February 15 to March 21 with two races each Sunday, start times 10:30 and ASAP after lunch digested, using a lapping course, navigation marks 30/29 probably being the lowest marks used, results calculated using average lap times.

Note, no Warm-Up Series racing on February 22 as Hoo Freezer weekend.

### Entry & Costs

You will have to fill out an entry form and pay the £10 entry fee prior to competing, the entry being on a first come first served basis, when I have 20 entry forms complete with entry fee, the entry will be closed.

There will be no trophies/prizes for 2004, the entry fee again being used to meet running costs.

### Duties

Duty crew will be compiled by me from those participating in series. Duties during this Warm-Up-Series are completely separate and additional to normal season allocated duties. However, I am again only intending a very limited duty crew of 5 people:

CDO, RO and three people in one safety boat.

Alan Wynn will help as CDO, as his shift work allows, Tony Hunt has offered to his services as RO as and when he can, John Gore, Terry Eaglestone and my gorgeous eldest daughter Katie (she told me to say

### Medium Handicap - Late Summer Points

1	Laser Radial	Andrew Smith		10
2	Laser 2000	Dave Vettergreen	Stan Sprot	11
3	Phantom	Malcolm Levey		19
4	Laser 2000	Roy Winnett	Susan Raiser	22
5	RS Vaneo	Phil Harris		25
6	Laser	Graham Jenkinson		27
7	Laser	Gordon Belcher		41
8	Laser	Richard Barkley		57
9	Laser	Tony Hunt		63
10	Comet Race	Brian Reeve	Katie Parris	67
11	Laser	???		70
12	Laser II	David Fenech	Alison Williams	70
13	RS 300	Matthew Wynn		78
14	Laser	Ron Jarvis		86
15	Laser	Martin Jessop		95

### Medium Handicap - Autumn Points

1	Laser Radial	Andrew Smith		7
2	Laser 2000	David Vettergreen	Stan Sprot	10
3	Laser 2000	Roy Winnett	Jane Drummond/Sue Raiser/Jane Lambert	10
4	Laser	Gordon Belcher		12
5	Phantom	Malcolm Levey		13
6	Comet Race	Brian Reeve	Katie Parris/Tony Hunt	18
7	Laser	Graham Jenkinson		18
8	Laser	Peter Belcher		20
9	Laser Radial	Peter Belcher		33
10	Phantom	Brian Reeves		33
11	Lark	Ricky Knights	Angie Clemence	38
12	Lark	Richard Smith	Raffaella Mantelli	38
13	Laser II	David Fenech	Alison Williams	39
14	Lark	Jeremy Drummond	Ian Drummond	40
15	Laser Radial	Martin Jessop		40

**Fast Handicap - Autumn Points**

1	RS 400	Colin Treadwell	Lauren Treadwell	13
2	Laser 4000	David Mason	Stuart Mason	15
3	Boss	Ian Parris	Grahame Smith	15
4	Laser 5000	John Tinnams	Steve Tinnams	36
5	RS 400	Ian Wyatt	Adam Treadwell	36
6	Laser Vortex	Tony Coulson		42
7	Osprey	Tim Kiff/Paul Heather	Paul Heather/Tim Kiff	42
8	RS 800	Andrew Pickrel	Viv Pickrel/Nick Lett	44
9	RS 400	John Parsons	Peter Horner/Ian Drummond/Bryan Dunmail	47
10	Laser Vortex	Grahame Smith		58
11	Fireball	Tony Hunt	Douglas Horner/Mark Heather	59
12	RS 600	Mark Heather		59
13	Contender	Simon Glegg		62

**Medium Handicap - Early Summer Points**

1	Laser 2000	David Vettergreen	Stan Sprot	8
2	Comet Race	Brian Reeve	Katie Parris	9
3	Laser 2000	Roy Winnett	Susan Raiser	11
4	Laser	Gordon Belcher		14
5	Laser	Graham Jenkinson		25
6	Laser Racial	Andrew Smith		29
7	Laser II	David Fenech	Alison Williams	46
8	Phantom	Malcolm Levey		48
9	RS Vario	Phil Harris		50
10	Enterprise	Peter Belcher	Sarah Belcher	57
11	Laser	C Dominic		70
12	RS 300	Luke Tharp		70
13	Laser	Ron Jarvis		70

that) have offered their services to operate the safety boat, again as and when they can.

Be under no illusions this does not mean you will not have to undertake an additional duty for participation in this series.

What worked very well this year and I am keen to repeat, is all of us that participated in the sailing, joining in with the preparation of, and cleaning the club after sailing, then leaving collectively.

One of life's mysteries, we never did work out how Jackie (Hudson) managed to make as much mess single-handed in the Ladies' changing room each week as all us men in the Gents' changing room? *[And we always thought you were a gentleman, Ian - Ed.]*

**Kitchen Angels**

As the 2003 series went on we were blessed with Angels that came and prepared a simple but wholesome lunch-time meal for us. I can't guarantee such a service for 2004, as I have well and truly used my quota of Angels.

Over to you Angels, I will be only too happy to hear from you? Same terms as this year, cook but no cleaning, and yes more chocolates or wine, I hope your wings still support you?

**Conclusion**

This is still a very new series and no one can guarantee weather, many of those that participated this year are nonetheless keen to repeat the experience in 2004. If you would like to participate and have not already completed an entry form and parted with your money, please contact me?

Ian Parris

01474 746066

ian.parris@blueyonder.co.uk

**Chilly Willies open New Year's Day Race & Get-Together**

Don't forget this event with proceeds to the RNLI. Minimum contribution £5 per boat. Start at 12:00. Your last chance to race at the club till 15th February, and if you're in no condition to sail, come along for a chat, some hair of the dog and watch the others strive.

# WANTED

## BOATS AND BITS

As you probably know already, the club has now several boats for hire to members and for use during RYA training courses. They do require quite a lot of maintenance and we are constantly looking for spare parts and people to help fit them when necessary.

If you have any spares for **Larks, Lasers, Toppers** or **Wayfarers**, we would be very pleased and grateful if you could donate them to the club. If you are buying new parts for your boat, perhaps we could negotiate with you to buy the part(s) you are replacing – this might save the club having to purchase brand new replacements and at the same time help you to buy your new bits.

The number of active Junior members has been increasing recently and we are always looking for Toppers, either to sell on to families or to lend to youngsters, particularly during training sessions. I know we have a lot of Toppers in the dinghy park, many of them seldom, if ever, used – it would be very helpful if we knew who actually owns them and how many of you would be interested in a) selling them, b) lending them to us for training, or, better still, c) donating them to the club!

Finally, remember that if you want to 'adopt' a club boat for your use for, say, a series or a season, the hire charge will be reduced if you agree to look after it and do any repairs necessary (we will pay for or find the parts).

*Hope you can help.*

*Brian Lamb*

*[We don't normally use fancy, flowery fonts - especially when they're called 'French Script', but as he's still the Commodore (just).... Ed.]*

### Fast Handicap - Early Summer Points

1	Laser Vortex	Grahame Smith	9	
2	RS 600	Ian Parris	11	
3	Osprey	John Shenton	Ricky Knights	12
4	RS 400	Chris Ashby	Mick Smith	14
5	Fireball	Tony Hunt	Douglas Homer/Peter Wolstenholme	18
6	Laser 4000	David Mason	Stuart Mason	19
7	RS 400	Colin Treadwell	Lauren Treadwell	22
8	Osprey	Jonathon Osgood	Martin Jones	29
9	Osprey	Tim Kift	Paul Heather	30
10	Contender	Martin Jones		31
11	RS 400	John Parsons	Bryan Dunmall	47
12	Laser Vortex	Tony Coulson		48
13	RS 400	Ian Wyatt	J Cooper	56

### Fast Handicap - Late Summer Points

1	Laser Vortex	Grahame Smith	8	
2	RS 400	Chris Ashby	Mick Smith	12
3	RS 600	Ian Parris		12
4	Laser Vortex	Tony Coulson		32
5	RS 400	Colin Treadwell	Lauren Treadwell	33
6	Laser 5000	John Tinnams	Steve Tinnams	39
7	Laser 4000	David Mason	Stuart Mason	41
8	Osprey	John Shenton	Ricky Knights	41
9	Osprey	Tim Kift	Paul Heather	47
10	RS 400	John Parsons	Bryan Dunmall	52
11	RS 600	Andy Pickrell	Nick Lett	65
12	Laser Vortex	Flay Craddock		68
13	Buzz	Mark Heather	Lucy Heather	73
14	Contender	Martin Jones		75
15	Boss	Andy Gibbs	??	77
16	RS 600	Chris Mason	Phil ?	90
17	Contender	S Clegg		90

Commodore's Trophy (26 entries - 50 boat-starts)					
Pos	Class	Helm	Crew	Races sailed	Pts
1st	Boss	Grahame Smith	Ian Parris	3	9
2nd	Contender	Martin Jones		3	9
3rd	RS 400	Chris Ashby	Mike Smith	4	10
4th	Laser 4000	David Mason	Stuart Mason	3	13
5th	RS 400	Colin Treadwell	Lauren Treadwell	3	17
6th	Buzz	Mark Heather	Lucy Heather	3	25
7th	Vortex	Tony Coulson		3	25
8th	Laser 5000	John Tinnams	Steve Tinnams	3	30
9th	Vortex	Grahame Smith		2	34
10th	Osprey	Tim Kift	Matthew Wynn/Paul Heather	1	39
Bosun's Trophy (33 entries - 54 boat-starts)					
Pos	Class	Helm	Crew	Races sailed	Pts
1st	Miracle	David Hudson	Jackie Hudson	3	14
2nd	Laser 2000	Roy Winnett	Susan Raiser/Jane Lambert	3	16
3rd	Miracle	Chris Wallis	Tina/Nina Wallis	2	18
4th	Miracle	David Tozer	Kristina/Anna Tozer/Tony Hunt	3	21
5th	Miracle	Andrew Clarke	Jenny Clarke	3	30
6th	Laser	Gordon Belcher		2	38
7th	Wayfarer	David Burfoot/Roy Laphorn	Geoff Heyward/David Burfoot	2	42
8th	Miracle	Peter Horner	Andrew Smith/David Brocker	2	43
9th	Wayfarer	Brian Ward	Jim Tyler	1	45
10th	Miracle	Lesley / Tanya O'Rourke	Tanya/Lesley O'Rourke	2	45

## Annual General Meeting

The AGM is at 20:00 on February 28th. Please attend (at least for a beer!).

The sort of thing to be discussed might be boat parking fees. With a filling dinghy park, some clubs' practice of charging by the boat's footprint (length x beam) has been under investigation. Indeed, it does seem inequitable to charge a Topper the same as, say, a Laser 5000 -

## Not many people know that...

One of the strings we pull on, perhaps more in hope than expectation, was not named after a character in 'Happy Days' (that dates me), but after a millionaire amateur racing driver. For our 'Cunninghams' were named after one Briggs Cunningham, an American who, mercifully, failed to wrest the Le Mans 24 hour race from the Europeans.

Unfortunately, his association with New York Yacht Club was more successful, in that he assisted in their retaining the America's Cup, skippering *Columbia* in 1958 (beating our *Sceptre* 4-0 - ouch!). During that defence, he invented our beloved 'Cunningham', which has saved many of us from an overpowering worse than hell - so perhaps he wasn't so bad after all [who said that history has to be unbiased to be accurate?]. He had a good innings, dying this year at the age of 96; so take up motorsport too if you want to live to be really old. Being born wealthy and marrying an heiress do no harm either, apparently.

## 31½ E-Mail Updates

Taking up the suggestion of one of the replies to last year's questionnaire, we've started issuing 31½ e-mails for specific events or where the gap between the more costly paper issues is rather long.

If you've not yet received an e-mail update (say, the one regarding the Inter-Club Challenge), please send an e-mail to

[tonyhunt@waitrose.com](mailto:tonyhunt@waitrose.com) with a copy to our Secretary at [pam.smith@bexley.gov.uk](mailto:pam.smith@bexley.gov.uk)

For those without e-mail, we try to hang the information up at the club, but with so much on the club walls, you might well miss it!

## Weekend Sailing Not Enough? by Tony Hunt

Despite sailing at every opportunity this season, it just didn't seem like enough by the time the Winter Series came around.

The Wayfarer Nationals at Poole highlighted the problem: if you lived in Poole, with friends with boats in the right clubs, you could race literally every day of the week. On the Medway, however, from Monday to Friday there's absolutely nothing doing for dinghies.

Time was when MYC used to run a series of Wednesday evening all-comers handicap races. Like other mid-week racing I've done, those races used to have an atmosphere second to none: OK, the winds were often on the light side, but the river is quiet mid-week, and the post-race drink in the bar as the sun went down had a special quality. That series seems to have gone the way of most of MYC's dinghy fleets now, a great shame.

But Willies are now *the* dinghy club on the river; surely it's about time we took it up? There are always the questions of numbers competing and duties, of course, but the Pre-Season Series showed that you don't need a huge number of people to make an event successful (just how many people can you talk to at the bar, after all?) and the organisational structure could serve well in this instance too, I'd suggest.

My proposal would be for a race every Wednesday from the beginning of May till the end of August. Moreover, given that (a) it's having daylight for the last boat to finish that's the limiting factor for race-length, (b) people would ideally start as late as possible (after work), and (c) the wind usually dies putting the slow boats at a disadvantage, I'd suggest staggered starts for Miracle/Medium/Fast fleet boats at 18:30, 18:35 and 18:40 respectively.

So how about it? If you fancy the idea, I suggest you put the subject on the agenda of your fleet evening so that it gets a good airing; Sailing Committee luminaries who attend all such do's will then be able to gauge if the idea's a goer and then take the necessary steps. Obviously, if you have strong views or want to volunteer for a regular duty, be it rescue boat or RO/ARO, by all means make yourself known to the Sailing Secretary now!

### **...and another thing for your Fleet Evening:**

It's been proposed that we should cancel club racing on certain weekends for the club to hold class open meetings. What do you think?

## The Laying-Up Cup

BST ended the previous night, but the day was sunny and with a useful wind at the top end of Force 3 - a rare thing in this season of extremes.

Unfortunately, the wind was from the north-west, which meant that it didn't trouble itself to pass low through Cockham Reach for the start or finish of the race, very much to the detriment of the smaller boats. As a result, the fleet was well spread even before it left sight of the club, Things settled down in Gillingham Reach, however, and the course took in an interesting loop between Pinup and South Yantlett 4, including an exciting 'spinnaker-reach-maybe', before returning to the club.

The conditions suited Tony Coulson in his Vortex admirably, but despite taking line-honours, he had to accept fifth place on corrected time, as John Goudie/Brian Warwick sailing Brian Lamb's Wayfarer finished only five minutes later to take the Laying-Up Cup on handicap.

Most spectacular exit from the event was that of Ian Parris and Neil Ashby in the Boss, after the latter's trapeze line broke on the first leg. Ian took an unscheduled flight from the wire into the boat's space

Place	Class	Helm	Crew	Handicap	Corr. time
1st	Wayfarer	John Goudie	Brian Warwick	1089	01:29:27
2nd	Laser	Gordon Belcher		1078	01:33:11
3rd	RS 300	Luke Sharp		1001	01:35:22
4th	Laser 2000	David Yattergreen	Stan Sprot	1089	01:35:33
5th	Vortex	Tony Coulson		981	01:38:46
6th	RS 400	John Parsons	Bryan Dunmall	952	01:38:17
7th	Miracle	Lesley O'Rourke	Tony Hunt	1178	01:40:21
8th	Miracle	David Hudson	Jackie Hudson	1178	01:40:31
9th	Laser 2000	Susan Raiser	Roy Winnett	1039	01:42:43
10th	Miracle	Paul Rodgers	Alex Rodgers	1178	01:43:38
11th	Lark	Ricky Knights	Angie Clemence	1073	01:49:00
12th	RS 800	Andy Pickwell	Nick Lett	820	01:53:54
13th	Laser	Graham Jenkinson		1078	01:58:28
14th	Fireball	Gerry March	M Latham	982	01:58:46
15th	Vortex	Ray Craddock		961	02:06:36

## The Leigh Trophy

This is the club's other long distance race besides the South Kent, and saw a superb turnout of 29 boats. RO David Tozer took full advantage of the high spring tide one hour after the start to send us through Hoo Creek then to the south of Nor Marsh, before Otterham Creek buoy, an out-&-back to 16 and home through S. Yantlett Creek.

Luckily, John Gore in the lead boat had the course well in hand, since in the force 3-4 NW wind competitors had little time for navigation as they planed into the vast expanse of water that lies south and east of Nor Marsh. Indeed, long, long planes were the order of the day, even before the sky darkened and a squall hit, claiming Bob Dutton's (new!) mast. Then the wind died for a time, which, combined with the strong ebb, devastated the chances of the mid and slower runners who had yet to finish - another case for staggered starts?

A prolonged bar session followed, as members of fleets that usually race separately compared notes; races that involve the whole club bring a special unified feel to the clubhouse, it seems.

Place	Class	Helms	Crew	Cor. time
1st	Fireball	Tony Hunt	Peter Wolstenholme	01:57:35
2nd	Contender	Martin Jones		02:00:02
3rd	Buzz	Mark Heather	Lucy Heather	02:05:05
4th	Laser 4000	David Mason	Stuart Mason	02:05:52
5th	RS 800	Andrew Pickwell	Nick Latt	02:08:44
6th	Laser 5000	John Tinnams	Steve Tinnams	02:09:00
7th	RS 400	Chris Ashby	Mike Smith	02:09:52
8th	Deprey	Tim Kilt	Paul Heather	02:11:10
9th	Boss	Grahame Smith	Ian Parris	02:15:28
10th	Laser Vortex	Tony Coulson		02:23:04
11th	Wayfarer	John Goudie	Suzanne Hall	02:28:21
12th	Wayfarer	Brian Lamb	Brian Warwick	02:29:45
13th	Laser 2000	David Vettergreen	Stan Sprot	02:32:34
14th	RS 400	John Parsons	Bryan Dunnell	02:33:05
15th	Laser 2000	Roy Winnett	Susan Raiser	02:35:09

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## Hey Buddy!

Remember when you first arrived at the club? All that talk of 'RO's', 'CDO's', 'PY's', 'signing on/off'- not to mention finding your way about the river. And of course, everybody else knew that the Medium Fleet started five minutes after the Fast - except obviously in the South Kent (whatever that might have been) etc. Pretty confusing eh?

Getting 'into' the club, getting integrated, was probably a bit of a hit-and-miss affair, and required sometimes being prepared to maybe appear a bit dumb. Probably many new members have not made it, and have either become inactive or left the club, which is of course a shame for both them and the rest of us.

Wouldn't it have been nice to have had a friend that you could have asked stupid questions of [*I did, thanks, Ian! Ed.*], and who could have tipped you off about up and coming events? Maybe they could also have given you some pointers about how to get the best out of your boat (or at least known someone who could).

With these thoughts in mind, a buddy system has been introduced, whereby fleet captains allocate new members of their fleet with a buddy in the fleet to help them settle in.

The buddies are all volunteers, so if you feel you'd like to help new members fit in, please let your fleet captain know. Equally, if you're a new or not so new member who feels the need for a buddy, don't hesitate to ask your fleet captain (you can find his name and number in your 'Sailing Instructions and Duty List', issued every year).

Those members not in any particular fleet will have buddies allocated by the General Committee.

Of course, not everybody will feel they need a buddy, if you're one such, please tell your fleet captain or the Membership Secretary so that your buddy can be passed on to a more needy case!

## Handy(wo)men Needed!

Much maintenance work takes place behind the scenes to keep club buildings, grounds and boats in good order. It's all done by volunteers, so if you've any time and inclination to help out - however little - please let the Commodore, Brian Lamb know so that he can put you in touch with the relevant team. [*That's enough begging for boats, bits and volunteers - Ed.*]

## The Creeks Open

Characterized by light winds, this year's Creeks race amounted to a long beat out to buoy 16 against the tide, followed by a long run home. Not surprisingly, these conditions enabled the faster of the sitting-out boats with conventional spinnakers to more than come to terms with the Fast Handicap tearaways. The two Wayfarers in first and second places won by a margin of five minutes over the next boat and convincingly claimed the best of the wine on offer as prizes.

Visitors this year were few among the 26 entries, despite some efforts at publicising this our premier event. Questions were raised in the bar afterwards as to whether the 'Creeks' tag should be omitted for next year in order to free up the Race Officer's choice of courses; he would then be free to choose an optimum course for the available wind. Another topic for the fleet evenings, perhaps?

Pos	Class	Helm	Crew	Club	Corr. time
1st	Wayfarer	Brian Lamb	Brian Warwick	WSC	03:04:02
2nd	Wayfarer	John Goudie	Suzanne Hall	WSC	03:04:42
3rd	Laser 4000	David Mason	Stuart Mason	WSC	03:09:41
4th	Phantom	Neil Lamprell		Bough Beech	03:11:02
5th	Fireball	Tony Hunt	Peter Wolstenholme	WSC	03:11:25
6th	RS 400	Sonja Riley	Peter Curl	Bough Beech	03:11:30
7th	Osprey	Tim Kit	Paul Heather	WSC	03:13:29
8th	Laser	Gordon Belcher		WSC	03:14:24
9th	Osprey	Martin Jones	Jonathon Osgood	WSC	03:14:41
10th	RS 400	John Parsons	Bryan Dunmall	WSC	03:16:44
11th	Wayfarer	Bob Dutton	Peter Good	WSC	03:17:00
12th	RS 400	Chris Ashby	Mick Smith	WSC	03:17:16
13th	RS 600	Ian Parris		WSC	03:17:47
14th	Phantom	Malcolm Lovey		WSC	03:18:11
15th	Miracle	Peter Homer	David Brooker	WSC	03:19:03
16th	Wayfarer	Nick Fenton-Smith	John Gurnett	WSC	03:25:41
17th	Vortex	Grahame Smith		WSC	03:26:36
18th	Waylarer	Brian Ward	Jim Tyler	WSC	03:30:45

## The Crews' Race

Unlike the other new event this year, the Pursuit Race, the Crews' Race cannot be hailed as an unqualified success. The turnout was rather low, and the result contested.

The first problem was probably largely due to the fact that it was windy and the course involved a number of gybes. All credit, then, to the brave crews who battled their way round the course, in some cases with an occasional dunking.

That people argued over the results was largely down to the definition of a crew as someone who "usually crews". A glance at the results list below will explain this. Thus, for example, while winner Brian Warwick undeniably "usually crews" for Brian Lamb, it was pointed out that he has actually won a series this year while helming! [*Stop press: they retired! - Ed.*]

Perhaps it's worth remembering that the main aim in instituting this race was to unshackle crews from the front of the boat and to give them an opportunity to helm. In that regard, every crew competing was a winner, and competitors can judge their own level of success bearing in mind the experience of those that finished in front of them in the results list. Under these circumstances, it's probably right that no prizes were awarded.

Hopefully though, those that entered enjoyed the experience and will look forward to having another go next year in better weather. If you have any views on how the race could be better run, please don't hesitate to tell them to a member of the Sailing Committee.

Place	Class	Helm (crew!)	Crew
1st	Wayfarer	Brian Warwick	Brian Lamb
2nd	Fireball	Peter Wolstenholme	Tony Hunt
3rd	Laser 2000	Sue Raiser	Roy Winnett
4th	Miracle	Tina Wallis	Pat
5th	Wayfarer	Suzanne Hall	John Goudie
6th	Wayfarer	Roy Laphorn	C Sutton
7th	RS 800	Nick Lett	Andrew Pickerell

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Wanderer	24	26	30	41
Wayfarer	24	26	30	41

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## Why I sail a...

# fire ball

by Tony Hunt



When you're too light for an Osprey to even notice that you're there, too young for a Wayfarer, too incompetent to sail without a crew and too unfit to manage without someone else doing all the sitting out by compensating for you on a trapeze, what do you sail?

Well, there's a big choice of smaller trapeze boats, of course, but which has all the following?:

Nice and light (79 Kilo hull, plus not much else) for pulling up the beach and quick planing.

A very efficient planing hull-shape (with powerboat-style spray rails, no less) so that speed is achieved without much effort and the sails can be reasonably small and manageable. Which means that the boat does not need to be wide to balance the sails, meaning in turn that you don't need to move in or out far to compensate for a given percentage change in windspeed – ideal for the gusty Medway.

Sits you nice and low over the water so that you know you're out for a sail, but considering this is pretty dry - thanks again to the spray rails.

Goes to windward like a dream – pointing high in displacement conditions (some of you have noticed this, I gather), planing to windward in a blow.

Is really quite stable, initially at any rate, and easy to sail, so that it can be driven hard in all conditions and gybed with confidence.

Has class rules that allow you to play to your heart's content with things that don't really matter or cost much, such as mainsheets and controls, but is strictly controlled as regards hull, mast and sails.

Is a popular boat nation-wide, with 72 entries at the Nationals this year.

And has a handicap of 982, around the lower end of the Wilsonian Fast Handicap range, which means that if you go well you can beat 'faster' boats on the water – always a good, safe feeling - but if things are going badly nobody will notice!

## The Pursuit Race

The new, revamped Pursuit Race defied the pessimists by surviving its Bank Holiday Monday slot, and, if the competitors are to be believed, was a success. A Force 3 and sunshine did not hinder proceedings.

14 boats were started individually from the beach under the instructions of the Race Officer who, contrary to all the laws of the RYA, eschewed flags and starting sequences, instead simply saying 'Go!'

Boats departed in reverse order of their handicaps, as modified by the personal handicap of the helm. Thus, first away were the Clarkes in their Miracle, followed one-by-one by the rest of the Miracles, and finally, some 30-odd minutes later by Chris Mason's RS 300.

For the bulk of the race Lesley O'Rourke led in her Miracle. Although she'd once been overhauled by the Hudson's Miracle, which had started a minute or so later, Lesley had managed to re-pass them and hold an impressive lead until caught by the scrapping duo of Chris's RS 300 and Mark & Lucy Heather's Buzz. These two boats had been slugging it out all round the course and finally it was Mark & Lucy who won, literally by a spinnaker width.

The rest of the fleet followed in short order, showing that the handicaps were not so far out. Next year, taking account of this year's experiences, we're sure we can promise a much closer finish for all...

1	Mark Heather	Lucy Heather	Buzz
2	Chris Mason		RS 300
3	Luke Sharp		RS 300
4	John Goudie		Wayfarer s/h
5	Brian Lamb		Wayfarer s/h
6	Lesley O'Rourke	Maurien Lown	Miracle
7	Roy Winnett		Laser 2000
8	David Hudson	Jackie Hudson	Miracle
9	Tony Cousen		RS Varea
10	Peter Horner		Miracle
11	Colin Lown	Martin Lown	Miracle
12	Doug Horner		Laser Radial
13	Paul Nutts		Miracle s/h
14	Andrew Clarke	Jenny Clarke	Miracle

## WSC v MYC Interclub Challenge

A Japanese associate once wrote, apologising for a 'failure', "I have tried to write many times, but for me the pen was too heavy to lift". Thus it is with the Interclub Challenge report.

WSC entered this event in 2003, cock-sure after last year's massacre. We left it severely chastened. As you'll note, MYC filled five of the first six places, eight of the top ten.

We can make all sorts of excuses about not having enough boats out, no wind etc., but at the end of the day, 11 of our finest vessels were shot to pieces by 16 MYC boats. As Admiral Beatty remarked at the battle of Jutland, "there's something wrong with our bl\*\*dy ships today".

Nonetheless, after a fine evening's entertainment at MYC, including a meal and quiz, with appropriate alcoholic anaesthetic, it really didn't seem to matter so much, and the prime objective - promoting relations between the clubs - had been achieved. Next year, however, it's our turn to host the event again.....pay-back time in all senses, we hope!

Helm & Crew	Class	Club	Corr. Time	Posn.
Roger & Kathy Gibbs	Wayfarer	MYC	1:22:36	1
Nick Stewart & Brian	Wayfarer	MYC	1:25:28	2
Gordon Belcher	Laser	WSC	1:25:33	3
Richard Stone & Sue Millar	Wayfarer	MYC	1:25:54	4
Simon Owens	Laser	MYC	1:26:11	5
Tony Owens	Laser	MYC	1:28:55	6
W. T. Parsons & A.N. Other	Wayfarer	MYC	1:29:03	7
Mark Owens	Laser	MYC	1:31:04	8
Phil Harris	RS Vaneo	WSC	1:34:14	9
J. Hood & A.N. Other II	Wayfarer	MYC	1:39:38	10

## Why I sail a...Miracle by Jenny Clarke

Alongside the latest sleek fluorescent creations with their see-through sails, the Miracle looks reassuringly like a sailing dinghy. Forgiving of the wary beginner, it is an excellent boat to learn to sail and race in. Unlike other training boats, the Miracle is one you would want to keep on racing, faster and better. Depending on who is at the helm the Miracle offers the full sailing experience, from abject fear through to adrenaline fuelled triumph or sheer exasperation.

The state of the art GRP Miracle 3 retails new at £3000-ish, but a basic boat will set you back only £350 or thereabouts, though it sometimes pays to spend a bit more at the outset given the cost of, say, putting in a spinnaker chute.

Affordable, high tech, low tech, the main reason for sailing a Miracle is fleet racing. Anyone who has raced in a fleet of identical boats, pitting wit and dastardly ingenuity against fellow class sailors would have to concede that handicap racing cannot rival the thrill of the chase. Even at the back of the fleet, desperate measures are taken, tempers frayed and crews whipped in order to avoid being last (much good it has done us). Wilsonians has the biggest fleet of Miracles raced on a regular basis, so even in the worst possible conditions, and in club events, you are assured of having a competitor and a comparator on the water.

On the open circuit there are about 12 meetings a year and of course the National Championships (64 entrants last year). The Nationals are definitely not the preserve of those who come first in club races and unlike some classes, the Miracle Association encourages all-comers at these events- the Nationals is now also known as Family Week. There is a real mix of dinghy sailor at these events and a buzzing social programme. There are many technical reasons why the Miracle is a great sail, and certainly in the right hands the boat can give the competition a run for its money. Sam Mettam took 7th place in this year's Bloody Mary Pursuit Race out of 256 boats. But for us it is the club racing and open events which enable this class to rival the best of the rest. If you are interested in looking over or trying a Miracle I am certain that any one of the Miracle sailors would be happy to oblige.



## Wilsonian-Upon-Medway S.C.?

Members will be intrigued to know that a proposal was made recently to change the club's name to include a geographical reference such as, for example, the above; the idea was to make it easier for potential new members to pinpoint us as a potential club to join.

Good arguments were raised at General Committee both for and against, however, which led to it being decided by a narrow margin to drop the idea.

What did emerge from the discussion, nonetheless, was that we should continue at every opportunity to supplement any references to the club by some means of locating it. A good example of this in the past was the inclusion of 'Rochester Kent' on the club T-shirts, while in future it is planned that the boat park stickers will include the web-address, [www.wilsoniansc.org.uk](http://www.wilsoniansc.org.uk). Again, in press reports it makes sense to refer not only to the club name but also to its location, such as 'on the Medway near Rochester' (or 'Hoo', or 'in north Kent').

There can be little doubt that we are the premier dinghy club for many miles around, and it's important that the sailing world knows it: as we've said before, more members mean less duties, lower subs and more competitors to race against...



*Suzanne Hall and John Goudie receive their 2nd place prizes for the Creeks Race from Colin Treadwell.* Photo David

## Medway History

by Paul Nudds

As you sail on the South Kent Race or go cruising up to Sheerness bear a thought for the one of the greatest of Royal Navy tragedies. At Saltpan Reach, west of No. 14 buoy in a spot known as Kent Hole on November 26, 1914, one of the Navy's largest battleships exploded and sank in minutes with the loss of 738 lives and only 12 survivors.

The ship was moored and in the process of taking on ammunition when an enormous explosion ripped through the ship believed to be caused by mis-handling of black powder in the magazines. The explosion was so loud it was heard for miles around and despite other vessels being close by hardly any survivors were found.

HMS Bulwark was commissioned at Devonport, Plymouth on 18th March 1907. She was intended to become the flagship for the Mediterranean Fleet but due to a long refit she became the flagship to the Home Fleet instead. In August 1908, she joined the Channel Fleet and then Home Fleet, reduced to the Reserve in March 1910 but was recommissioned in 1912 to join the 5th Battle Squadron. From the outbreak of World War I she carried out Channel patrol duty.



HMS Bulwark

## Club History

Way back in 1980, one Colin Vane, whom I'm sure many of you will remember, wrote to the then Sailing Committee complaining that although the South Kent Race had been run as both a Pursuit and Massed Start race, the problem had always remained (and remains to this day), that one or two classes arrive at the S. Kent buoy just as the tide is turning and thus have a more tide-optimised race than the rest. He proposed to make things fairer by having a number of starts, at fifteen minute intervals, skippers deciding for themselves which one they'd use to make the best of the tide and signing on on an appropriate sheet.

The Sailing Committee, ever helpful (as they remain to this day...), replied as follows:

### South Kent Race - Sunday 20 July

Having considered Colin Vane's open letter in the last supplement to 31 1/2, the Sailing Committee have decided to adopt an amended starting procedure for the South Kent Race this year. A number of starts will be given at ten minute intervals from 10.00 am onwards and boats will be able to elect, within limits, the time at which they start. The winner will be the yacht with the best corrected time using Portsmouth yardstick numbers in conjunction with the Langstone tables.

Further details and special sailing instructions will be posted on the race box notice board not less than three weeks before the race. *[They did things right in their days.]*

The Editor's diary records the following for the day (edited for adult content):

*"South Kent Race WSC. From a light airs beat down, the wind rose to give a planing reach home from S. Kent. 40 boats."* [N.B. 40 boats!]

Which demonstrates why the best laid plans of mice and men go awry. Nobody (could have) calculated the wind change.

History records that the winner simply arrived late at the club and so signed on for the last available start...

## Wayfarer Class Report

### from John Goudie

If I concentrate on helmsmen in the summary of the season's results below, this is not to devalue the efforts of the crews, as without them we would not compete effectively, but in some cases there were too many to acknowledge – the term 'rent-a-crew' springs to mind! Brian Lamb won the Spring Series, as well as the Early Summer and Autumn Series. Brian Warwick, sailing Nick Fenton-Smith's boat, won the late Summer Series.



In the club/open handicap events, Brian Lamb won the Ice Breaker and I won the Laying-up Cup. Lamb/Warwick won the Creeks Open with Goudie/Hall 2<sup>nd</sup> – a very good result for the Wayfarers! For the other events, the best Wayfarers were: Bosun's fleet, Burfoot/Laphorne at 7<sup>th</sup>; Leigh Trophy, Goudie/Hall at 11<sup>th</sup>.

In the Wayfarer open events, Goudie/Hall were best placed in the Medway Regatta, at third, but in the Fairway Trophy at Medway Yacht Club, Wilsonian Wayfarers prevailed with Lamb/Hunt first and Goudie/Hall second. Brian Lamb's practice against the Medway fleet on Saturdays has been paying off, as he and Tony had very good results in the Wayfarer Inland Championships (5<sup>th</sup>) and at Bough Beech (6<sup>th</sup>) in very competitive fleets – both excellent results. Our respective overall performances at the Nationals were not so good (Goudie/Hall at 15<sup>th</sup> and Lamb/Hunt at 16<sup>th</sup>), but the best individual results (Goudie/Hall 3<sup>rd</sup>, Lamb/Hunt 5<sup>th</sup>) indicated that there was some potential to build on!

This year was a qualifying year for the International Regatta in Canada next year. Teams Lamb/Hunt and Goudie/Hall have both qualified (ranked 11<sup>th</sup> and 14<sup>th</sup> respectively), and we now have to decide whether to go – any sponsors out there?

Bob Dutton has been unlucky this year. To break one mast is unfortunate. To then break the new one within a few weeks is a disaster. So far his mast testing programme has not found any further weaknesses!

Last, but not least, the Fleet Evening will be held on 24 January 2004 (18:30 for 19:00 – please be prompt). Any items for the agenda or nominations for Fleet Captain should be with me at least a week before the meeting – I am happy to continue as Fleet Captain, but am equally happy for new blood to take over. In the meantime, Happy Christmas

## Medium Handicap Fleet Report

from Roy Winnett

Although the wind has occasionally been unkind to us, the medium handicap series events have been well supported this season. On average, there have been 6 to 7 entries for each race with 15 boats entered for each series. The classes competing have been a Comet Race, a Laser II, 10 Lasers and 4 Laser Radials, 2 Laser 2000s, 3 RS Vareos, 3 Phantoms and 3 RS 300s.

RS Vareo owners, Phil Harris and Tony Coulson have felt that the PY number of 1032 is not fair. This probably influenced Tony Coulson decision to join the fast handicap fleet with a Laser Vortex where he is getting some great results. We have recommended to the RYA that a PY number of 1050 would be more suitable. Should we use this number next year whatever the RYA recommends? This is the same PY number we have been using and are recommending for the Comet Race.

We agreed for the 2003 season to allow the Lasers to have the choice of using their full or radial rig and count as one entry. I believe that this policy should be continued as it encourages helmsmen to compete in all the races, though only Gordon Belcher has made use of this concession so far. Any comments?

We have been seeing more of Andrew Smith sailing his Radial Laser this year and he has been suitably rewarded. Lifting the Quintet Trophy in the Medway Regatta and then came out on top in the Late Summer Series and Autumn Points Series.

David Vettergreen and Stan Sprot have had a very successful season in their Laser 2000.

After winning the Spring Points series they picked up second prize in the Three Race Regatta and won the Early Summer Series.

Other prizewinners include Laser helmsmen Gordon Belcher and Graham Jenkinson, Malcolm Levey - Phantom, Brian Reeve with Katie Parris - Comet Race and Roy Winnett with Susan Raiser - Laser 2000.

Matthew Wynn and Luke Tharp have made the occasional appearance with their RS 300's, while David Fenech and Alison Williams are gradually getting to grips with their Laser II.

The club Laser has been making frequent appearances being sailed by

## A Tropical Storm at Tanjung Lesing

by John Smith, Miracle 3620

Tanjung Lesing is an active Sailing Club on the west coast of Java. During my six months in Indonesia, TLSC became my second home; this is a short story about one of my adventures there.

Chris is a friend from Bristol Corinthian Sailing Club in Somerset, and she came out to see me for a couple of weeks in October 2002.

Ladimin, my driver, took us to TLSC, which is a three hour drive from my apartment in Jakarta. By the time we had unloaded the car, the boat boys had my Laser rigged, afloat and ready to sail.

We set off in lovely sunshine, water and an air temperature of 30 degrees plus, a turtle poking his head above the waves seemed to wish us *bon voyage*. We sailed out to one of the offshore islands, pulled the Laser up the beach and took in the view of Krakatoa on the horizon. The island is inhabited by a old farmer, who grows a few crops, catches fish and lives an idyllic life. We shared his fish and unwound from the stresses of the city.

We set off on our return journey with the skies darkening with storm clouds and an increasing breeze. Even with the two of us in the Laser, the boat was racing over the three-foot waves. It got darker and darker, and flashes of lightning seemed to get closer and closer. A series of water spouts raced across the sea in the direction of Sumatra. Chris and I readied the boat in case we needed to capsize in order to avoid a lightning strike. Then, out of the gloom, the club's RIB appeared with the boat boys looking stern and concerned. We capsized the Laser, took the mast down and coped with the difficult job of towing the Laser home through the waves. By the time we got back to the club, the storm was over and the sun was out. It was as if the storm had never happened. We drank our cocktails laid back on the club's hammocks, and enjoyed the sunset over Krakatoa.



syllabus from next year. The new syllabus, as yet to be finalised, should follow the general framework of the syllabus currently being taught at the club. The main change is the introduction of an intermediate level qualification. This will generally follow the Advanced level syllabus, but substituting a day navigation course for the night navigation course.

To reflect the changes it has been decided to separate the level 2 and the safety boat courses, and run them as two separate courses, each of two days, with a three-month gap between the two. This should give newly qualified drivers a chance to reinforce their skills before doing the safety boat course. Having two days to do the safety boat course should mean that somewhere in the course there should be enough wind to do lee shore work! That would certainly be a pleasant change. It has also been decided to drop the displacement boat qualification from the level two syllabus. The reason for this is that we have enough qualified drivers for the displacement boats. However, if anybody has a desire to drive displacement boats, I will be willing to lay on a one day level one course so that they can acquire the necessary skills.

Does anybody fancy doing some cruising in the RIB's? If there is enough interest I intend organising a trip down the Swale to Whitstable, across to the Thames mid-channel forts, back to Southend pier and back to the club. As somebody whom I took out into the estuary earlier this year said, you get a different kind of water out there! If you're interested please let me know.

Before finishing I would like to pass on my sincere thanks to the powerboat team: Terry; Ian; Kevin and Ken who have performed sterling work this year, and not always under the most pleasant of circumstances. These guys have taken a lot of stick from a number of people, especially me, throughout the year, but they have always been willing to carry out additional duties, sometimes at a moment's notice. In a couple of cases this has meant doing in excess of thirty duties throughout the year. Perhaps some of their critics should reflect upon this. Once again, thanks guys.

As always, I appreciate that the powerboats are only in the club for the support of the club members, whilst out sailing. Therefore, if you feel that we could improve the support you are given, either as safety crews or in training, please let me know and we'll see what we can do to improve things.

I hope you all have a very Merry Christmas and here's to excellent sailing conditions in 2004.

Peter Belcher, Richard Barclay, Ron Jarvis and Tony Hunt.

Brian Reeve has brought another Phantom into the club so that he has something to sail when Katie is not available to crew.

New members Paul Thorpe, Jane and Thomas Lambert after crewing for several members and sailing the club's Lark have decided to order a Laser 2000 to take delivery next April. Rumour has it that John Parsons and Bryan Dunmall are also considering moving to a L2000.

The Drummond family, Jeremy, Jane, Ian and Dan, have also been providing enthusiastic crews for members and have now bought a Kestrel [- a very potent performer on handicap, especially in lighter winds - Ed.], which we have already seen in the Medium Fleet.

Richard Smith has shown off his sailing ability by taking out the Lark single-handed - and surviving!

Please let me know if you would like to see other sailing activities organised, the opportunity to try out other boats and the availability of helms/crews.

The Fleet Evening is scheduled for Saturday 10th January at 19:00, and will feature a quiz and supper in addition to the discussion of next year's sailing programme in the company of the Fast Fleet. Hope to see you all there.

Contact: telephone 01634 861664 or email: [roywinnett@care4free.net](mailto:roywinnett@care4free.net)



**Brian Reeve and Katie Parris urge their Comet Race**

## Fast Handicap Report from Grahame Smith

Summer came and went, the sun shone and for the most part the wind obliged us all.

Several of the Fast Fleet attended their nationals at various venues all with vivid memories. For me, the trip to Torbay for the Vortex nationals was a memorable event; only two days with three races back to back each day, the courses well suited to the Vortex fleet, big and long, the breeze ranging from a pleasant F4 to a gusty F6 and to add to the fun a sea swell to test the nerves. Even the intrepid Vortex fleet was somewhat diminished for the second day of racing.

We have gained several new Fast Fleet members this year; welcome to all. There have also been some boat changes for some of the existing members. Both Ian Parris and I have jointly acquired a Boss which is currently testing both our stamina and strength, and that is just getting it off the shore. Both of us being single-handed sailors, we have to remember to let the other one know what we are about to do, which has led to some interesting moments. It is true to say our communication has already improved; eventually we will master this beast and stop throwing it in, meanwhile you can all enjoy the



First mark action in the Creeks Open Photo: David Hudson

## Still More Power

from John Gore

Ah well, that's another season finished with, well almost. They say that the closing of the year is a time for reflection, but this seems as good a time as any.

In four level two/safety boat courses, 20 members have qualified as RIB drivers, and a further two have finished their advanced course. Well done to them all. If nothing else I hope they have gained an appreciation of the multi-tasking required to be an effective safety boat driver. They will certainly help fill the shortfall of RIB drivers in the club. This brings me onto a very interesting paradox. We have a shortfall of RIB drivers, but there are qualified RIB drivers who haven't driven the RIB's for many years. In fact there is one powerboat instructor who has never driven Bluebird with its new engine. The engine was fitted seven years ago! Why is this? It certainly isn't through lack of trying, it's because they have proved themselves to be too useful fulfilling other duties, such as CDO or race officer. Unfortunately, we are suffering from a shortfall right across the board of the requisite numbers of people to fulfil all of the duty slots. This to a certain extent has been exacerbated by the introduction of the early winter series, but to be fair those participating mainly staff that.

Are you, or even a member of your family, willing to volunteer for additional duties? If we get more people to help out, perhaps those with particular skills, such as RIB drivers will be able to use those skills more profitably. If you are willing to volunteer for an extra four duties a year the General Committee has decided you should be eligible for a discount on your membership fees. If you volunteer for more the discount will be even greater. Give it some thought. If you are interested please state what duties, and how many, you can do on the renewal forms.

One of the criticisms levelled at the club's decision to continue powerboat training is that once qualified, members will only get the chance to drive the RIB's once or twice a year. Fair comment, but the solution is quite simple, volunteer for more duties! However, there is also another way. I'm hoping to set up a number of Saturdays during next year, possibly coinciding with the Saturday sailing programme, for anybody who wants to come down and practise his or her skills. Also, if there are at least three of you who want to do something more specific, let me know and I'll see what can be done.

After eight years the RYA has decided to update the powerboat

with Mark crewing. Mark and Lucy won the Buzz Inland Championship at Datchet.

At the club, Lauren, Katie, Tina, Anna, Adam and Alec have all enjoyed several successful results helming or crewing in various boats.

Well done to all of you.

## Junior Week – 26<sup>th</sup>-30<sup>th</sup> August

Twenty-two junior members, aged from 6-15 years, attended Wilsonian Sailing Club's "Junior Week". They included all standards from beginner to novice racer. Training was provided by the club's own team of instructors and followed the Royal Yachting Association's "Youth Sailing Scheme".

The youngsters enjoyed almost perfect weather conditions with steady moderate winds and mostly dry, sunny days. The beginner group, sailing Optimist dinghies, picked up the basic sailing techniques very quickly and the watching parents were amazed how soon their children were sailing around confidently on their own. All of them easily gained the Stage 1 certificate and most of them gained Stage 2.

The intermediate group, in Optimist and Topper dinghies, had a lot of fun and all made great progress with many of them achieving Stage 3 certificate and looking forward to starting race training.

The racing group, sailing Topper dinghies, had the benefit of not only the club's race instructors but also the assistance and expertise of two of the club's youth sailors. Mark Heather, former Topper World Champion, and Doug Horner, runner-up in this year's Topper Inland Championship, were on hand to help the new racers set up their boats to go faster and to explain and demonstrate techniques and tactics needed to be a winner on the race course. From watching the youngsters racing at the end of the week it was clear that they had taken much of this on board and were locking well on course to eventually being as successful as Mark and Doug and other club sailors who were introduced to racing in club Junior training days and weeks.

All the juniors enjoyed their sailing and it was quite difficult to persuade them to get off the water at the end of each day. The noisy chatter and laughter in and around the clubhouse was a good indication of the tremendous fun they had all had. Everyone involved agreed it was a very successful week.

spectacle. Even Chris and Mike have been experimenting with an RS800, Tony Coulsden has joined us with his new Vortex and is already getting some respectable results.

It is great to see the dinghy park so busy, I welcome the challenge of finding space for even more boats. I hope we will have a good number of you on the water for the Winter Series and even the Warm-Up, although with a limited entry of 20 boats you will have to get your skates on and get your entry in.

Finally, a plea to you all to attend the Fleet Evening at 19:00 on Saturday 10th January. As last year, we're holding it conjointly with the Medium Fleet, and are again planning to have supper and a quiz, as well as putting the club's sailing policies to rights.

## Miracle Report by Peter Horner

The report in the last magazine was written just before the end of the Spring Series. So it seems appropriate to start with that series result. Martin Smith and Mike Groom won both the morning and afternoon series with David & Jackie Hudson runners up in both. Paul Nudds sailing single-handed on the new handicap claimed 3<sup>rd</sup> in the morning series. Peter Horner and David Brooker won all the races they competed in but other commitments meant they had to count DNCs in their score line which left them in 4<sup>th</sup> in the morning series and 3<sup>rd</sup> in the afternoon.



Before going on to the Summer and Autumn series it is worth reviewing how the fleet has fared over the year. The good news is that nineteen boats competed during the year, which suggests a healthy fleet, and we have had up to nine boats in a race. However, for various reasons, including illness, injury and other commitments, many weeks have seen far fewer boats. Occasionally there have been as few as two. Hopefully everyone will come to the fleet evening on Saturday, 31st January, and we can find out whether it is just that the Miracle Fleet is full of people with many different interests and commitments or perhaps there is something about the racing that is putting people off. Are we not doing enough on non-racing days to help the less experienced members? Let us know.

Remember that we want the whole fleet to enjoy their sailing and things can be changed. A change made for this year, as agreed at the fleet

evening, was to have separate morning and afternoon series for all three seasons. I believe everyone is happy with this arrangement and that it will be continued next year. As the results show (see pages 41 & 42), it has achieved the objective of enabling afternoon-only members the potential to get into the prizes. The club's General Committee was very supportive of this move and agreed to fund additional trophies for the two extra series.

Despite the sometimes low numbers, the racing has always been good with boats battling in close company and places changing several times during the race.

Five boats ventured up to Ullswater in August for the Miracle National Championships. To say the conditions were light is something of an understatement. Several races started or finished in less than 5mph of wind and on the course it often seemed to be a bit of a lottery. However there were moments of excitement and, of course, the really good guys always managed to find the breeze whilst many of us frequently found the holes. Of the Wilsonian contingent, Colin and Maureen Lown were our top dogs finishing in 18<sup>th</sup> overall. Peter Horner was crewed by Martin Lown for the first time. Martin had not used a spinnaker before but was doing pretty well by the end of the week. Their glory moment though was in the non-spinnaker race in which they finished second and had led for most of the first lap.

As anyone who has been to Miracle Nationals will know, the racing is only part of enjoyment. It is a great social occasion meeting old friends and making new ones. This year there was plenty of warm sunshine to add to the holiday atmosphere and perfect for the barbecues. Andrew and Jenny did an excellent job of finding a very good restaurant for our end of week Wilsonian & friends meal. Our race results may not have been as good as in previous years but we did have a great time.

Whilst many have retired for the Winter, five Miracles are competing in the Open Winter Series. We might not be doing brilliantly overall on handicap but we are having great racing between ourselves. Hopefully we will see at least as many boats in the 2004 Warm-Up Series and how about some of you joining David and myself for the Hoo Freezer?

Have a good Christmas and if we do not meet you before, Chris, Jenny and I look forward to seeing you at the fleet evening: 19:00 at the club on Saturday 31st January.

## Junior & Youth Sailing from Peter Horner



It has been really pleasing to see a new group of our younger members participating in the Junior racing. Thomas Kift, Robert Wicken, Stephanie Wicken, Michael Crocket, Harry Coulson, Aaron Smith, Nicola Smith and Tom Lambert have all been competing for the Junior trophies in their Toppers and most of them have attended many of the Kent Schools Sailing Association's training days and regattas. Thomas finished a very good 6<sup>th</sup> overall at the KSSA Junior Regatta at Dover in September with Robert just behind in 8<sup>th</sup>.

A total of 25 Juniors have attended Junior training at our club and all have made great progress. The Junior Week was very successful – see separate report.

Our Youth sailors continue to be very successful, producing excellent results both at the club and at other venues. Doug Homer started by winning the Youth Trophy at the Hoo Freezer helming a 29er for the first time. He then got his best result when he finished 2<sup>nd</sup> overall (out of 267 boats!) at the Topper Inland Championship at Grafham in May shortly followed by a win at our own Topper Open. Mark Heather has had several successes. Sailing with Chris Catt (Downs SC) in a 29er, their results include 3<sup>rd</sup> overall Hoo Freezer, 1<sup>st</sup> KSSA Coastal Regatta at Sandwich Bay, 9<sup>th</sup> National Championship at Plymouth, 2<sup>nd</sup> Isle of Sheppey Round the Island Race, 1<sup>st</sup> KSSA Regatta at Dover, 4<sup>th</sup> Inland Championship at Grafham.

At the club, Mark and sister Lucy have had made a habit of finishing in top places in various races in their Buzz and Mark and Doug mastered horrendous conditions to take 5th place in the Medway Marathon in the Buzz. Lucy dominated the Ladies series at the club helming the Buzz.