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**Spring 2004**  
Issue 78

# 31½

Retro issue!

*The Wilsonian Sailing Club Magazine*



*Splendid View*

**On the cover:** Paul Nudds submitted this 'artwork' and suggested that it might 'cheer the old ones'. [You didn't think I'd take responsibility for this did you, Paul? - Ed.]

## Editorial

Tony Hunt

Firstly, apologies to readers and contributors alike who missed the end of some articles in the last issue. It's a case of 'what you see is **not** what you get' with Microsoft Publisher: on-screen hyphenation disappeared in the printed (from disk) version, while other formatting changes crept in. Apparently a case of the printer not having the same fonts as the Editor's PC. Hopefully all overcome for this edition.

As you'll note from the centrefold, it's that time of year to be thinking about recruiting again. Please pull out the poster and stick it up at work or wherever, preferably with your details inserted at the bottom as a friendly contact for the more timorous potential sailors. Last year's poster action had some success, and even if we get just one extra member it'll all have been worthwhile. The quick-responders can even get in on the 'Start Racing' or 'Level One' RYA training courses starting on 10th April and 1st May, respectively.

Copy for the next issue by 15th May, please.

Copy to: 2, Brissenden Close, Lower Upnor, Rochester, ME2 4XW

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Or use 'the box at the top



*Totally random, coincidental and a propos nothing shot of a Laser 3000 to fill space.*

**WILSONIAN SAILING CLUB** Hoo, Kent 01634 250318  
[www.wilsoniansc.org.uk](http://www.wilsoniansc.org.uk)

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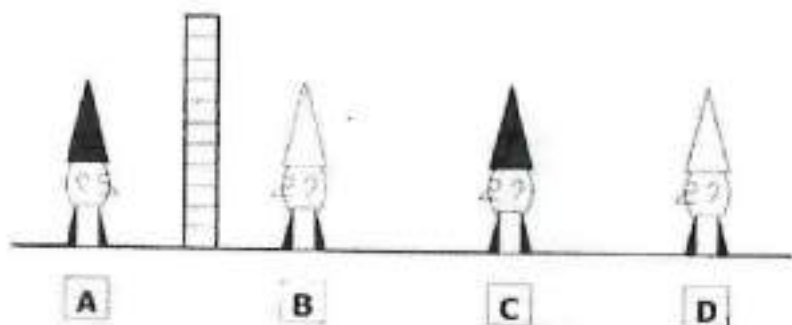
## Calendar

Date	Time	Event	Contact/Notes
28 Mar	14:00	Ice-Breaker Season Opener	NB: BST!!!
04 Apr	11:00	Spring Points Start	
Sat 10 Apr	09:30	RYA 'Start Racing' Course	Peter Horner
Sat 24 Apr	10:00	Beach Clean-Up (see p. 11)	Inform Brian Lamb
25 Apr	11:00 14:00	Ladies & Juniors Series Races 1 Commodore's Series Race 1	
Sat 01 May	09:30	RYA Level 1 Training	Peter Horner
Wed 05 May	18:30	Wednesday Evening Races Start	Tony Hunt
Sat 8 May		WSC Spring Ball Black tie/ball gown	Jane Treadwell
Sat 15 May	10:00	WSC Juniors Training	Peter Horner
16 May		MYC Topper Open	medwayyachtclub.com
23 May	11:00 14:00	Ladies & Juniors Series Races 2 Commodore's Series Race 2	
Tue 25 May		Brewery visit	Alan Wynn
30 May	11:00 14:00	Old & New Race South Kent Race	Tony Hunt
Mon 31 May	09:30	RYA Level 2 Training	Peter Horner
20 Jun	13:00	Creeks Open	Our premier event
Sat 25 Jun	16:30	Open Day & BBQ Evening Race (Trophy Race)	Bring your friends and neighbours!
27 Jun		MYC Medway Marathon No WSC points racing	www.medwayyachtclub.com
3/4 Jul		Medway Dinghy Regatta	Steve James
Sat 31 Jul		WSC Topper & Laser Radial/4.7 Open	
24-28 Aug		Junior Training Week	Ann Heather
29 Aug	11:00	Three Race Regatta	
Mon 30 Aug	13:00	Pursuit Race	Tony Hunt/ Bank Holiday

## And Now For Something Completely Non-Nautical

The following puzzle arose from a proposal for dealing with club-duty defaulters. The proposal was rejected as it was felt that it no longer reflected current levels of political correctness. But could you have saved yourself (not that you'd ever default on a duty, of course)?

Shown are four men buried up to their necks in the ground. They cannot move and so can only look forward.



Between A and B is a brick wall which cannot be seen through. They know that between them are four hats, two black and two white, but they do not know which colour they are wearing.

In order to avoid them being shot, any one of them must call out to the executioner the colour of their hat. If they get it wrong everyone will be shot. They are not allowed to talk to each other and have 10 minutes to 'fathom it out' (sorry, that's a nautical bit).

After one minute:

Which one of them calls out?

Why is he 100 per cent certain of the colour of his hat?

This is not a trick question.

There are no outside influences nor other ways of communicating. They cannot move and are buried in a straight line. So A and B can only see the respective sides of the brick wall. C can see B, and D can see B and C. The skewed horizon is purely a function of the Editor's failings.

The solution will appear in the next issue, giving you more than 10 minutes...

## From the (new) Commodore Roy Winnett

I have witnessed vast changes in dinghy sailing since I started on the Thames at Kingston, over 50 years ago! Then it was cotton sails, galvanised wire, hemp rope and wooden boats, while buoyancy aids, wet and dry suits were unheard of. In 1953 I joined Broadstairs Sailing Club and bought a Foreland Class dinghy, designed specifically for the heavy weather conditions experienced offshore there. The dinghy was moored in the south-westerly facing harbour, making it extremely difficult to sail out of the harbour when a south-westerly was blowing. The strong offshore tidal stream, over 5 knots, produced steep seas when wind was against tide, while in light winds it was difficult to round the offshore marks. The harbour dried out, so we could only launch 2-3 hours each side of high tide. On top of all that, as the boats were moored too close together, frequent damage occurred as they bumped against each other in strong on-shore winds. Also, a lorry had to be hired to tow the heavy boat home for winter storage, with essential painting having to be done in the open, often in the snow.

Sailing took a back seat as we developed our home at Walderslade and our young family grew. It was with thoughts of our previous sailing experience in mind that I decided in 1965 to build the newly introduced Mirror Dinghy (for an outlay of £72) in the garage and sail at Mote Park (Maidstone SC). A couple of years later though, to accommodate four children, a dog and the wife, I built a Mirror 16, which served us well for nearly 10 years. I joined Medway Cruising Club and took the boat on camping holidays from Sutherland to Cornwall. To meet the growing needs of the family we acquired a Fireball, Kestrel, and Laser. When I retired in 1994, I joined Wilsonian Sailing Club and updated with a Winder Fireball. This was swapped for a Laser 2000 three years ago to meet the needs of an ageing helm!

Well that's a potted history of my sailing career. Now, how the hell did I become the Commodore?

Two years ago the then Commodore, Ian Wyatt, was having difficulty finding someone to take on the duties of Rear Commodore and I felt sorry for him, so foolishly volunteered. However, no hard feeling Ian, it is a privilege to be accepted as Commodore of the most active dinghy sailing club on the Medway and the most friendly.

Ian is stepping down from the committee after giving over 30 years of

service to the club. This has included the building of the car park, the track down through the woods, the clubhouse and more recently the extension.

His architectural/building/surveying expertise has been invaluable to the club, making it possible to have all these facilities at far less than their true cost that we all enjoy today. Fortunately he will still be helping us, but out of the limelight.

We were unable to fill all Officer and Assistant Officer posts at the AGM.

A vacancy exists for a Sailing Secretary - anyone out there willing to take on this important position?

Ian Parris takes care of the Sailing Instructions and Notice of Races, Tony Hunt sets the agenda and writes the minutes of the Sailing Committee meetings while I collate all the results, so the post is mainly a co-ordinating role/chairman. Without a Sailing Secretary our sailing programme could be jeopardised.

A Publicity Officer is also required; again, this is also a co-ordinating position, as Peter Homer is our Website Manager, Tony Hunt edits 31½ and I send sailing reports to the media and websites.

The Membership Secretary position is vacant, this must be filled, Christine Godber looks after members' renewals, so the position deals just with new members - a volunteer please.

There are many who work hard to ensure that the club runs efficiently but the club only functions well if all members assist in its management.

In particular:

1. Please make a note in your diary of your duty dates early in the season.

Turn up early, not later than 09.30.

If for some reason you are unable to carry out your duty, it is your responsibility to find a replacement and to let Christine Godber and the CDO know of the change.

DO NOT ask Christine to find a substitute for you.

On your duty, do not leave before all jobs have been completed to the satisfaction of the CDO

## Medway Defences **by Paul Nudds**

### Gillingham Fort

Built in 1669 by Sir Bernard de Gomme, quickly fell into disrepair, and has now vanished [*approx. where Ricky's Marina is now, I think. Ed.*]

### Cockham Wood

Built in 1669 by Sir Bernard de Gomme, is largely overgrown, and the lower battery eroded, but some remains can be seen downstream of the club slip.

### Rochester Castle

Built on the Roman city wall this Norman bishops castle was a vital royal stronghold. 113 ft high, 70ft square and walls 12ft in places. It is in the care of the National Trust and open to the public.

### Upnor Castle

16<sup>th</sup> century gun fort built to protect Queen Elizabeth 1's warships and still preserved in the care of English Heritage and open to the public.

### Chatham Ring Forts

The 1859 Royal Commission recommended the building of a ring of forts round Chatham. Built between the late 1870's and 1900, they were effectively obsolete before completion. 5 land forts (Borstal, Bridgewoods, Horsted, Luton, Darland) and 2 island forts (Hoo, Darnett) and a redoubt were built.

Fort Darnett and Fort Hoo [*at 'Folly', clearly. These are 'our' forts. Ed.*] were built on 2 islands covering the inner navigable channel of the Medway. Originally designed for 2 tiers of guns mounted in a circle, with a boom strung between them, there were many problems with subsidence, and after extensive cost overruns the forts were completed in 1871 with 1 tier, and 11 guns, a mixture of 9" and 7" RMLs, and no boom. The forts were never used in anger, and were disarmed before W.W.I. In W.W.II the forts were used as observation posts, with platforms and pillboxes built on top. Currently both forts are in fair condition. Fort Darnett can be freely visited by boat, though the landing is muddy. Fort Hoo is still owned by the MoD, and landing is not allowed.

### Grain Fort & Tower

Grain Fort was built in the 1860's on the eastern end of the Hoo peninsula to control the entrance to the Medway; all surface structures were demolished in the 1960's. The 1855 Grain Tower Battery, is an extensively remodelled East Coast type Martello Tower [*hit it in the Marathon and you've gone too far. Ed.*]

# Medway Battle

by Paul Nudds

Bear a thought for times gone by when you sail the river from Chatham to Gillingham, for this part of the river was the scene of one of the Royal Navy's greatest defeats in home waters at the Battle of the Medway in 1667. In the Second Dutch War, 1665-67, it was believed that a peace treaty would be signed with Holland. However, Charles II's attitude at the conference at Breda led to its failure, while at the same time his financial difficulties kept the English fleet from being fitted out for the summer campaign of 1667.

The Dutch fleet was quickly mobilised and the Dutch commander, Admiral de Ruyter, carried through with complete success the Dutch leader de Witt's bold plan for the invasion of the Medway where some of the British navy's best ships were laid up. It is fortunate for London that the Admiral believed the Thames defensive blockhouses to be well-armed, for in reality they had fallen into disrepair, and instead chose to invade the Medway in an attempt to destabilise Charles's government. As Holland was a refuge for British republicans and radicals, a surprising number of Britons were serving with the Dutch during this raid. Their sailors were paid well and were all volunteers, while the Royal Navy relied instead on pressed men and paid them off with useless IOU's which some waved from Dutch ships in the battle! A Briton, Robert Holland of Boston, Lincs even piloted them up the river.

The Medway river defences were minimal and badly prepared, and the Dutch were able to force a passage with a fleet of a hundred ships almost to Chatham Royal Dockyard, the largest dockyard in Europe and Britain's largest industrial complex. A 14-ton chain was to be kept taut using manual labour across the river at Gillingham as a defence to any invaders, but the Dutch fleet simply ran through it and set about the British warships most of which were at anchor being refitted. Several large British ships were burnt or sunk at their moorings and the 'Royal Charles', 86 guns, was carried back in triumph to Holland and exhibited to visiting crowds.

The only permanent defence at the time besides the chain was Upnor Castle, which lost a brave fight against the Dutch raid in that, although remaining untaken, it ran out of ammunition which was normally re-supplied from the dockyard. After the raid, Cockham Wood and Gillingham Forts were built in 1669 by Sir Bernard de Gomme, and the Cumberland lines, a set of bastions and parapets which enclosed the dockyard.

2. Please help with the launching and recovery of the rescue boats.
3. Please assist the Race Officer by printing helm and crew's names fully on the race safety sheets.
4. At a recent work party, over a bag of rubbish was picked up in the dinghy park, that is your rubbish.  
Please put in the bins provided, but take home large items, such as old boat covers.
5. Please wash your muddy boots outside – not in sinks or showers
6. Please check your boat space in the dinghy park – see new layout plan in the clubhouse

The club sticker must be on the transom and launching trolleys marked with boat number, class, owner's name and dinghy space number.

That's enough 'do's and don'ts' for this issue of 31½, except to say that all will be forgiven if you let Susan and me win on the water

Lets hope the weather will be kind to us this season, so more of you are encouraged to join us out on the water. Note, the more races you enter, greater the chance of winning some glassware.



*The new Commodore tries to persuade the rest of the Medium Fleet to go 'his way'. Good luck with the club, Roy!*

Photo: Dave Vettergreen

## SAILING SECRETARY'S REPORT

### REVIEW OF 2003 SEASON

Our entries were up for the third year in succession, a very promising sign indeed for the Club.

We held yet another successful Topper Open Meeting, attracting 20 entries.

The Medway Regatta attracted an excellent entry of 74 boats, and enjoyed yet another lively social function on the Saturday evening. Another very successful event.

Last year's Inter-Club Challenge against Medway Yacht Club comprised of solely the Grand Finale Day. Unfortunately, we were unable to repeat our winning ways of the previous years and got absolutely thrashed. Indeed, we were similarly beaten in the evening quiz too. We certainly can't take too much more of this kind of defeat. We need to do much better this year guys.

We introduced two new events into the calendar, namely the Pursuit race on Bank Holiday Monday and the informal Crews' race.

### 2004 SEASON PLANS

#### Commodores

We have again changed the format of the Commodores/Bosuns in an attempt to provide fair racing for all as well as greater variety. This year's event will comprise of a single series, called the Commodores, with a single start and racing for all classes together. The format will consist of a mixture of average lap racing around inflatable marks and traditional "out and back" style courses. It is hoped to be able to start all races from a committee boat line. The Bosuns Trophy will be awarded to highest place "slow" boat if the winner is a "fast" boat, or to highest place "fast" boat if the winner is a "slow" boat.

#### Open Meeting for Topper / Laser Radial / Laser 4.7

We are hosting an open meeting for the above classes on Saturday 31<sup>st</sup> July. Please take part if you possibly can or, alternatively, let me know if you would be prepared to assist in the running of the day. Any offers of help would be gratefully received

#### Boat to count

## 1972 and all that

In these corrupt days of astronomical club fees funding all sorts of perks for committees [at least I suppose they do, even if they haven't let me in on it yet. Ed.], let's take a look back to gentler times when Ken Flowerday received this receipt in return for his annual sub.:

### WILSONIAN SAILING CLUB

1972	ENTRANCE FEE	£6.00	
IN JANUARY	ANNUAL SUBSCRIPTION:		
	SINGLE MEMBERSHIP	£5.50	57.50
	FAMILY MEMBERSHIP	£8.00	
	JUNIOR MEMBERSHIP	£1.00	
	COUNTRY MEMBERSHIP	£2.00	
	DINGHY PARKING FEE	£2.50	2
	ADDITIONAL DINGHY PARK SPACE	£3.50	
	RACE FEE SEASON TICKET (Optional)	75p	
			57.50

*Received with the above 12/1/72*

While some of you may be more shocked that Ken wasn't paying a junior sub at that time, he might as well have been: £5.50! (decimal currency even). We might note in passing that the small matter of a boat parking fee of £2.50 has been quietly deleted - maybe Ken knew the right people even then? Or perhaps it was for paying early on 12th January: well done!

Aspersions-casting aside, research reveals that £5.50 then was equivalent to a mere £49 in today's money. Of course, we didn't have a clubhouse or numerous patrol boats to maintain in those days. Probably had more members too, in those golden dinghy-days, and more members joining paying a hefty £6.00 joining fee.

Some things do improve, however. We no longer penalise people for having the audacity to race with a 'Race Fee Season Ticket' (outrageous!), though this was 'optional' ('oh, I won't pay then'). Nor do we tax the rich by charging 40% more for the second boat than the first, though the day may come again when space is at a premium...

## The Chilly Willies of 2004

Sober competitors first awoke to the sound of gale force winds and lashing rain on 1st January. When they re-awoke, with the rest, there was next to no wind and the rain had abated to intermittent drizzle, and thus it remained for the race. Very frustrating, but better than they'd had at 07:30!

After a number of practice starts courtesy of the Race Officer, the fleet got away for a two lap race on a course between an upstream club-buoy and 27/26. Progress was steady if unremarkable, the main problem being tell-tales sticking to sails in the light showers. Out in front, Chris Ashby and Colin Treadwell's RS400 swapped places both upwind and down with Tony Hunt and Ian Parris's Fireball, Chris and Colin finally getting clear for line honours.

All too close behind them, 'the Brians' Wayfarer was harrying Grahame Smith's Vortex which had a hull too many for the conditions. And so it was that Brians Lamb and Warwick came to take the handicap win. Despite the weather, the event entry 'fees' (the amount of the fee was discretionary) raised nearly £90 for the RNLI.

Place	Class	Helm	Crew	PY	Corr. time
1st	Wayfarer	Brian Lamb	Brian Warwick	1099	01:42:37
2nd	Fireball	Tony Hunt	Ian Parris	982	01:48:18
3rd	Laser	Peter Belcher		1078	01:49:43
4th	RS-400	Chris Ashby	Colin Treadwell	852	01:51:06
5th	Laser Radial	Andrew Smith		1101	01:54:40
6th	Miracle	Douglas Horner	Peter Horner	1178	01:54:48
7th	Vortex	Grahame Smith		961	01:55:21
8th	Laser Radial	Gordon Belcher		1101	01:58:09
9th	Miracle	Lesley O'Rourke	Ron Jarvis	1178	01:58:51
10th	Vortex	Phil Harris		961	02:03:48
11th	Lark	Ricky Knights	Angie Clemence	1073	02:12:41



*Mr Treadwell's disappointment with his prize was as abject as Mr Lamb's apology, but the former (at least) made up for it later (see page 13)*

Photo:  
David Hudson

This year the boat will count in all Club Series' events, regardless of the helm and crew or of the rig used. However, if a helm were to change boat within the same class, then the points will be carried forward to the new boat. If changing to a different class of boat, a helm may apply to the Sailing Committee to request that points be carried forward to the new boat. A boat may change her rig at any time during the series, but the PY shall be that relating to the rig used in any given race.

### Inter-Club Challenge

It is our turn to host the annual challenge against Medway Y.C. The challenge will comprise of the Creeks Open at WSC on 20 June, the Medway Marathon at MYC on 27 June (no WSC Club racing on this day, so why not join in and get a race?), and the Grand Finale on Saturday 9<sup>th</sup> October, followed by a social evening at the Club.

### Wednesday Evening Racing

We are introducing Wednesday evening racing this year, commencing on 5<sup>th</sup> May and finishing on 25<sup>th</sup> August. Start time is 18.30 hours, and participants will be asked to staff the duties as applicable. If anyone is interested in helping out, but not intending to race, whether in the race box, patrol boat or in the kitchen/bar, please add your name to the list in the clubhouse and let Tony Hunt know.

### Old & New race

We are introducing a new event into our programme this year to help

integrate new members into the racing arena and to get to know more of the experienced club members. The race will be held on the morning of the South Kent Race on 30<sup>th</sup> May, and is for double-handers only. One member of the crew should be a member of less than two year's standing, the other a member for two or more years. This is a golden opportunity for the newer members of the club to get out racing with someone of more experience and to learn a thing or two.

### Bank Holiday Mondays

The Club will be open on Bank Holidays. However, with the exception of the August Bank Holiday Monday, when we will hold the Pursuit Race, there will be no organised sailing activity.

### Comments and feedback

The Sailing Committee works hard to provide you with a full and varied sailing programme. In so doing, we recognise and accept that we do not always get it right for everybody, so please let us have your comments, ideas and constructive criticisms. We are keen to hear what you have to say, and will always discuss any feedback we get at our regular meetings. We will always communicate our decisions back to you at the earliest opportunity.

### Finally.....

On behalf of the Sailing Committee I would like to extend a very warm welcome to all our new members (including those joining during 2004), and I look forward to seeing everyone out on the water again this year. It would be great to see our entries increase for the fourth year in succession.

## Colin Treadwell

(Caretaker) Sailing Secretary

# HOUSE SECRETARY'S REPORT

### Dates for your 2004 diary

#### Dinner & Dance

Saturday 20<sup>th</sup> November at Hartley Country Club (Price to be advised)

Medway Regatta B.B.Q with Disco

6th	Laser 4000	David Mason	Stuart Mason	31
7th	Buzz	Mark Heather	Lucy Heather	35

### Short Course Results (17 Starters)

1st	Wayfarer	Brian Lamb	B Warwick/B Burnel/VJ Drummond	10
2nd	Laser Radial	Andrew Smith		17
3rd	Comet Race	Brian Reeve	Tony Hunt/Susan Raiser	20
4th	Laser	Gordon/Peter Belcher		20
5th	Miracle	Peter Horner	David Brooker/Susan Raiser	29
6th	Laser 2000	Roy Winnett	Susan Raiser/Tony Hunt/Paul Thorpe/Phil Harris	37
7th	Wayfarer	Bob Dutton	Peter Good/Paul Kirk	37



*'This motor doesn't seem to want to start, Mick...'*  
 Fortunately, Chris Ashby got everything fixed in time to win the Winter Series with David Bourne, while Mick Smith luxuriated in warmer climes. Photo: Dave Vettergreen

## The 2003 Winter Series

The best that can be said for the Winter Series is that the weather must now owe us one. Generally either too strong or too weak, the wind was moderate for only one Sunday. Temperatures didn't seem too bad, however - not from within a dry-suit anyway, and after the sailing gloves had been replaced with the trusty Marigolds+liners.

Here is Roy Winnett's take on the final day's proceedings:

A fresh blustery northwesterly gave challenging conditions on Sunday 14th December for the final race on Sunday morning. Pole positions had already been ensured by Chris Ashby/David Bourne (RS400) for the long course and Brian Lamb/Brian Warwick (Wayfarer) the short course event and they were resting on their laurels. However, the other top prizes were still to be decided.

There were eight starters for the long course but only three managed to complete the course. Grahame Smith mastered the conditions well to claim a comfortable victory in his Laser Vortex with Mark Lee/Emily Stanbrook (Scorpion) second (*why are Scorpions so fast for their spec? - Ed*) and Tim Kift/Paul Heather (Osprey) third. This confirmed Kift/Heather second place for the series and although Colin/Adam Treadwell failed to finish they held onto third spot on aggregate. Lee/Stanbrook (Medway YC) leapfrogged to fourth while Grahame Smith who had sailed with Ian Parris in the Boss picked-up fifth prize.

Although the top four contenders started and completed the short course, the final placing remained unchanged. Andrew Smith (Laser Radial) was second and the same on aggregate, while Gordon and Peter Belcher had been taking turns sailing the Laser during the series and secured third prize. Brian Reeve/Tony Hunt (Comet Race) took race honours but had to settle for fourth overall with Peter Horner/David Brooker (Miracle) taking the fifth prize.

### Long Course Results (18 Starters)

1st	RS 400	Chris Ashby	Mick Smith/David Bourne	14
2nd	Osprey	John Shenton/Tim Kift	Paul Heather	19
3rd	RS 400	Colin Treadwell	Lauren/Adam Treadwell	22
4th	Scorpion	Mark Lee	Emily Stanbrook	26
5th	Boss	Grahame Smith/Ian Parris	Ian Parris/Grahame Smith/Neil Ashby	30

Saturday 3<sup>rd</sup> July B.B.Q with disco Tickets (Price: £5.50 / £2.50)

### Spring Ball

Saturday May 8<sup>th</sup> at Hartley Country Club. This is a new event for your diary, and a chance for the men-folk to don the black tie and the Ladies a ball gown. Further details are available at the Club. To reserve your ticket(s), please contact Jane Treadwell (details below). Open to non-WSC members. (Price £30 per head).

A night for the ladies  
An idea we should try  
A night for the ladies  
Those tickets we all must buy  
A night for the ladies  
Why bother some will ask  
A night for the ladies  
Let's take those doubters to task.

A night for the ladies  
A gesture we lads must make  
A night for the ladies  
For the days we're all off sailing  
And other liberties we take

A night for the ladies  
Their goodwill, at our peril, let's not forsake  
A night for the ladies  
Their granted we'll not take  
A night for the ladies  
I'm sure us men can tell  
With that special dress, and make up on  
I'm sure they'll scrub up well!!!!

### France Trip

Saturday October 30<sup>th</sup>. (Price to be advised) Please can I have names by Sunday 29<sup>th</sup> August. This trip is open to everybody.

### Price increases.

Please be advised that the kitchen and bar price have had to be increased this year. Details will be posted in the Clubhouse.

## Jane Treadwell

01634 716226

## MYA Yearbook

By the time you read this there should be a personal copy of the Medway Yachting Association Yearbook bearing your name and waiting for you in the clubhouse.

While last year's example left something to be desired, we are assured that this year's is much improved, and includes tide tables and a calendar of events on the river, as well as a feature on our club.

So, if you want to read about WSC in a glossier format than that now before you, and even if you don't, please collect your copy when you're next at the club - we don't want them cluttering up the clubhouse

## A Big Thank You

I would like to express my sincere thanks to WSC members who have sent their good wishes to me for a speedy recovery after having undergone major surgery and hope that 2004 not only for me, but all of you is a good one. Your Club will I hope be in pristine order again for you to enjoy. So I will hurry up and get my marigolds, bucket and mop out again.

Good sailing in 2004.

**Barbara Sims**

## And Another Big Thank You

To all members on this year's work parties, who achieved:

Digging out and erecting the RIB storage compound, improving the sea wall and reclaiming/filling the land-slipped area adjacent, improving the slipways, erecting the trailer compound, sanding and varnishing the clubhouse floor, repainting the clubhouse glosswork, finishing the tiled upstands in the mens' changing rooms, refurbishing the race-box (a special mention to Roy Winnatt & Peter Hampson who did this outside normal work party time), covering the drainage ditches within the dinghy park so that trolleys can pass over them, clearing the drainage ditches above the club, tree pruning, erecting a new fence between the slips, creating a cordoned-off pic-nic area before the clubhouse, finishing installation of the upstream winch and track repairs plus a myriad of small jobs all of which help keep the club functional for us all to enjoy during the season.

margin was just 16 seconds on corrected time. Colette Blair, future Olympic contender, sailing her Laser Radial with ease showed the 'big boys' how to cope with these conditions, beating many of the faster boats on the water and picking-up sixth prize in the process.

To end an eventful weekend, on returning to shore, some found their cars under 2 to 3 feet of floodwater due to a high tidal surge.

The Race Officer's prize for endeavour was awarded to Nick Miller/Tim Dowley who wrecked their Laser Stratos on Saturday but finished 20th on Sunday in a 420.

### Overall Results:

Hoo Freezer: (Hoo Freezer Cup)

1st Fireball	Paul Cullen/Jon Ching (Weir Wood SC)
2nd 29er	Chris Catt/Mark Heather (Wilsonian SC)
3rd 29er	Jon White/Alex Cruttenden (Pevensey SC)
4th Musto Skiff	Richard Stenhouse (Rutland SC)
5th B14	David Hayes/Sean Dwyer (Ovington Boats)
6th Laser Radial	Colette Blair (Bowl Valley SC)
7th Osprey	Roger Kent/James Anderson (Mengeham Rythe SC)
8th Laser Radial	Nick van Tienen (Stokes Bay SC)
9th Albacore	Richard/David Thorpe (Maidenhead SC)
10th Musto Skiff	Grahame Oliver (Whitstable SC)

Saturday Practice Race: (Sun Wharf Cup)

1st RS 800	Neil Ashby/Roz Allen (Wilsonian SC)
2nd 29er	Chris Catt/Mark Heather
3rd Musto Skiff	Richard Stenhouse

Highest placed club team: Weir Wood SC

Paul Jenkins/Colin Hatton (RS 800), David Mason/Keith Payne (Fireball), Paul Cullen/Jon Ching (Fireball)

Highest placed class team: Musto Skiff

Richard Stenhouse (Rutland SC), Kit Stenhouse (Rutland SC) Grahame Oliver (Whitstable SC)

First Youth Sailor: (Hoo Marina Cup)

Jon White and Alex Cruttenden

Highest placed boat Saturday and Sunday combined: (Gransden Marine Trophy): Chris Catt and Mark Heather

## Hoo Freezer 2004 mostly by Roy Winnett

Despite our efforts with the Creeks Race, the Hoo Freezer remains the event on the Medway with the most prestigious entry. As is customary, locals had to explain to visitors that conditions on the Medway are 'not normally like this'.

A chilly light easterly welcomed the early arrivals for the Saturday practice race but by the midday start had increased to a north-easterly gusting to over 20 knots, providing thrills and spills for the 47 entries, several taking a swim on their way to the line. The lapping course comprised a triangle in Hoo Bay followed by a leg out to 25 where the winds were strong but steadier. Neil Ashby/Roz Allen (RS800) stormed round to claim line honours and lift the 'Sun Wharf Cup', while Chris Catt/Mark Heather (29ER) chased them all the way to claim second spot with Richard Stenhouse (Musto Skiff) third. Grahame Smith in his Vortex was first regular WSC boat in 10<sup>th</sup>, despite a couple of spills in the gusts and severe chop in Short Reach. Only 27 of the 47 starters finished.

The wind strengthened overnight to a 5 to 6 northerly with gusts of over 35 knots being recorded in the occasional squalls, so that the down-river leg was curtailed at 26/27. These hairy conditions took their toll; some decided to stay safely ashore, many were unable to even cross the start line, while others gave up the struggle after numerous capsize. The safety cover was kept fully occupied as they rescued crew and recovered boats. One sailor had the misfortune of becoming trapped under the boat by the trapeze wire wrapped, tourniquet-like round his leg. Happily, vital assistance was given promptly and all ended well. Of the 69 who signed-on, just 22 managed to master the demanding conditions to record a finish.

As to be expected fast handicap boats claimed the top five places. David Hayes/Sean Dwyer (B14) led after the first lap with Stenhouse, Catt/Heather, Paul Cullen/Jon Ching (Fireball) and Ashby/Allen snapping at their heels. Stenhouse edged ahead on the next round and held position for line honours, the course being shortened to three laps, fourth on adjusted time. Catt/Heather finished close behind for runners-up spot, while Jon White/Alex Cruttenden (29ER) had gradually worked their way through to claim third on corrected time with Hayes/Dwyer settling for fifth prize.

Cullen/Ching kept their Fireball up sufficiently with the faster boats to secure victory on handicap and the 'Hoo Freezer Cup', though the

## MYC Topper Open

In a rash spirit of co-operation, and in agreement for their attending ours, we have pledged to support Medway YC's Topper open meeting on **16th May**. It is, of course, great experience for juniors and indeed adults to race in open meetings, and this one is on our doorstep.

No details were available at the time of going to press, but try [www.medwayyachtclub.com](http://www.medwayyachtclub.com). Parents may wish to get onto this one.

## Shepherd Neame Brewery Visit

Alan Wynn, the man who lavishes such loving care on our bar stock, is organising a trip to the brewery on the evening of **Tuesday, 25 May**, to be followed by an all-you-can-eat Chinese meal. We understand that students of the science of brewing will have an opportunity to sample copious quantities of the product, all for free. The only costs will be for the meal (about £7) and, possibly, the coach which Alan might organise if there is clear demand - please let him know your desires.

Numbers are limited, so the true scientists (or should that be artists?) among us will need to get their names on the list at the club pronto.

## Flotsam? Jetsam? No!

If you find the litter on the beaches on the Medway just too appalling, there's something you can do to help. On **Saturday 24th April**, volunteers from the Medway & Swale Estuary Partnership are having a big clean-up along the entire length of the river and the club has agreed to help by clearing the beach adjacent to us.

As an incentive, a **free lunch** will be served to volunteers from the club and their families and friends who arrive for a start time of **10:00**. Gloves and bags will be provided; you only have to wear appropriate clothing, bearing in mind that you may feature in the local press or TV for having won a prize for collecting the most rubbish!

Please let Brian Lamb (01622 741123 or [blamb2410@aol.com](mailto:blamb2410@aol.com)) know if you intend coming, so that we can ensure that there we have enough food - and, of course, gloves!

## Wednesday Evening Racing

Yes, for all you keenies out there, it is in the Sailing Programme!

The races will be held May to August inclusive, starting at 18.30. It is early, but maybe someone can have your boat ready-rigged for you?

For this year, things will be very informal, with the emphasis on just getting in some sailing mid-week. According to numbers and conditions, we can consider starts organised from the box or the rescue boat, or even like those of wind-sprints. The latter involve the slowest boat sailing along close hauled on port tack, with the other competitors giving way and rounding that boat's transom to start - in effect, an unrefined gate-start. Such measures can be arranged to minimise duties - especially important if only a few people are involved in the racing.

As to duties, it is expected that everybody will be prepared to join in launching and retrieving the safety boat if a RIB is used, and in cleaning up our mess in the clubhouse. In this respect, the Warm-Up series provides a good precedent, but to minimise cleaning, it is proposed that competitors do not go upstairs in wet sailing gear or muddy shoes.

Competitors will most likely end up sharing out duties. Exactly how and to what extent will depend upon whether or not regular volunteers can be found, and it may be that lots will need to be drawn on the night.

A list will be placed in the clubhouse on which you can write your name if you'd like to be involved as a non-sailing volunteer. This need not be a commitment for every week - few of us could offer that - but so long as we know roughly how often you'd envisage turning up and what you'd like to do (safety boat, race officer/assistant, opening/closing the clubhouse/bar spring to mind) we can work around that.

No prizes are foreseen, but some bright spark or other might run a spreadsheet of results for the series.

The staggered starts proposed in the last magazine have been abandoned, not least because we are not sure at this stage how many people will turn up. The whole Wednesday thing will be reviewed at the season's end and, according to demand, either given up for lack of interest or refined to meet competitors' demands.

In the meantime, look forward to some peaceful sails, glowing sunsets and a glass of what you fancy in the bar afterwards. Those only

## The Warm-Up Series 2004

The sexing-up of the name of this series (last year it was just the boring old Pre-Season) did no harm, as the number of competitors was up, while the temperatures proved generally to be as mild as last year.

Racing was once again of the average-lap-timing variety, with tight courses held generally between a club buoy just upstream of the line and Hoo Ness West Cardinal downstream. Additional marks were unwittingly supplied by owners of the Solitary Yacht and Yawl, and the large and small pontoons in Hoo Bay. Contrary to competitors' assertions, no use was made of seals, floating gulls or other sea-birds in defining the courses.

These conditions proved to be a great leveller with, quite late in the series, boats as diverse as a Miracle, Buzz, RS400 and Vortex being barely separated on points. A blustery and, after weeks of calm, atypical penultimate week sorted the men out from the boys, however, so that Peter Horner and David Brooker scored a 1st & 2nd to effectively clinch the series with a week to spare. Who says you can't win handicap races, or series even, with a Miracle?

Once again, the series benefited from regular duty volunteers who, besides enjoying themselves, were delighted with their 'prizes'!

Pos.	Class	Helm	Crew	PY	Pts
1st	Miracle	Peter Horner	David Brooker	1178	9
2nd	Laser	Gordon Balcher		1078	15
3rd	Buzz	Stuart Bailey	Hanna Packman	1005	15
4th	RS400	Chris Ashby	Mike Smith	952	16
5th	Vortex	Mike Gower		960	17
6th	Boss/L 5000	John Tinnams	Steve Tinnams	847	28
7th	Miracle	David Hudson	Jackie Hudson	1178	29
8th	Boss/RS800	Grahame Smith	Ian Paris	847	40
9th	Vortex	Ray Craddock/Grahame Smith		960	46
10th	National 12	John Howat	Holly Howat	1093	55
11th	Laser Radial	Emily Stanbrook		1101	61
12th	Laser Radial	Andrew Smith		1101	64
13th	RS300	Matt Wynn		901	65
14th	Vortex	Tony Coulson		860	69
15th	Laser II	Simon Conway	Byron Asher Stanilaus	1035	77

subscribed. OK, I accept that it's still a little cold on the water, and we'd all like to do

these courses during the summer, but this time of year is actually better. Anybody can drive a RIB on a calm summer's day with slack tides, but if you learn in more testing conditions you will gain more out of the course, as your confidence will be higher.

Think about what you want from power boating and let me know, I'll try and accommodate you if possible. Any comments on the training set up or even the way the club utilises it's safety boats are always welcome.

Happy sailing

## John Gore

(j.r.gore@btinternet.com)



*The Battle of the Medway 1667, when the British received a drubbing the like of which was not seen again on the Medway until 2003, when WSC lost the Inter-Club Challenge Finale. See Paul Nudd's article later in this issue for the battle story; do well in the Creeks & Marathon, and be there on 9th October for this year's Finale to win back our honour.*

## The New 'Old & New Race'

Let's first of all say, this has nothing to do with age! Rather it's a new race in the calendar, to be held on the morning of the South Kent race on 30th May, and designed to help integrate newer members.

The basic idea is that each boat competing will contain at least one 'new' member and one 'old' member. Unfortunately, we're not that flush with new members, so that the definition of 'new' has initially been set at 'less than two years in the club'. 'Old' members are thus those with two or more years under their belts.

If you don't know anybody to sail with, please ask your fleet captain; the rest have a couple of months to bag themselves a quick 'oldie' or 'newie' (or maybe you just fancy trying their boat?). Let's make sure that at least all 'new' members are included and shown what wisdom can be acquired by prolonged sailing on the river. On second thoughts, just help them enjoy themselves. Fleet captains just think: this is an opportunity to seduce new people into your fleet - why not let the training group know you're interested in their offspring?

There will be no prizes this year, just the kudos. But since when was anybody in this club that bothered about the results? Most of us go home before they're announced anyway!



*An 'oldie' 'gets down on it' at the Prizegiving Dinner-Dance. Many thanks to the others who sent in their editorial bribes on time - your pictures are safe with us. 'Caught' by David Hudson*

## WILSONIAN SAILING CLUB

### MINUTES OF ANNUAL GENERAL MEETING

HELD 28<sup>TH</sup> FEBRUARY 2004 18.00

Brian Lamb (Commodore) was in the chair and 50 members were present.

Commodore's opening remarks: Brian Lamb welcomed all the members to the 46<sup>TH</sup> Annual General Meeting of WSC.

Apologies for Absence were received from S James, T Sims, R Craddock, C Stevens, C Grindley, S Sprot, P Turner, E Hammond, R McCleod.

Minutes of 2003 Annual General Meeting: There were no corrections to these minutes, which were signed by the Commodore.

Secretary's Report on the operation of the Club in 2003:

#### Secretary's Report

##### Membership

During 2003 we had a good number of new members join, and we didn't lose too many during the season.

Our figures over last few years are:

YEAR	2000	2001	2002	2003
MEMBERSHIP	175	172	174	184
NEW MEMBERS	21	21	19	26

We have come to the end of a very busy season with a number of changes implemented.

As I reported at the start of last year's AGM, a job sharing scheme between committee members was introduced. This has been a great success and will continue this coming season. There are still vacancies to be filled. Colin Treadwell was Sailing Secretary and is now stepping up to Rear Commodore. Brian Lamb is stepping down as Commodore to Vice Commodore and Roy Winnett is taking over as Commodore.

Ken Crundwell has accepted the post of Auditor. Roy McLeod has been our Auditor for a several years and we would like to thank him for all the help and support he has given the club. Ian Wyatt has resigned from General Committee after 30 years. We are indebted to Ian for all his time and work he has devoted to the extension of the Club and the

## More Power

So you've got another safety boat duty this year. Most likely it will just be another boring day on the water watching others having fun, whilst you relish the thought of cleaning the changing rooms at the end of the day.

Fortunately, most safety boat duties are just that, but when was the last time you seriously thought about what it really entails? It's about SAFETY. If things went wrong whilst you are afloat could you cope? When was the last time you righted a capsized dinghy? Could you do it in all conditions, especially in a wind against tide situation? If necessary are you and your crew properly dressed to go into the water to give assistance? Not just once but several times during a race. Is your multiple towing technique up to scratch? These are just a few of the situations that can and will arise from time to time. Don't just assume that it will happen to somebody else. That somebody else could easily be you.

#### Kill cords

The kill cord is there is to stop the engine if you have the misfortune to be thrown out of the boat whilst driving. Normally the boat will be close enough for you to get back in without too much problem. But what happens if you were not wearing the kill cord when you were thrown out? At speed the boat will be clear of you before you hit the water, but it will have the tendency to keep going, either in circles, which might mean it will come back to you, or in a straight line until it hits somebody or something else.

Wear the kill cord for the benefit of others, if not for yourself.

#### RYA Powerboat Course syllabus.

As you are no doubt aware the RYA are in the process of revising the powerboat syllabus. As soon as we have been able to digest the changes and ensure that we have the skills and equipment to teach it, it will be introduced into the club, possibly later on this year.

#### Training

There are a limited number of places on powerboat courses this year. The first course will probably have been completed by the time this issue goes to press, but once again I am slightly perplexed by the number of members who have stated they want to do a powerboat course, but do not even bother responding when they are offered a place. Consequently it looks as though this first course will be under-



*Paul Nudds and David Penny (who we gather is now sailing in New Zealand) sailing 'Red Rum' cover the Hudsons' 'Holy Mackerel' on Southmere Lake, Thamesmead way back around 1980. Nice paint-jobs, but at least your sailing water has improved, guys.*

running of the Club generally.

#### **House Committee**

As ever, our hard working House Committee Has done a superb job, in particular the Prize-giving Dinner. The new venue was a huge success. It has been some time since we have had more people wanting tickets than were available. Let's hope we have the same enthusiasm by the members for the events planned for the new season. (I understand Stan and Brian will be holding pole dancing lessons before this year's Prize-giving! )

#### **Publicity**

Those of you who have visited the Club web-site will have seen how impressive it is and how well it works. We have gained several new members through accessing it. Peter Horner designed the site and continues to maintain it. Roy Winnett has regularly written light-hearted, easy to understand articles which continue to appear in the local paper as well as in Yachts and Yachting.

#### **Dinghy Park**

Dave Vettergreen has drawn up a new dinghy park layout plan for the coming season. It will be on the notice-board in the club. If you are not sure please check with Dave before putting your boat in a space.

Members are requested not to leave rubbish in the tyres, please use the rubbish bins.

The chicken shed has been used by a number of members for winter storage this past year.

#### **Training**

Thanks go to the training teams for the professional and dedicated way in which courses and ongoing powerboat driving have been carried out.

In conclusion, I would like to thank all those who have helped during the year and in particular those retiring from office.

Pam Smith - Hon. Secretary

#### **5.Treasurer's Report**

I am pleased to report 2003 a good year for the Club's finances. The books closed with a new balance of £10681 + £3278 representing subs for 2004 banked in December 2003.

Money was spent on new acquisitions including new cookers and a

replacement 9.9HP engine and £3002 was capitalised.

Thanks to Ken Crundwell who meticulously collated petrol receipts, we received a refund of excise duty on our fuel purchases over the past three years of £1,606. I will continue with a claim this year for 2003/4 expenditure.

As in previous years the increase in subscriptions has been kept to below 5% - such increase is needed to cover the increase in fixed costs of rent, rates and insurance and the variable increases in water, sewage disposal, licences etc.

Income /Expenditure: At first glance kitchen/bar sales seem inconsistent but add in £1107.52 from functions income which relate to sale of committee dinner and BBQ tickets, a more realistic figure of £12930.90 applies.

Income increased by £1193 but sales also went up by £1170 almost the same figure, differential as 2001-2002 (£1100/£1200)

The kitchen and bar profit margin is reduced again and I have therefore suggested to the House Committee that they increase the kitchen and bar prices to offset this imbalance. Bar prices have not increased for 2 years.

The training programmes were very successful with income exceeding expectations and expenditure slightly less than anticipated.

Fortunately we attracted more full members than we lost last year, and this, together with more accountability for winter dinghy parking, reflected an increase in subscriptions over and above the annual subs increase.

However, we cannot be complacent, we do need to be aware of the importance of attracting new members each year to at least maintain our membership.

The replacement of patrol boats and engines is expensive and in line with our previous treasurer's suggestion the Committee have agreed that the sum of £2000 per annum is to be programmed into our budget and a Boat Fund established to enable funds to be available as and when required.

Water and sewage costs are up partly due to increased cost of disposal and more frequent emptying.

Radios/Maintenance were higher than expected, part attributed to the purchase of a new battery and aerial

clarification), which was passed. There was a Plus S Wayfarer on the Wayfarer stand, which looked pretty standard except for the helmsman's toe strap position which was further from the centreline than on my boat - possibly a good idea for those who want to hike harder. There may have been other things to spot, but I did not look very carefully as I had a long shopping list! If anyone saw anything else of note, please let us know.

That's all for now. I look forward to seeing you on the water for what I hope will be another great season.

**John Goudie**

**W9812 'Cathessa'**



**Grahame Smith feigns astonishment at having Dysoned up most of the 2003 Fast Fleet prizes (with a Vortex).** Photo David Hudson

*Dear Miracle & Fast Fleet Sailors,*

*It could be that your fleet captains do not love you enough to write reports for you, or it could be that they do not consider there to be anything worthy of mention since the fleet evenings. Whatever, there ain't no reports for you. So why not set them an example of industry by turning out in huge numbers for the start of the season? If April is like last year, however, you may wish to pick your days, weatherwise; unless, of course you want the race points - few starters mean rich rewards for those who go for a short sail over the start line to get a DNF score...*

## Wayfarer Class Report

I always find it difficult to know what to say at this time of year. Do I start with the exhortation to 'do your annual maintenance' so that you get on the water at the start of the season from day one (I am unlikely to make it this year), or do I try and summarise what has been happening over the winter? A bit of both, I think.



We had another well-attended fleet evening in January at which we discussed a range of topics. If my memory serves me correctly: prizes were discussed with no clear preference for a change from glassware, although there was some support for a more flexible approach; the Creeks race format could be changed by the race officer to suit the conditions on the day, but the name should be retained; there was support for Wednesday evening races; expert crews needed to be distinguished from novice crews for the crew's race; 'old and new' race seemed a good idea; Commodore's/Bosun's format should be a mix of race types. Lastly, I was elected fleet captain again. We also had another magnificent supper (especial thanks to Carolyn and to Nick and Sue for the catering and to Alan for making sure the beer was on tap) and were joined again by members of the Medway Wayfarer fleet.

The Dinghy Exhibition has been and gone again. On the Saturday, the Wayfarer Association held a lunch for fleet captains at the event, followed later in the afternoon by the AGM. My feeling was that the AGM was better attended than in recent years, but I have yet to see official reports. There was only one rule change on offer (more of a



*Clearly working on the principle of 'last out - first home', John Goudie makes his customary, finely-timed approach to a start.*

End of year surplus £8253.89

I am enjoying my second term of office and am happy to continue.

Trish Ayris – Treasurer

The Audited Income & Expenditure, Current Assets & Liability accounts and the depreciation schedule were circulated. The members present unanimously approved the audited accounts. A vote of thanks for Roy McLeod for his years as Auditor was proposed by Brian Lamb and seconded by Trish Ayris and was carried unanimously by the meeting.

### 6 Appointments

ASSISTANT OFFICERS (appointed by General Committee)

DINGHY PARK SECRETARY	Dave Vettergreen
DUTY LIST SECRETARY	Christine Godber
MEMBERSHIP RENEWALS	Christine Godber
MEMBERSHIP SECRETARY	<b>VACANCY</b>
TRAINING PRINCIPAL	Tom Sims
CHIEF SAILING INSTRUCTOR	Peter Horner
EDITOR 31%	Tony Hunt
PUBLICITY OFFICER	<b>VACANCY</b>
MEASURER	Tom Sims
TROPHY SECRETARY	Ian Parris
KENT SCHOOLS/YOUTH CO-ORDINATOR	Ann Heather
CHIEF POWER BOAT INSTRUCTOR	John Gore
SITE SERVICES MANAGER	Alan Wynn
SALES CO-ORDINATOR	Gill Warwick

### NOMINATIONS RECEIVED

<u>POSITION</u>	<u>NOMINEE</u>	<u>PROPOSER</u>	<u>SECONDER</u>
Commodore	Roy Winnett	Brian Lamb	Colin Treadwell
Vice Commodore	Brian Lamb	Pam Smith	Ann Heather
Rear Commodore	Colin Treadwell	Roy Winnett	Trish Ayris
Secretary	Pam Smith	Colin Treadwell	Tony Hunt
Treasurer	Trish Ayris	Peter Horner	Ian Gore

Sailing Secretary	<b>VACANCY</b>		
Bosun	Ray Craddock	Brian Lamb	John Gore
House Secretary	Jane Treadwell	Pam Smith	Tom Sims
Cruising Secretary	Peter Hampson	Ken Crundwell	Roy Winnett

GENERAL COMMITTEE (6 Posts)

Ian Gore	]	
Duncan Griffiths	]	
John Talbot	]	Brian Lamb Roy Winnett
Mick Smith	]	
Paul Thorpe	]	
Jeremy Drummond	]	

House Committee Members

Gill Warwick	]	
Chris Eaglestone	]	
Jane Drummond	]	Pam Smith Christine Godber
Jane Lambert	]	
Ken Flowerday	]	

<u>AUDITOR</u>	Ken Crundwell	]
<u>TRUSTEES</u>	Martin Fish	]
	Bernard Smith	]
	Roy McLeod	]
	Dave Vettergreen	]
	Colin Treadwell	Brian Lamb

<u>Fleet</u>	<u>Class Captain</u>
Handicap (Fast)	Graham Smith
Handicap (Medium)	Brian Reeve
Miracle	Chris Cherriman
Wayfarer	John Goudie
Juniors	<b>VACANCY</b>
Saturday Sailing	Martin Jessop Peter Homer

new to the club and would like advice about the club or sailing your boat there is a wealth of knowledge readily available within the fleet - please ask (most of us love to talk sailing, please ask even if you don't really want to know anything .....please!)

Course setting is always an intriguing pastime at Wilsonian. I would like to see more use of Hoo and Yantlett Creeks marks and I develop a nasty twitch when every course has 23 in it. So I will be seeking out many of you to help make our courses interesting and as fair as possible. For the new to racing amongst us, I would especially recommend the Pursuit Race on 30th August, as there is an element of personal handicapping involved and this event can be great fun.

I hope people will come forward with ideas to make it fun and interesting to sail or socialise in the Medium Handicap, particularly the newcomers and the "inexperienced", because sometimes us old hands have become set in our ways and need reminding of what it was like when first starting out and that things can be done differently.

Those of you seeking crews or helms please contact myself or Tony Hunt as he is still running his confidential placing agency.

Finally, a welcome back to Peter and Patricia Moncreiffe after their year away in France.

Looking forward to some good sailing in 2004. "Come on the Fleet" \*

**Brian Reeve**

Tel: 01322 863858.

(\* cry for a minor association football team, used more in despair than hope. Ed)



*'Wow, what a great-looking pole'. Stan Sprot contemplates a lively evening... [in-joke]. His helm looks suitably shocked.*

Well-anticipated by David Hudson

## Medium Fleet Musings

A new season - a new fleet captain. Due to Roy's elevation to Commodore, I now have the pleasure of representing the eclectic group that is the Medium Handicap Fleet. For those that don't know me, my mission in sailing may appear to be to sail as many different types/classes of boat for a season or two as possible. This coming season I will no longer be sailing the Comet Race although the Phantom will be retained.

All clubs hope their handicap fleets will be the breeding ground for a new club class fleet. On the current evidence there is potential for the Kestrel, Laser 2000, Phantom and Laser singlehander to build to class status, but I am sure everybody in our fleet wants to see their chosen boat succeed and have fleet racing, so feel free to promote your class (fixed grins and sailing every week is thought to help). In the meantime the perils of the handicap system have to be lived with: although over a season it does appear the regular and more accomplished sailors end up with the silverware, there are days when some are favoured and others not, but I am aware that one class's handicap is not doing it any favours anytime - I will be raising this with the Sailing Committee.

One of the pleasures of sailing in the Medium Fleet is the Corinthian attitude of our disparate bunch, with common sense prevailing on the water and a great tolerance of the beginner and newcomer. If you are



*"I'm being chatted up by a Wayfarer sailor!", Andrew Smith discovers the price of fame at the Dinner Dance, while Ian Parris averts his gaze.*

Photo David Hudson

## 7. Sailing Secretary's Report:

### 2003 Season - Key features

Entries generally were up on previous season.

The Pre-Season Series, now known as Warm-Up Series, is going well.

Topper Open - there were 20 entries.

Medway Regatta - 74 entries which is on a par with the Hoo Freezer numbers.

New Years Day Race - there were 11 entries and £87.35p was raised for the RNLI. The new Pursuit Race went well.

The new Crew's Race - 8 entries.

We lost the Inter-Club Challenge to Medway Yacht Club.

### 2004 Season

The sailing programme for the 2004 season has now been completed and is already on our website, [www.wilsoniansc.org.uk](http://www.wilsoniansc.org.uk)

Commodore's and Bosun's will be a single event, all classes racing together. There will committee boat starts where practicable. A mixture of types of race will be organised, including "average lap" racing and out-and-back racing with staggered starts close to the Club and a line finish. The Bosun's trophy to be awarded to highest place "slow" boat if winner is a "fast" boat, or to highest place "fast" boat if winner is a "slow" boat.

For scoring purposes in this and all other series, the boat is to count, irrespective of crew changes. In the event of sailors changing boats or classes within the same fleet, application may be made to the Sailing Committee to carry earlier results forward. The success or otherwise of this system will be evaluated at the end of the season.

### Open Meetings

June 20<sup>th</sup> Creeks Open

June 27<sup>th</sup> Medway Marathon (MYC) no Club racing

July 3 & 4 Medway Regatta

July 31<sup>st</sup> Topper + Laser Radial / 4.7

### New for 2004

**Wednesday Evening Racing** - this is informal racing with no prizes. It

will be self supporting - staffed by participants & volunteers. Races will start at 18:30 from May to August, inclusive.

**Old & New Race** - this is a race to integrate new members. Partnership comprising of helm or crew with less than 2 years experience in the Club with a crew or helm with more than 2 years.

**Prizes** - suggestions were invited as to what prizes should be awarded, e.g. clothing, glassware. Please discuss with Fleet Captains.

Radios are all working well.

Bank Holiday Mondays – the Club will be open but no organised racing except for August B/H when there will be a Pursuit Race based on further-refined personal handicaps.

Volunteers are needed for the Topper/Laser open on 31<sup>st</sup> July 2004.

My thanks to the Sailing Committee for their work during 2003. Please pass your views and suggestions to your Fleet Captain.

The organised Saturday sailing details are on the WSC website:

[www.wilsoniansc.org.uk](http://www.wilsoniansc.org.uk)

Colin Treadwell – Sailing Secretary

### 8. Bosun's Report

Attaching the new keel to Wilsonian continues to be difficult. It should be sorted by the start of the new season. Once it is up and working Wilsonian will replace Leander which will probably be retired.

By part-exchanging the older of the two 50HP outboards we are getting a new one half price.

All engines will then be new and, hopefully, reliable.

There are currently 10 Club boats available for hire and for training – 2 Wayfarers, 1 Topper, 3 Lasers and 4 Larks.

Only one of the Lasers is fully equipped and the Topper needs a rudder.

Members were invited to offer any equipment they did not need to the club to help maintain the club boats. All offers of help maintaining them would also be gratefully accepted.

The Club boats will be identifiable by their new covers which will have the club initials printed on them. They should also be together in the dinghy park

Brian Lamb (pp) Brian Warwick – Bosun

### 9. Closing Remarks

Before standing down, the outgoing Commodore thanked everyone for coming to the AGM and in particular thanked the team who had supported him and the Club throughout 2003. The meeting expressed its general approval of the change of date and time for the AGM.

Following the changeover, the new Commodore thanked Ian Wyatt for all he has done for the Club over the last 30 Years.

As the newly elected Commodore of Wilsonian Sailing Club, Roy Winnett closed the meeting at 19.30. Light refreshments were then available to those who wished to stay and socialise.



*One draught Speckled Hen coming up... Up-River Cruise action as seen from the Hudsons' Miracle. Photo David Hudson*

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Then try dinghy racing and enjoy a great social life at  
Wilsonian Sailing Club [ [www.WilsoniansSC.org.uk](http://www.WilsoniansSC.org.uk) ]

A family-friendly club located on the north bank of the River Medway near Hoo, opposite St Mary's Island, Wilsonian S.C. offers excellent sailing between Aylesford and Queenborough.

Members race every Sunday from mid-February to the New Year, and many cruise too, usually at weekends, though launching is possible at any time.

If you sail already, we have space for your boat and/or possibilities to crew. If not, we offer training to RYA standards to get you started, with continuing support thereafter. Club boats can be hired by members at very reasonable rates, though with dinghies so cheap nowadays, most people soon choose to buy their own.

We also have a modern clubhouse and bar, in which we run a programme of social events throughout the year.

Contact our Secretary

Pam Smith, on

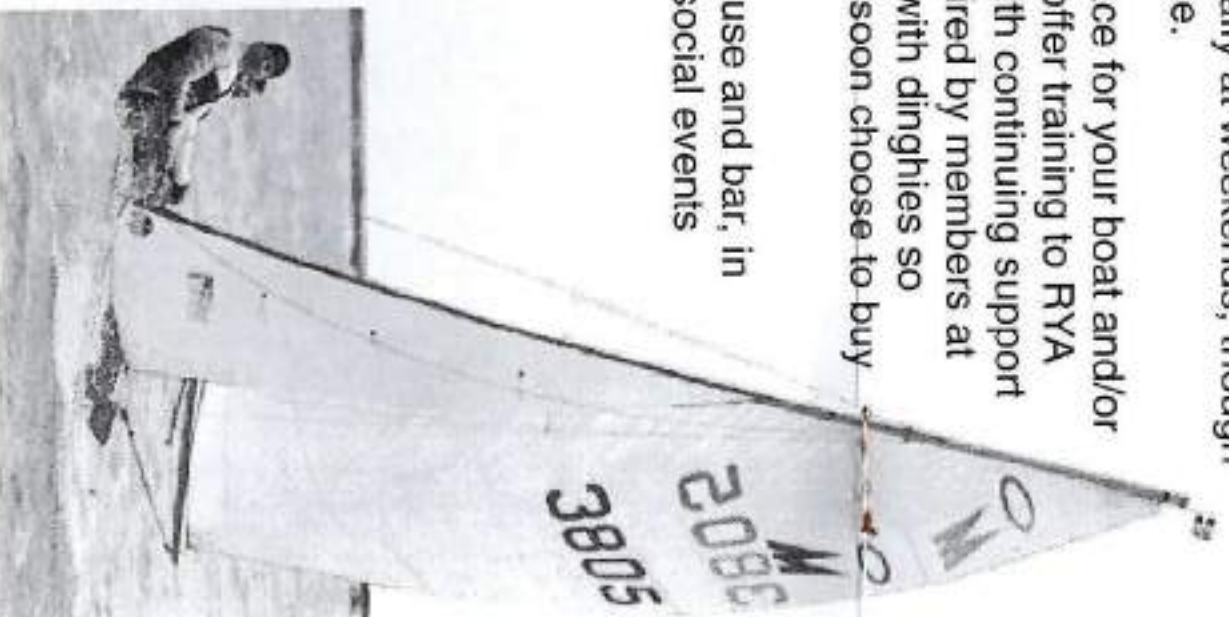
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or by e-mail at

[esdoorn@tiscali.co.uk](mailto:esdoorn@tiscali.co.uk)

Or speak to

who will be happy to introduce you to the club.



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