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Late **Spring 2004**
Issue 79

31½

The Wilsonian Sailing Club Magazine



On the cover: Colin & Lauren Treadwell coax their RS 400 downwind during a Commodore's race.
Photo: Grahame Smith

Editorial **Tony Hunt**

The season is well under-way and I've hardly been able to race the 3000, or so it seems. All this tacking downwind brings to mind 'old dog, new tricks', so maybe I'd better focus on editing. On which front, further apologies for more lost text in the last issue (you hadn't noticed - good!); much less than before, but our Printer and I are still struggling with the vagaries of Microsoft Publisher. Hopefully, this issue will see an end to it.

The unused-photo library is looking very depleted - you'd be amazed how quickly this mag goes through photos. All contributions gratefully received.

The next edition will likely be a skeletal e-mail version, and thus will include only info on up-coming events. Can you let me have copy by 22nd August, please?

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After my casting aspersions on last month's cover, several sources have assured me that it was, indeed, 'Art'. So, for want of photos, here's some more 'Art'. Now when was the last time that it was light enough for you to sit helming like that and you had a blissful smile on your face?

WILSONIAN SAILING CLUB *Hoo, Kent* **01634 250318**
www.wilsoniansc.org.uk

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Calendar

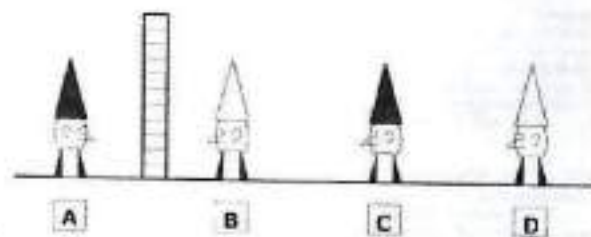
Date	Time	Event	Contact/Notes
23 May	11:00 14:00	Ladies & Juniors Series 2 Commodore's Series Race 2	
Tue 25 May		Brewery Visit	Alan Wynn
30 May	11:00 14:00	Old & New Race* South Kent Race	*Tony Hunt
Mon 31 May	09:30	RYA Level 2 Training	Peter Horner
20 Jun	13:00	Creeks Open **	Our premier event
Sat 28 Jun	16:30	Open Day & BBQ Evening Race (Trophy Race)	Bring your friends & neighbours!
27 Jun		MYC Medway Marathon ** No WSC points racing	www.medwayyachtclub.com
3/4 Jul		Medway Dinghy Regatta+BBQ+disco	Steve James
18 Jul	11:00 14:00	Ladies & Juniors a.m. Commodore's Series Race 3	
Sat 31 Jul		WSC Topper & Laser Radial/4.7 Open	
Sat 14 Aug	Dep 9	Up-River Cruise - prompt dep. vital!	Dave Burfoot p.9
24-26 Aug		Junior Training Week	Ann Heather
29 Aug	11:00	Three Race Regatta	
Mon 30 Aug	13:00	Pursuit Race	Tony Hunt/ Bank Holiday!
19 Sep	11:00 14:00	Ladies & Juniors Series 4 Commodore's Series Race 4	
03 Oct	11:00 14:00	Ladies & Juniors Series 5 Commodore's Series Race 5	
Sat 09 Oct		WSCvMYC Inter-Club Challenge Finale**	** counts towards Inter-club challenge
17 Oct	11:00 14:00	Crews' Race Leigh Trophy	
Sat 30 Oct		Trip to France - apply by 29 Aug	Jane Treadwell
31 Oct	10:30 13:00	Last Autumn Points Laying-Up Cup	NB: GMT + times
07 Nov	10:30	Open Winter Series Starts	

HOW TO SAIL by One Who Knows

1. Join the Wilsonian Sailing Club
2. Get into one of those jackets that make you look like Michelin-man
3. Have at least 2 large ones at the bar.
4. Get in the boat.
5. Notice the absence of engine and brakes.
6. Don't say anything.
7. Float into middle of river.
8. See simply enormous ship steaming towards you.
9. See life flashing before eyes.
10. Wish life had been more interesting.
11. Strike boom smartly with left side of head.
12. Get cold.
13. Strike boom smartly with right side of head.
14. Get colder.
15. Get in the way of everyone else in the boat.
16. Get wet.
17. Get wetter.
18. Get even colder.
19. Get back to club.
20. Get excited about doing it all again next week.

Solution:

As you'll all have worked out by now, it's 'C' that calls out (in the Hollywood version, at any rate).



C reasons that D can see both B & C, and if the latter pair had the same colour hats, then D, knowing there were only two hats of each colour, would have quickly deduced that he had the other colour and would have called out. Thus, as D remains silent, C concludes he has a different colour to B, i.e. a black hat.

In reality, all the men would be beset with the same confusion we all feel when we see our lead disappearing in chunks as one windshift after another heads us, with similarly disastrous consequences for our reasoning...

From the Commodore Roy Winnett

It has been very satisfying to see so much activity in the dinghy park on Sundays, with many new members joining the racing diehards. The season has started well with 21 boats out for the Ice Breaker and over 70 boats entered for the Spring Points series. For a variety of reasons though, few sailed the 6 races to count, the mixture of light/strong winds was one excuse. The weather did favour us for the first race in the Commodore's Trophy series and the response was an entry of 30, pity two forgot to 'sign on'. However, this activity is reflected in the shortage of space in the dinghy park. A secure area in the car park has now been provided for road trailers, so please do not leave your boat on the road trailer in the dinghy park space. (Byelaw 24)

The club Byelaw 9 (Page 28 of the WSC Members Handbook 2004) has been amended. This was essential, as most new classes do not have a measurement certificate that has to be renewed annually, so it is not necessary to be a member of the class association for club racing. However, it is encouraged that all boat owners join their class association. The annual fee is usually less than £20, promotion of the class help to keep up the second hand value; advice is available and sometimes special offers on sails etc.

New Bye-law 9

The owner and/or skipper of any boat launching from the club shall be responsible for:

- a) the seaworthiness of that boat, and
- b) ensuring the boat has adequate insurance against third party risks.

All boats participating in racing shall, in addition, comply with their class measurement rules.

It is expected that the Medway Dinghy Regatta will to be another club success, so make a note in your diary – 3rd & 4th July. In keeping with RYA guidelines a 'safety tally system' will be in operation. Both helm and crew will be given a numbered rubber wrist band which must be collected before going afloat and returned within an hour of finishing. As this is a safety issue it has been decided that failure to collect or return the tally will result in disqualification. So get in training by

remembering to 'sign off' for club racing within 30 minutes of coming ashore and not rely on the benevolence of the Race Officer.

Our results in the Creeks Race (20th June) and Medway Marathon (27th June) will contribute towards the Inter-club challenge with Medway YC this year. There is not any other club racing on these dates so make sure you are entered, our reputation depends on it.

Maintenance of the club's boats has been a problem for some time, especially now that they are being used regularly. We are fortunate that new members Paul Thorpe and Geoff Lambert have offered to take care of them. However, as this can be a thankless task it is important that members treat the boats sensibly and leave them in a fit state. It was reported recently that sails were being dumped in a heap and not folded or rolled up correctly.

On a sad note, it would appear that a member's watch was taken from the top of his sailing bag in the changing room and some items of club clothing were taken from the committee room. It is hoped that this is a one-off.

However, the committee room will always be kept locked in future and members are advised not to leave valuable items in the changing rooms.

On a more cheerful note, the club seems to be buzzing with more new members joining the club, so we must be doing something right. Due no doubt to all the hard work put in by committee members.

Lets hope the weather favours us for the rest of the season, so we see even more of you out on the water.

[Some of you who receive the weekly Results E-mail from Roy might have noticed that your names are misspelt. This is most likely your own fault: if the RO can't read your name on the signing-on sheet, he can't record it properly in the results log, which Roy uses to compile his spreadsheet! Those of you who don't receive the Results E-mail but would like to, just send Roy an e-mail to that effect. Ed.]

and from the Vice Commodore...

Spring points over, Early Summer points to look forward to, weather pretty iffy so far, looking forward to improved sailing conditions – as well as sun!

A real buzz in the dinghy park with record numbers out and the car

2003 Bosun's races, but that's another story... Ed.]

MEDWAY QUEEN

The Paddle Steamer Medway Queen is the only Estuary Pleasure paddle steamer left in the UK and



was built at Troon in Scotland, in 1924, for service on the River Medway and the Thames Estuary. She is a classic "estuary" paddle steamer approx., 180ft in length, 24 ft beam with 50 ft beam over paddle frames. Normal draught 5 ft 6,in, her speed was 13 knots

Her regular route was from Chatham & Strood, to Sheerness, Southend, Herne Bay and at times Margate and Clacton and return daily. In 1937 she attended the Coronation Review at Spithead. In 1940 she made a record number of crossings to the beaches of Dunkirk, where she rescued 7000 men during seven trips. In 1939 she carried children evacuated from Kent to East Anglia, and joined the Royal Navy as a minesweeper for the duration of the war in the English Channel.

After the war in 1947 she was returned to her owners, after a rebuild at Southampton. In 1953 she attended a Review at Spithead, for the Coronation of Elizabeth II. In 1963 she was taken out of service, with the possibility of being broken up. After great public outcry, she was saved and became a marina clubhouse on the Isle of Wight.

In the 1970s she was moved to the River Medina, and sunk by accident. After being partly submerged for sometime, she was raised in 1984 and towed back to the Medway on a pontoon. She was then abandoned, only to sink again against the Chatham Dockyard wall. It was shortly after this that the Medway Queen Preservation Society was formed in 1985, with the intention of preserving this historic ship.

It took a further two years to remove the mud that had accumulated over the years, and then to patch the holes in the hull and a site was found at Kingsnorth, on the Hoo Peninsular, called Damhead Creek. The ship was raised and moved to her new home in 1987, and the long restoration process has continued since.

MEDWAY PADDLE STEAMERS

by Paul Hudds

KINGSWEAR CASTLE

The coal-fired paddle steamer Kingswear Castle was built in 1924 by Philip & Son of Dartmouth and sailed up and down the River Dart with her sister ships Totnes Castle and Compton Castle until the 1960s. When built, her steam engine, Cox, and many fixtures and fitting were taken from her predecessor of the same name.

During the Second World War she was chartered to the American Navy for use carrying stores and

personnel at Dartmouth and was one of the few British ships to retain her bright peacetime colour scheme amongst the drab uniformity of wartime grey. Withdrawn from service in 1965, she was laid up in Old Mill Creek at Dartmouth until bought by the Paddle Steamer Preservation Society in 1967.

She was moved to the Isle of Wight where she steamed on a couple of occasions for a BBC film with John Betjeman and then, in 1971, was towed to the River Medway where restoration commenced. Many companies, individuals and other organisations donated money, equipment and expertise until finally, in 1985, she was returned to service on the River Medway with full Department of Transport Passenger Certificates and now runs regular pleasure cruises from the Royal Dockyard and Rochester Castle piers. In 1986 Kingswear Castle won the National Steam Heritage Award and in 1999 she was included on the National Historic Ships Committee Core Collection list of ships of "Pre-eminent National Significance". *[She also insisted on match-racing David Tozer's Miracle all the way upwind in the last of the*



park chockablock (please try to park more closely – after all, we are a friendly club!!) Lots of new faces keen to race, borrow club boats or just potter.

We seem to have fairies at the club – I often come down to fix something, only to discover the job's already done! It must be the little people – how else could this happen? Anyway, many thanks to all of them, whoever you are.

The River Cleanup was brilliant – a couple of dozen of us cleared over 50 sacks of rubbish in a record three hours, despite the heat. We must do it again – just take a look at the foreshore on either side of the club and you will agree that the results were well worth the effort.

We have our Club Open Day on Saturday 26th June, with a late afternoon race followed by a BBQ. Perhaps each one of us could try to bring a friend or relative down for the day to see the club, have a ride in a dinghy or power boat or simply to soak in the atmosphere as well as the Real Ale!

As that wise old Chinese philosopher, Hoo Cric Boeee, so sagely remarked:

'There are three stages to a problem:

- 1- Identifying
- 2- Finding the solution
- 3- Fixing'

We usually seem to be able to get the first two stages completed, but the third one often eludes us. So, if you notice something wrong – you're a geezer, if you can think of a way of fixing it – you're a genius, but if you can actually fix it – you're a hero!! We already have many heroes in the club, but we could always do with more.

The club boats are being used regularly – we have kept the charges to a minimum, but in exchange we expect users to help repair any damage as and when it occurs, rather than simply report it. Volunteers are also helping to look after them, but that's a lot of work if users don't do their bit.

Must dash – I've got a bottom to scrub and polish down at the club – with a bit of luck, the fairies will have got there before me...

Brian Lamb

Wayfarer 10201 – Final Gambol

Sailing Secretary's Report

I have very little to report on this occasion, having already said most of what I wanted to say in my last report in the Spring 2004 edition of the magazine covered.

However, I have a number of very interesting observations to share with you, all of which illustrate just how well we are doing so far this year.

I mentioned in my last report about our increased entries in 2003 compared with 2002, and said how great it would be if we could improve even further in 2004. Well, every fleet realised an increase in their turnouts for the Spring Series when compared to last year's series, as you can see from the following:

	2003	2004
Fast Handicap	10	18
Medium handicap	15	26
Miracle	9	10
Wayfarer	6	7

In addition, and on an even more promising note, we have seen a number of juniors turning out in their Toppers, a very satisfying sight I must say. Apart from the sheer pleasure in seeing young people enjoying themselves, we need to remember that these same young people are the very future of our Club. Indeed, it has often been commented that the sign of a good and prosperous club is one where there is a sound and active junior participation. We now seem to have one again!!

The Wednesday Evening Racing is now well under way and has attracted quite a lot of interest already. At the time of writing, two such evenings had passed, the second of which attracted some 15 boats.

As well as the Club being very active on the water, we are seeing an appreciable number of prospective new members turning up on Sundays, all of whom seem to be very enthusiastic about what we have to offer, our friendliness and the extent of activity on the water.

Tender

Small craft customarily towed from the stern of boats, or stowed on deck on larger boats or stowed from moorings when the owner is away. It serves the purpose of a lifeboat, shore shuttle and waste basket, and by filling up with water and sinking, it provides a crude measurement of recent rainfall. For reasons lost in maritime tradition, dinghies are by custom equipped with two oars, but only one functioning rowlock.

Winches

Jocular term for compliant and helpful young ladies on a sailboat. By contrast, women who are serious sailors but dull company are called "windlasses" *[This article is a period piece. Men no longer think like this, or at least write like it. Ed.]*.

Zephyr

Warm pleasant breeze. Named after the mythical Greek god of wishful thinking, false hopes and unreliable forecasts.



A shot to inspire our growing band of Laser 2 sailors. It's not one of ours, it's true, but it might as well be: crew flat out, boat flat, bow in, sails trimmed to perfection...

Hazard

1. Any boat over a metre in length. 2. The skipper of any such craft. 3. Any body of water. 4. Any body of land within 100 metres of any body of water.

Lifebelt

Any personal flotation device that will keep an individual who has fallen off a vessel above water long enough to be run over by it or another rescue craft.

Overboard

No longer onboard ship -usually used in reference to a person who has fallen off one. One of a limited number of circumstances when disembarkation from a boat implies a shortening rather than a lengthening of the life span of the individual involved.

Propeller

Underwater winch designed to wind up at high speed any lines or painters left hanging over the side.

Racing

Popular nautical contact sport.

Rudder

A large, heavy, vertically mounted, hydrodynamically contoured board or plate which, through the action of a tiller or wheel, it is possible, during very brief intervals, to point a sailing vessel in a direction in which, due to a combination of effects caused by tide, current, the force and direction of the wind, the size of the waves, and the shape of the hull, it does not wish to go.

Ship to shore radio

A combination radio transmitter/receiver that permits captains and crew members to obtain wrong numbers and engaged tones while at sea.

Shower

Due to restricted space, limited water supplies and the difficulty of generating hot water, showers onboard ship are quite different from those taken ashore. Although there is no substitute for direct experience, a rough idea of a shipboard shower can be obtained by standing naked for two minutes in a closet with a large, wet dog.

So, more members are getting out on the water, more youngsters are getting the bit between the teeth and more prospective members seem to like what they see. We must be doing something right!!

Finally, please remember that we are still seeking a Sailing Secretary. Surely there could not be a better time to be part of such a positive and promising success story? Such a position is always so much easier when things are going well. Why not step forward and give it a try. I think you'll be very pleasantly surprised as to how little is actually involved and the satisfaction it can, and does, provide. If you think you may be interested, but are not sure as to what exactly is involved, or the time it takes, please feel free to come and have a quiet chat with me.

Colin Treadwell

(Caretaker) Sailing Secretary

House Secretary's Report

Two brief reminders are all I would like to mention this time around.

Firstly, we have the BBQ and disco on the Saturday evening of the Medway Regatta (3rd July). Even if you are unable, or not intending, to sail in the Regatta please feel free to come along to the BBQ and disco. A great time is in store if the last two years are anything to go by.

Our trip to France / Belgium is scheduled for Saturday 30th October. The final destination will be decided after consultation with all those expressing an interest.

Deadline for confirming your interest is Sunday 29th August.

Jane Treadwell

House Secretary

The Dinghy Park

by David Vettergreen, Dinghy Park Secretary

As a centrefold to this issue of 31½ is a copy of the dinghy park plan for 2004 as existing at the current date. If your boat does not appear on this plan you have either not paid or did not fill in the dinghy park section of your joining / renewal form.

We continue to get applications to join WSC and do not wish to turn anybody away, therefore it may be necessary to adjust the plan and move boats to suit new applications for spaces as most seem to be for longer and wider boats.

There is an area marked as being under repair, it is intended to continue this work during the summer so the boats parked close to this area will need to be relocated while this happens. If you have any queries about your allocated space please contact me and I will try to resolve it. Finally if your boat is not in the allocated space please move it to the correct space.

Another Big Thank-You

To all those who participated in the River Rubbish Roundup collecting the detritus of modern life from the beaches adjacent the club. The resulting haul was pretty impressive: collection was so efficient that we didn't have time to count them, but estimates range from 50 to 75 sacks of compressed rubbish!

The beach is already once again teeming with plastic, of course, but short of culling deserving elements among the residents of the Medway Towns there's little we can do about that long-term. At least it was fun to be doing something different on a Saturday morning, and we got a free lunch (even though there's no such thing).

While the many crisp packets were eyesores, perhaps the most important items picked up were the plastic ties off six-packs, deflated rubber balloons (at least, that's what I thought they were...) and discarded fishing lines (the ones without inert men attached); the first can get caught around bird and animal necks and chafe open wounds which prove fatal when they become infected, the second choke ducks that try to eat them, while the entangling qualities of fishing line are all too obvious, worse still when it has hooks attached.

Entertaining shipboard kaleidoscope which when held up to the light reveals interesting patterns and designs caused by salt spray, thumbprints and scratches.

Boom

1. Laterally mounted pole to which sail is fastened. Often used during jibing to shift crew to horizontal fixed position. 2. The sound produced when an alcohol stove is used to convert a boat into a liquid asset.

Buoy

Navigational aid. There are several types and colours of buoys of which the most numerous are: the black can (seen as a fuzzy black spot on the horizon); the red or green day beacon (seen as a fuzzy black spot on the horizon); and the vertically striped red and white channel marker (seen as a fuzzy black spot on the horizon).

Canvas

An abrasive sailcloth used to remove excess skin from the knuckles.

Centreboard

Permanently jammed movable keel.

Chart

1. A large piece of paper useful in protecting cabin and cockpit surfaces from food and beverage stains. 2. A common decorative motif on place mats. 3. A nautical map that assists the boatman in determining whether he is on the water (blue on charts) or on land (yellow).

Crew

Heavy stationary objects used shipboard to hold down corners of charts and dampen sudden movements of the boom.

Current

Tidal flow that carries a boat away from its destination or towards a hazard.

Engine

Sailboats are equipped with a variety of engines, but all of them work on the internal destruction principle, in which highly machined parts are rapidly converted into low-grade scrap, producing in the process energy in the form of heat, which is used to boil the bilge water; vibration, which improves the muscle tone of the crew; and a small

This article appeared first in a New Zealand yachting magazine, then in 31½ some time ago, but it's worth repeating for newer members.

YOUR GUIDE TO SALTY LANGUAGE

Abandon

1. Wild state in which a sailor acquires a boat 2. Wild state in which a sailor relinquishes a boat.

Admiralty Law

Convoluting body of law, which regulates behaviour at sea. For example, under Admiralty Law, captains may perform marriages at sea, but not divorces, barmitzvahs, or most forms of brain surgery; the eating of one individual on a lifeboat to sustain the lives of others is OK in some circumstances, but certain recipes, such as casseroles and all but a few cold dishes, are forbidden.

Anchor

Any number of heavy, hook shaped devices that are dropped over the side of the boat on the end of a length of rope or chain and which are designed to hold a vessel securely in place until (A) the wind exceeds 2 knots (B) the owner and crew depart, or (C) 3 o'clock in the morning.

Barometer

Meteorological instrument which sailors often use to confirm the onset of bad weather. Its readings together with heavy rain, severe rolling, high winds, dark skies and deep cloud cover, indicate the presence of a storm.

Battery

Electrochemical device which having been charged for 12 hours is capable of lighting an incandescent lamp of a wattage about equal to that of a refrigerator bulb for 15 minutes.

Berth

Any horizontal surface whose total area does not exceed one-half of the surface of an average man at rest, on to which at least one litre of some liquid seeps during any 12 hour period and above which there are not less than 10 kilos of improperly secured objects.

Binoculars

Crew Weight Compensation

It is becoming increasingly normal for high-performance classes to include measures for equalising performance by compensating for differences in crew weights and even heights. This is typically done by adding corrector weights to boats sailed by lightweight crews and, in some cases, by adjusting the width of racks to equalize the righting moment.

Class organisations have procedures for measuring crew weights and their potential righting moments, and for specifying the appropriate weight of correctors and width of racks. Unfortunately, this is difficult to do at club level, since the procedures often involve not merely scales but also a standard plank on which crew members lay to check the righting moment they can exert, as well as a formula for translating the results into boat specifications.

Perhaps because of this lack of clarity within the club, and because large performance discrepancies can result from incorrect settings, mutterings have been heard around the dinghy park that this or that boat is underweight or over-wide. To resolve the disquiet, the Sailing Committee has agreed that all owners of crew-weight-compensated boats will be asked to complete a declaration as to the appropriate data for their particular boat with its usual crew. We need to have our house clearly in order before the Creeks Open, so that owners are being asked to return their declarations to their fleet captain one week before that, i.e. by 13th June. After that date, racing results for boats not the subject of a declaration will not be counted.

We all want to win fairly, and we want people to know that when we win we deserve it, so get those declarations in a.s.a.p.



The Three Race Regatta

This regatta was conceived to give the club's slowest boats an equal chance in an all-club event by using average lap timing to ensure that everybody is racing for a similar time and thus has similar wind. The idea has been shown to work - a Miracle won this year's Warm-Up Series, after all - but this regatta got off to a shaky start: in early years we tried to schedule up to five races in Short Reach where a beat was difficult to arrange, so that the event got dubbed the 'five-reach regatta'.

Last year, however, we got the format right: a committee boat start, just three races back to back, and held between the forts around high water, enabling a quadrilateral course with a true beat, reaches and a run.

Altogether, the regatta has a very special feel, quite akin to an open meeting, so turn up on **29th August** for some 'different' racing.

An unashamed plug for **The Pursuit Race**

Successful as this event was last year, this year we're hoping for bigger and better.

For the uninitiated, competitors in this race are started individually from the beach (the RO or his glamorous assistant might even be kind enough to hold your boat for you and give you a shove off!). The slowest-rated boats leave first, followed at carefully-calculated intervals by faster ones, the aim being that everybody should arrive at the finish at about the same time. Naturally, the Portsmouth Yardstick ratings of the boats themselves are not enough to ensure a close finish for all, so we use personal handicaps for individual sailors.

Last year's personal handicaps worked pretty well, but this year we've refined them. We've given relative novices an even bigger advantage, and now have a factor to allow for the fact that slower boats such as Miracles are more handicapped by the tide. Also addressed is the fact that some boats go better in light airs and others better in a blow. Basically, whatever your level, if you sail a good race you should score well.

So let's see you out in force on the **August 30th Bank Holiday Monday**; this is one race where the normal pecking order should not apply, and the more competitors the merrier.

The Ice Breaker

This year the weather brought us a low-F3 south-westerly with overcast skies - better than the usual flat calm with sunshine, or gales.

A good turnout of 21 boats came to the line, and after the usual carfuffle at Club Buoy, the fleet gradually sorted itself into handicap order by the leeward mark at 22 - with the exception of Peter Belcher's Laser and Neil Lamprell's Phantom, both of which were uncomfortably close to the Fast Fleet boats at that point. Then it was mostly beating home with the tide, with a loop in Gillingham Reach just to depress the slower runners who, as they turned back down river at 28, met the leading boats already going upstream for the second time.

The Brians' Wayfarer would usually be a good bet in this weather, but a bad start put them in traffic, enabling Peter Belcher to squeak a win.

Pos	Class	Helm	Crew	PY	Corr time
1st	Laser	Peter Belcher		1076	01.31.21
2nd	Wayfarer	Brian Lamb	Brian Warwick	1069	01.31.50
3rd	Phantom	Neil Lamprell		1048	01.32.01
4th	Laser 2000	Roy Winnett	Susan Raiser	1069	01.35.01
5th	Buzz	Stuart Beley	Hannah Packman	1005	01.35.32
6th	Contender	Martin Jones		894	01.36.08
7th	Laser 2000	John Tinnams	Steve Tinnams	846	01.37.49
8th	Club Lark	Tony Hunt	Jane Drummond	1089	01.38.08
9th	Boys	Simon Owens	Mark Owens	847	01.38.27
10th	RS 800	Andy Pickorell	Nick Lett	822	01.38.29
11th	RS 400	Chris Ashby	Mike Smith	963	01.39.11
12th	Laser	David Mason		1078	01.40.24
13th	Wayfarer	Jim Tyler	John Gumett	1059	01.44.24
14th	Vortex	Mike Gower		860	01.48.41
15th	RS 800	Ian Parfitt	Grahams Smith	822	01.47.30
16th	Boys	Jo Wickon		1162	01.49.26
17th	Vortex	Phil Harts		960	01.50.20
18th	Miracle	Geoff Lambert	Tom Lambert	1178	01.57.05
19th	Laser Rad	Andrew Smith		1101	DNF
19th	Laser	Ian Drummond		1078	DNF
19th	Enterprise	Andy Hockey	Nik Antoadies	1116	DNF

Wednesday Racing...so far

After a day of Force 4 to 5, gusting to 6 at the start of numerous rainstorms, the weather uncannily calmed to a nice top end of a 3 (less in the wind-shadow of St Mary's Island, obviously) for the first of the series. Seven boats - the usual 'keenest of the keen', occasionally obstructed by the Jeanneau, sailed a short lapping course between 31 and 32 after 'a sort of gate start': in theory, the slowest boat sailed close-hauled accompanied by the Jeanneau and the rest passed behind the safety boat to start. It worked perfectly in theory, anyway.

Week two produced 15 boats, a bright, occasionally sunny Force 3, and a course to 23. What more could you ask? Many thanks to Brian Reeve and Paul Heather who, unasked, performed the race and rescue duties, and to Brian Lamb for opening the bar. Hopefully everybody will see fit to take their turn - with only two people on essential duties each week so far, the duty requirements have hardly been heavy.

Class	Helm	Crew	Rce1	Rce2	Pts
RS 800	Ian Parris	Grahame Smith	5	2	7
Miracle	David Hudson	Jackie Hudson	3	6	9
Vortex	Tony Coulson		4	8	12
Miracle	Chris Wallis	Nina Wallis	2	13	15
Vortex	Phil Harris		DNF	10	17
Laser 3000	Tony Hunt	David Bourne	DNC	1	19
Laser Rad	Gordon Belcher		1	DNC	19
Phantom	Malcolm Levey		DNC	3	21
Miracle	Peter Horner	David Brooker	DNC	4	22
Laser	Peter Belcher		DNC	5	23
Topper	Gordon Wallace		6	DNC	24
Laser	David Mason		DNC	7	25
Vortex	Rsy Craddock		DNC	9	27
Laser II	David Fenech	Allison Williams	DNC	11	29
Byte	Jo Wicken		DNC	12	30
Miracle	Tom Lambert	Geoff Lambert	DNC	14	32
Laser	Steve Drain		DNC	DNF	33

Saturday Sailing

Some of our newer members may be puzzled by the references to 'Saturday Sailing' in the Sailing Programme - after all, it's self-evident that if you go sailing on one of those dates, you'll be sailing on a Saturday! The title is intended to imply, however, that if you turn up at 13:00, you should find other people also intending to go sailing, along with others on hand with help and advice for you on rigging or sailing. The intention is also to have a safety boat available.

Of course, the likelihood of finding an activated dinghy park is greater on days when the weather is pleasant, but if you want to do some sailing apart from on Sundays and would prefer not to be on your own, then the Saturday Sailing dates are the ones to home in on.

Juniors

The junior racing series on the mornings of Commodore's Series events is of course now well under way, but don't forget Junior Week during the summer holidays, from **24th to 28th August**. The club hires Toppers and Optimists, RYA-qualified instructors give tuition and there are usually 20-plus children with ages ranging from 7 to 15 there to have fun and make friends. Contact Anne Heather for more details.

Remember too, the junior training sessions at 10:00 on some Saturday mornings - check the Sailing Programme for dates.

Topper, Laser 4.7 & Radial Open

This year we're extending the possibilities for entry in the 'Topper Open' to Laser 4.7's and Radials.

Sorry full-rig Laser boys, but we didn't want to attract any of the more aggressive types on the Laser circuit to this essentially friendly junior/club-level event! But we've a number of Radial sailors in the club nowadays, so let's see a good turnout on **Saturday, 31st July**.

If you'd like to get involved but would prefer to stay dry, the club is still looking for duty volunteers for this event, which is manned entirely by volunteers rather than from the club duty list. Parents or non-competing Laser sailors might feel particularly called.

Medway in June (& July)

You'll recall that last year we grouped together a number of major events under the catchy (or not) title of 'Medway in June'. This year we've overshot the 'June' designation, but done rather better at the grouping. Thus, on three consecutive weekends we have:

Creeks Open (our premier event) **20th June**

Medway Marathon (MYC's 26-miler) **27th June**

Medway Dinghy Regatta (we're hosting again) **3rd/4th July**

Three cracking events, each in its way a highlight of the year, one after the other. If you have friends coming to any of these, make sure that they know about the others - they could get very good value out of one boat-trail! Maybe you could tell your class association about it?

Any visitors entering two or more of the events will be welcome to leave their boat at the club in the meantime. They may also join in (but not score in) our Saturday Evening Race on Saturday 26th June on our Open Day - speaking of which...

WSC Open Day (26th June)

Conceived with the best of intentions for introducing people to our club, this seems to have turned into a Saturday of free sailing for members followed by the Evening Race at 16:30. Very pleasant, to be sure, but hardly fulfilling the original aim.

Surely you (and this includes you, juniors!) have non-sailing friends or neighbours who deserve the opportunity to try sailing? Weather permitting, this is the perfect chance for you to let them have a go. You have no racing commitments during the day, and even if your own boat isn't suitable, you could borrow a boat - the club has Wayfarers and Larks. As to whether you go on to do the race with your guests, well, that's up to you.

After the Evening Race for the John Yao Memorial Trophy, there will be the usual excellent barbecue - if that doesn't persuade your guests, then there's really no pleasing them!

Junior Fleet	1st	Thomas Kirt		20
(all Toppers)	2nd	Stephanie Wicken		21
	3rd	Harry Coulson		28
	4th	Tom Lambert		31
	5th	Dan Drummond		31
	6th	Robert Wicken		33

Medium Handicap

1st	Laser Radial	Gordon Belcher		1101	15
2nd	Laser 2000	David Vettergreen	Stan Eprot	1089	28
3rd	Laser	Graham Jenkinson		1078	30
4th	Laser 2000	Roy Winnott	Susan Raiser/Geoff Lambert	1089	32
5th	Phantom	Neil Lamprell		1048	50
6th	Laser 3000	Tony Hunt	David Bourne	1090	66
7th	Laser	Peter Belcher		1078	88
8th	Kestrel	Jeremy Drummond	Jane/Ian Drummond	1038	98
9th	Enterprise	Nik Antoniadou/Andy Hockey	Andy Hockey/Catherine Evans/C Grant	1116	107
10th	Laser II	Martin Brown/Tony Hunt	Amanda Randall	1095	107
11th	Phantom	Malcolm Levey		1048	112
12th	Laser 2000	Jane Lambert	Paul Thorpe	1089	115
13th	RS Varco	Phil Harris		1048	117
14th	Laser	Martin Vinton		1078	119
15th	Laser Radial	Nick Lett/S Drew		1101	121
16th	Laser	Geoff Lambert		1078	125
17th	Bye	Jo Wicker		1162	125
18th	Laser Radial	Ian Drummond		1101	126
19th	Phantom	Brian Reeve		1048	136
20th	Laser Radial	Andrew Smith		1101	137
21st	Laser Radial	Doug Honor		1101	139
22nd	RS 300	Luke Thorp		1091	140
23rd	Laser	Mathew White		1078	141
24th	Laser	Ron Jarvis		1078	144
25th	Laser	Not legibly signed on		1078	144
26th	Laser Radial	Peter Moncreiffe		1101	148

Spring Points - Final Placings

Pos	Class	Helm	Crew	Fast Handicap	
				PY	Pts
1st	RS 400	Chris Ashby	Mike Smith	952	10
2nd	Osprey	Tim Kilt	Brian Reeve/Paul Heather	940	19
3rd	Laser 4000	David Mason	Stuart Mason	908	32
4th	Laser 5000	John Tinnams	Steve Tinnams	846	34
5th	Vortex	Tony Coulson		960	47
6th	Vortex	Grahame Smith		960	50
7th	Vortex	Mike Gower		960	55
8th	RS 800	Ian Parris	Grahame Smith	822	58
9th	RS 400	Colin Treadwell	Lauren Treadwell	952	63
10th	Contender	Martin Jones		994	73
11th	Osprey	Martin Jones	Jonathan Osgood	940	81
12th	Vortex	Phil Harris		960	83
13th	Vortex	Ray Craddock		960	85
14th	Boss	Luke Tharp	Nick Lett	847	90
15th	Boss	Simon Owens	Mark Owens	847	92
16th	Boss	Andy Gibbs	Gordon Hughes	847	94
17th	RS 800	Andy Pickrell	Nick Lett	822	97
18th	Contender	Matthew Love		994	101

Wayfarer

Pos	Sail No.	Helm	Crew	Pts
1st	10201	Brian Lamb/Brian Warwick	Brian Warwick/Derek Cummings	6
2nd	84	Bob Dutton	Peter Good	15
3rd	10003	Nick Fenton-Smith/J Gurnett	John Gurnett/Jane Drummond/Jim Tyler	22
4th	10120	Brian Ward	Jim Tyler	25
5th	7155	John Goudie	Suzanne Hall	29
6th	847	Lan Ayris	Derek Cummings	39
7th	7508	Roy Laphorn	Dave Burfoot	45

The Up-River Cruise

This event is usually a closely-guarded secret, only open to a few 'in the know' cruising sailors. Unless, that is, you read the posters put up the weekend before. This year, however, and possibly for one time only, 31½ has been able to discover well in advance the date on which this event will take place, namely Saturday, 14th August.

For anyone who has not done it, the cruise entails sailing upstream to Aylesford, past the priory, to where all that a pub can offer awaits you. The pub has a terrace overlooking the ancient Aylesford bridge, from where 'helpful' remarks may be loutishly hurled at motor-boat owners, for once at our mercy while attempting to pass beneath the stone span.

Tides are chosen to sweep you up there and, after a leisurely lunch, back home again, all without banging your head on Rochester Bridge. Even on a windy day, the sailing varies from the interesting to an occasional drift between tree-lined banks, but the experience is not to be missed - and what else could you possibly be doing on a Saturday?

High water is at 12:52, so you'll need to be underway for Rochester Bridge by or before 09:00 if you hope get beneath it...



Of course, sailing's not all about racing. It's about drinking, too! Peter Hampson & Co., cruisin'.

Photo: David Hudson

You've Never Had It So Good!

After calling into question the level of club fees in the last issue (in re. Ken Flowerday's sub receipt), it was interesting to come across an article in Dinghy Sailing mag which gave an overview of fees at a number of clubs around the country. Thankfully, weakness in the laws of copyright permits the following analysis of the data:

Fee:	Family membership	Single membership	Joining
Maximum	299	199	60
Minimum	85	73	0
Average	167	113	32
Median	168	104	33
WSC	115	95	50

Which shows that we are usefully below average in our fees - and that as a club which can rightly claim to be the best for dinghies for many miles around at that. The clubs with lower family fees were all ponds on which you wouldn't be too chuffed to sail unless you had no alternative.

While still ahead on average, we weren't quite so impressive on the single membership fees, but given that most of our family members consist of one sailor, a non-sailing spouse and children, all of whom should feel they are able to attend the club whenever they like, that doesn't seem too unreasonable, or is this missing a point? In any event, given the sums involved, it's unlikely that many of our same-sex crewing partnerships will be rushing off to California to get married...

Where we are certainly on the high side is with our joining fee. A couple of clubs have abolished joining fees altogether, and one has to ask why, in a situation where we are looking for new members, do we need to have a joining fee beyond, perhaps, that required to cover administration costs? If new members were entitled to a 'free' training package then it might be another matter - indeed, that might well be a good idea. Of course, if we were to abolish joining fees, we would have to increase other fees to compensate, but not by very much.

Any comments? Please tell a committee member or write to us here.

Miracle a.m./p.m. Points so far...

Pos	Sail	Helm	Crew	R 1	R 2	R 3	R 4	R 5
Morning Points								
1st	3805	Peter Homer	David Brooker/A Smith/Gordon Wallace	1	2	1	2	1
2nd	3795	David Hudson	Jackie Hudson	2	4	2	1	3
3rd	3737	Martin Smith	Mike Groom	3	3	DNC	3	2
4th	3718	Chris/Nina Wallis	Susan Hannant/Nina Wallis/P Collins	DNC	1	3	6	5
5th	3722	Lesley O'Rourke	Tanya O'Rourke	DNC	5	DNC	4	4
6th	210	Andrew Clarke	R Casey	DNC	DNC	DNC	DNF	6
7th	1502	Chris Cherriman	Terry Lovegrove	DNC	DNC	DNC	5	DNC
8th	1808	Paul Nudds		DNC	6	DNC	DNC	DNC
9th	2110	Chris Wallis		DNC	DNC	DNC	DNC	7
10th	3829	Martin McKay	Sue Hannant	DNC	DNC	DNC	DNF	DNF
Afternoon Points								
1st	3737	Martin Smith	Mike Groom	2	1	DNC	DNF	1
2nd	3805	Peter Homer	David Brooker/A Smith/Gordon Wallace	1	4	DNF	DNF	3
3rd	3795	David Hudson	Jackie Hudson	3	3	DNF	DNF	4
4th	3705	David Tozer	Anna Tozer/H Coulson	DNC	DNC	1	DNF	5
5th	3718	Chris Wallis	Susan Hannant/Nina Wallis	DNC	5	2	DNF	7
6th	3722	Lesley O'Rourke	Tanya O'Rourke	DNC	2	DNC	DNF	DNC
7th	206	Colin Lown	Martin Lown	DNC	DNC	DNC	DNC	2
8th	3829	Martin McKay	Sue Hannant	DNC	DNC	DNC	DNF	6
9th	1808	Paul Nudds		DNC	DNF	DNC	DNC	DNC
10th	210	Andrew Clarke	P Casey	DNC	DNC	DNC	DNC	8

Miracle Nationals – Beaumaris, North Wales – 15th to 20th August

This will be our third and I can highly recommend that you try and get there. Good fun for all the family and novices should not be put off by the term "National" as I have learnt that with so many boats entering you only need to complete the course to ensure you don't come last. At the latest count I think we can expect 5 boats from Wilsonian to attend. Andrew and Jenny have some useful information on accommodation if needed. If you need a helm or crew let me or the fleet captain know and we will pass the word around. Be there or be square!

Wednesday Sailing

The sailing is informal and friendly and much better than watching the telly. We can expect a few Miracles out each Wednesday so you can use this to practice for the big Sunday race if necessary. Racing starts at 6.30 pm and you can even get a drink at the bar but you must be prepared to help out with safety boat etc if needed.

Bits and Bobs

Finally, if you have any bits of a Miracle lying in your garage that you are unlikely to need in the future why not put a note of them on the Miracle notice board. They may be of use to some of our newer members and you might even get some money for them.



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10% for cash or cheque, 5% for credit cards
(* does not include already discounted products)

Good News Bad News from 'The Organizer'

Membership and numbers of boats in the dinghy park are moving upwards, Dave Vettergreen has had the thankless but very necessary task of allocating boats into suitable slots then getting the various owners to shift around so everybody gains the benefit of a more organised compound even if there is less space. Thanks Dave, I am sure there will be lots of people trying to take on the job when you step down!

It seems, sadly, that Blue Circle S.C. have been given notice to quit by their newish landlords which means 50 years of sailing on Cliff marshes may well come to an end of this season. Maybe their loss will be our gain in new members. We probably will not get them all but should around 30 join next year our dinghy park will be reaching full capacity and if we continue to increase our membership from elsewhere we could have a problem.

The various club committees are already looking at and discussing how we can maximize our available space. Such ideas as racks for the Toppers and maybe the Laser singlehanders as well, charging more for members with a second boat parked, compound fees based on boats footprint, maybe even stipulating that boats not sailed regularly are stored up the hill in the new trailer park *[be warned! Ed.]*. Expanding the compound is probably the most difficult as there is little left to grow into. All the above are just ideas and will all be given consideration over the year.

If you have any ideas please let the committee's know. What is certain is that if the club does continue to expand we will have to make some changes to keep things moving.

Downunder at Pinup?

We are grateful to certain sage, indeed venerable if not actually Bede-like members of the Wayfarer fleet for drawing our attention to the dangers of close contact with barges moored e.g. at Pinup buoy. Given the right circumstances of tide etc., it might be possible to be sucked beneath them, with no particular guarantee of emerging at the other end.

But of course, you always take account of that anyway, right?

Miracle Fleet Report from Chris Wallis

The Miracle Fleet is still going strong and regularly enters 8 or more boats in each Sunday's race with a slightly higher turn-out in the afternoons. Light winds and strong tides test the patience of Miracle sailors but we are a hardy lot and have not been deterred - as a result we have seen some good spirited and competitive racing.

New Members

A few newcomers have recognised the advantages of owning a versatile, family-friendly and cheap to race dinghy so we extend a warm welcome to Peter, Michelle, Teddy and Ben Collings and also Tom Lambert the youngest helm in the fleet. The Collings family can be seen carrying out extensive sea trials of their new vessel and their young crew are training tirelessly every weekend so watch out when they start racing seriously!

Tom had a minor setback when he first started in the form of a hole in the bottom of his boat, but personal boat builder (dad) had him back in operation in no time. I have no doubt we will be seeing Tom collecting some silverware before too long.

Light Winds

Whilst discussing the problem of light winds over a pint in the bar (as we Miracle sailors sometimes do) it was suggested that it might be a good idea if we could mutually agree a shortened course in advance of a race. This might bring some cheer to those that have been trying to sail in no wind for 2 hours only to find they are out of time and all the sausages have gone. Perhaps we could agree that in the event of an abandoned race we count the furthest mark as the finish line?. Sounds to me like we need to discuss this in the bar over a few more pints!

Boat Insurance

Some people might care to know that my boat insurance this year with Newton Crum is £43 with a £45 excess. No sooner had I sent off the premium when a helm (who shall remain nameless) jibed the wrong way and collided with another unsuspecting Miracle resulting in a large hole our the starboard bow. Newton Crum were excellent and provided the names of two wooden boat repairers within easy travelling distance. They did not quibble over the £460 repair bill which included a complete hull repaint. And they sent me a rather nifty sticker bearing the racing flags and symbols.

heading across to the Medway for the trip back to the club. Having done the trip recently all I can say is I can't wait to do it again. The boats will all be skippered by a powerboat instructor, so there is not any restriction on non-powerboat qualified personnel. The only restriction is the number of bodies who will fit in the boat. If you are interested please put your name on the list on the notice board. For anybody doing or considering doing a powerboat course, at any level, it is an ideal opportunity to gain some practical experience in pilotage and chartwork.

RNLI visit

Thanks to Ken Flowerday's efforts we were fortunate to have a visit from one of the full time coxswains from Gravesend lifeboat station. This proved to be an excellent day with the time split between land and water exercises. It was slightly disappointing that only five people took up this opportunity (three powerboat instructors and two members of the powerboat team) but all agreed it was an excellent day when much was learned. It's easy to become complacent after doing something for a long time, but when somebody comes along and shows you a better way of doing that same exercise it makes you think. Plus, the opportunity to learn from the guys who go out in all weathers and save lives makes it all the more relevant. We have the opportunity of arranging another visit later on in the year, and I would urge you all to seriously consider attending. Please let me know if you are interested, because unless we can get the numbers it will not be worthwhile arranging.

Training

There is a list on the notice board detailing the courses and dates for the rest of the year. Unless you put your name on this list you will not be considered for the course irrespective of whether you have submitted a training request form or not. If you need any further information on courses or power boating in general please ask.



See you on the water.

Wayfarers

No report from John G. for you guys, he's too busy enjoying his holiday in the Med with Brian Warwick. That reference just to annoy Brian L. To be fair, John said there was nothing of great significance to report,

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Medium Handicap Mutterings

I was recently given a list of boats that come within the Medium Fleet. It amounts to about 90 boats - getting to nearly half the boats in the club, which would suggest we should have 50% of the boats that are out on the water. OK, life does not quite work like that but it would be good to achieve this goal (that's the football reference slipped in - the Editor hates football *[not football as such, more the people! Ed.]*).

The season has got off to a good start with a number of new and newish faces sailing with us. The Drummonds in their Kestrel seem to enjoy some speed advantage in lighter winds, soon to be joined by former Wayfarer stalwart Bob Dutton in another. Nik Antoniadis and Catherine Evans in the Enterprise are discovering the various delights (especially buoyage) of the Medway, whilst Jane & Paul are in the process of shaking down their new Laser 2000. They'll shortly be joined by Fast Fleet refugees John Parsons and Bryan Dunmall in another 2000. Gordon and Nikky have been borrowing the club Lark and the Laser II's have seen an upturn in interest with Simon & Byron turning out and Amanda Randall finding recruits to sail another. We also have another Fast Handicap sailor looking for tougher competition than the big boats can offer - yes our dear Editor has joined us with a Laser 3000 (see - no beach boat comments as promised).

As Tony has a wealth of knowledge and unlimited enthusiasm for sailing I have asked him to become Medium Fleet Vice Captain which I am pleased to say he has accepted *[you said 'Captain of Vice'. Ed.]*. So we should get wall to wall coverage in the club mag.

There are a dozen Laser singlehanders with us, their numbers boosted by Ron Jarvis in an as-new 3 year old boat and Clive Dominic looking for an upgrade. If somebody could motivate sufficient to turn out regularly then club fleet status would be well on the way and they could leave the glorious handicap system behind. Talking of which the Vareos with asymmetric will sail off 1048 (same as the Phantoms) in the Fleet's points series; this will be reviewed after each series but will revert to the RYA handicap for all other events. The RYA did not alter the handicap as they had insufficient data to make a change as did the majority on the Sailing Committee.

Fleet captains have been asked to get views on the sort of trophies people would like to win, e.g glassware, pottery etc. If you have any view on the matter let me know and I will pass it on; indeed if you have

way to break up the week, Thursday at work didn't seem as long as usual, and it's only another three days to sailing, What more could you want?

On a different note but one which affects our fleet is the growing number of boats in the club which have a requirement for equalisation. We will be required to declare our equalisation criteria for those boats which have them, declaration forms are available and should be returned to me as soon as possible.

Looking forward we have the long distance events shortly with our annual pilgrimage to the South Kent buoy at the end of May, followed by the Creeks Open. I for one can't wait; I hope to see a big entry from the Fast Fleet.

Finally, whatever you sail remember it will always be slow if it is not on the water - hope to see you all out there (I will be the one observing from the board of the RSB00).

More POWER from John Gore

Fancy an exotic cruise?

I'm sure we've all dreamt at sometime of winning the lottery and going on a cruise. Visiting exotic places, seeing exotic wildlife, dining with the skipper and being spoilt rotten. Unfortunately, to many it will only be a dream. However, at great expense the club has decided to lay on such a cruise exclusively for their members.

Cruising in fully equipped, highly maintained craft, the participants will be able to see wildlife close up and converse with strange people whose customs are not the same as ours. Plus, you will get the chance to dine with the skipper and step back in history. Now I know you will be telling yourself that this chance of a lifetime must cost a fortune. Not so. For this one cruise only the charge will be £12.50 per head. **Yes that's right £12.50!** Don't miss out; get your application in today.

OK, so I may have gone slightly over the top, but if you're still reading this I'm sure you will be interested in the club's RIB cruise on Saturday 10th July 2004. The route will take us downriver to Queenborough, along the Swale to Herne Bay, where we can stop for lunch (toilets and a fish and chip shop close by). After lunch we will head out to the Red Sands Towers (ex-home to Lord Sutch's pirate radio station Radio Invicta), then back up the Thames Estuary to Southend Pier before

Fast Fleet Update by Grahame Smith

May already - seems we have only just started. The Spring Points series is over, the seasoned pairing of Chris Ashby and Mike Smith having shown their winning consistency, hotly pursued by the rest of us. It is good to see a 20 boat entry for the series. We have still to visit the hallowed grounds of the lower river and the Otterham Creek buoy - be patient, the conditions will determine our destiny. It seems the Vortex Pilots have their eyes on the chocolates with both Tony and Mike showing at the front of the fleet. Phil Harris is now turning his attention to his distinctive red rocket and will soon be challenging them both.

The first round of the Commodores saw the Fast Fleet well represented in the results with an excellent result for Andy and Gordon in their Boss.

The good thing about it being May is that there is even more sailing:

not only is the club open on Saturday but there is also Wednesday evening sailing. The first race featured a lapping course and a gate start; many thanks to Tony Hunt who is the driving force behind this idea. Why not come down and give it a go? The start is at 6.30; the first race saw a mixed fleet from Toppers to RS800s, no prize for guessing who the RS was. With a gusty south-westerly, the top of the river was at its worst. Does wonders for boat handling and how small the river seems when a gust hits and the kite is up - the bear away sends you straight across to the trots on the other side. I can now get the kite down in about half the time it used to take (something to do with fear, I think). What a great



**A good bet for the South Kent:
David and Stuart Mason's 4000**

any ideas or thoughts you would like transmitted to the club committees, please tell me.

Finally as we look forward to more time on the water and improving our skills for sailing, may I leave you with two statements from two successful sports persons. "I am a great believer in luck and I find the harder I work, the more I have of it" Stephen Leacock and one from Martina Navratilova "The moment of victory is much too short to live for that and nothing else"

See you on the water.

Brian Reeve Tel: 01322 863858.



Ancient spy shot from 1981, showing Brian Reeve competing in a Laser Open at Blue Circle SC. He won the race pictured.

Photo: Tony Hunt (I said I'd get my own back!)

WILSONIAN SAILING CLUB DINGHY PARK PLAN 2004

FLEET CAPTAINS

COMMODORE	ROY WINNETT	F2 LASER 2000 2586
VICE COMMODORE	BRIAN LAMB	A5 WAYFARER 10201
REAR COMMODORE	COLIN TREADWELL	NS RS400 704
SECRETARY	PAM SMITH	
TREASURER	TRISH AYRIS	
SAILING SECRETARY	****	****
HOUSE SECRETARY	JANE TREADWELL	
DINGHY PARK SECRETARY	DAVID VETTERGREEN	F1 LASER 2000 2643
MEMBERSHIP SECRETARY	*****	

MIRACLE	CHRIS CHERRINAN	MIRACLE 1502	L3
WAYFARER	JOHN GOUDIE	WAYFARER 9812	A1
HANDICAP 'F'	GRAHAM SMITH	VORTEX 1205	N6
HANDICAP 'M'	BRIAN REEVE	PHANTOM 1065	GR
HANDICAP 'S'	*****	** ****	
JUNIOR	****		



ROY WINNETT F2 LASER 2000 2586
 BRIAN LAMB A5 WAYFARER 10201
 COLIN TREADWELL NS RS400 704
 PAM SMITH
 TRISH AYRIS

 JANE TREADWELL
 DAVID VETTERGREEN F1 LASER 2000 2643

MIRACLE CHRIS CHERRINAN MIRACLE 1502 L3
 WAYFARER JOHN GOUDIE WAYFARER 9812 A1
 HANDICAP 'F' GRAHAM SMITH VORTEX 1205 N6
 HANDICAP 'M' BRIAN REEVE PHANTOM 1065 GR
 HANDICAP 'S' ***** ** ****
 JUNIOR ****

