

## Calendar

Date	Time	Event	Contact/Notes
19 Dec	pm	WinterSeries Prizegiving & Childrens' Party	Jane Treadwell
1 Jan 2005	12:00	Chilly Willies Open H'cap Race & Social	
Sat 15 Jan	09:30	Work Party 1 - Surnames H-L	Colin Treadwell
Sat 15 Jan	18:00	Junior Fleet Evening	Ann Heather
16 Jan	09:30	Work Party 2 Surnames M-R	Colin Treadwell
Sat 22 Jan	19:00	Fast & Medium Handicap Fleet Evening	Grahame Smith Brian Reeve
23 Jan	09:30	Work Party 3 Surnames A-C	Colin Treadwell
Sat 29 Jan	09:30	Work Party 4 Surnames D-G	Colin Treadwell
Sat 29 Jan	18:30	Wayfarer Fleet Evening	John Goudie
Sat 5 Feb	19:00	Miracle Class Fleet Evening	Chris Cherniman
6 Feb	09:30	Work Party 5 Surnames S-T	Colin Treadwell
Sat 12 Feb	09:30	Work Party 6 Surnames U-Z	Colin Treadwell
13 Feb	10:30	Warm-Up Series Starts	Ian Parris
26 Feb	12:15	Hoo Freezer Practice Race	Hoo Ness YC
27 Feb	12:55	Hoo Freezer	Hoo Ness YC
5 & 6 Mar		RYA Dinghy Sailing Show	
27 Mar	14:00	Ice Breaker Trophy Race	
10 Apr	14:00	Commodore's 1 Ladies & Juniors a.m.	
Mon 2 May	12:00	South Kent Race	Holiday Monday
4 May	18:30	First Informal Wednesday Race	Tony Hunt
Sat 7 May		Topper/Laser 4.7 & Radial Open	
23 Jul		Medway Dinghy Regatta	
10 Jul		Wilsonian Grand Prix (formerly Creeks)	

Winter 2004  
Issue 80

# 31 1/2

The Wilsonian Sailing Club Magazine



On the cover: Big boys' racing. Neil Lamprell and Malcolm Levey ghost their Phantoms past St Mary's Island  
Photo: David Hudson

## Editorial **Tony Hunt**

Those that use their PC a lot will have some idea of how I felt when I lost this issue to the instability of Microsoft Publisher during the final proof reading. So here it is again - more or less!

If all's gone well, you should be receiving this in glorious colour; at least it should be easier to see what's going on in the photos.

And at last, we've received a contentious article, on this occasion from Gordon Belcher. Many thanks to him - reply in huge numbers, please, in support or otherwise.

Can you let me have copy for the next issue by 15th March, please?

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Upnor, Rochester, ME2 4XW

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Or use 'the box at the top of the stairs'



*The Editor and the long-suffering Ms Hall plod downwind in 'non-optimal asymmetric conditions' - see Gordon Belcher's article on page 29.*

Photo Phil Harris

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## Miracle Autumn Morning Series

Pos	Sail No.	Helm	Crew	Points
1st	3795	David Hudson	Jackie Hudson	3
2nd	3737	Martin Smith	Mike Groom	5
3rd	1502	Chris Cherriman	Martin McKay/Paul Morley/John Shenton	6
4th	3805	Peter Horner	David Brooker	15
5th	3718	Chris Wallis	Nina Wallis	17
6th	2870	Paul Rodgers	Alec Rodgers	18
7th	3829	Martin Mackay	Sue Hannant	18
8th	210	Andrew Clarke	R Casey	23
9th	1808	Paul Nudds		24

## Miracle Autumn Afternoon Series

Pos	Sail No.	Helm	Crew	Points
1st	1502	Chris Cherriman	Terry Lovegrove/Paul Morley/Peter Horner	8
2nd	3795	David Hudson	Jackie Hudson	9
3rd	3737	Martin Smith	Mike Groom	15
4th	3705	David Tozer		19
5th	3718	Chris Wallis	Martin McKay/Nina Wallis	19
6th	210	Andrew Clarke	Tony Hunt	28
7th	3805	Peter Horner	David Brooker	28
8th	3620	Andrew Smith		29
9th	1808	Paul Nudds		32
10th	2870	Paul Rodgers	Alec Rodgers	33
11th	3829	Martin McKay	Sue Hannant	35
12th	3636	Ben Brooks	T Brooks	36

## Autumn Series

### Fast Handicap (13 Entries)

Pos	Class	Helm	Crew	Pts
1st	RS 400	Chris Ashby	Mike Smith/David Bourne	10
2nd	Osprey	Tim Kift	Paul Heather	13
3rd	Laser Vortex	Grahame Smith		18
4th	Laser 4000	David Mason	Stuart Mason	20
5th	RS 800	Ian Parris	Nick Lett/Doug Horner/Grahame Smith	25
6th	RS 800	Andy Fickerell	Nick Lett	43

### Medium Handicap (26 Entries)

Pos	Class	Helm	Crew	Pts
1st	Laser 2000	Roy Winnett	Geoff Lambert	14
2nd	Laser	Gordon Belcher		15
3rd	RS Varec	Phil Harris		26
4th	Phantom	Neil Lamprell		31
5th	Laser II	David Fenech	Alison Williams	32
6th	Laser Radial	Jo Wicken		43

### Wayfarer (1 Entry)

Pos	Sail No.	Helm	Crew	Pts
1st	10201	Brian Lamb	Jim Tyler/Ian Tomkins	7

### Juniors (5 Entries)

Class	Sail No.	Helm	Crew	Pts	No. Races
Topper	22418	Stephanie Wicken		7	6
Topper	?????	Thomas Kift		17	3
Miracle	80	Thomas Lambert	Ashley Harris	17	4
Laser Radial	Club boat	Thomas Kift		27	1
Topper	24025	Robin Price		28	1

## From the Commodore

Roy Winnett

I extend a warm welcome to all new members who have been steadily joining the club during the year. We endeavour to be a friendly club and trust that this is evident. Please let me know of any problems, though unfortunately the weather is outside our control!

However the past season has been very successful in spite of occasional light airs and frequent strong winds. Over 110 member's boats have entered club races during the year with an average turn out of around 24 boats each Sunday and all the scheduled races were held in fleet series and handicap events.

A warm gentle breeze encouraged 32 boats to set off for the South Kent buoy and then have to survive a severe squall on the homeward leg. Our Grand Prix Open, formerly the Creeks Open, attracted an excellent entry of 51 boats including 24 visitors. Disappointingly, only 57 boats entered the Medway Dinghy Regatta, probably due to the high winds on the Saturday, however the barbeque went off well thanks to the efforts of the house committee. The Topper/Laser Open was faced with a flat calm in the morning but a light breeze filled in after an early lunch to enable three back-to-back races to be completed by the 24 Toppers and 2 Laser Radials. Wednesday evening racing has proved an unexpected success, so will be continued next year. We had fresh winds for the Three Race Regatta with just 10 of the 24 entries managing to finish all three races, having to cope with three gybes per lap (more for the asymmetrics) and three rounds a race was stimulating! It was fresh winds again for the 25 who entered for the Leigh Trophy giving exhilarating downwind sailing to buoy 16; the downside being the long beat home.

Junior Week was its usual success and made a £900 profit in the process. The new format for the Commodore's Trophy seems to have worked well if the 62 entries is an indication. The season finished on a high with the Laying Up Cup attracting an entry of 35 boats. We successfully regained the Inter-Club Challenge Plate from Medway Yacht Club, coming out on top in the Medway Marathon, our Grand Prix and the Finale.

I was delighted that our nomination of Tom and Barbara Sims for a joint RYA Community Award was successful. The award was presented to Tom and Barbara at a luncheon and presentation ceremony prior to the

RYA AGM. Tom with Barbara's support has given much to the sport of sailing at national, local and club level over the past 30 years.

It is difficult for us to recognize the time and effort that is put in by the officers, committee members and members on behalf of the club to ensure that all works well. Most of the work goes unseen but if things go wrong we all notice it. On behalf of the club I give a 'thank you' for all your hard work.

Some committee members are doing more than one job, as we have been unable to fill three vacancies: Membership Secretary, Sailing Secretary and Publicity Officer. We need these vacancies to be filled at the AGM, so volunteers please, otherwise we may have to restrict some of our activities.

The Inland Revenue rejected our application for registration as a Community Amateur Sports Club, this to enable us to obtain Council Tax relief, as our present Rules/Byelaws were not acceptable. New draft Rules/Byelaws have been produced for the Inland Revenue to consider. If acceptable, the membership will be asked to approve.

Although the increase in our membership is welcomed we are experiencing difficulty in fitting all the boats into the Dinghy Park. To help in the short term, the General Committee has agreed that the Dinghy Park Fee for member's first boat (one for each in a Family Membership) will be £50, with the fee for additional boats being £80. Also, some members are still keeping their boats on road trailers in contravention of Byelaw 24. The General Committee has agreed to make a charge for road trailers kept under boats in future and Byelaw 24 has been changed to allow this. Permission from the General Committee will be required to keep road trailers under their boats. Although road trailers may not take up much more room than some boats, they do cause congestion in the Dinghy Park particularly when boats are being rigged prior to racing.

The Open Winter Series is underway and we have our Chilly Willies open event on New Year's Day - hope to see you out on the water.

*Next page: the Commodore narrowly escapes bowsprits bigger than his own as he and Susan Raiser grin happily at camera - surely they can't be racing?*

Photo: David Hudson

## Miracle Summer Afternoon Series (19 Entries)

Pos	Sail No.	Helm	Crew	Points
1st	3737	Martin Smith	Mike Groom	9
2nd	1808	Paul Nudds		16
3rd	3722	Lesley O'Rourke	Tanya O'Rourke/A Clemence/A Clarke	18
4th	3705	David Tozer	Anna/Fiona Tozer	21
5th	3805	Peter Horner	D Brooker/S Bridges/I Drummond/Alex	35
6th	1502	Chris Chemman	Terry Lovegrove	55
7th	3828	Martin McKay	Sue Hannant	73
8th	2870	Paul Rodgers	Alec Rodgers	74
9th	3620	Andrew Smith	Ben Brooks/Andy ?	83
10th	210	Andrew Clarke	Andy Shepard/A Hutchinson/A Randall	85



*Miracles plug downwind in optimum symmetric conditions - see Gordon Belcher's article on page 29.*

Photo David Hudson

**Wayfarer (4 Entries)**

Pos	Sail No.	Helm	Crew	Pts
1st	10201	Brian Warwick/Brian Lamb	Derek Cummings/Brian Warwick	6
2nd	10003	Nick Fenton-Smith/John Gurnett	John Gurnett/S Harris	15
3rd	7508	Roy Laphorn	David Burfoot	20
4th	847	Len Ayris	Derek Cummings	24

**Juniors (4 Entries)**

Class	Sail No.	Helm	Pts	Races sailed
Topper	22418	Stephanie Wicken	6	8
Topper	10783	Dan Drummond	23	3
Topper	24025	R Price	25	2
Miracle	80	Thomas Lambert	29	1

**Miracle Summer Morning Series (18 Entries)**

Pos	Sail No.	Helm	Crew	Pts
1st	3737	Martin Smith	Mike Groom	12
2nd	3722	Tanya/Lesley O'Rourke	Lesley O'Rourke/Angie Clemence	17
3rd	1808	Paul Nudde		17
4th	3895	Peter Homer	D Brooker/ S Bridges/J Drummond/S Harris	18
5th	3829	Martin McKay	Sue Hannant	47
6th	2870	Paul Rodgers	Alec Rodgers	55
7th	1502	Chris Cherriman	Terry Lovegrove	66
8th	3718	Chris Wallis	Nina/Nicky Wallis	78
9th	3785	David Hudson	Jackie Hudson	80
10th	80	Thomas Lambert	Geoff Lambert/S Bridges	85

**Sailing Secretary's Report**

You may remember me saying in the summer edition of 31½ just how successful the Club was becoming. Well, this trend has continued through the Autumn, with:

- excellent turnouts on the water
- a steady flow of enquiries from prospective new members
- a healthy intake of actual new members
- a very encouraging increase in the number of juniors "getting stuck in"
- sound finances
- an excellent turnout for the annual dinner-dance and prize-giving

At the time of writing, I haven't yet "done the numbers", but I feel sure that our entries are up on last year, not bad given that last year was up on the previous. I'll no doubt have some numbers to bore you with at the AGM in February.

The following were some of our highlights so far this year.

### South Kent Race – 30 May

This event went well, despite the difficult conditions encountered in Saltpan Reach. Congratulations to Martin Jones for a convincing win in his Contender. We adopted the staggered approach as we did last year, which seemed to work well and help to provide a fairer race for all boats. We'll no doubt stay with this concept for future South Kent and Leigh Trophy events.

### Grand Prix (formerly known as the Creeks Open) – 20 June

The event was a great success, with 51 boats including 19 from MYC and 5 from Bough Beech SC. The Sailing Committee again decided that the juxtaposition of Grand Prix with the Medway Marathon and the Medway Regatta helped to increase entries in all three events. A number of compliments were received from our visitors to the event.

### Topper/Laser Open - 31 July

Our combined Topper/Laser Open realised an entry of 24 Toppers and 2 Lasers, despite the very light winds on the day which resulted in a lengthy morning postponement. We nevertheless managed to hold the scheduled 3 races.

### 3-Race Regatta – 29 August

The 3-Race Regatta was held in very heavy winds, which had increased beyond all earlier forecasts. As race officer for this event, and anchored in the middle of the race-course, I was treated to quite a spectacle, particularly on the downwind legs. Whilst most boats capsized at one stage or another, young Tom Lambert nevertheless managed to stay upright throughout the racing, only to take a swim on his return journey back to the Club. Congratulations to Neil Ashby and Roz Allen in their RS800 for an excellent win in difficult conditions

### Pursuit race – 30 August

After the battering sustained in the 3-race regatta on the previous day, we saw an entry of 12 boats in the Pursuit Race the following day. Well done to Martin Jones for winning the race in his Contender. Everyone who took part seemed to enjoy the event. My thanks go to Tony Hunt for organising and running the race.

### Wednesday Evening Series

We introduced a Wednesday Evening series this year and, in so doing really didn't know what to expect, particularly as previous attempts to do

## Juniors (6 Entries)

Class	Sail No.	Helm	Pts	Races Sailed
Topper	15993	Tom Lambert	19	5
Topper	22418	Stephanie Wicken	21	4
Topper	10783	Dan Drummond/Bridges	25	4
Topper	????	Thomas Kift	26	3
Topper	22985	Robert Wicken	39	1
Topper	30054	Harry Coulson	40	1

## Late Summer Points

### Fast Handicap (18 Entries)

Pos	Class	Helm	Crew	Pts
1st	RS 400	Chris Ashby	Mike Smith/David Bourne	8
2nd	Laser 4000	David Mason	Stuart Mason	9
3rd	RS 800	Ian Parrie/Grahame Smith/Martin Jones	Grahame Smith/Roz Allen	21
4th	Osprey	Tim Kift	Paul Heather	34
5th	Osprey	John Shenlon	Steve Drain	42
6th	Laser 5000	John Tinnams	Steve Tinnams	51

### Medium Handicap (32 Entries)

Pos	Class	Helm	Crew	Pts
1st	Laser 3000	Tony Hunt	Suzanne Hall	13
2nd	Phantom	Malcolm Levey		13
3rd	Laser 2000	David Vettergreen	Stan Sprot	18
4th	Kestrel	Bob Dutton	Peter Good	22
5th	Laser 2000	Roy Winnett	Susan Raiser/Geof Lambert	27
6th	Laser	Jo Wicken		39
7th	Laser	Graham Jenkinson		44

## Early Summer Points

### Fast Handicap (16 Entries)

Pos	Class	Helm	Crew	Pts
1st	Laser 4000	David Mason	Stuart Mason	9
2nd	RS 400	Chris Ashby	Mike Smith/Brian Warwick	11
3rd	Osprey	Tim Kift	Paul Heather	19
4th	RS 800	Ian Parris	Grahame Smith	24
5th	RS 800	Andy Pickereil	Nick Lett/Vivienne Pickereil	26
6th	Laser 5000	John Tinnams	Steve Tinnams	40

### Medium Handicap (30 Entries)

Pos	Class	Helm	Crew	Pts
1st	Phantom	Brian Reeve		18
2nd	Laser 2000	David Vettergreen/Ian Wyatt	Stan Sprott	24
3rd	Laser 2000	Roy Winnett	S Raiser/G Lambert/J Parsons/B Dunmall	31
4th	Laser Radial	Peter Moncreiffe		35
5th	Laser	Graham Jenkinson		44
6th	Laser 3000	Tony Hunt	David Bourne	55
7th	Laser	Peter Belcher		73

### Wayfarer (7 Entries)

Pos	Sail No.	Helm	Crew	Pts
1st	10003	N Fenton-Smith/B Warwick/J Gurnett	J Gurnett/D Burfoot/S Hammond/P Tyler/S Harris	13
2nd	10201	Brian Lamb	Suzanne Hall/Brian Warwick	20
3rd	10120	John Goudie	Sue Harris	26
4th	7508	Roy Laphorn/John Goudie	David Burfoot/Suzanne Hall	29
5th	847	Len Ayris	Derek Cummings	36
6th	84	Bob Dutton	Peter Good	38
7th	4236	Steve Drain	Simon Drain	44

something similar had been a little disappointing. Well, some 59 people in 44 boats took part this year, so we certainly know what to expect in 2005 when we run it again!! Again, a huge thanks to Tony Hunt for organising the series. Congratulations to Ian Parris/Grahame Smith, together with a host of different crews, for winning the series.

### Inter-Club Challenge

Last year we were stuffed by MYC, both on the water and in the evening quiz that followed. As hosts this year, we were after revenge. And we got it! By the time of the Grand Finale on 9 October, we had already won the two previous qualifying events, namely the Medway Marathon in June and our own Grand Prix event (formerly known as the Creeks Open). The points for the second of the Grand Finale races were doubled, thereby giving MYC the opportunity to get back at us. However, we excelled and won the trophy quite convincingly.

The House Committee, together with other kind helpers, did us all proud by cooking and serving an excellent meal in the evening after the racing. A big thank you to all of them. The day was rounded off with a quiz, which also seemed to go down quite well.

Feedback after the event has indicated that this was a very enjoyable experience for all concerned. Well done to everyone who took part and helped to make it a success.

### Commodore's Series

As you know, we have experimented with a number of options with the Commodores/Bosuns in an attempt to provide both fair and enjoyable racing for all, particularly in view of the dramatic increase in boat speed differentials in recent years.

This year we aimed to provide a mixture of 'out and back' and average lap style of courses. We think this format is about as good a compromise as has yet been achieved, though we recognise that improvements can and need to be made. We will work on these improvements for next year. Congratulations to Brian Lamb and Brian Warwick in winning the (Commodores) event in a Wayfarer. Andy Gibbs and Gordon Hughes in their Boss, being the leading 'fast' boat and finishing second overall, won the Bosun's trophy.

### Winter Series

Although, at the time of writing, we have had only two weekends of racing in this year's Winter Series, all in light winds, we seem to have attracted an extraordinary number of entries. Roy might correct me

when he advises the results in due course, but I couldn't help but notice how busy the car park and start line have both been recently.

### Chilly Willies New Year's Day Race

A reminder of our sobering-up race after the New Year celebrations. Start 12.00 (so plenty of time to get rid of that headache or, failing that, let the brisk January air do the job for you. It's always a good race.

### 2005 Sailing Programme

I am pleased to be able to report that the 2005 Sailing Programme has been finalised, and will be available for viewing shortly.

### Finally

Finally, please remember that we still need a Sailing Secretary for next year. 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 word with me. It's really quite straightforward, working with the Sailing Committee team, it's not very time consuming and I've found it quite good fun. Come on, give it a go! You know you want to.

### Colin Treadwell



*A dynamic pairing - fortunately for the rest of us as a one-off, Mark Heather and Doug Horner in what is now Adam Treadwell's Buzz.*  
Photo David Hudson

## Commodore's Series

This year's Commodore's Series comprised races for all-comers, with the Bosun's Trophy being awarded to the leading contender from the part of the fleet, fast or slow, that didn't win(!). Although the rules provided for average lap racing between the forts, in practice all races took an out-and-back form, mostly with a committee boat start and a club-line finish. Staggered starts ensured that the slower boats got a fair start and arrived home reasonably soon after the fastest, and that competitors got to see each other rather than ploughing a lonely furrow.

Although a creditable 62 boats competed, only 18 sailed three or more races to maximise their scoring potential. The Wayfarer of Brians Lamb and Warwick once again came out on top after a nail-biting final race in which they had to finish third or better to beat the points score of the hitherto leading Andy Gibbs and Gordon Hughes, whose Boss was out of action for the last two races after an accident. Gibbs and Hughes nonetheless picked up the Bosun's Trophy.

Pos	Class	Helin	Crew	Points
1st	Wayfarer	Brian Lamb	Brian Warwick	7
2nd	Boss	Andy Gibbs	Gordon Hughes	6
3rd	Osprey	Tim Kirby/Mark Heather	Paul Heather/ Fraser/POH	13
4th	Laser 3000	Tony Hunt	David Bourne/Suzanne Hall	14
5th	RS 400	Neil Langrell	Lucy Heather	15
6th	Phantom	Malcolm Levey		17
7th	RS 800	Andy Picknell	Nick Lott	17
8th	RS 400	Chris Ashby	Mike Smith	19
9th	RS 800	Grahame Smith	Ian Paris	25
10th	Laser 3000	Roy Winnett	Susan Raiser/Geoff Lambert	25
11th	Vortex	Tony Coulson		35
12th	Miracle	Peter Homer	Paul Morley/Alex Rodgers/David Tozer	37
13th	Miracle	David Hudson	Jackie Hudson	39
14th	Miracle	Tanya/Lesley O'Rourke	Lesley O'Rourke/Angie Clemence	43
15th	Vortex	Phil Harris		43
16th	Miracle	Chris Cherriman	Terry Lovegrove	58
17th	Laser	Graham Jenkinson		66
18th	Laser 4000	David Mason	Stuart Mason	70

## Laying-Up Cup

To the dismay of the 'fast' boats, the forecast 10 mph - gusting 15 - wind failed to materialise on our part of the river, leaving instead a NNEerly of somewhere around 6-8 mph, not enough for any meaningful planing on what turned out to be a mostly beating/running course with the tide mostly contrary (it turned part-way through!). But the weather was pleasant for the time of year and a good entry of 34 boats came to the line for a massed start in the turbulent air of Cockham Reach. Crucial to the chances of many was the choice of north or south bank beating from 26 to 23, those that simply stood on over the mud-flats after 26 taking considerable time out of those who, by force of habit maybe, tacked over to Folly. Weed also played a major role for some in this 'top-of-the-tide' race, while others were hardly troubled by it. From early on, it was clear that the Wayfarers of Brian Lamb/Ian Tomkins and Derek Warwick/Jane Drummond would be a force to be reckoned with, as they and the other boats in the middle of the fleet simply failed to fall into the usual handicap order. So, just as you were congratulating yourself on beating a supposedly faster boat, you would notice a 'slower' one ahead. Only in the latter part of the race did the 'proper' order start to establish itself, but by then it was all too late.

Pos	Class	Helms	Crew	PN
1st	Wayfarer	Brian Lamb	Ian Tomkins	1099
2nd	Wayfarer	Brian Warwick	Jane Drummond	1099
3rd	Phantom	Mark Bew		1048
4th	Laser 2000	John Parsons	Brian Dismall	1088
5th	Kestrel	Len Ayns	Derek Cummings	1038
6th	Laser 4000	David Mason	Stuart Mason	908
7th	Osprey	Martin Jones	Jonathan Osgood	940
8th	Phantom	Malcolm Levey		1048
9th	Laser 3000	Tony Hunt	David Bourne	1030
10th	Laser 5000	John Tinnams	Steve Tinnams	645
11th	Laser 2000	Geoff Lambert	Susan Reiser	1060
12th	Wayfarer	David Burfoot	Roy Laphorn	1099
13th	Laser	Gordon Belcher		1078
14th	RS 900	Andy Pickrell	Nick Lett	622
15th	Kestrel	Jeremy Drummond	Den Drummond	1038
16th	Miracle	David Tozer	Anna Tozer	1178

## Winter Work Parties

Once again the dates are a mixture of Saturdays and Sundays, divided up according to surname initials. If you can't make your allotted date, you can surely make another; just be sure to notify Colin Treadwell in advance of your intended change.

Again this year: make sure that your name is noted down as soon as you arrive - don't let your labours go unnoticed (or you'll be asked to do another duty!)

**Please see the calendar at the back of this magazine for dates and put them in your diaries now!**

## Secretary's Report

We have come to the end of another sailing season, doesn't time fly!!!

We have just had the Dinner and Prize-Giving, which proved a great success once again. We are using the same venue next year.

The Membership Renewal Forms are being distributed and you will notice that there is now an extra charge of £80 for a second boat. For instance, for a family membership every member may have a boat at the cost of £50, any additional boats £80.

I must also mention that the dinghy park is fast coming to its full capacity, therefore Bye-law 24 is to be replaced with the following:

Road trailers left on club premises should be kept in the designated area for trailers at owner's risk, clearly marked with the owner's name. However, members may with permission from General Committee, keep them under their boat on payment of the additional fee. Where these conditions are not met, the General Committee under Bye-law 22 may deal with the trailer in the same way.

May I take this opportunity to wish you all a

**VERY MERRY XMAS & A HAPPY NEW YEAR**

**Pam Smith** Honorary Secretary

*[I'll add a suggestion/request that you return your membership renewal form soon (a) to save yourself money and (b) so that Christine Godber can get on with her onerous task: the Duty List - only when this is complete can we send out your 2005 Sailing Programmes..... Ed.]*

## RYA Community Award

What can we say – thank you Wilsonian members, we were so surprised to receive this amazing award. It was with great honour that Tom and Barbara were put forward by you the members. It leaves little to say except a "BIG THANK YOU".

We arrived at Church House, Westminster, at about 1145 for pre-luncheon drinks reception in the Hoare Memorial Room. Lunch was served at 1230 in the Bishop Partridge Room. This was followed at 1345 by the presentation of the awards by Sarah Webb -Yngling Gold Medallist and Joe Glanfield - 470 Silver Medallist. At the time of the presentation Rod Carr gave a summary of our work for the Wilsonian Sailing Club.

At 1430 we were invited to the afternoon reception in the presence of the Her Royal Highness The Princess Royal, RYA President. We were introduced to her and had a chat as to how Wilsonian got its name and where we sailed. We have three photographs to prove it.

After the reception we attended the RYA AGM - where the Awards Recipients names were read to the meeting.

Altogether a very enjoyable day, thank you once again Wilsonian Members.

### Tom & Barbara Sims



*Tom hard at it during Junior week*

*"But I thought Junior Week was for us children?" One lives and learns.*

## Inter-Club Challenge Finale

When MYC mooted the idea of a 'downriver race' back-to-back with a return 'upriver race' for the Finale last year, some observed that it was a great idea, provided the weather was not too extreme. Unfortunately, last year saw so little wind that the fleet could barely reach 26 in race 1 before it was time to tow everybody home. This year we had a Force 5-6 NE'ery wind over tide, viciously gusting even more.

Nonetheless, 15 Wilsonian boats turned out to avenge the club for last year's defeat. Against them were ranged seven MYC boats - others had turned up to race, but had found the conditions too much for them.

While MYC won the Wayfarer honours in both races, their hopes were to be dashed when the handicaps were worked out and the value of trapezes in blowy conditions became evident. Neil Ashby and Ian Parris took line honours in both races with apparent ease, while behind them others cartwheeled, submarined and broached their way home.

Inter-club rivalries were forgotten when the teams were mixed for an entertaining quiz at WSC, written and presented by Colin Treadwell, following an excellent meal prepared by our own Kitchen Angels.

1st	RS 800	Neil Ashby	Ian Parris	WSC	822	2
2nd	Laser 3000	Tony Hunt	David Bourne	WSC	1030	6
3rd	Vortex	Grahame Smith		WSC	960	7
4th	Wayfarer	Nick Stewart	Brian McKenzie	MYC	1099	9
5th	Wayfarer	John Goudie	Matt Wynn	WSC	1099	9
6th	Wayfarer	Richard Stone	Catherine Gore	MYC	1099	11
7th	Wayfarer	Roger Gibbs	Archie Campbell	MYC	1099	13
8th	Lark	Nick Lett	Andy Pickwell	WSC	1073	19
9th	Wayfarer	Steve Walder-Davis	Barbara Walder-Davis	MYC	1099	19
10th	Laser 2000	Roy Winnett	Geoff Lambert	WSC	1089	20
11th	Wayfarer	Andrew Pearson	Stan Benwell	MYC	1099	22
12th	Wayfarer	Jonathan Wood	Hugo Davies	MYC	1099	26
13th	Vareo	Phil Harris		WSC	1032	28
14th	Wayfarer	Brian Lamb	Brian Warwick	WSC	1099	30
15th	Vortex	Tony Coulson		WSC	960	36

## The Leigh Trophy by Roy Winnett

A long course was set through Gillingham and Pinup Reaches, South Yantlett and Half Acre Creeks to give some exhilarating downwind sailing. On the downside though there were plenty of gybe marks to catch out the unwary, a long beat home after turning at navigation buoy 16 and a few squalls thrown in to add to the excitement. Of the twenty-five boats that started out, nine retired.

Ian Parris/Grahame Smith (RS 800) flew round the course in under 105 minutes to take line honours with Andy Pickrell/Nick Lett in the other RS 800 finishing close behind. But they were relegated on corrected time as Martin Jones found these conditions perfect for his Contender to lift the Leigh Trophy with David/Stuart Mason (Laser 4000) taking runners-up spot. Tony Coulson (Vortex) held off the challenge from Chris Ashby/Mike Smith (RS 400) to pick up the fifth prize.

Brian Lamb/John Goudie (Wayfarer) had a ding-dong battle with Roy Winnett/Phil Harris (Laser 2000) but the former edged ahead at the line for 7th place. While John/Andrew Smith after over three hours of great effort was first Miracle home for 13th place.

1st	Contender	Martin Jones		994	02:03:14
2nd	Laser 4000	David Mason	Stuart Mason	908	02:04:03
3rd	RS 800	Ian Parris	Grahame Smith	822	02:05:46
4th	RS 800	Andy Pickrell	Nick Lett	822	02:08:34
5th	Laser Vortex	Tony Coulson		960	02:08:48
6th	RS 400	Chris Ashby	Mike Smith	952	02:12:58
7th	Wayfarer	Brian Lamb	John Goudie	1099	02:17:52
8th	Osprey	Tim Kift	Paul Heather	940	02:16:43
9th	Laser 2000	Roy Winnett	Phil Harris	1089	02:21:12
10th	RS 400	Neil Lamprell	Lucy Heather	952	02:25:05
11th	Osprey	John Shenton	Steve Drain	940	02:27:35
12th	Laser Radial	Gordon Belcher		1101	02:36:17
13th	Miracle	John Smith	Andrew Smith	1178	02:41:55
14th	Miracle	Paul Rodgers	Alec Rodgers	1178	02:42:52
15th	Miracle	Chris Cherriman	Terry Lovegrove	1178	02:44:26
16th	Laser Vortex	Mike Gower		960	02:54:34

## WSC Warm Up Series 2005

For the benefit of new members this is a fairly new series, 2005 being the third year we have run the event. The objective is to run short course racing from February 13 to March 20 inclusive with two races each Sunday, start times 10:30 and ASAP after lunch digested, using a lapping course, navigation marks 30/29 probably being the lowest marks used, results calculated using average lap times.

Note, there will be no Warm-Up-Series racing on February 27 as this is the Hoo Freezer weekend.

This is an ideal opportunity to burn off those few pounds you put on over the Christmas period and hone your boat handling skills to thrash the rest of your fleet when the normal summer season (I have informed weather gods!!) commences on 27 March.

You will have to fill out an entry form and pay a £15 entry fee prior to competing, the entry being on a first come first served basis; when I have 20 completed entry forms with entry fees, the entry will be closed.

I am again only intending a very limited duty crew CDO, RO, ARO and 2-3 people in one safety boat depending on conditions. Duty list will be compiled by me from those participating in series and the generous people who have offered their help. Assuming I manage to persuade my Kitchen Angels to visit again, there will be the usual lunch "Jacket Potato, with Baked Beans & Cheese" available.

As previous years, all of us that participate in the sailing WILL join in with the preparation of, and clearing the club after sailing, then leaving collectively.

Duties during this Warm-Up-Series are completely separate and additional to normal season allocated duties.

This is still a very new series and no one can guarantee weather, but if you would like to participate or require more details, please contact me?

Alternatively if you can help me with the running of event, this does provide some ideal training opportunities, I will be equally happy to hear from you?

**Ian Parris**

01474 746066 [Ian.Parris@blueyonder.co.uk](mailto:Ian.Parris@blueyonder.co.uk)

## Patrol Boat Team to get Advanced Training



Next year the Patrol Boat Team will receive RYA Intermediate Powerboat training free of charge. If you are interested in joining the team contact John Gore on 01634 271250 or [j.r.gore@btinternet.com](mailto:j.r.gore@btinternet.com).

Offer ends 31<sup>st</sup> December 2004

7th	Phantom	Malcolm Levey	WSC	1048	25
8th	Phantom	Brian Reeve	WSC	1048	25
9th	Laser Radial	Peter Moncreiffe	WSC	1101	36
10th	Laser Radial	Jennifer Carroll	Broxbourne SC	1101	40
11th	Lark	Andrew Pickrel Nick Lett	WSC	1073	41
12th	Enterprise	Rebecca Scott Nik Antoniadis	WSC	1116	42

### Slow Handicap (6 entries)

1st	Graduate	David Wilson Sandra Wilson	Broadwater	1167	4
2nd	Topper	Daniel Redrupp	Broxbourne SC	1290	6
3rd	Topper	Kerry Hall	Broxbourne SC	1290	10
4th	Byte	Joanna Wicken	WSC	1162	16
5th	Wanderer	John Talbot Jean Whittaker	WSC	1132	18
6th	Bosun	Marlin Kuhn Zoe Kuhn	REYC	1198	21

### Wayfarer (11 entries)

1st	8288	Richard Stone	Catherine Gore	MYC	4
2nd	10201	Brian Lamb	Matthew Wynn	WSC	4
3rd	9471	Nick Stewart	Brian Mc Kanzie	MYC	9
4th	84	Robert Dutton	Peter Good	WSC	14
5th	10120	John Goudie	Suzanne Hall	WSC	17
6th	8595	Simon Winn	John Payer	MYC	23
7th	847	Edward Ayris	Derak Cummings	WSC	26
8th	1759	Roger Gibbs	Kathy Gibbs	MYC	28
9th	9555	David Roberts	Mike Bryant	BBSC	33
10th	9	Alan Wynn	Alastair Wynn	WSC	36
10th	8188	John Cooper	Molly Cooper	MYC	38

### Miracle (7 entries)

1st	3805	Doug Horner	Peter Horner	WSC	4
2nd	3795	David Hudson	Jackie Hudson	WSC	5
3rd	206	Colin Lown	Martin Lown	WSC	6
4th	2870	Paul Rodgers	Alexander Rodgers	WSC	11
5th	36	Martin McKay	Sue Hannant	WSC	14
6th	3718	Chris Wallis	Nina Wallis	WSC	16
7th	80	Thomas Lambert	Danielle Bridges	WSC	23

## Medway Dinghy Regatta

This year we were sponsored by Laser UK, who kindly donated additional prizes such as buoyancy aids. Visitor entries were encouragingly high at 22, but the 35 entries from WSC were evidently depleted by a forecast of strong winds which, for once, proved correct.

Conditions on the Saturday were challenging, to say the least, with gusts of up to Force 7 being reported. After carnage downriver in the morning, racing was limited to Gillingham Reach in the afternoon: the gusts there were terrible, but at least it was not so far to be towed home! For the morning races on Sunday, the wind had abated to the top end of a still-gusty 3, but a squall passed through during the afternoon races to provide many with further swimming practice.

Despite much moaning and groaning in the changing rooms as people reported their physical condition and experiences, the mood was one of satisfaction by the prizegiving, as everybody realised that it was now over, they'd survived it all and had a host of vivid memories!

### Fast Handicap (15 entries)

1st	Contender	Martin Jones		WSC	994	6
2nd	Intl Canoe	Mark Goodchild		MYC	906	6
3rd	Csprey	Timothy Kirt	Paul Heather	WSC	940	10
4th	RS 400	Neil Lamprell	Lucy Heather	WSC	952	17
5th	Buzz	Stuart Bailey	Hannah Packman	MYC	1005	20
6th	RS 800	Andrew Pickrell	Nick Lett	WSC	822	22
7th	Vortex	Phil Harris		WSC	960	22
8th	RS 800	Ian Parris	Grahame Smith	WSC	822	24
9th	Boss	Andy Gibbs	Steve Timnams	WSC	847	25
10th	Laser 4000	Peter Curt	Sonja Riley	BBSC	908	32
11th	Vortex	Grahame Smith		WSC	960	35

### Medium Handicap (18 entries)

1st	Laser 3000	Tony Hunt	David Bourne	WSC	1030	3
2nd	Blaze	Russ Hall		Broxbourne SC	1047	7
3rd	Laser Radial	Andrew Smith		WSC	1101	13
4th	Laser 2000	David Vettergreen	Stan Sprot	WSC	1089	13
5th	Laser 2000	Roy Winnett	Susan Raiser	WSC	1089	14
6th	Laser Radial	Amy Adams		MYC	1101	23

## Prizes! Prizes! Prizes!

Certain ungrateful members, the Editor included, have been complaining that they've had enough of glassware for prizes.

Unfortunately, it is not possible to silence the dissenters by giving just them the option of something else, because (a) we get a bulk discount for the glassware and with too many people opting out we'd lose it, and (b) it would just cause too much trouble.

The Sailing Committee, ever the epitome of reason, have debated the matter long and hard, and apart from agreeing that juniors could receive something more appropriate than beer glasses (no, not video games, I'm afraid), they have been unable to agree what the alleged grown-ups should get. They have come up with a list of alternatives, however, and they would like you, dear members, to vote on it (democracy, even).

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The result will not be set in stone: we can change again in either a few years or indeed every year alternating, if the vote appears fairly evenly spread. That way, nobody should get too much of anything. Again, if you've alternative proposals, let's hear about them so that we can consider them in future years.

## Wednesday Racing - The Verdict

59 people sailing 44 different boats making up 154 boat-starts can't be wrong: the Wednesday racing was a success! OK, not all of them sailed every week (now that would have been impressive!), and some may have done just one race and said, 'never again', but it's clear there was plenty of interest and demand for some mid-week activity. Indeed, those figures don't tell the whole story, because several other crews took advantage of the activity to go out cruising, safe in the knowledge that others were about and that a rescue boat was at least on the river.

It has to be said that the weather was much better than most of us expected, with the wind holding most weeks to give a good sail. We lost only two weeks, and those to high winds, with none to lack of wind.

While a spreadsheet was kept of the racing situation, there was no



*Wednesday evening and just about every other occasion stalwarts Ian Parris and Grahame Smith, as so often looking for wind in their RS 800.*

Photo David Hudson

## The Evening Race/Medway Marathon Weekend by Peter Horner

With good wind and a healthy entry for the Evening Race there was good entertainment for spectators at the club as the boats raced around a lapping course passing in front of the clubhouse. Mark Heather and Doug Homer sailed a faultless race in their Buzz to take victory and win the John Yeo Trophy for the second year in a row. Tony Hunt and David Bourne (Laser 3000) were second and Ian Parris/Grahame Smith (RS800) third.

On Sunday was Medway Yacht Club's Medway Marathon. There was an entry of 63 boats including both dinghies and keel boats, of which 55 finished. Mark Heather was crewing for Chris Catt (Downs SC) in the first of four RS800's in the top ten, and they won the event ahead of Neil Ashby/Roz Allen (RS800) in winds which began light from WSW but backed and rose to a blustery SW Force 5 in the later stages.

Pos	Owner/Crew	Club	Class	PYN	Corr Time
1	C Catt / M Heather	DSC	RS 800	822	02:47:25
2	N Ashby / R Allen	WSC	RS 800	822	02:48:44
3	M Goodchild	MYC	Int. Canoe	908	02:49:09
4	T Hunt / D Bourne	WSC	Laser 3000	1030	02:58:05
5	T Coulson	WSC	Laser Vortex	960	03:04:24
6	A Pickrell / N Lett	WSC	RS 800	822	03:05:29
7	I Parris / G Smith	WSC	RS 800	822	03:05:59
8	M Jones / J Osgood	WSC	Osprey	940	03:07:27
9	G O'Neill / T O'Neill	Wem	MRX	1000	03:09:41
10	R O'Neill / T Udeman	Wem	MRX	1000	03:11:34
11	T Kilt / P Heather	WSC	Osprey	940	03:12:06
12	M Clear / M Thompson	Wem	MRX	1000	03:12:36
13	D Roberts	BBSC	Wayfarer	1099	03:13:32
14	R Stone / S Millar	MYC	Wayfarer	1099	03:13:44
15	B Lamb / J Goudie	WSC	Wayfarer	1099	03:13:49
16	J Tinnams / S Tinnams	WSC	Laser 5000	846	03:13:50
17	C Mason	DWSC	RS 300	1001	03:14:53
18	A Pearson / S Berwell	MYC	Wayfarer	1099	03:15:43
19	P Belcher	WSC	Laser	1078	03:15:47

## Medway Dinghy Regatta

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### Fast Handicap (15 entries)

1st	Contender	Martin Jones		WSC	994	5
2nd	Inti Canoe	Mark Goodchild		MYC	908	6
3rd	Osprey	Timothy Kift	Paul Heather	WSC	940	10
4th	RS 400	Neil Lamprell	Lucy Heather	WSC	952	17
5th	Buzz	Stuart Bailey	Hannah Paekman	MYC	1005	20
6th	RS 800	Andrew Pickrell	Nick Lett	WSC	822	22
7th	Vortex	Phil Harris		WSC	960	22
8th	RS 800	Ian Paris	Grahame Smith	WSC	822	24
9th	Boss	Andy Gibbs	Steve Tinname	WSC	847	25
10th	Laser 4000	Peter Curl	Sonja Riley	BBSC	908	32
11th	Vortex	Grahame Smith		WSC	960	35

### Medium Handicap (18 entries)

1st	Laser 3000	Tony Hunt	David Bourne	WSC	1030	3
2nd	Blaze	Russ Hall		Broxbourne SC	1047	7
3rd	Laser Radial	Andrew Smith		WSC	1101	13
4th	Laser 2000	David Vettergreen	Stan Sprot	WSC	1089	13
5th	Laser 2000	Roy Winnett	Susan Raiser	WSC	1089	14
6th	Laser Radial	Amy Adams		MYC	1101	23

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## The South Kent Race

All three of the fleets, staggered 20 minutes apart, got away in depressingly light winds and crawled downriver until the leaders of the fast and medium fleets met in a hole just after buoy 12, with the Miracles in distant sight. By the time they reached South Kent buoy just under two hours after the first start, everything had changed. The wind had risen to a squally Force 6, and boats were pointing in all directions.

After 20 minutes of survival sailing (for most of us, anyway), the wind eased to a Force 2 and everybody trickled home on the tide, the fastest in just under 3 hours, the slowest in under 4½ hours.

Martin Jones put in a sparkling performance in what was hardly Contender-weather to take first place on corrected time.

Pos	Class	Helm	Crew	PY	Corr Time
1st	Contender	Martin Jones		994	03.20.12
2nd	Wayfarer	Brian Lamb	Geoff Lambert	1099	03.24.27
3rd	Laser 4000	David Mason	Stuart Mason	908	03.24.45
4th	Wayfarer	John Goudie	Suzanne Hall	1099	03.25.21
5th	Laser 3000	Tony Hunt	David Bourne	1030	03.32.14
6th	Wayfarer	Nick Fenton-Smith	David Burfoot	1099	03.33.22
7th	RS 800	Neil Ashby	Roz Allen	822	03.33.38
8th	Wayfarer	Brian Ward	Jim Tyler	1099	03.35.37
9th	Vortex	Tony Coulson		960	03.35.39
10th	Laser 2000	Roy Winnett	Susan Raiser	1089	03.36.28
11th	Vortex	Phil Harris		960	03.36.48
12th	Contender	Matthew Love		994	03.37.46
12th	Laser 2000	David Vettergreen	Stan Sprot	1089	03.37.46
14th	RS 400	Chris Ashby	Mike Smith	952	03.38.13
15th	Laser	Gordon Belcher		1078	03.38.40
16th	Miracle	Chris Wallis	Andrew Smith	1178	03.39.45
17th	RS 800	Andy Pickernell	Mark Heather	822	03.41.05
18th	Wayfarer	Bob Dutton	Peter Good	1099	03.41.43
19th	Laser 5000	John Tinnams	Steve Tinnams	846	03.42.06
20th	Miracle	Peter Horner	Harry Coulson	1178	03.46.15
21st	Vortex	Mike Gower		960	03.46.57
22nd	Laser	Graham Jenkinson		1078	03.48.54



formal series this year, the idea being that people could just turn up and race on the night, for the night. The level of interest shows, however, that a series with overall positions will be in order for next year, even if the prizes are just the kudos.

Duties somehow came to be performed without any formal system, though it was sometimes touch & go, and certain crews did more than others. To smooth things further for next year, it has been decided to award first place points in the series for every duty performed - but only up to three duties: we can't really have someone winning the series without sailing at all! If all the serious competitors do their stuff, this will cancel out anyway.

To avoid the overall result being an attendance certificate, we'll only be counting a limited number of results for each competitor. In view of the casual nature of the racing, we won't be adopting the usual club series policy of counting results up to half the number of races sailed plus one - this year, only two competitors would have had the necessary seven races to count! So next year we'll count just half the number of races sailed, rounded down.

There was some pressure for a later start time, but in May and August there is simply not enough light to fit in a proper race and pack up comfortably with a start any later than 18:30. Even in June/July we have four committee meetings to consider, so that we really have to stick with the present set-up. Nonetheless, several people have discovered that their working hours can be made more flexible than they at first thought; some have even been in two places at once...

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## The Wilsonian Grand Prix by Peter Homer

There was an excellent entry of 51 boats including 21 visitors. Run around high tide the course covered 16 miles of the river including Hoo and South Yantlett creeks. The wind varied from force 3 to 5 with some severe gusts providing exciting conditions.

The entry was split into three fleets (slow, medium, fast) starting at 10 minute intervals. Eleven boats found the going too much and retired early on. Tony Hunt and David Bourne (Laser 3000) appeared to be supercharged as they quickly pulled away from the rest of the medium fleet; by the halfway point they had overtaken the slow fleet and were a mile clear.

Fastest boat on the course, Neil Ashby and Roz Allen (RS800) powered ahead on the return leg and took line honours in a time of 1hr 11min, over seven minutes ahead of the Laser 3000. Richard Stone and Sue Millar (Medway YC) won a battle of ten Wayfarers, snatching the last prize position (7th) from Dave Roberts and Mike Bryant (Bough Beech).

Pos	Class	Helm	Crew	Club	PY	Corr. Time
1	Laser 3000	Tony Hunt	David Bourne	WSC	1030	01:25:52
2	RS800	Neil Ashby	Roz Allen	WSC	822	01:26:46
3	Laser 4000	David Mason	Stuart Mason	WSC	907	01:33:26
4	RS400	Chris Ashby	Mick Smith	WSC	952	01:35:45
5	Vortex	Tony Coulson		WSC	960	01:37:35
6	Lark	Simon Cox	Katherine Sampson	MYC	1073	01:38:01
7	Wayfarer	Richard Stone	Sue Millar	MYC	1099	01:38:25
8	Wayfarer	David Roberts	Mike Bryant	BBSC	1099	01:38:39
9	Vortex	Mike Gower		WSC	960	01:39:32
10	RS400	Mark Heather	Adam Treadwell	WSC	952	01:39:41
11	RS800	Ian Paris	Grahame Smith	WSC	822	01:39:44
12	Phantom	Malcolm Levey		WSC	1048	01:40:01
13	Osprey	Tim Kiff	Matt Love	WSC	940	01:40:37
14	Wayfarer	Brian Lamb	Brian Warwick	WSC	1099	01:41:15
15	RS400	Neil Lamprell	Lucy Heather	WSC	952	01:41:31
16	Vortex	Phil Harris		WSC	960	01:41:39
17	RS800	Andrew Pickrell	Doug Homer	WSC	822	01:43:56

## The Pursuit Race

This event suffered by taking place on the August Bank Holiday Monday directly after Junior Week and the very windy Three Race Regatta. Nonetheless, 12 boats turned out to face a brisk WNW Force 4, gusting more on a course at the top of the tide which took in South Yantlett 4, 22 and Hoo No.1.

Boats were started from the beach at times predetermined by the boat's handicap, modified for the conditions, and the helmsman's personal handicap. Remarkably, just like last year, the finishing time limit was reached just as the leader reached 31, so it was a short sail home.

For much of the race, it looked as if Martin McKay and Jane Drummond in the Miracle had it in the bag, but by 30 they had been overhauled by a charging Martin Jones, planing upwind in his Contender to take the win by a good margin, despite a swim near Pin-Up. Martin will have a tougher strong-wind handicap next year, but an even easier one for light airs. Good racing was enjoyed in the rest of the fleet, too: Peter Belcher on a stiff handicap overtaking the Wayfarer at one point, only to lose out on the beat against the tide up Gillingham Reach.

Also deserving of a mention are Simon Conway and Sam Proctor in the Laser II, who managed to pass and stay ahead of the Laser 2000, despite not using their kite - usually a very important weapon on the II. Matt Love bravely abandoned his sail in the Contender to step in with a crew-less, late-starting David Tozer. Although the Miracle looked in imminent danger of sinking under their combined weight, David nonetheless claimed they'd used it all during the squalls!

Pos	Class	Helms	Crew	Start time	Finish time
1st	Contender	Martin Jones		13:41:18	15:04:33
2nd	Wayfarer	Brian Lamb	Ian Parris	13:23:41	15:08:24
3rd	Laser	Peter Belcher		13:29:19	15:09:08
4th	Laser Vortex	Tony Coulson		13:42:53	15:09:17
5th	Laser II	Simon Conway	Sam Proctor	13:24:51	15:11:39
6th	Miracle	Martin McKay	Jane Drummond	13:02:25	15:13:06
7th	Laser 2000	Roy Winnett	Geoff Lambert	13:24:49	15:13:56
8th	Laser Radial	Gordon Belcher		13:23:00	15:16:12
9th	GP 14	John Ireland		13:15:00	15:23:02
10th	Miracle	David Tozer	Matthew Love	Late start 13:13:00	15:25:28

## Fast Fleet Report by Tony Coulson

November is here and sailing is over for all but the faithful - those of us who are willing to face the icy boat covers thinking to ourselves 'is this such a good idea?', then pulling on the dry suit or steamer hoping not to have a swim. This time of year always makes me think what we all have to look forward to on the sailing front and seeing a few visiting "fasties" entering our Winter Series helps to spur me on to carry on sailing through the winter. I am sure there will be some good racing to be had in the series, not forgetting the New Year's Day race and the Hoo Freezer.

This year we had the addition of the very successful Wednesday evening racing thanks to efforts of Tony Hunt. This gave Ian and Graham the perfect chance to get to grips with their RS800, winning the series - well done. On the subject of well dones, Chris and Mike are still the ones to beat, chalking up wins in the late summer and autumn series; the latter with the help of David Bourne. The early summer went to David and Stuart Mason - well done to them as well. The fast handicap had a great success in the open events, with Martin Jones in his Contender cleaning up in the Medway Regatta and the South Kent. In the Commodores well done to Gordon and Andy in the Boss with a well earned second. Finally Neil and Roz in their RS800 had a couple of seconds in the Medway Marathon and the newly-named Wilsonian Grand Prix. Well, I suppose we have to let the other sailors win sometimes or they would all be joining the fast fleet!

By now some of you will know there are four new boats in the dinghy park. Yes, I had to get it in. The new Vortex Asymmetric. Vortex sailors can now enjoy the exciting, exhilarating performance a 15m kite will bring to the boat. The system has been developed by the Vortex three-times national champion Keith Escritt; I think he has done a pretty good job too. This I am sure will prove to be a challenging boat to sail and should give you all a good laugh as we try to master it [as if we would? Ed].

Finally I look forward to seeing you at the fleet evening on Saturday 22nd January. Any interested parties in the positions of Fleet Captain or Vice Fleet Captain please contact Graham or myself. See you on the water - I am the Vortex with the blue and white kite, hopefully sailing not swimming!!

## Medium Fleet Ministry by Brian Reeve

As this season draws to its chilly end, some of our hardy souls continue their enjoyment in the Winter Series. Elsewhere in this magazine you'll find the other series results: congratulations to all those who will carry off the prizes at our feet evening (again combined with of the Fast Fleet) at 1900 on Saturday, 22nd January 2005.

This should be published just after the Racing Techniques Seminar with Steve Cockerill. If you did not go, do not be surprised if your nearest rival has developed an edge next time you race each other. Interestingly, for most part those that already do well or those that are noticeably improving already are the ones signed up for the seminar (merely an observation).

So, what's been happening to our fleet since the last missive? Well, apart from the Fleet Captain's irregular and limited attendance since August ("life is what happens to you whilst you're making other plans") quite a bit, according to a Vice Fleet Captain Tony Hunt whom I thank for keeping things going in my absence and for the majority of the "fleet gossip" that follows.

The Laser 2000's march on, four boats attending regularly. John Parsons and Brian Dunmail have been finding some bursts of speed in theirs that have alarmed some. Nick Antoniadis and Catherine Evans (Enterprise) have one coming, while others have been seen having test sails, plus the 2000's have listed the Medway Regatta as a "recommended event" [unfortunately, they have double-booked it with an open at Home Bay. Ed.] and the Laser 3000's are also recommending it. I once suggested to a Laser bigwig that the 2000 was a modern GP 14 - to my slight



*A Kestrel phenomenon has struck the Medium Fleet. This one's Bob Dutton's.*

## The Three Race Regatta

The schedule: three races back to back and all to count, with a lapping P-course set in Pinup Reach at the top of the tide; average-lap-timing protecting the interests of the slower boats. A light to moderate south-westerly attracted 25 entries for the start of the first race. However, the wind steadily strengthened as frequent squalls passed through, eventually gusting over 22 knots. Just ten boats completed the final race as numerous dunkings and broken gear took their toll.

Neil Ashby/Roz Allen (RS 800) mastered the conditions well as they stormed round the course with apparent ease to secure victory with two firsts and a second and with the added distinction of being the only boat to have the courage to fly their spinnaker on every run in the third race.

Pos	Class	Helm	Crew	PY	R1	R2	R3	Pts
1st	RS 800	Neil Ashby	Roz Allan	822	2	1	1	4
2nd	Laser 3000	Tony Hunt	David Bourne	1030	1	2	2	5
3rd	Phantom	Neil Lamprell		1048	3	3	6	12
4th	Wayfarer	Brian Lamb	Brian Warwick	1099	5	5	3	13
5th	Laser	Peter Belcher		1078	4	4	5	13
6th	Laser 2000	Roy Winnett	Peter Homer	1080	6	8	4	18
7th	Laser	Gordon Belcher		1078	8	7	9	24
8th	Laser	Steve Tinnams		1078	13	12	8	33
9th	Laser	Martin Vinton		1078	11	13	10	34
10th	Miracle	Nina Wallis	Chris Wallis	1178	15	14	7	36
11th	RS 800	Ian Parris	Nick Lett	822	9	6	DNF	41
12th	Miracle	Martin Smith	Mike Groom	1178	7	11	DNS	44
13th	Kestrel	Len Ayris	Derek Cummings	1038	10	10	DNF	46
14th	Wayfarer	Matthew Wynn	Alistair Wynn	1099	17	9	DNF	52
15th	Miracle	Tina Wallis	Jenny Wallis	1178	14	16	DNS	56
16th	Laser II	Dave Fenech	Alison Williams	1035	16	15	DNS	57
17th	Miracle	Tom Lambert	Emma Snell	1178	20	17	DNF	63
18th	Miracle	Martin McKay	Sue Hannant	1178	12	DNF	DNS	64
19th	Miracle	Gordon Wallace	Lear	1178	DSC	18	DNS	70
20th	RS 400	Ian Wyatt	Sarah Wyatt	952	18	DNF	DNS	70

## Topper Nationals 2004 – Regatta Fleet

by Stephanie Wicken

This year for the first time, Topper ran a regatta fleet alongside the main fleet at the Nationals. Instead of long races and 250 competitors, the regatta fleet had a series of 10 shorter races with just 20 competitors. As well as the races we had coaching and games on the water, some trips, picnics and a barbeque in the afternoons around Plymouth Sound.

During the week we had all types of weather. Arthur, our leader, taught us to hike out like gorillas in strong winds and to sit inboard, very still like frightened bunny rabbits when it was calm. The races were a variety of courses, some squares others triangles. One of my favourites was the triangle, sausage course.

During the week we were introduced to new games. One of those was sausage, egg and bacon. Sausage is capsize, egg is run around in front of the mast and bacon is jump out of the boat randomly. We also did training games like coming along the side of a rescue boat and tying onto a buoy. We also had team games. We got points for training games.

Each morning we had a briefing where prizes were given out for improvement and for winning races. There were trophies, T-shirts, praddels, gloves and sweaters. Overall it was a great week and I enjoyed it tremendously.

Next year the Nationals will be at Largs in Scotland 7th-12th August. Hope to see you there!



surprise he said that that was exactly what they had intended.

A certain Wayfarer bod was spotted trying a Phantom for size, which should please the four existing XL sailors. Finn man Steve Meyer-Wright has been considering a change to a Laser single-hander. Unfortunately the bright start of numbers of Lasers on the water was not maintained throughout the season - maybe 2005 will be their breakthrough season. We can now officially welcome Jo Wicken to our fleet, who is enjoying her switch from the Byte to Laser Radial. Although Jo raced with us, the Byte did not officially fall within our handicap spread. At the faster end of the fleet, Matt Wynn, despite lack of practice, is looking more at home in the RS300. We also welcome Adam Treadwell and Tina Wallis in their newly acquired Buzz (knee pads are a must, so I'm told) and they are joined by Amanda Randall from the Laser II grouping, leaving David Fenech and Alison Williams to continue their improving progress along with Simon Conway and Sam Proctor who, despite their loss of a spinnaker pole have more than proved that they are getting to grips with it on the racetrack.

I would also like to welcome Daniel and Toby Smith in their beautifully restored vintage Merlin Rocket. They have only just started sailing, but already seem to be making progress. Len Ayris has joined the ranks of the new Kestrel buyers and therefore us Medium Fleeters. Another defector from the ranks of the Wayfarers is Suzanne Hall, who for some reason decided it would be a good idea to suffer the crew role in Tony Hunt's 3000. How many crews does this man want? Some uncharitable person suggested one for each wind strength *[libelous rubbish! Ed.]* They did venture to the 3k's nationals where they achieved 4th place in less than favourable conditions.

Various ideas have been floated during the season - here are a couple that are more radical in their impact on our fleet. Possibly split the fleet into two-person and single-person, sail the same course; this would



*Matt Wynn in his RS 300 - a man who improves without practice. Don't start practising, Matt.*

mean that, whatever the course, every boat would have similar advantages or disadvantages - single-sailed boats do better on handicap over a predominantly fetching course and asymmetric/spinnaker boats do better over a broad reaching course.

Another idea is to change the handicap ranges of the fleets. We currently split Fast and Medium at 1000 - maybe this needs to be moved in one direction or the other. Or, allow boats to sail in any fleet but have long, medium and short course starts and any established club class either have their own start if big enough or elect at the start of season to sail in one or other course. These are only ideas but feedback would be welcome - may come up at the fleet evening...

Finally, we have to elect a Fleet Captain at the fleet evening. I'm happy to carry on but if there is someone who wants to do the job, please step forward and I will not be offended. Also if anybody has thoughts, ideas or anything they would like to do, please let myself or Tony Hurt know - constructive input is always welcome.

Good sailing. Remember: support your local fleet!

## Wayfarer Fleet Report by John Goudie

I was not the best of fleet captains when I missed making a report for the last issue of 31½ - for that I apologise. I cannot recall the reason why I managed to miss the editor's deadline(s), but in part I suspect that it was the preparations for the World Championships in Canada (entry processes, packing the boat into a container, arranging insurance for the trip, etc.), not to mention work. This time I seem to have made it!



After a good start to the season, when turnouts were at reasonably normal levels, the numbers racing dwindled as the season progressed. Brian Ward stopped sailing regularly for a variety of reasons, Bob Dutton had purchased a Kestrel which he seems to favour for racing at the moment and Len Ayris had also bought a Kestrel (his Wayfarer is up for sale). My boat was in a container in transit to and from Canada for several months and I only managed to sail other Wayfarers occasionally during that period - probably because I was missing my boat! Regrettably, the lack of interest in racing Wayfarers at the club has been noticed and there is a real danger that we will lose our fleet status - to stop that, we must get out and race regularly next season.

Well, what about the sailing? As usual Brian Lamb has dominated the

and long legs. There have been worrying breeding declines in many areas largely due to loss of habitat through agricultural intensification

### Dunlin

The commonest small wader found along the coast. It has a slightly down-curved bill and a distinctive black belly patch in breeding plumage. It feeds in flocks in winter, sometimes numbering thousands, roosting on nearby fields, saltmarshes and shore when the tide is high.



### Golden Plover

A medium-sized plover with a distinctive gold and black summer plumage. In winter the black is replaced by buff and white. They typically stand upright and run in short bursts. Very wary on the breeding grounds. In winter they form large flocks which fly in fairly tight formation with rapid, twinkling wingbeats.



### Grey Heron

The largest European heron. It can stand with neck stretched out, looking for food, or hunch down with its neck bent over its chest. In flight it holds its neck retracted and has large rounded wings. It is usually solitary although several birds may feed fairly close together. It stalks its food, often standing motionless for some considerable time. It usually feeds close to the bank or shore, but may wade out into shallow water.



### Little Egret

The little egret is a small white heron with attractive white plumes on crest, back and chest, black legs and bill and yellow feet. It first appeared in the UK in significant numbers in 1989 and first bred in Dorset in. It is now at home on numerous south coast sites, both as a breeding species and as a winter visitor.



[to be continued. Ed.]

## Birds on the River Medway

If you get a less intense moment when racing or are just cruising you might like to keep an eye out for some of the many birds that inhabit the river. Some you will see regularly and some you may need to be far down one of the creeks or even in the Swale to catch a glimpse. To help you here is brief description and picture of some you might see.

### Avocet

A distinctively-patterned black and white wader with a long up-curved beak. It is the emblem of the RSPB and symbolises the bird protection movement in the UK more than any other species. Its return in the 1940s and subsequent increase in numbers represents one of the most successful conservation and protection projects.



### Common Tern

These delightful silvery-grey and white birds have long tails which have earned them the nickname 'sea-swallow'. They have a buoyant, graceful flight and frequently hover over water before plunging down for a fish. They are often noisy in company and breed in colonies.



### Cormorant

A large and conspicuous waterbird, the cormorant has an almost primitive appearance with its long neck making it appear almost reptilian. It is often seen standing with its wings held out to dry. Regarded by some as black, sinister and greedy, cormorants are supreme fishers which can bring them into conflict with anglers.



### Curlew

The curlew is the largest European wading bird, instantly recognisable on winter estuaries or summer moors with its long down-curved bill, brown upperparts.



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club season in the Wayfarers, but that is not surprising as he has put in the effort and turned out his usually consistent results at the front of the fleet. He has travelled to more open events this year than I or anyone else have managed and has shown good speed on the open circuit that is not always recognised by the results (we all make mistakes, but he managed to repeat some when it really mattered!). In some of the club handicap events he has also shown the way, much to the disgust of those who dislike Wayfarers. Well done Brian and your various crews!

I have to mention the World Championships – the Wilsonian team being Brian Lamb and Tony Hunt in a chartered Wayfarer and myself and Suzanne Hall sailing Cathessa. The Cathessa team managed to finish 12th overall, which included a first place (achieved with a certain amount of luck involving the race officer shortening the race just in time because of lack of wind), and the 'charter' team finished a creditable 19th (included a 4th and a 7th), showing steady improvement over the week as they got to grips with the idiosyncrasies of a Canadian-built boat. Overall a great week.

On a business note, the Wayfarer Fleet Evening will be held at the club on Saturday 29th January 2005, starting at 19:00 prompt (aim for 18:30). I intend to put on a supper again that will start at about 20:00 – more details later.

That's all for now. Have a great Christmas when it comes and I look forward to seeing you all at the Fleet Evening in January.



*John Goudie and Suzanne Hall on a wild ride downwind in 'Pink Decks' at the Wayfarer Worlds in Canada*

an Olympic course compared to the same ratios when sailing a Medway course shows the following.

The ratio of times taken with zero tide is

Time\_conventional / Time\_gennaker (Olympic Course)=1.16

Time\_conventional / Time\_gennaker (Medway Course)= 1.18.

Thus a Gennaker boat whose handicap has been set by sailing on Olympic courses benefits by 2% when it is sailed on the Medway course. This is due to the relatively greater time spent on beats on the Olympic course.

Similarly

Time\_conventional / Time\_fast (Olympic Course)=1.74

Time\_conventional / Time\_fast (Medway Course)=1.77.

Hence the Fast boat sailing on the Medway gains by 2% relative to the Conventional boat.

#### Comment

Clearly these calculations are far from definitive. We all sail to reduce or maximise the effect of the tide and spotting the wind-shifts on a true beat is important. However the analysis does show that the difference in relative performance either side of a tide change is at least partially predictable.

The above may sound like special pleading from someone who sails a Conventional boat but Conventional, Gennaker and Fast are relative terms. Perhaps the most surprising fact is that occasionally Miracles manage to get good results in General Handicap events on our tidal river, either they are well named or, perhaps, they are sailed by Super Sailors.

*[While the Editor is itching to reply to this, he feels it would be more appropriate to first provide other, wiser souls with the opportunity to do so. It was not possible to reproduce all of Gordon's charts here, but interested parties can obtain a copy from the Editor, or, no doubt, from Gordon himself. We understand that Mr Belcher has been placed under police protection for the likely duration of interest in this article.]*

## Method

With these assumptions the times for each leg were calculated using a couple of Excel spread sheets and associated VBA modules. The times taken to sail the course were then normalised by dividing by the time taken with zero tide to form a primitive handicap ratio.

### Olympic Course - Effect of tide (see Olympic Chart)

The calculations of the effect of tide when sailing an Olympic course show that tide towards the windward mark significantly increases the total time taken by a conventional boat because the shorter time taken up the beat does not compensate for the longer time taken on the reaches.

With the tide flowing from the windward mark the Gennaker boat is the worst affected because the extra time taken on the beat is not compensated for on the reach.

The faster boat gains significantly when the tide is from the windward mark and only loses out marginally to the Gennaker boat when in slower tide towards the windward mark

### Medway Course - Fast v Rest - Effect of tide (see Medway chart)

The calculations of times to sail the idealised Medway course show that the Fast boat has a great advantage over the medium boats when there is any tide but particularly with a strong outgoing tide. The Fast boat does not suffer the low V<sub>made</sub> good on the critical legs to the same extent as the Conventional and Gennaker boats.

### Medway Course - Conventional v Gennaker - Effect of tide (see Medway chart)

Comparing medium boats of approximately the same speed, the calculations show that an outgoing tide favours the conventional boat whilst an incoming tide favours the Gennaker boat.

With the tide going out the legs from 23 to 30 are long beats for both types of boat but the Gennaker boat does not sail up to it's handicap.

With the tide coming in the reach from 30 to 24 dominates and the Gennaker boat with it's superior reaching speed gains a big time advantage over the conventional boat.

### Applying Handicaps based on Olympic Course to sailing on Medway - no tide

Calculation of the ratio of times taken by the three types of boat to sail



*Just part of the large fleet of Wayfarers at their Worlds in Canada. A help-line is available for Medium Fleet members disturbed by this or any other image of a Wayfarer in this publication.*

## Miracle Fleet Report by Chris Cherriman

Now that the main season has drawn to a close it is time to reflect on the year's sailing.

The Miracle fleet within WSC is still very strong despite the rise of the modern plastic boats like the Laser 2000, for example. I believe that the reason for this is that the Miracle is a boat that is very suitable for beginners and also gives very good quality class racing on the river. We must not, however rest on our laurels and we must all do everything that we can to promote the Miracle to both visitors to the club and also when we go away to other clubs. We must also remember that we have a very reasonably priced plastic and maintenance-free Miracle available to anyone who fancies a new boat. The second hand market for Miracles is still strong with a shortage of boats available for purchase. By moving up to a new boat it releases another onto the second hand market. If you are selling a Miracle and can sell it within the club, then it will help to maintain the number of Miracles at WSC and as a result maintain the quality of our class racing.

During 2004 we had a total of 21 Miracles take part in class racing and 17 take part in club handicap events.

Martin Smith and Mike Groom won the spring p.m. series and the morning and afternoon summer series'. Well done to them. Peter

Horner won the spring a.m. series with various crews. Dave and Jackie Hudson won the autumn a.m. series and I won the autumn p.m. series with various crews. This is the first time I have won a Miracle series, probably due to the strong winds during the autumn being particularly suited to my weight. There were days during the autumn when the Miracles were the only boats on the water except for one or two others. Another example of how versatile the Miracle can be. Well done to all prize winners and to everyone that took part in the races.



*Martin McKay and Sue Hannant drop the kite at the last possible moment. What happened next?* Photo David Hudson

In terms of club handicap events the Miracles were again very well represented even in the long distance races. However, some of these races were rather long races for the Miracles and I would be interested to hear your views at the forthcoming fleet evening.

The fleet evening will be held on Saturday 5 February. So that I can contact you with the details can you all please send your up to date e-mail address to me at [chris.cherriman@virgin.net](mailto:chris.cherriman@virgin.net). I will then be able to communicate by E-mail which is by far the easiest way to arrange things.

## Hot Potato renamed from the innocuous-sounding 'Effect of boat type and tide on WSC results'.

An article by Gordon Belcher



### Introduction

The introduction of boats with Gennakers has had a major effect on handicap sailing at the Wilsonians. Sometimes it seems they sail well above their handicap whilst on other occasions they seem to miss out completely.

Being curious I tried to calculate whether this could be explained, at least in part, by the effect of the tide.

### Assumptions

The problem was simplified to make it amenable to numerical analysis. The simplifications were as follows:-

- 1) The course is Line, 30p,24p,23s,24s,30s,line
- 2) The tide is constant along the course, the boat sails directly from one mark to the next
- 3) The wind is from the south west with the following effect
  - From the line to 30 is a reach, 1 unit long
  - From 30 to 24 is a reach, 2 units long
  - From 24 to 23 is a run, 1 unit long
  - From 23 to 24 is a beat
  - From 24 to 30 is a one-leg beat
  - From 30 to the line is a reach
- 4) The boat's polar diagram is simplified to:-

	V_beat	V_reach	V_run
Conventional	4	6	4
Gennaker	4	10	4
Fast	6	15	6

would normally only offer the planing boat endorsement for this level, but anybody requiring the displacement boat endorsement should ask for details.

### **Intermediate Powerboat Day Cruising Course**

**Aim:** To teach Powerboating up to the standard required to complete a short coastal passage by day. The course will be conducted in planing boats.

**Assumed knowledge:** Candidates should be competent to the standard of National Powerboat Certificate Level 2 with coastal endorsement. (This is the standard taught by the club at level 2). It is strongly recommended that candidates hold a first aid certificate and a VHF operator's certificate.

### **Advanced Powerboat Day and Night Course**

**Aim:** To teach boat handling, seamanship, pilotage and navigation, up to the standards required to drive a planing powerboat safely by day and night in tidal coastal waters with which the candidate may be familiar

**Assumed knowledge:** Candidate should be competent to the standard of the Intermediate Powerboat Certificate with a thorough knowledge of navigation and chartwork to the level of the Day Skipper Shorebased certificate. You are required to hold a first aid certificate and a VHF operator's certificate.

### **Safety Boat Course**

**Aim:** To introduce the techniques used in powerboats escorting racing fleets of dinghies and windsurfers, providing safety and rescue cover for training fleets, and assisting in race management.

**Eligibility:** RYA National Level 2 Powerboat Certificate

**Assumed knowledge:** It is strongly recommended that members of the rescue crews should hold a first aid certificate (or should have experience of first aid).

We are very lucky within the club in being able to offer our members all of the practical seagoing courses listed above. We are also able to offer training in navigation and chartwork up to the Day Skipper Shorebased level. We are unable to offer first aid and VHF courses. If these are required by sufficient members these can be arranged to be held at the club. Please let either Tom Sims or John Gore know if you are interested

Happy sailing

The fleet evening will have a review of the year and will plan for the coming year. In this respect we will need to elect the fleet captain and vice fleet captain(s) and this is a plea for fleet members to step forward to support their fleet.

I wish you all a very happy Christmas and New Year (it's not long now) and I look forward to next season having, hopefully, done all the jobs on my boat that urgently need doing.

## **More Power**

**by John Gore**

War, they say, is 98% boredom and 2% terror. Our armed forces have another saying "train hard, fight easy".

The same can be said for safety boat duties. If things go wrong whilst you are on duty, would you know how to cope? After all there are a lot of situations which have occurred over the last couple of years which are definitely outside the norm. Training cannot cover every single situation which could occur, but it can give you the experience and confidence to know how to handle it. The committee has been aware for some time that the normal club member just doesn't spend enough time in the safety boats to gain the necessary experience to handle any situation which could occur whilst they are on Safety Boat duty. This is not meant to be a criticism, but ask yourself, how many times do you get to drive the safety boats during one year?

A possible solution was to set up the Power Boat Team. It was envisaged that this would be a dedicated team of planing boat drivers who would man the boats on a regular basis, gaining more experience and thereby being more capable to handle situations when they arose. The original idea was that they would do six duties a year. Two years ago, when the team started we had four volunteers. For the last two years these guys have manned the RIB's during the club's "major" races plus putting in a lot of extra time training on Saturdays. Each of them has done far more than the six duties they were asked to do. From a personal viewpoint I have found it a pleasure to work with such a dedicated team. However, like all good things it is time to move on, and owing to other commitments at least two, possibly three, members of the team have indicated that they are unable to continue next year. So probably the team will fold at the end of this year. I for one sincerely hope not, because I am sure there are very few members who cannot honestly say that the very existence of the team has been an asset to the club. Therefore, we need to recruit more members.

## Free Powerboating Courses



Free Level 2 or Safety Boat Courses are available to club members who volunteer to do six duties in the 2005 Season.

**This offer ends 31<sup>st</sup> December 2004.** If interested contact John Gore **now** on 01634 271250 or [j.r.gore@btinternet.com](mailto:j.r.gore@btinternet.com)

o be eligible for the team you should be Safety Boat qualified and be prepared to do six duties next year. These will be the "major" races. (I can assure you that the days of the PBT members having to do 14-20 duties, and more in some cases, per year are now definitely in the past). What will you get out of it? Well, if you are a non-sailing member you will be eligible for election as a support member, who would be able to claim a 50% discount off their annual renewal subscription. Regrettably, this is not available to sailing members. However, every member of the PBT will be offered free training up to RYA Intermediate level in the first year, and a free RYA Advanced course in the second year. At the current rate the club would normally offer these courses at £80.00 each. This is in addition to the opportunity develop your open water skills in the Thames Estuary.

Part of the problem within the club is that we do not have enough qualified safety boat drivers to man the boats on every occasion. Therefore, we also have an ongoing need to have more personnel with the necessary qualifications. One of the criticisms I am constantly hearing from members is that they feel it is unfair that they should have to pay for a powerboat course, when the only time they will drive a powerboat is on club duties. Whilst I do not necessarily agree with this argument it has been decided to offer powerboat courses to any member who will agree to do six duties in the year. Therefore, if you want to do either level 2 powerboat or safety boat, volunteer before the 31st December 2004 and you will be trained for free. However, bear in mind that you will still need a safety boat qualification before being allowed to helm the RIB's.

More details of the powerboat team or free training from John Gore.

### RYA Training

With the new RYA syllabus coming into effect I thought it would be a good opportunity to briefly outline each stage of the syllabus and highlight the qualifications required before attempting it.

#### Level 1 Introduction to Powerboating.

Aim: To provide a practical introduction to boat handling and safety in powerboats. (The club would not normally offer this course separately as all aspects are covered within the Level 2 syllabus. As this is the minimum qualification required to drive the displacement boats anybody requiring it should ask for details).

#### Level 2 National Powerboat Course

Aim: To teach boat handling and seamanship in powerboats. (The club