

Calendar

Date	Time	Event	Contact/Notes
Sat 2 Apr	09:30	Safety Boat Training 1	John Gore
10 Apr	10:55 13:55	Ladies & Juniors Series 1 Commodore's Series Race 1	
Sat 16 Apr	10:00	WSC Junior Training 1 (Race)	Peter Horner
Sat 23 Apr		KSSA Opening Splash	
Fri 29 Apr	Even	Start Sailing/Basic Skills Course 1	Peter Horner
Mon 2 May	11:55	South Kent Race	
Wed 4 May	18:25	First Wednesday Evening Race	Tony Hunt
Sat 7 May		Topper, Laser 4.7 & Radial Open	
Mon 30 May	10:55 13:55	Old & New Race Pursuit Race 1	Tony Hunt
Sat 4 Jun	10:00	WSC Junior Training - All Standards Powerboat Intermediate Course	Peter Horner John Gore
Sat 11 Jun	09:30	'Spinnakers' Course 1	Peter Horner
Sat 25 Jun	10:00 16:30	Open Day & BBQ Junior Training Evening Race (Trophy Race)	Bring your friends & neighbours!
26 Jun		MYC Medway Marathon** No club racing	www.medwayyachtclub.com
2/3 Jul		Medway Dinghy Regatta+BBQ+disco	Steve James
Sat 9 Jul	10:00	WSC Junior Training - All Standards RIB Cruise	Peter Horner John Gore
10 Jul	13:55	Wilsonian Grand Prix**	Our premier event
Sat 23 Jul		WSCvMYC Inter-Club Challenge Finale**	** counts towards Inter-club challenge
21 Aug	10:55 13:55	Crews' Race Leigh Trophy	
23-27 Aug		Junior Training Week	Ann Heather

Spring 2005
Issue 81

31½

The Wilsonian Sailing Club Magazine



On the Cover: The Commodore and the knees of Susan Raiser 'enjoy' the wind off St Mary's Island Photo David Hudson

Editorial **Tony Hunt**

It's that time of year again to be thinking of who among your friends, neighbours, relations and work-mates might benefit by taking up sailing, and set about introducing them to the club and all its delights. To help with the last group, we're once again including a poster as a centrefold that you can pull out and stick on your workplace noticeboard.

All the better if you include yourself and extension as a contact - many people find it intimidating to come to a sailing club on their own. Hold their hand the first time (I was going to say metaphorically, but it depends on who they are...), and they might come again.

Plus we have a beginners' sailing course starting on the evening of 29th April for them to attend - see Peter Horner's article on page 9.

The next issue of 31½ will be following shortly. Can you let me have copy (and loads of photos - I'm nearly out again) by 15th May, please?

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

Telephone: 01634 727217

E-mail: tonyhunt@waitrose.com (photos are nice on a returnable CDR)

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



More from Canada: Who says the Commodore of Vice and the Editor never had any grey matter between them?

From the Commodore **Roy Winnett**

2005 has started well. We had decent weather for the six work parties so most of the scheduled work could be completed. Re-laying the lower track - an immense task, fencing between the slips, paving in front of the boathouse, treatment of picnic tables, painting of clubhouse walls and window frames, clearing drainage ditches, pruning trees, clearing area at back of Hoo Ness YC tender park, laying sandbags top of slip, removing rubbish to skip and burning a couple of abandoned boats. Big thanks for all your hard work. Most members attended at least one work party and some turned up for more. Members who were unable to attend a work party will be given an extra duty during the season.

Most of the positions on the General Committee have now been filled. Pam Smith had wished to step down from the position of Secretary for personal reasons, but no one came forward who had been on the committee, so to fill the gap Jo Wicken has agreed to act as Assistant Secretary as well as Membership Secretary. (No arm-twisting required)

Ian Parris has taken on the role of Sailing Secretary, Jeremy Drummond Publicity Officer and Duncan Griffiths the new post of Site Development Officer.

We welcome to the General Committee Stephen Drain, Peter Hampson and Geoffrey Lambert.

Ian Gore has taken on the thankless task of Dinghy Park Secretary. It is essential that members ensure their boats are kept in the correct allocated space and if in doubt ask Ian. The new-levelled areas in the Dinghy Park have a 'Low Track' membrane laid underneath the planks. The experts tell us that this must be kept intact, so do NOT dig holes for anchors, please use the cement filled tyres to anchor boats in these areas.

Our Warm-Up Series is in full swing and the Hoo Freezer is out of the way - pity about the strong winds. We have our usual full sailing programme to look forward to, which starts on the 27th March with the Ice Breaker.

Enjoy your sailing and I hope to see you all out on water.

Roy Winnett

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SECRETARY	Jo Wicken	01474 822844 jo@wicken.net
SAILING SECRETARY	Ian Parris	01474 746066 ian.parris@blueyonder.co.uk



The Commodore and Geoff Lambert pose with the Medium Handicap Autumn Series Trophy at the Dinner-Dance. On page 6 are the collected prizewinners.

Photo David Hudson

Sailing Secretary's Report

I have this feeling of having been here before as WSC sailing secretary but pleased to have opportunity to try again. I would like to record my thanks and I am sure yours to Colin Treadwell as Sailing Secretary for last four years, he leaves sailing at WSC in a very strong position.

This year's sailing programme is again very comprehensive, I hope we have listened to feedback at fleet evenings and changed or incorporated into programme your requirements?

- 1 Last year we used a staggered start sequence for Commodores series and South Kent race's, this stagger has been extended to other major races.
- 2 Prize allocation; rather than square root of entry e.g. first six places, this year we are experimenting with first overall then first in category e.g. Two-person sitting-out boat (no spinnaker), One-person sitting-out boat (no spinnaker), Two-person sitting-out boat (symmetric spinnaker), Two-person sitting-out boat

(asymmetric spinnaker), One-person sitting-out boat (asymmetric spinnaker), Two-person trapeze/sliding seat (symmetric spinnaker), Two-person trapeze/sliding seat (asymmetric spinnaker), One-person trapeze/sliding seat (no spinnaker), One-person trapeze/sliding seat (asymmetric spinnaker). However still debating whether to continue with glasses or try an alternative, it's finding a viable alternative that's proving to be difficult.

- 3 Open meetings; **April 23 Kent Schools Opening Splash**, Kent schools have asked to come back again this year for their first event of year. **May 7 Topper and Laser Radial/Laser 4.7**, both of these events rely heavily on you parents with eligible children to assist with organisation and running of these events. **June 26 Medway Marathon**, although not one of our opens we support MYC for day by winning event, sign on early and indulge in full English breakfast at MYC, 26 mile race followed by lunch at WSC, saunter up the beach to MYC for late afternoon pint and prize giving. **July 2-3 Medway Regatta**, two days of racing, we have listened to feedback and aim to provide as much racing as possible. **July 10 Wilsonian Grand Prix**, longish distance race out and back course.

Note these last three opens consecutive weekends, we hope you will invite your friends and or others you know within your class participate in these events, the incentive being to bring their boat for first of these events then stay for the three weekends, Wednesday evening races included.

- 1 Our Winter Open Series November 6 to December 18
- 2 Chilly Willies New Years Day Race January 1 2006

Wednesday evening racing proved very popular last year and so retained, but still additional to main programme, if you race you will have to do a duty and help with opening/closing club.

Bank Holiday Monday Sailing, after a few years of not holding formal events on these Mondays due to lack of attendance, last years interest has prompted us to run the following events:

May 2 South Kent Race, May 30 Pursuit Race 1 and August 29 Old & New Race followed by Pursuit Race 2.

Of course season already started on February 13 with Warm-Up-Series, a record breaking 25 entrants at time of writing this article, it's been cold we have certainly been waiting for it to warm-up. Wind although cold has certainly made up for the abnormally light airs we had in winter series

It's time for rest of you to come out of hibernation and start to use club for its intended purpose.

Ian Parris
RS800 872



Duty List - Month One - (Please check if you're here!)

DATE	CDO	AHO	RO	ARG	SAFETY BOAT	SAFETY BOAT	SAFETY BOAT	NOTES
EVENTS					RIB 1	Displacement/Boat		
27th March	Steven Pettifer	Sarah Critton	Chris Chentman	Jim Tyler	Geoffrey Lambert	Terry Lovegrove	1st Warm-Sig 12.55 BST	
Icebreaker		Jo Wicken			Martin Venkin	Peter Hampson	Easter Sunday	
3rd April	Tim Kilt	Anne Heather	Brian Reeve	Louisa Kilt	Paul Heather	Martin McKey	Sat Sirt Racing 1/2	
SP 1 & 2	Adrian Conway				Simon Conway	John Ireland	& SafetyBoat Train	
10th April	John Talbot	Jean Whitaker	Martin Jessop	Mike Genee	PTB	PTB	Sat Sirt Racing 2/2	
Commodore's 1	Tony Coulson				Steven Gibbins	John Musher	Ladies/Juniors am	
17th April	John Parsons	David Fensch	Brian Duemmel	Luke Tharp	Paul Nudds	David Mason	Sat WSC Jun's Training	
SP 3 & 4	Roy Mckoad	Sophie Oliver	Peter Horner	Douglas Horner	Andy Hutchinson	Stuart Mason	Race Training 10.00	
24th April	Andrew Clark	Ann Heather	John Gouda	Louise Kilt	Paul Heather	Tim Kilt	20th 130th Sirt Sailing	
SP 5 & 6		Ian Tomkins			Lucy Heather	Edward Jenkins	Basic Skills 16% 2/6	
1st May	Peter Horner	George Rogers	John Gouda	Douglas Horner	PTB	PTB	1st Warm-Sig 11.55	
SP 7 & 8		Janel Rogers	[Shadowing]		PTB	David Brooker	Bank Holiday	

Puzzler

Fellow members might like to exercise their minds by pondering which of our number would be likely to load an old bath into his car and, instead of driving it to the council tip, bring it to the club for disposal at their club's trouble and expense. For this seems to be the case with a pink(!) bath left beside the skip in the car park - which of course was already full of more worthy rubbish. Extraordinary.

Any Publicity is Good Publicity

...or so goes the saying. But we now once again have a Publicity Officer: **Jeremy Drummond** of Kestrel No. 1510, (e-mail jeremy.drummond@tiscali.co.uk, tel. 01732 840830).

Jeremy's main role, unless he decides to change it, is to log and monitor all publicity work carried out on the club's behalf and to ensure that useful efforts are maintained indefinitely. This will eventually mean that, unlike at present, as people come and go from the club or committee positions, any useful initiatives they undertake are repeated as necessary in the future by their successors.

Too often in the past useful ideas have been implemented once then forgotten or neglected. So, please ensure that you make Jeremy aware of your publicity actions so that he can see to it that they're logged and repeated.

The Old & New Race

As this is still a relatively new race, here again is what it's all about. Each boat competing must contain at least one 'new' member and one 'old' member. 'New' means 'less than two years in the club'; 'old': those already here for two or more years.

If you don't know who to sail with, please ask your fleet captain. The idea of this race is to help newer members integrate into the club, so let's try to encourage at least all 'new' members to have a go.

The race is being held on the morning of the Bank Holiday Monday, 30th May. The afternoon features the first of this year's two Pursuit Races, so it should be a fun day's sailing - a bit of respite for your ulcers from the 'stress' of points and trophy racing.

The 2005 Pursuit Races

This year we're having two Pursuit Races, both on Bank Holiday Mondays (30th May and 29th August). All the usual stuff of hitherto will apply: personal handicaps, beach starts, perfect course and weather....

But this year, not only will you have the chance of winning the individual race(s), but we will also be recognising, in print at least, the aggregate winner over the two events. Which raises the question: will people sandbag in the first race to preserve their handicap for the second? Oh that we were so professional!

Sailing Courses

The dates of courses for the whole year have been on the web site and club notice board since mid-January and prices have been available since late February. So, hopefully, most of you who are interested in attending a course have already looked at the programme. If you have not been to the club recently and do not have internet access, the dates will be included in this year's "Sailing Programme and Duty List" booklet *[those in the early part of the season are shown shaded on the calendar on the back page. Ed.]*. If you prefer you can always give me a call for details.

If you wish to attend a course then let me know, preferably by email but otherwise by letter or telephone. If you tell me at the club, please hand me a written note otherwise I am liable to forget by the time I get home!

The Juniors have their own training programme with a number of Junior Training Days plus Junior Week which aims to progress them through the RYA Youth Sailing Scheme and beyond. They also have access to the first class race training provided by Kent Schools Sailing Association.

The other training is open to everyone and follows the RYA National Sailing Scheme. For those who are not familiar with this scheme, the following is a brief overview.

Start Sailing

An introduction to sailing, covering the minimum knowledge required to get afloat under supervision.

Basic Skills

The foundation of the sport. Becoming a competent sailor in light winds.

Completion of this course is the basis from which to develop your sailing.

The following advanced modules are available.

Seamanship Skills

How to sail the boat in all circumstances and solve problems afloat e.g. anchoring, man overboard, broken rudder.

Day Sailing

Passage planning and decision making for small boat cruising.

Sailing with Spinnakers

Everything you need to know to sail three sail boats.

Start Racing

The basics to enable you to start club racing. All you need to know to get you round the course.

Performance Sailing

Improve your boat handling and confidence in performance boats.

Peter Horner

Chief Sailing Instructor

Sea Britain 2005

Our main contribution to the celebration of the 200th anniversary of the Battle of Trafalgar and the death of Horatio Lord Nelson will be participation in a 'Medway Maritime Festival' over the August Bank Holiday weekend – Sunday 28th and Monday 29th.

The Festival is to be based on a number of 'themed islands' within the Historic Dockyard representing any form of activity on, around or under water, both inland and off shore, commercial, official or personal. A full programme of entertainment, music, displays, refreshments and etc is planned.

The Medway Yachting Association (MYA) has undertaken to help administer the 'Sport and Leisure' island to promote the sport of sailing. To be located adjacent to Thunderbolt Pier on the present car park. This element will be from a quarter to a third of the whole event. It is hoped to have a large marquee for static displays and the RYA will pro-

vide their PR caravan. There will be space to display small craft and associated sailing gear. A 'Try a Boat' event is planned, giving a chance for the public to get on the water in large stable dinghies (who said Wayfarers), launches and other powered craft. Also displays by the Army, CG, RNLI, KBSC and JAWS and at the end of each day a 'sail past'. A 'River Closure' is being sought.

The Club has offered to provide a static display promoting the various dinghy classes and possibly, with Arethusa Venture Centre, a demonstration of racing by juniors in the basin. Providing we are 'promoting' our sport rather than 'selling' we will not be charged for our space.

Organisations so far involved with the MYA are; RYA, Medway YC, Gillingham Marina, Arethusa Venture Centre, Medway Outdoor Education, Medway Rowing Club, Old Gaffers Association, The Herne Bay and Whitstable Jet Ski and Personal Watercraft Society (or JAWS) and Rochester Cruising Club.

Help from members is vital so please contact me if you could assist.

Roy Winnett



[Now a contributed article explaining the new 2005 trophy-allocation system. "Idiosyncrasies of our correspondents are not necessarily those of the publishers" etc. Ed.]

I am not a number, I am a.....

free man, but as we are unlikely to be returned to a strange village by an over-large balloon if our attempts to escape the confines of our handicap system fail, *"they"* thought the introduction of category prizes might keep peoples' interest in our club handicap races (Commodores, South Kent, Grand Prix etc) when the conditions do not suit the type of boat one sails.



Imagine (it's easy if you try) a giant-winged, massive asymmetric, twin-wired, flat-sterned with little rocker, short tacking in light, fickle winds against the tide with a small big-rockered twin-sailed, tack-on-a-

sixpence special that is being gently roll-tacked along-side. The people in the big beastie know that today is not their day but that if, despite a poor overall result, they are first of the trapeze asymmetric's then they will get a prize as heroes of that kind of boat, because "they" understand certain conditions suit certain kinds of boats and having only one handicap number for a class cannot cover the different performances in different conditions. The PY can only try to give a rough smoothing out of results over a number of races.

"Their" solution may also not be perfect but at least there is a bit more incentive to keep trying in conditions that would normally leave you empty handed. This season's designated categories, minimum of three boats in a category to qualify for a prize, are:-

two-person sitting-out boat (no spinnaker),
 one-person sitting-out boat (no spinnaker),
 two-person sitting-out boat (symmetric spinnaker),
 two-person sitting-out boat (asymmetric spinnaker),
 one-person sitting-out boat (asymmetric spinnaker),
 two-person trapeze/sliding seat (symmetric spinnaker),
 two-person trapeze/sliding seat (asymmetric spinnaker),
 one-person trapeze/sliding seat (no spinnaker),
 one-person trapeze/sliding seat (asymmetric spinnaker).

It is unlikely there will be enough "two persons no spi" or "one person trapeze/sliding seat asymmetric" in most of our races and maybe even "one person trapeze/sliding seat" may struggle to meet the numbers required. Trapeze/ sliding seat may better be described as anybody using a sitting out aid other than toe straps.

Reference: The Prisoner, Danger Man, Wilsonian S.C sailing instructions, old people, Spell Check, Zen and the art of obscure references.

Happy poi hunting

Number Six

[name and address supplied - 'we know where he lives'.... Ed].



MINUTES OF ANNUAL GENERAL MEETING HELD 19TH FEBRUARY 2005 19.00

Roy Winnett (Commodore) was in the chair and 39 members were present.

- Commodore's opening remarks:** Roy Winnett welcomed all the members to the 47th Annual General Meeting of WSC.

Apologies for Absence were received from K Flowerday, C Grindley, I Gore, J Gore, E Rose, B Lamb, B Dumall, M Jessop, B Smith, C Stevens, C Godber, B Dutton, I Parris, R Laphorn, M Wynn, J Drummond, C Ashby.

- Minutes of 2004 Annual General Meeting:** There were no corrections to these minutes, which were signed by the Commodore.
- Secretary's Report** on the operation of the Club in 2004

SECRETARY'S REPORT

Membership

During 2004 we had a good number of new members join, and we didn't lose too many during the season.

Our figures over last few years are:

YEAR	2000	2001	2002	2003	2004
MEMBERSHIP	175	172	174	184	189
NEW MEMBERS	21	21	19	26	32

For the first time in several years, there were more new family members than single members.

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

Ian Parris has been nominated Sailing Secretary. Pam Smith has resigned as Membership Secretary; Jo Wicken has taken up the post of Membership Secretary and will also assist in role as Assistant Honorary Secretary.

Ken Crundwell has agreed to carry on as Auditor although he will be moving to Devon.

House Committee

As ever, our hard working House Committee has done a superb job, in particular the Prize-Giving Dinner. The new venue was a huge success. Let's hope we have the same enthusiasm by the members for the events planned for the new season. It will be 21 years on the 6th May 2005 that we came ashore,

so we thought it was a time to celebrate. There will be a party on the 25th June 2005 [the Club's Open Day, Ed].

Publicity

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

Dinghy Park

The Dinghy Park has had a good deal of work done to it over the winter, allowing more space for boats, which was becoming desperate.

Ian Gore is the new Dinghy Park secretary and has drawn up a new Dinghy Park layout plan for the coming season. It will be on the notice board in the club. If you are not sure please check with Ian before putting your boat in a space.

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

The chicken shed has proved to be a great success; it was completely full of members' boats for winter storage.

Training

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

Training dates are now on a separate menu on our website

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

Pam Smith - Hon. Secretary

5. TREASURER'S REPORT

2004 was a good year we achieved a great deal thanks to the hard work put in by so many of you.

The balance sheet shows an increase in income but expenditure was higher.

We had an extensive maintenance programme and we also undertook some capital projects to improve facilities.

The value of our fixed assets increased over the year by £1907 after depreciation.

As for the Income and Expenditure account I feel there may be some items that need further explanation

KITCHEN and BAR

Income from the Kit & Bar in 2004 reflects the profit we aim for over expenditure i.e. 30%+

Jane Treadwell, Alan Wynn and the House Committee have done well to keep

the increase in spending to a minimum.

The income relates to all the activities that can be attributed to the Kitchen and Bar sales.

Functions are those events outside of the club primarily the Committee Dinner and the Annual Dinner Dance.

Kitchen Duties are not the most popular. However the income generated benefits all our members and means we can keep subscriptions lower than they might otherwise be

CLOTHING

Income increased due to the Sale of Life Jackets at greatly reduced prices.

SUBS AND DINGHY FEES

We need to take account here of the subs banked in December 2003 totalling £3263 + key £15.

We attracted more new members in 2004 and for the first time in recent years family membership increased over single membership, which is encouraging for the future.

However we also lost a considerable number of full members which is reflected in the income level

TRAINING

Training income increased but the Training Programme is expensive.

Equipment was purchased in order to maintain safety levels and the standard of training given.

KEY DEPOSITS

Increase due mainly to new members 24 of which purchased keys on application or soon after.

BOAT MAINTENANCE

Expenditure increased on the maintenance and refurbishment of club boats.

The committee also agreed to an additional sum of up to £500 for improvements to the Club Hire Fleet over and above the budget set.

However this should extend the life of the Ribs and club boats and hopefully we will not need to replace them for a couple of years.

CUPS AND PRIZES

Restocking for the Medway Regatta and Open Events for 2004 and future years and the purchase of additional Trophies for the Winter Series increased expenditure here.

SUNDRY PAYMENTS

Items that could have been entered under this heading are itemised separately and have been written down as Capital Expenditure i.e.

New Radios.

Boats and Engines:

Purchase of Wayfarer Dinghy,

New Engine for the Rib

NB New engine cost £5199.00 trade in old engine £2649 net cost £2550

Road/Car Park/Dinghy Park

10% to Mr Brice £204.30 our agreed contribution to final part of

Roadway now complete

£2,200 Levelling and resurfacing Dinghy Park and Car Park

New Keys and Locks, Dinghy Park keys and keys for clubhouse.

General costs were kept to a minimum thanks to the prudent spending of all involved

We were fortunate that in 2004 that our financial position enabled us to improve facilities for members without the need to substantially increase subscriptions. However I would hope to see a larger surplus in 2005 to look after the future interests of the club and we will work towards that end when determining our expenditure for the coming year.

We had a record number of new members last year but we cannot be complacent for without continual recruitment our membership could fall and your subs would have to rise to compensate. We have a great club so please keep the flag flying.

I would also like to thank Gill Warwick for continuing to bank the Weekly Kitchen and Bar takings and for looking after the Bosun's Locker (clothing sales etc)

The Audited Income & Expenditure, Current Assets & Liability accounts and the depreciation schedule were circulated.

The members present unanimously approved the audited accounts.

A vote of thanks for Ken Crandwell for his years as Auditor was proposed by T Sims and seconded by Ray Craddock and was carried unanimously by the meeting

6. Appointments

ASSISTANT OFFICERS (appointed by General Committee)

Assistant Secretary	Jo Wicken
Dinghy park Secretary	Ian Gore
Duty List secretary	Christine Godber
Membership Secretary	Christine Godber
Membership Secretary	Jo Wicken
Training Principal	Tom Sims
Chief Sailing Instructor	Peter Horner
Chief Powerboat Instructor	John Gore

Editor 31½	Tony Hunt
Publicity Officer	Jeremy Drummond
Measurer	Tom Sims
Trophy Secretary	Ian Parris
Kent Schools/Youth Co-ordinator	Ann Heather
Site Services Manager	Alan Wynn
Sales Co-ordinator	Gill Warwick
Assistant Sailing Secretary	Tony Hunt
Site Development Officer	Duncan Griffiths

NOMINATIONS RECEIVED

POSITION	NOMINEE	PROPOSER	SECONDER
Commodore	Roy Winnett	Brian Lamb	Colin Treadwell
Vice Commodore	Brian Lamb	Pam Smith	Ann Heather
Rear Commodore	Colin Treadwell	Roy Winnett	Trish Ayris
Secretary	Pam Smith	Colin Treadwell	Tony Hunt
Treasurer	Trish Ayris	Peter Horner	Ian Gore
Sailing Secretary	Ian Parris	Colin Treadwell	Tony Hunt
Bosun	Ray Craddock	Brian Lamb	John Gore
House Secretary	Jane Treadwell	Pam Smith	Tom Sims

GENERAL COMMITTEE (6 Posts)

Stephen Drain Brian Lamb Roy Winnett

VACANCY

Peter Hampson Dave Vettergreen Penny Turner
 Geoff Lambert Paul Thorpe Pam Smith
 Jeremy Drummond Roy Winnett Colin Treadwell
 Paul Thorpe Peter Horner Ian Gore

House Committee Members

Gill Warwick]
 VACANCY]
 Jane Drummond] Pam Smith Christine Godber
 Jane Lambert]

Ken Flowerday]

AUDITOR Ken Crundwell]

TRUSTEES Martin Fish]

Bernard Smith] Colin Treadwell Brian Lamb

Roy McLeod]

Dave Vettergreen]

Fleet Captains

Handicap (Fast)

Neil Ashby

Handicap (Medium)

Brian Reeve

Miracle

Chris Cherriman

Wayfarer

John Goudie

Juniors

Tom Lambert

Saturday Sailing

Martin Jessop

Peter Horner

Cruising Secretary

Peter Hampson

7. Proposals for Honorary Life Membership

There were two nominations for Honorary Life Membership.

The Commodore nominated Tom & Barbara Sims for all their help and all the dedication they have given to the club for over 30 years. In 2004 the club nominated them for a RYA Joint Community award, which was presented to them by Princess Anne. Colin Treadwell also thanked Barbara for keeping the club clean every week.

The Treasurer nominated Ken Crundwell and expressed how much work he had done for the Club over many years, especially as Treasurer and although Ken is moving to Devon he has agreed to continue to act as our Auditor.

Members present carried both proposals unanimously.

8. Proposed New Rules

The General Committee's proposed New Rules had been circulated to Members previously.

In accordance with the Finance Act 2002 the Club can recover 80% of our Council Tax, provided we are registered with the Inland Revenue as a Community Amateur Sports Club (CASC).

The Central Council of Physical Recreation has produced model clauses/constitution, which the Inland Revenue accepts. These clauses have been incorporated in the proposed new Rules.

Rules 1, 10(a), 10(b), 10 (c), 20, 26 and 27 (Key Rules)

It was proposed by Roy Winnett and seconded by Paul Thorpe that these New Rules be accepted.

Agreed unanimously.

9. Bosun's Report

RIBs have worked well all year.

Kingfisher - Overhauled

Bluebird - New tubes

Leander - Peter Hampson has kept Leander going.

Wilsonian - Will soon be on the water.

Brian Warwick has maintained trailers

Stan Sprot has been working on the RIB cage.

The radio mast has now been erected.

10. Sailing Secretary's Report

Entries have increased every year.

The sailing programme for the 2005 season has now been completed and is on our website: www.wilsoniansc.org.uk

The 'Grand Prix' formerly known as "The Creeks Open" had 51 entries including 24 visitors. We are looking for sponsorship in 2005.

Medway Regatta - entries were down in 2004. We are also looking for sponsorship in 2005.

2004 Inter Club Challenge - WSC won. MYC to host 2005

Wednesday Evening Racing was introduced in 2004 as a trial. 59 members in 44 boats participated, it will continue for 2005.

2005 Open Meetings

April 23rd KSSA Opening Splash

May 7th Topper & Laser Radial/Laser 4.7

June 26th Medway Marathon (MYC) no Club racing

July 2 & 3 Medway Regatta

July 10th Grand Prix

Nov 6th - Dec 18th Winter Open Series

Jan 1st 2006 Chilly Willies (New Year's Day Race)

Bank Holiday Sailing

May 2nd South Kent Race

May 30th Pursuit Race 1

August 29th Old & New Race (am)

Pursuit Race 2 (pm)

Staggered starts:

For South Kent - up from 20mins to 25mins

Leigh Trophy - up from 10mins to 15mins

This is to allow all boats to finish at approx the same time.

RYA Racing Charter aims to:

- (a) provide a framework for enjoyment by all
- (b) ensure people are welcomed into the sport and treated equally.
- (c) ensure people are encouraged to continue sailing.

Anyone requiring any help with any aspects of sailing, such as: starting procedures/flags/sounds, racing tips, the rules, boat tuning etc please ask your fleet captain.

Colin Treadwell - Sailing Secretary

9. Closing Remarks

The Commodore thanked everyone for coming to the AGM and in particular thanked the team who had supported him and the Club throughout 2004.

The meeting had a relatively poor attendance, was this due to the day and/or time?



Our winningest junior, Stephanie Wicken, with her haul at the dinner dance Photo David Hudson

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

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Sound interesting? Then call our membership secretary Jo

Wicken, on

01474 822844 or send an e-mail to

jo@wicken.net

Alternatively, contact

tel.

who will be happy to introduce you to the club.



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Fast Fleet Report

I would like to start the season by saying a big hello to everyone in the fast handicap fleet. Most of you know me but for those that don't a brief introduction to myself: I have sailed for around 10 years now, starting in a Tasar, progressing to crewing a Fireball for Ian Parris (sailing secretary) where I learnt how to trapeze and set me in good stead for the future. From there I had two RS 600's which taught me how to sail in a very competitive fleet (at the time) and then on to the 49er that I helmed for 2 years or so with Simon Dodds. Since then I have been sailing the RS 800 at various clubs and events around Europe and the UK.

Enough about me and on to the future of sailing at WSC, I aim to get time on the water with challenging courses, when the breeze allows us, and also to enjoy the weird and wonderful characteristics of the Medway. I would like people this year to improve their sailing and racing skills to make this fleet more and more competitive.

For those of you that have just joined the fast fleet either from another fleet within the club or have joined us for the first time from another club please make yourself known to me and I will be happy to answer any questions you have on boats, racing, starting procedures etc etc. My boat is in dinghy space W3 (that's RS800 No. 838. Ed.J if you can't find that just ask somebody and I'm sure they can point me out to you.

Lets hope for a good breezy year and see you all on the water.

Fast Handicap Captain

Neil Ashby

Medium Fleet Magnification

Our fleet continues to thrive and pleasingly some classes are increasing their numbers within the Medium Fleet, so there is an element of class racing for those in the Laser, Phantom, Laser 2000, Kestrel and Laser Radial plus the Buzzes and Laser 2's are ready and waiting to welcome like-minded persons and there is a rumour circulating that another 3000 will soon be with us, which gives a fair cross section of classes within the fleet that most people can find competitive racing in.

The Phantom's handicap has been cut to 1047 so that is another 4 seconds per hour they (including me) have to find, so no more sleeping

down the runs for us.

As a menagerie grouping we cannot all enjoy the same kind of courses or wind strength so please bear in mind the new category prizes when the course and wind don't suit you [see separate article. Ed.]

Regarding courses I intend (unless popular demand is otherwise) conditions permitting to set a mildly adventurous course in the morning and a more conservative course in the afternoon which will hopefully avoid an overly long lunchtime.

I recommended the Pursuit race last year for the new to racing in our fleet because of the fighting chance it gives everybody; this year there will be two, both on Bank Holiday Mondays, so come on down and give it a go - you may surprise yourself [you too, Brian - no footie on Mondays, is there? Ed.]

Those new to the club or those wanting information, tips or whatever please ask myself or Tony Hunt (Vice Captain); we may not know the answer but I am sure we can put you in touch with someone that does. Sometimes it is hard to judge if someone would welcome a handy hint or would rather just be left to do their own thing, so if you do want some guidance either about how the club functions or racing your boat, please don't be shy. Also during the more summery months there is informal sailing on Saturdays which gives you the opportunity to come down and practice with others out on the river; these would be good days to do some informal handy-hinting, so speak up, if interested and myself and Tony will do our best to help out.

George F. Will (whoever he is) once said "Sports serve society by providing vivid examples of excellence" please bear this in mind when out on the river!!

Good sailing,

Brian Reeve
01322 863858.

Mark & Doug's
Buzz avoids kebab-

bing the Wallis' Miracle to reveal Brian 'escaping' downwind, 'over-large balloons' notwithstanding...

Photo David Hudson



Miracle Fleet Report

from Chris Wallis

Winter Warm up Series

Well at least three hardy Miracles braved the winter warm up series and you can probably guess who they were - Dave and Jackie, Lesley and Steve plus Peter Horner and (David I think). I understand they had some reasonable results but would have liked a bit more competition from the rest of us! Let's see if we can get more boats on the water next year.

QUASAR trip

If you haven't been able to beat your fellow Miracle sailors on the water have you tried shooting them? Now is your chance as Lawrence and Angie Clemence are organising a trip to Quasar in Canterbury. They are waiting for your email: angela@clemence2558.fsnet.co.uk [Any chance of others being honorary Miracle sailors? Ed]

Bike Ride

Steve and Sarah are proposing to organise a bike ride in the summer and the old Crab and Winkle line between Canterbury and Whitstable looks like the favourite venue at the moment. Please give your expressions of interest to Steve and Sarah. steven.pettifer@blueyonder.co.uk

Miracle Fleet Dinner 9th April - 7.30 prompt.

Andrew Clarke has kindly organised a pre-season get together. The venue is a family run village pub in Cobham, namely The Darnley Arms which does very dependable food and where we can have the "Hayloft" restaurant/function room to ourselves (capacity 50), with easy access to the bar for refills and to gather in/escape to after dinner. It is easy to get to from the A2, or even Sole St station.

There is a set menu for £12.00 (starter and main) and £3.50 for a pud. If this article reaches you in time and you are interested phone Andrew on 01474 814238 asap.

Launch of the Miracle IV at the Dinghy Show

What a beautiful boat she is - the mark 4! The official show guide pondered 'a very stable boat (bet I could remedy that!) for two people young or old. Gives good upwind speed together with three sail downwind sailing. They have improved it then!

Did you know they plan to build a composite version (fibreglass hull and wooden decks) and a full glass version by mid 2005?

The new boat is built exclusively by Starboard UK and I understand an order placed now will ensure you have the new boat ready for the Nationals!



Saturday cruise – Sat 4th June

Paul Nudds and Martin McKay hope to organise a Saturday cruise for the Miracle Fleet. They suggest a trip down to Lower Halstow including the traditional visit to the local drinking den.

Dinghies would sail up the main channel to Stangate Spit Cardinal, down Stangate Creek and Halstow Creek to Lower Halstow and return the same route. There is also another date of Aug 20 where h/w is later in the day (2pm).

Paul and Martin would welcome everybody's thoughts and reconfirmation of those interested in either date.

Volunteers to man safety boats are an essential requirement!

pauleth11@btinternet.com

Tuning seminar

At the Miracle fleet evening the subject of a tuning seminar and sail training was discussed. Chris Cherriman would like our views on this. We discussed the possibility of an external trainer but quickly came to the conclusion that there is sufficient expertise within the club and if approached in the right way we could persuade one or more of the more proficient club members to give us some tips. A training session organised by ourselves with a video camera was suggested.

Does anyone have access to a waterproof video camera?

Miracle Nationals - Saturday 30th July - Friday 5th August.

This years event will be hosted by Brixham Yacht Club - undoubtedly a lovely venue for Miracle sailors with lots of off water activities. Why not check out the association web site www.miracledinghy.org/ and find the link to Brixham web site and pictures of the new Mk 4 Miracle.

**Southern Areas:
23rd-24th July – Mar-
gate**

Another one for your diary.

**Duty List and Sail-
ing Committee Min-
utes**

The new duty list is available by email. Minutes of sailing meetings are also available. Send your request to Chriswallis@blueyonder.co.uk

A Windy Day

So, there I was, quietly minding my own business defrugging the owl and trying not to make too much mess when the string on the bean can tightens and the voice says:- Right, stop what you are doing and pay attention, it has come to my notice that there are too many people not sailing Miracles. You will therefore risk life and limb in a futile gesture and sail in the Bloody Mary, in the process showing the world what a wonderful boat the aforementioned thing is and what a wonderful time can be had in said contrivance. We need a futile gesture right now, and you are just the man for the job.

Such was the gist of the summons from the Miracle High Commander and why I found myself helping Peter Horner and Dave Brooker hold down Peter's boat while it tried to launch itself backwards off the trailer as they tried to hoist the jib. Yes it was windy, very windy, so much so that I was very glad that my usual crews Maureen & Martin were revolting and didn't want to sail either, and any replacements had been warned and gone into hiding. My estimate was a rock steady seven and rising, with white caps on the sheltered side of Queen Mary des res and rising tide with breakers on't other. Man it was rough out there!. Even the seagulls were wanting "in" the club house.

Sam Mettam was the first of the matchboxes to go, with the stitching in their nice new sails taking the strain they took off like only a Miracle does, just as slow but digging a much deeper hole in the water. Ahead of them, to my amazement, were about a dozen Toppers with some very small pilots and very full rigs! Their survival rate was looking pretty good too. Ian Kelly now decided that this was too much enjoyment to miss and having caution blown to the wind dragged his protesting crew into the boat and took off in much same manner as the other one, deep hole and lots of straining etc.

Peter and Dave in the meantime had decided the best way to cope with these conditions was from the lee of the tea bar and I magnanimously opted to give moral support having left my boat at home just in case I was tempted to do something silly. While we were braving the perils of the tea queue we got the impression from the address system that it was the guys playing on the Fireballs that seemed to be coping with the low flying the best, stonking around in great style. Apparently they had their World and British champions doing the stonking. We then had an interesting demo of one of the foibles of our particular craft. Sam, approaching leeward mark in front of Ye Olde Tea room with kite, flip,

boat knocked down, quick recovery, full to the brim, waves rolling over the top, haul in main, ten degrees down on hydroplanes and whole kit and caboodle heading for periscope depth. We could see them running for the transom and could almost hear the strain on the rigging as it drove the boat under, and they say that it has too much buoyancy at the front? Afterwards Sam quite liked my idea of putting a beach ball under the deck.

Ian came in with half an hour to go and a chunk missing from one of his crews digits and the colour red all over the hardware. Sam finished but declared that the Bloody Mary had won as it was the hardest two and half hours in a boat he'd ever enjoyed and will definitely not be back till next year. Unless the Miracle High Commander catches him first.

I never did find out any details like who won or where anybody came as such details seem to elude me and we seemed to have our hands full derigging the boats without killing anybody in the very crowded dinghy park. Waving a mast around in a force seven is not to be done lightly.

Someone, somewhere said, "that looked like fun shall we make it an event for the Wilson's next year I'm sure we could get some takers?." They are now back on the strong tablets.

It was a most entertaining day watching some very serious sailing in some very serious conditions and I must admit the idea of having a go does rather appeal (quick! the medicine). Names are being put on the list as this is being read.

Colin M206

For those goatherds who like to keep the mountain tidy, Ikea have the very thing, multi-coloured packs of goathangers.

Trellis. Mrs.,
Nth Wales.



Freezer winner, Vince Horey. Yes, that is snow... Photo: Peter Still

Hot Potato 2

by Bob Jones

I read with great interest Gordon's article on the effects of boat type and tide on WSC results as I did a similar, although less thorough, exercise over ten years ago.

I was concerned that the Hoo Freezer and Commodore's Series tended to have finishing places with fastest type boat first and the slowest type towards the end. Both events were timed so that the tide was fairly full at the start and with the ebb towards the end of a race.

I only used two types of boat (Fireball and Miracle as I had owned both of these) and assumed they sailed to 25 and back with the wind blowing directly from 30 to 25. I calculated speeds with no tide to give correct ratio of yardsticks. I then recalculated with some tide. My results showed about 2% handicap to the Miracle. The winning boat of a Commodore's at that time sailed about 5% better than yardstick and the Hoo Freezer about 7%, so the 2% tide factor made a significant reduction in the advantage for an excellently sailed Miracle to an average Fireball.

At the Hoo Freezer for several years I used a tidal adjustment (with NO complaints) of +10 for slowest boat in steps of 5 to -10 for fastest boat (i.e. 2%) for several years. The effect was no change on first few boats, but significant changes in the middle order boats. When the Freezer went to more, but shorter laps I stopped the tidal adjustment but left fastest starting first and doing an extra lap to get more of the ebb. (The third lap was always significantly slower than either of the first two laps.)

The P.Y. numbers issued by the RYA are for an average sailor on average water and the RYA recommends they be used as a guide but altered for other than average waters (such as the tidal Medway)

[Interesting, that. The Sailing Committee considered tidally-adjusted PY's last year, and came to the conclusion that little would be achieved: trapeze boats would still win in trapezing winds and Wayfarers would win by even more than before in the rest. That corresponds with Bob's findings, though we didn't consider the mid-fleet results. Rather than fiddling with the PY's and making an arbitrary system seem even more arbitrary, it was decided to play more with staggered starts timed to suit the slower boats - again not so different to Bob's final solution. Ed.]



Brian Warwick snapped this simple weather station during a visit to the USA after a hurricane. The rope was gone...

DO YOU KNOW?

by Paul Nudds

Part 1 of an interesting collection of facts about the River Medway

DO YOU KNOW HORATIO NELSON STARTED HIS SAILING CAREER ON THE MEDWAY?As 12 year old Horatio Nelson arrived in Chatham to join his uncle's ship *Raisonable* as a newly appointed midshipman. Nelson spent about a year based on the Medway learning the basics of seamanship, sailing and navigation. Following a voyage to the West Indies in *Triumph* in 1772, he returned to Kentish waters to assume his first command aged 13, sailing the *Triumph's* tender up and down the River Thames.

DO YOU KNOW WHY THE ISLAND SOUTH OF THE SOUTH KENT BUOY IS CALLED DEADMANS ISLAND ?....During the Napoleonic Wars the French prisoners of war were housed in hulks on the Medway. In such confined quarters cholera, smallpox and typhoid were rife. Those who succumbed were buried on Deadmans Island. The hulks were scrapped after the building of St. Marys prison at Chatham in 1856. Many of the hulk timbers were used in houses built in that era at Gillingham and Chatham

Birds on the River Medway II by Paul Nudds

Little Grebe

A small, dumpy grebe which often appears to have a 'fluffy' rear end. It readily dives when disturbed, surfacing unseen some distance away. In summer it has a bright chestnut throat and cheeks and a pale gape patch at the base of the bill. It can be noisy, with a distinctive whinnying trill.



Little Tern

This delightful chattering seabird is the UK's smallest tern. It is short-tailed and has a fast flight. Its bill is a distinctive yellow with a black tip. It is noisy at its breeding colony where courtship starts with an aerial display involving the male calling and carrying a fish to attract a mate which chases him up high before he descends, gliding with wings in a 'V'.



Oystercatcher

The oystercatcher is a large, stocky, black and white wading bird. It has a long, orange-red bill and reddish-pink legs. In flight, it shows a wide white wing-stripe, a black tail, and a white rump that extends as a 'V' between the wings.



Pintail

Slightly bigger than a mallard, these long-necked and small-headed ducks fly with a curved back pointed wings and a tapering tail, making this the best way to distinguish them from other ducks in the UK.



Redshank

The redshank is a medium-sized wading bird. It has longish red legs and a long, straight bill. It is grey-brown above and whitish below. In flight, it shows very obvious white rear edges to the wings and a white 'V-shape' up its back.



Ringed Plover

The ringed plover is a small, dumpy, short-legged wading bird. It is brownish grey above and whitish below. It has a orange bill, tipped with black, orange legs and a black-and-white pattern on its head and breast. In flight it shows a broad white wing-stripe.



Shelduck

The shelduck is a mainly white duck, larger than a mallard but smaller than geese. It has a particularly prominent red bill, black-green head, and chestnut and white upperparts. In flight, shelducks look heavy and have slow-beating wings.



Teal

Teal are small dabbling ducks. Males have chestnut coloured heads with broad green eye-patches, a spotted chest, grey flanks and a black edged yellow tail. Females are mottled brown. Both show bright green wing patches in flight.



If you wish to go birdspotting on land then there are RSPB reserves at Nor Marsh and Motney Hill, Riverside Country Park, Gillingham and Elmley Marsh at Sittingbourne. I understand Barksore Marsh at the bottom of Stanmore Creek is good but do not know about access. Further info can be seen on RSPB web site at www.rspb.org.uk

A leaflet appeared on the club fence during the RSPB's 'Birdwatch'...

NATIONAL BIRDWATCHING WEEKEND

Look carefully into the dinghy compound and you might catch a glimpse of the Homo Sapien Coldus Mare Nordus, sub-species Wilsonian-on-Medwayus. During the cold winter months (known to sportsmen as the 'Closed Season'), these creatures are rarely seen in the open, preferring to remain safe inside their cosy nests, repairing their boats and keeping warm in front of their nice hot televisions.

Note their attire – gone is the brightly-coloured summer plumage and there is little sign of that bare and bronzed flesh we so often notice and admire during the warm season. Instead, they are almost entirely covered in dull protective clothing, much of which has seen better days.

It is a mystery what draws these creatures to this particular stretch of the river at this time of year. The suggestion that this is a warm-up for their mating season can certainly be dismissed – note how few of the female of the species are present and, furthermore, there are few, if any, signs of that elaborate mating dance so often witnessed beside and occasionally in the water during the summer. Instead, observers will notice two particularly significant activities:

a) the Huddle – individuals seem to be drawn together as if by magic, with shoulders hunched and hands in pockets, exchanging anecdotes, offering sympathy to each other and gazing longingly out to the open sea to where, come the first signs of warm breezes, they will head in droves.

b) the Dig – a particularly intriguing activity, involving individuals, sometimes surrounded by watchers with nodding heads and knowing looks (offering protection?). It has been suggested that digging is a throwback to the time when this creature's ancestors were forced to bury food in order to survive the cold winter months – now, they simply dig holes, then fill them again, an empty gesture in this the age of the 24/7 supermarket.

These sad and unfortunate creatures should not to be confused with their southern hemisphere cousins, Homo Sapien -Warmus Pacificus, who are, as we speak, happily splashing away in their favourite environment with most of their bodies – females as well as males – exposed to the tanning sun. Many do try to migrate for the winter, but they are flightless and many of them are also penniless and so have no option but to remain – of the very small number that do manage to

escape, the vast majority are never seen again.

Please feel free to entice these creatures away from their activities by asking them about their sailing habits – they are not at all dangerous and are more than happy to talk about their favourite sport. However, we would ask you not to try to feed them – their diet is strictly controlled to ensure maximum work effort and to help them survive the winter.



The Chilly Willies by Roy Winnett

The forecast gales did not arrive until after the 2005 Chilly Willies on New Year's Day. However, a blustery force 4-5 south-westerly gave the thirteen entries, including three visitors, some testing but excellent planing conditions for the mid-day start. A lapping course was set within sight of spectators on the clubhouse veranda [No comment. Ed.]

Steve and Katie Restall (Buzz) took an early lead with Stuart Bailey/Hannah Packman (Buzz) and Grahame Smith (Vortex) in hot pursuit while Tony Hunt/Suzanne Hall (Laser 3000) recovered from a late start. On the second lap Bailey/Packman had a dip and Smith had gennaker problems while Hunt/Hall closed the gap on the leaders. On the third round the Restalls established a clear lead, which they held for line honours and victory on corrected time, as Hunt/Hall failed to catch up sufficiently and had to settle for runners up spot. Meanwhile Mark Bew (Phantom) and Brian Lamb/Brian Warwick (Wayfarer) steadily kept up with the leaders for third and fourth places respectively.

After a late lunch Steve and Katie Restall were presented with the Chilly Willies Trophy and RNLi burgee, and it was announced that entry 'fees' had raised £100 for the RNLi.

Pos	Class	Helm	Crew	Club	PY	Corr time
1st	Buzz	Steve Restall	Katie Restall	Downs SC	1005	01:04:42
2nd	Laser 3000	Tony Hunt	Suzanne Hall	WSC	1030	01:08:23
3rd	Phantom	Mark Bew		WSC	1048	01:09:19
4th	Wayfarer	Brian Lamb	Brian Warwick	WSC	1099	01:09:37
5th	Vortex A	Grahame Smith		WSC	930	01:12:46
6th	Buzz	Stuart Bailey	Hannah Packman	MYC	1005	01:13:32
7th	Laser II	David Fenech	Alison Williams	WSC	1035	01:15:01
8th	Laser Rad	Gordon Belcher		WSC	1101	01:15:02
9th	Buzz	Ian Foxwell	Caroline Alexander	Chips'd SC	1005	01:16:03
10th	Miracle	Lesley O'Rourke	Steve Drain	WSC	1178	01:19:10
11th	Vortex	Simon Middleton		WSC	980	01:31:16
12th	Miracle	Gordon Wallace		WSC	1178	DNF
12th	Phantom	Geoff Lambert		WSC	1048	DNF

2005 Hoo Freezer Report by Roy Winnett

The 34th Hoo Freezer, sponsored by Singer & Friedlander, was held over the weekend 26th and 27th February. The event is hosted and organised by Hoo Ness Yacht Club with assistance from Wilsonian Sailing Club. Other clubs on the Medway, the Scouts, the Coast Guard and the St. John's Ambulance provide safety boats and medical cover. The usual format was followed, a practice race on Saturday, the Hoo Freezer on Sunday, a lapping course and results based on average lap times.

32 boats entered the Practice Race on Saturday and were treated to a chilly force 2 to 3 northerly breeze. Neil Ashby and Roz Allen (RS 800) stormed into an early lead and although Simon and Mark Owens (49er) eased ahead on the second round, Ashby/Allen comfortably won on corrected time to retain the 'Sun Wharf Cup' that they won last year. Meanwhile Chris Lewis/Jane Beaumont sailed their Merlin-Rocket to perfection to secure runners up spot with Malcolm Levey (Phantom) coming from behind in the second round to claim third spot.

Appropriately a wintry scene greeted the 57 competitors on Sunday with a dusting of overnight snow and sub-zero temperatures. A north-easterly brought further flurries of snow and gradually increased to force 5-6 [was that all? Ed.] for the early afternoon start, to give testing conditions and keep the safety boats fully occupied rescuing crew and boats. Of the 41 boats that decided to sign on just 19 succeeded in recording a finish, the others returning early to the warmth of the clubhouse. The Owens made the most spectacular exit, they came flying out of the harbour with all sails set but it was short-lived as the whole rig collapsed in the water to bring to an end their campaign.

The fast handicap boats were first away and Simon Allen (International Canoe) made a perfect start to lead at the windward mark but Ashby/Allen surged ahead on the first spinnaker reach with Vince Horey/Vyv Townend (Fireball) chasing hard behind. Ashby/Allen held position over the three laps for line honours with Allen, in spite of the occasional dip, finishing 6 minutes later. However, after two rounds, Horey/Townend claimed victory on corrected average lap time, with Allen relegated to second place and Ashby/Allen to third.

With the other fast handicap boats struggling to cope with the conditions the medium handicap boats filled the next six places. Roger Gibbs helming Nick Stewart's boat won the battle of the Wayfarers to secure 4th prize with Brian Lamb/Brian Warwick settling for 8th. Tim

Ellis beat team-mate Nick Van Tienen in the other Laser Radial for 5th and 7th prizes. While Chris Catt and Mark Heather (RS200), Rien Zilvold (Blaze) and Eric and Richard Styles (Hornet) picked up 6th, 9th and 10th prizes respectively.

The Race Officer's Prize was awarded to Joseph MacGregor for perseverance - continuing for over 100 minutes to complete the course in his Topper.

[Winner Vince Horey is a former Fireball National Champion who finds the Medway a less attractive place to swim than the Editor. Photos of him and our own Fast Fleet Captain, Neil Ashby, on preceding page]

Helm	Crew	Class	Club	Corr. lap
1 Vince Horey	Vyv Townend	FIREBALL	King George SC	00:40:11
2 Simon Allen		CANOE	Hayling Island SC	00:41:12
3 Neil Ashby	Roz Allen	RS 800	Wilsonian SC	00:42:41
4 Roger Gibbs	Nick Stewart	WAYFARER	Medway YC	00:44:53
5 Tim Ellis		LASER RAD	Downs SC	00:45:08
6 Christopher Catt	Mark Heather	RS 200	Wilsonian SC	00:45:29
7 Nicolas Van Tienen		LASER RAD	Stokes Bay SC	00:45:30
8 Brian Lamb	Brian Warwick	WAYFARER	Wilsonian SC	00:45:47
9 Rien Zilvold		BLAZE	Whitstable YC	00:45:53
10 Eric Styles	Richard Styles	HORNET	Downs SC	00:46:01
11 Howard Hawks	Barry Price	RS 400	King George SC	00:48:53
12 Nick Miller		BYTE	Marconi	00:48:53
13 Simon Winn	John Player	WAYFARER	Medway YC	00:50:31
14 Chris Ashby	Mick Smith	RS 400	Wilsonian SC	00:51:03
15 Mike Siveyer	Keith Deerham	LASER 2000	Royal Engin's YC	00:52:17
16 Tony Hunt	Doug Horner	LASER 3000	Wilsonian SC	00:52:52
17 Mike Gower		VORTEX	Wilsonian SC	00:53:43
18 Tim Dowley	Pat Shaw	STRATOS	Marconi	00:59:09
19 Joseph Macgregor		TOPPER	Beal Valley SC	01:20:19

2004 Winter Series by Roy Winnett

This 13 race series was very successful, with 55 boats competing, including 9 visitors from Medway YC, Bough Beech SC, Isle of Sheppey SC and Chipstead SC. A chilly force 5 to 6 north-easterly gave challenging conditions for the final race, so that only 20 boats were prepared to face the challenge, however.

With seven races to count Tony Hunt/Suzanne Hall (Laser 3000) were already assured of winning the **Long Course Trophy**, with Tim Kift/Paul Heather (Osprey) in runners-up spot, but they were not prepared to rest on their laurels, whereas David/Stuart Mason (Laser 4000) with the third prize secure did not race. Hunt/Hall demonstrated their credentials by recording another win while Kift/Heather were not so successful, being beaten by John Shenton/Jonathan Osgood (Osprey) and Mike Gower (Vortex). To claim fourth prize, Chris Ashby/Mike Smith (RS 400) had to finish ahead of Stuart Bailey/Hannah Packman (Buzz), which they did with ease as Bailey/Packman did some swimming and so had to settle for the fifth prize.

Three contenders, Neil Lamprell (Phantom), Malcolm Levey (Phantom) and Brian Lamb/Brian Warwick (Wayfarer), were in the frame for the top three places in the **Short Course** event and all were prepared to give up the comfort of the clubhouse. The Phantoms led the way with the Wayfarer in close attendance. Lamprell held for line honours to win the race and the Short Course Trophy, Lamb/Warwick were second and the same on aggregate with Levey third. Roger Gibbs/Joshua Martin/John Cooper (Wayfarer) and John Parsons/Bryan Dunmall (Laser 2000) stayed ashore but picked up fourth and fifth prizes respectively on their previous results.

It was a similar story in the **Lapping Course**, with the Miracles of Peter Horner/David Brooker, David/Jackie Hudson and Lesley O'Rourke/Steve Drain in contention; their finishing order in the race would determine the final places. Andrew Smith (Laser Radial), making an infrequent appearance, had a comfortable victory with Jo Wicken (Laser Radial) second on the day and fourth overall. Meanwhile Horner/Brooker kept well ahead of the other Miracles to ensure they won the Lapping Course title, with the Hudson pair second prize, O'Rourke/Drain third prize and Chris/Nina Wallis (Miracle) fifth prize.

Long Course Fleet (19 Entries)

1st	Laser 3000	Tony Hunt	David Bourne/Alison Dart/Suzanne Hall/Amanda Randall	WSC	10
2nd	Osprey	Tim Kift	Paul Heather/John Shenton	WSC	16
3rd	Laser 4000	David Mason	Stuart Mason	WSC	20
4th	RS 400	Chris Ashby	Mick Smith	WSC	26
5th	Buzz	Stuart Bailey	Hannah Packman	MYC	27
6th	RS 800	Ian Paris	Grahame Smith/Neil Ashby/Nick Lett/Doug Horner	WSC	30
7th	Laser 4000	Peter Curl	Sonja Riley	BBSC	37
8th	Laser 4000	Stewart Robertson	Richard Metcalf	BBSC	43
9th	Laser 5000	John Tinnams	Steve Tinnams	WSC	58

Short Course Fleet (24 Entries)

1st	Phantom	Neil Lamprell		WSC	11
2nd	Wayfarer	Brian Lamb	Brian Warwick	WSC	14
3rd	Phantom	Malcolm Levey		WSC	16
4th	Wayfarer	Roger Gibbs	Joshua Martin/Jayne Lambert/John Cooper	MYC	28
5th	Laser 2000	John Parsons	Bryan Dunmall	WSC	37
6th	RS 200	Lucy Heather	Laura Alldis/Mark Heather/Doug Horner	WSC	38
7th	Wayfarer	Steve Walder-Davis	Barbara Walder-Davis	MYC	40
8th	Kestrel	Bob Dutton	Peter Good/Jeremy Drummond	WSC	41
9th	Laser 2000	Roy Winnett	Geoff Lambert/Jane Drummond	WSC	43
10th	Laser	Gordon Belcher		WSC	54

Lapping Course Fleet (13 Entries)

1st	Miracle	Peter Horner	David Brooker/Roy Winnett	WSC	14
2nd	Miracle	David Hudson	Jackie Hudson	WSC	15
3rd	Miracle	Lesley O'Rourke	Steve Drain/Caroline Alexander	WSC	16
4th	Laser Rad	Jo Wicken		WSC	19
5th	Miracle	Chris Wallis	Nina/Nicky Wallis	WSC	27
6th	Laser Rad	Andrew Smith		WSC	60
7th	Topper	Stephanie Wicken		WSC	67
8th	Topper	Thomas Kift		WSC	69
9th	Miracle	Gordon Wallace	Martin Brown	WSC	74

The Warm-Up Series

By contrast with the last two years, the early weekends in this series saw bitter cold and blustery NW winds providing many with swimming practice. Conditions improved, though, and people and boats emerged from hibernation in ever greater numbers, so that in the end there was a total of 25 official racers, plus a few unregistered joiners-in, and no less than 12 boats signed on for enough races to avoid a DNC discard.

The last two weekends saw numbers in the late teens coming to the start line. At this stage Neil Lamprell in his Phantom had established himself as a worthy overall winner with a string of firsts, many established in what would normally be regarded as trapeze boat conditions (even if the courses weren't, necessarily!). The runners-up spot was wide open though, with Stuart Bailey and Hannah Packman (Buzz), Chris Ashby and Mick Smith (RS400) and Tony Hunt and Suzanne Hall (Laser 3000) on 19, 24 and 24 points, respectively, with a week to go.

The weather warmed up even more for the final week of the series making for much more pleasant sailing conditions. A force 3 building to a 4 gave the trapeze boats a chance to stretch their legs, allowing Stuart Bailey/Hannah Packman and Tony Hunt/Suzanne Hall to take the day's honours, both getting a first and second. With discards taken into account they both finished with 14 points total but on tie-break count back it was Tony and Suzanne who took second place overall with Stuart and Hannah having to settle for third.

The day was rounded off with presentation of prizes and presentation of gifts to all those who had volunteered their services to do the duties each week and to Ian Parris who had organized the series.



Series winner Neil Lamprell, seen here in warmer weather.
Photo David Hudson

Pos	Class	PY	Helm	Crew	Pts
1st	Phantom	1047	Neil Lamprell		6
2nd	Laser 3000	1030	Tony Hunt	Suzanne Hall	14
3rd	Buzz	1005	Stuart Bailey	Hannah Packman	14
4th	RS400	952	Chris Ashby	Mike Smith	20
5th	Buzz	1005	Ian Foxall	Caroline Alexander	32
6th	Laser Radial	1101	Katharine Sampson		33
7th	Miracle	1178	Peter Horner	David Brooker	43
8th	RS800	822	Ian Parris	Grahame Smith	51
9th	Laser Radial	1101	Jo Wicken		57
10th	Laser II	1035	Simon Conway	Sam Proctor	60
11th	Topper	1290	Stephanie Wicken		60
12th	Vortex	960	Grahame Smith/Simon Middleton		76
13th	Miracle	1178	David Hudson	Jackie Hudson	77
14th	Vortex	960	Mike Gower		81
15th	Laser Radial	1101	Andrew Smith		96
16th	Miracle	1178	Lesley O'Rourke	Steve Drain	96
17th	RS800	822	Neil Ashby	Roz Allen	99
18th	Laser 5000	846	John Tinnams	Steve Tinnams	105
19th	Laser II	1035	David Fenech	Alison Williams	114
20th	Phantom	1047	Malcolm Levey		128
21st	Miracle	1178	Tom Lambert	Tom Kift	138
22nd	Buzz	1005	Amanda Randall	Martin Brown	139
23rd	Miracle	1178	Gordon Wallace		142
24th	Vortex	960	Simon Middleton		154
25th	RS600	920	Doug Horner		159