

Summer 2005
Issue 82

31½

The Wilsonton Sailing Club Magazine



On the cover: John & Steve Timmins take a walk on the wild side as they wrestle with the monster kite of their Laser 5000.

Photo David Hudson

Editorial **Tony Hunt**

Thanks for all the kind comments about the colour issues of 31%. They just confirm my suspicion though, that you all only look at the pictures. Never mind, so long as you enjoy the mag - (polite) suggestions always welcome.

A propos photos, I still need lots more, so keep 'em coming, and don't let rescue duties distract you. Clearly Mr Hudson didn't; but as to pics of capsized boats: not of me, not of me!

We've got a sizzling few weeks coming up sailing programme-wise, with the Marathon, Regatta & Grand Prix, so be sure to get out there and ensure that your name appears in the race reports!

This next issue will be the season's round-up. Can you let me have copy by 15th November, please?

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



The Editor takes time out to check the underside of his gunwales while Ms Hall tries to hitch a lift off a jubilant Vettergreen & Sprot.

Photo: David Hudson [Thanks... Ed.]

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From the Commodore

The summer edition, is spring over already, how time flies when you're enjoying yourself.

A warm welcome to all new members, they have certainly contributed to the increased sailing activity at the club, which has been remarkable. 77 boats entered the Spring Points series with an average Sunday turnout of 40 and what is significant is the number who have sailed at least 6 races in the series, 10 out of 22 in the fast handicap and 17 out of 33 in the medium handicap. Whereas last year in the same series, it was fast handicap - 3 out of 18 and medium handicap - 4 out of 26, and this high turnout in spite of light airs being the norm. It was lack of wind that caused the Ice Breaker to be abandoned, while for the South Kent the wind arrived conveniently as the fast fleet started, an hour after the Miracle's start and so they took the top eight places. Light winds have also caused problems in the Commodores but I'll leave that news to others!

Copies of the current Club Handbook and Rules & Byelaws should have been circulated to all, please read and digest. If you haven't received a copy let Pam Smith, Jo Wicken or myself know.

I do not like banging-on about our Rules & Byelaws but the club can only succeed if the rules are kept.

We are short of space in the Dinghy Park, so it is not permitted to be keep road trailers under dinghies without permission from the General Committee and payment of £50. Under Byelaws 22 & 24 road trailers left under boats without permission and payment may be removed to the road trailer compound in the car park. Also cars are being left at the bottom of the track causing an obstruction. (Byelaw 19) Please return cars to the car park after delivering boats etc.

Obviously those doing work on behalf of the Club may leave them there with the CDO's consent.

Also reading the Notice of Race and Sailing Instructions is essential.

Safety is always at the forefront of the Club's concerns especially when racing and it appears that some have not noted Rule 1.6. This Rule had been used previously for the Medway Regatta and Hood Freezer but from the 1st January this year it is now a Byelaw of Medway Ports.

Rule 1.6: This event is held on a navigable river and ships or other

large vessels have right of way. If a ship/vessel is being escorted, no competitor shall sail between the guard boat displaying a naval numeral 'zero' and the ship/vessel it is escorting. Any competitor passing between the guard boat and escorted ship/vessel shall be disqualified without a hearing.

Some good news, especially for the CDOs. We shall soon have a large wheelie bin located outside the chicken shed for our refuse and a road trailer for carrying the refuse, which can also be used for the petrol cans and other club supplies.

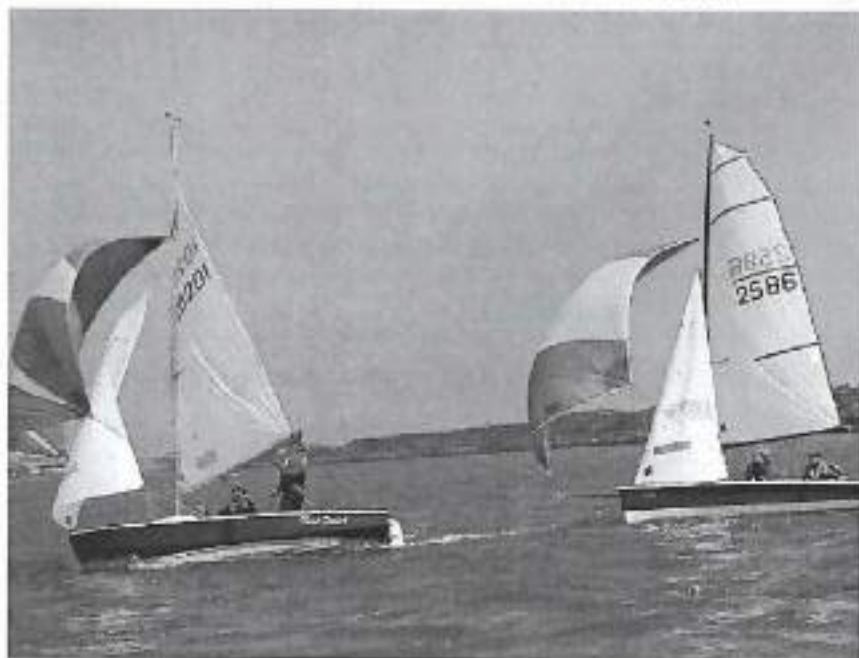
Thanks to Geoff Lambert and Paul Thorpe the club's boats are all ready to hire. We have three Lasers, two Toppers, two Larks and two Wayfarers. If you have any problems with the boats, please let the CDO, Geoff or Paul know.

The Medway Regatta, our Grand Prix and the Medway Marathon will soon be upon us, so make plans to enter - our reputation depends on it.

Trust that all goes well for the rest of the season and we see even more boats out on the water.

Roy Winnett

*Below: Past and present
Commodores come to blows.
Photo: David Hudson*



Sailing Secretary's Report

I feel as if I have only just finished reading last 31½ and yet Tony's chasing me for this report.

Last time I was Sailing Secretary we lost a number of prestigious events due to too much wind, so I suppose I shouldn't be surprised we had to abandon Ice Breaker because of no wind. However, other than that slight hiccup the weather including the wind has been quiet reasonable, with record breaking turn outs for spring series Fast 22, Medium 33, Wayfarer 6, Miracle 14 and Junior 4 totalling 79 entrants. If you're late arriving at the club it's been difficult to find a car parking space and the Treasurer has been seen with a smile on her face having seen the takings.

Just as well the Treasurer feeling comfortable, as the next page lists the South Kent results prize allocation using new experimental format of first overall and first in class. The Trophy Secretary, what an outstanding gentleman he is, has generously decided not to apply the "minimum three boat entry in any category" clause for this event. Nor-



Ian P. gives his RS800 'a good rigging' Photo Tony Hunt

mally Trophy Secretary is a skinflint; I doubt he will be this generous again!

This year we held the South Kent on a Bank Holiday Monday. I heard some rumbles around the dinghy park that this was a mistake. However, when I asked this question at last sailing committee, if any problems with holding next years South Kent on a Bank Holiday Monday, a resounding silence followed.

To date we have run two Open Meetings, Kent Schools and Topper/Laser, both events went without a hiccup mainly due to preparation by my predecessor. Got some questions over why none of our juniors managed to handle heavy weather conditions, when the visiting younger lighter competitors did handle conditions??

Looking forwards, the main part of season is just around the corner; Medway Marathon June 26, Medway Regatta July 2 & 3 and our Grand Prix event July 10.

The Wednesday Evening Series is shaping up to be as much a success as last year if not more.

Inter Club Challenge: three events count towards this challenge, Medway Marathon, WSC Grand Prix and the Grand Finale. Historically we have kicked their bu?s, sorry that should have read resoundingly beaten them. Scoring for this challenge is dependent on entry and results for all of these events, this clause saw us humbled year before last when they out-numbered us, thus score line WSC 2, MYC 1; please turn out: don't let it be 2 all!!

Ian Parris
RS800 872

*Exit stage
right Ian and
Grahame.*
Photo: David
Hudson



South Kent Prizewinners

RS600	Martin Jones		1st Overall
Vortex A	Tony Coulson		1st singlehander with trapeze and asymmetric spinnaker
RS600	Ian Parris	Douglas Homer	1st two-person with trapeze and asymmetric spinnaker
Osprey	Paul Heather	Jonathan Osgood	1st two-person with trapeze and symmetric spinnaker
Wayfarer	Brian Lamb	Brian Warwick	1st two-person sitting-out with symmetric spinnaker
Laser	Gordon Belcher		1st singlehander sitting-out without spinnaker
Laser 2000	Roy Winnett	Geoff Lambert	1st two-person sitting-out with asymmetric spinnaker
Enterprise	Andy Hockey	Rebecca Scott	1st two-person sitting-out without spinnaker

CDO WOES: 31½ has had post from two CDO's

1. "As Chief Duty Officer for the weekend, I collected 4 very full bags of rubbish from bins in dinghy compound. The majority of this rubbish was broken boat parts, or packaging for a replacement item.

We don't have any facilities for disposal of rubbish other than the CDO removing it from the club. Therefore, if you don't buy an item from the club, please take your rubbish home to dispose of it."

2. "One sunny Saturday afternoon the CDO, being keen on his job, was making sure that the area at the bottom of the track did not become overcrowded. He noted which member owned what vehicle. Observing that yet another vehicle had been parked outside the gate he took a walk around the dinghy park and seeing a member who had obviously recently arrived went over and spoke to him.

CDO: Excuse me, but is that your vehicle parked just outside the gate?

MEMBER: Yes. Why? Who are you?

CDO: I'm the CDO.

MEMBER: I've been in this club 20 years and I've never seen you!

CDO: Oh, that's alright, I've been in the club 40 years and I've never seen you!

Moral: Don't talk to strangers!"

Comment: let's help the CDO do the task we'd hate to have to do!

Watch Out There's a Thief About

Once again we've been visited by undesirables. Last time, some while back, they cut a great many boat cover straps and stole tools out of boats. This time they may well be the same miscreants, to judge by their inability to undo cover straps, and they've been lucky enough to find some cash in one of the five boats they 'visited' (so far).

The moral is clear: don't leave anything of value under your boat cover. It's extremely tedious to go to all the trouble of cutting your way into loads of boats only to find nothing interesting; even if you're a dedicated vandal and criminal, it just makes you want to give up.

If you catch them, remember to weight the bodies down well - we don't want them fouling our foils when we're out racing.

STOP PRESS: our grey RIB has been stolen from its locked cage!

MYA Yearbook 2005

The very-glossy Medway Yachting Association Yearbook contains tide-tables, a river calendar, details of visiting tall ships and all manner of photos and info on our beloved River Medway.

If you don't yet possess a copy, then there's is one waiting for you, absolutely free, in a box beside the club bar.

Happy Families

Thrifty same-sex crew pairings might like to note that along with the Government's impending introduction of gay marriages for tax purposes, the club rules now cater for same-sex family membership.

Two opportunities to save money, thus. The drawback is the same as for conventional marriages: you have to live together.

Useless Snippet

Thanks to David Tozer for informing us of what he describes as the 'useless snippet of information' that the clubhouse was 21 years old on 5th May.

Probably a bit of a shock for some of us?

What's That?

Don't know what the Three-Race Regatta entails? Have no clue what you're letting yourself in for in the Crews' Race, Leigh Trophy or Wilsonian Grand Prix? Wonder if the Medway Regatta is a rowing event? Then ask your **buddy** (the Crews' Race he may have to look up!).

Don't have a buddy? Then ask your Fleet Captain to find you one. There are all manner of helpful people going quietly about their business at the club, but if they're to start telling you what you, as a relative newcomer (or maybe not so new!) need to know about things 'everybody knows about', they need to be asked - then they're only too pleased to help. The English, eh? What are they like?

Challenging

The next two months include all three of the qualifying events for the Inter-Club Challenge. This year it is again Medway YC's turn to do the organising, and we know what happened last time they did it: we got thrashed! So please turn out for the Marathon, the Grand Prix (this is our premier event so you *have* to be there anyway) and of course the Finale which counts for double points (the events marked in charming 'peach' in the calendar on the back page).

It's worth repeating that nobody need worry about letting the side down - only the top scores are counted, so you can only do good for your club. Whether or not you can sail, you are welcome to the evening 'do' at MYC, when you can beat them at eating, drinking and most likely a quiz too - all in the interests of inter-club relations, obviously.

Opening

The club Open Day on Saturday 25th June, is once again a chance to see your latest friends' faces drop when they discover that your 'yacht' is just a tender with sails, but then light up again when you give them a ride. You can then leave them with your 'other half', sipping drinks on the club balcony while you show off what a brilliant sailor you are in the Evening Race, before coming ashore for the buffet. When they're suitably inebriate, present an application form for their signature; job done.

And juniors are not exempt - how many of your classmates have tried sailing? Don't you think they might enjoy it?

MIRACLE FLEET SUMMER CRUISE

SATURDAY JULY 16



Wilsonian to Queenborough approx 9 nautical miles approx 2 - 2.5 hrs each way assuming force 3 breeze with tide beneath us.

Recommended Chart...Imray Y18 River Medway & Approaches.

1 day before neaps (July 17)

H/W ..Gillingham..... 07.57 BST.....5.90m above chart datum

L/W ...Queenborough 13.47 BST.....1.62m above chart datum

H/W.. Gillingham..... 2010 BST.....5.76m above chart datum

Sailing Instructions

Please sign on to the cruising sheet so the OOD knows who and where we are and remember to sign off when finished

We will leave Cookham Reach at 10.00 hrs BST (all trollies to be returned to the dinghy park) and sail the shortest route along the main channel (not Hoo Creek) past Kingsnorth Power Station and congregate at the half way mark E Bulwark Buoy.

Then continue (don't forget to keep well into the centre of the river when passing the new gas terminal by keeping buoys 4 & 2 to port (see notes) in Saltpan Reach and congregate again at Queenborough Spit Cardinal (do not cut corner as it will be LW) ,before sailing down the Swale with Deadmans Island on the starboard side continuing till the Port Hand Buoy opposite the ATL (all tide landing) at Queenborough (approx 12.30 hrs BST)

We will moor up the dinghies and escort boat (Wilsonian) to side of the landing stage as the main jetty have to be left clear for other users and have lunch at the 'The Old House at Home' pub (01795 6624653), weather permitting in the garden, which will have been booked.

We will leave Queenborough at 14.00 hrs BST and sail the reverse route (don't forget again to by keep buoys 2 & 4 to starboard when passing the new gas terminal) congregating again at E Bulwark Buoy before sailing back to the Clubhouse (finishing approx 16.30 hrs BST).

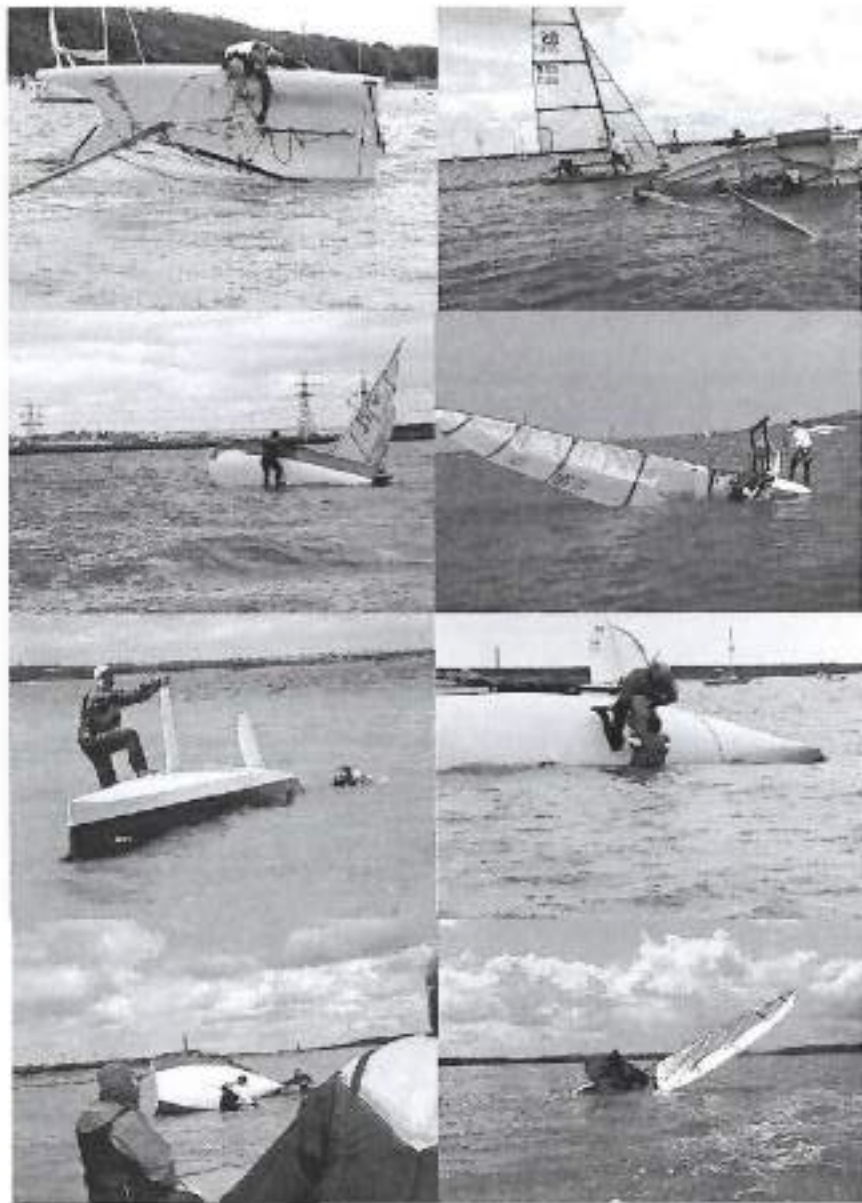
Paul Nudds added (when pressed!): 'yes I think it is open to other classes, but only those that are somewhere within our speed range as I don't think Laser 4000's going off into the sunset will be in the spirit of the event. I suppose people could always use some of the club boats?'



Owing to a complete absence of Miracles in the photos presented by David Hudson (surely some mistake?!), here are some nice Medium Fleet boats he shot that might do for the cruise... at a pinch...

Capsization!

The cruel lens of David Hudson took no prisoners one blustery day in May. And these are just those he saw!



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Miracle Report

South Kent

Three boats braved the South Kent and managed 21st, 22nd and 23rd places. Unfortunately light winds at the start meant the tide had changed before the Miracles had rounded the South Kent buoy which put them at a disadvantage (well I think so). Nevertheless, it was a fantastic sail and great fun. An RS 600 completed it in the fastest time of 2hrs 26 minutes. The fastest Miracle did it in 2hrs 57mins. *[Interesting how views vary: I reckon the tide turned too late for the Miracles, who had to cope with last of the ebb after rounding S. Kent. While the RS 600 indeed had the fastest corrected time as quoted, the quickest boat was Ian Parris' RS 800, that completed in a mere 2 hours 3 minutes; the quickest Miracle (Nina & Chris) took 3 hours 29minutes. Ed.]*



Spring Points

Paul Nudds won the morning series and Nina and I won the afternoon series. Although we like winning we would have preferred more boats to compete with. I think some Miracle owners were still hibernating at the time! We regularly had between 4 and 6 boats out on the water for each race but there are still far too many sitting on the launching trolleys.

Commodores

More light winds I am afraid with 5 Miracle entries and only one managing to finish with a place. Well done Andrew – they say light winds sort the men out from the boys! This was of course only the first race of a series of Commodores so let's see if we can't do better next time.

Fleet Evening 9th April

I am sure I speak for all the Miracle Fleet when I say we thoroughly enjoyed the pub meal in Cobham and sincere thanks to Andrew and Jenny for organising it. It was very well attended and the food was extremely good value. I think most of the fleet managed to attend. Colin and Maureen were so desperate not to miss out they blew up their car in the race to get there and arrived with a breakdown truck.

Southern Championships

It would be nice if we could be well represented at the event in Margate on 23rd and 24th of July. They are a very friendly bunch down there and if you can't get wind there you won't find it anywhere I reckon. From recollection, the changing room and showers were a bit small but parking and launching facilities were good and the food was cheap and served with a smile.

Anyone looking for a crew or helm can contact Nina or I and we will make enquiries for them if they are too shy.

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

I make no apologies for repeating this important event. This year it will be hosted by Brixham Yacht Club and it is undoubtedly a lovely venue for Miracle sailors with lots of off water activities. The Miracle notice board has some details of available accommodation and don't be put off by a lack of crew or helm - I am sure we can find someone suitable for you to pair up with. Rumour has it there are six boats representing Wilsonian SC at the moment.

(Don't forget it is in all our interests to be Members of the Miracle Association and it is a requirement of membership at WSC.)

Miracle Cruise to Queenborough (see page 10)

Thanks to Paul Nudds for organising this. Please pay particular attention to the list of equipment needed. If you need help with borrowing equipment or someone to buddy up with please ask me and I will do my best to assist - as will the rest of the fleet I am sure.

Chris Wallis
Miracle 3718

*The Mark IV Miracle
with its cut-down
centreboard case,
as seen at the
Dinghy Show at
Alexandra Palace.*



Wayfarer Fleet Report



Well, it is that time again! Copy date for 31.5 - when your class captain searches for that elusive inspiration lurking in the depths of what he likes to call a brain. Some brain - it nearly missed the copy date again!!! (I blame my automated electronic reminder that I forgot to switch on!!)

I am pleased to report encouraging turnouts for the Spring Series racing, despite my boat languishing at home waiting for some TLC. Thanks to the loan of a spare centreboard by Brian Lamb, I am now back on the water and making Brian work even harder for the trophies. All I have to do is get my own centreboard sorted out.

We recorded five different boats on the start line overall for the Spring Series, with as many as four in two of the races. Not bad for the start of the season, with duties and boats missing for an area championship. Unfortunately, turnouts will get worse as the season wears on because Brian and I like to hone our skills on the open meeting circuit and we all take holidays. Nevertheless, keep up the effort - we have made a good start at preserving our class status.

We do not run our own Wayfarer open meeting, but there is a Wayfarer class in the Medway Regatta (hosted by WSC) that I always feel is a surrogate for this lack. Even though I will not be able to sail on the first day, I recommend the event - it is a good chance to improve your racing skills and to test yourselves against a broader mix of sailors [Don't forget our local Wayfarer open meeting, the Fairway Trophy at MYC on 18/19th June. Ed].

I normally do not say much about cruising, but you should note that there is a Wayfarer Association cruise planned for 13-14 August starting at Wilsonian SC and spending the night at Whitstable. Brian Ward probably knows the details as I have learnt this from the Association website (<http://www.wayfarer.org.uk/cruising/CruisingEventsCalendar2005.htm>)

John Goudie



Junior Fleet Captains Report

KSSA Opening Splash started with a hectic morning shepherding the cars and trailers down the slope to be unloaded. Lasers and Toppers made up the main fleet but the event was open to all cadet sailors. The club members turned out in large numbers and made the organisation of the event a success for the KSSA and the club. All boats were promptly on the water and started the first race sequence and were promptly stopped by a tanker. This was a familiar state of affairs for the large Wilsonian Junior entry. The club was extremely well represented in all four races. Some of the Wilsonians were in new boats with Tom Kift showing good skills in his new Laser and I was grateful to have Nicola Smith hanging out on the wire, showing off her trapezing skills: well done Grahame. Sorry Tony, Nicola only likes red boats.

Lunch time came along and as per usual the kitchen volunteers kept up a steady supply of bangers and pasties - real sailors dinners.

The afternoon races made for some good sailing with some close competition. The day was a success for Wilsonians, with Lucy Heather and Helen Stubbs in the RS200 taking first place in front of the 29er of Paul Turnhill and Preston Taylor. I was surprised to receive the Endeavour Award after using the racing for capsizing practice mostly. I can no longer jibe my Mum and Paul about capsizing as I overtook their total number in one race session *[but you gotta go for it if you want to improve, Tom. At least, that's my excuse. Ed.]*

Tom Lambert



Medium Fleet Message

The season is now fully underway and us Medium Fleet are more than playing our part in the club's success to such an extent we require a larger signing on/off sheet to accommodate all our participating boats. *[Average Medium Fleet turnout in the Spring Points was 17; of 33 boats that competed, 17 sailed enough races to avoid counting a DNC. Ed.]*

There are many factors that go to make for a successful fleet but the cornerstone of any club fleet has to be the atmosphere in which the racing takes place. Most of us try to sail by the rules but apply them with a clear friendly voice and do not think our world depends on their strict application in all circumstances; lets keep the Corinthian spirit alive and also the helpful learning curve up. In a recent survey 9 out of 10 boats said they preferred to be in the Medium Fleet (OK, I made that bit up).

Neil Lamprell has taken overall honours in the opening spring series but is looking to buy a Miracle to sail with his son, so his appearances will be less frequent with us. Ian Foxwell has joined the club with a Buzz (making 3 in the club) and a Blaze, with rumours another Blaze may be joining us shortly *[David Bourne's is already in the dinghy park. Ed.]*

Tom Lambert and Nicola Smith are getting to grips with their 3000 (I am sure the Editor is keeping a close eye on them). Another Laser 2000 in the hands of Jonathan Schofield and Annemarie Whelan makes 6 in the club. Rebecca Jones and Thomas Kift have swelled the ranks of the Laser Radials to 7. Geoff Lambert takes Phantoms up to 5 with strong indications of a sixth and George and Andrew Rogers move the Kestrels up to 4. Lucy Heather and Laura Alldis in their RS 200 have also come on board.

The above I think shows the fleets within the fleet are looking strong so if you are thinking of a change of boat and want some element



One of our flock of Kestrels. Namely Len Ayris'. Photo C Godber

of class racing cast your eye around the Medium Fleet.

The Wednesday evening series is also now in full swing and makes for a pleasant mid-week interlude, try and get down for at least one this year - it could make your working week!

With the better weather setting in (in theory) I shall be putting in the occasional visit to "buoys rarely seen" into our courses and I have nearly used up all the times I allow myself to include 23 for one season. If you have in the back of your mind the perfect course for a certain wind direction please step forward on the day and we will give it a go.

All good ideas and constructive criticism welcome. Also anything you want flagged up to the sailing committee let me know.

Remember: flat is fast.

Brian Reere
Phantom 1145

Ian Foxwell joined the club this season with a Buzz and a Blaze; he's done pretty well so far. But never mind, in an effort to make amends he's submitted this report of his initial experiences:

What people have said to me and what they really mean

Compliment

Good race!! (with a pat on the back.)

"Good job" (said without emotion.)

No comment at all.

Well it is a new boat after all....

Are you sure you're allowed to have the racks that far out!

We will have to re-evaluate the class handicap!

True meaning

"You are not a threat, so I can afford to be magnanimous."

"I am a better sailor, but you beat me because I screwed up, so I guess I have to be a good loser."

"You have arrived. I expect you to do fairly well."

"You are advancing more rapidly than I think is appropriate and I don't like it."

"You are getting close to the top. I've got my eye on you, and I am just letting you know."

"Ok this isn't funny anymore, who invited this guy anyway!"



A night in the company of these young ladies to the first person to identify them. Warning: this photo was taken a few years ago - they may have lost some of their fresh appeal in the meantime...

Kingsnorth Power Station by Paul Nudds

We all know the power station as one of our main points of reference when sailing on the river and the site of many a unforgettable gybe or even a swim for some. However, here's some information about what lies behind the formidable exterior.



Kingsnorth is capable of using both coal and oil supplied by its own port facilities. A major issue being considered by Powergen is the fitting of Flue Gas Desulphurisation technology to the plant to allow the removal of most of the SO₂, but the scheme would require significant investment. Emissions to atmosphere are by a single multi-flue stack, 198m high. All units are fitted with first generation low-NOx burners to control emissions and there is continuous monitoring of the pollutants on all units.

There is a once-through cooling system using river-water, meaning there are no evaporation losses or concentration effects, thus reducing impact on the river. Water is also drawn from the Thanet Sands/Chalk aquifer borehole. The site has 18 discharge parameters, measured routinely over 8 outlets, and has its own water treatment plant.

On three sides the site adjoins the Medway Estuary SSSI (Site of Special Scientific Interest) and Ramsar SPA (Special Protection Area). The saltmarsh island of Oakham is within the SSSI and is run by the power station as a nature reserve. It is used by thousands of wildfowl and waders during migration periods and also supports nesting avocets.

During 2002 work to the sea wall on the Oakham island nature reserve was completed which should prevent the interior being inundated by spring tides. As well as normal coppicing and pollarding in the nature reserve an area has been selectively thinned to create a stand of silver birch woodland. This will allow light to penetrate and encourage growth of ground plant communities. A new species of orchid, broad-leaved helleborine was found. Two new species of bird have been seen bringing the site list to 200.

Kingsnorth plays very active role in the local community and schools, and has a substantial nature study centre in the form of two converted cottages used by visitors. The centre was opened in 1989, and has purpose-built freshwater pools for study.

Pursuit Race 1

Was held on the Holiday Monday of a terrible sailing weekend, after a Saturday so windy not one racing dinghy or keelboat set sail and a Sunday when lack of wind led to the scheduled two points races being reduced to just one consisting of one lap of 31, 29, 30, Finish. A hopeful forecast for Monday translated into a dismal day of fitful winds from the East, the West and all points in between from the South.

It was therefore remarkable that 15 boats signed on and an even more surprising 13 finished. Surely it was only the knowledge that, as a pursuit race, its end was certain to occur at 16:14 that kept people at it, by which time the leader had fought the tide to sail downstream to Pinup.

Despite having to partially drop his mainsail to re-rig the outhaul after his appointed starting time, Brian Reeve steadily carved his way through the fleet in his Phantom to take a well-deserved win, passing the Laser 2000 of John Parsons and Bryan Dunmall on the penultimate leg just as a dying and heading wind scuppered their chances of holding him off by use of their kite after they bore away round 26.

Even more strange was the number of people who stated that they'd actually enjoyed the proceedings. Most had fought private battles which had seen some unexpected come-backs, including that of 'first away' Nina Wallis, who after an unlucky start in next-to-no-wind re-passed several of her rivals, even if they eventually got the better of her.

1st	Phantom	Brian Reeve	
2nd	Laser 2000	John Parsons	Brian Durmall
3rd	Laser 4000	Sonia Riley	Peter Curl
4th	Buzz	Ian Foxwell	Hannah Packman
5th	Laser 2000	Andy Hockey	Bryony
6th	Buzz	Nicky Pilbrow	Spencer
7th	Phantom	Geoff Lambert	
8th	Miracle	Peter Horner	
9th	Club Lark	Peter Collings	Ben Collings
10th	Laser	Martin Vinton	
11th	Miracle	Paul Nudds	
12th	Miracle	Lesley O'Rourke	Chris Wallis
13th	Miracle	Nina Wallis	Nicky Wallis

Spring Points 2005

Miracle a.m.

1st	1808	Paul Nudds		5
2nd	3795	David Hudson	Jackie Hudson	6
3rd	3722	Lesley O'Rourke	Angie Clemence/John Marley	8
4th	3718	Chris Wallis	Nina Wallis/N Brant	11
5th	3737	Martin Smith	Mike Groom	14
6th	3805	Peter Horner	David Brooker	20
7th	3636	Ben Brooks	T Brooks	23
8th	206	Colin Lown	Maureen Lown	25
9th	2955	Gordon Wallace	L Johnson	25
10th	1502	Chris Chemmanur	Terry Lovegrove	28
11th	80	Tom Lambert	Gordon Wallace	29

Miracle p.m.

1st	3718	Chris Wallis	Nina Wallis/N Brant	7
2nd	1808	Paul Nudds		9
3rd	3722	Lesley O'Rourke	Angie Clemence/John Marley	9
4th	3795	David Hudson	Jackie Hudson	10
5th	3805	Peter Horner	David Brooker	13
6th	3737	Martin Smith	Mike Groom	18
7th	3738	Keith Jeremiah	C Jeremiah	21
8th	206	Colin Lown	Maureen Lown	32
9th	3636	Ben Brooks	T Brooks	33
10th	1502	Chris Chemmanur	Terry Lovegrove	34
11th	80	Tom Lambert	Gordon Wallace	36
12th	210	Andrew Clarke	A Williams	37
13th	2870	Paul Rodgers	Alex Rodgers	37
14th	2955	Gordon Wallace	L Johnson	39

Wayfarer

1st	10201	Brian Lamb	Brian Warwick/Bobbie Burnell	7
2nd	10120	Brian Ward	Jim Tyler	17
3rd	10003	Nick Fenton-Smith/John Goudie	Susan Reiser/Andrew Smith	19
4th	7508	Roy Laphorn	David Burfoot	24
5th	9812	John Goudie	Andrew Smith	30
6th	10120	Nick Fenton-Smith	Jim Tyler	38

Juniors

1st	Topper	Stephanie Wicken		13
2nd	Laser 3000	Tom Lambert	Nicola Smith	14
3rd	Laser Radial	Thomas Gift		19
4th	Topper	Dan Drummond		24

Fast Handicap

1st	RS 400	Chris Ashby	Mike Smith	952	15
2nd	Osprey	Tim Gift	Poul Heather	940	18
3rd	Laser 4000	David Mason	Stuart Mason	908	19
4th	Laser 4000	Peter Curl	Sonja Riley	908	20
5th	Laser 4000	Stewart Robertson	Matt Robertson/R Metcalfe	908	29
6th	RS 800	Ian Parris	Grahame Smith/Douglas Horner	822	31
7th	RS 800	Nel Ashby	Roz Allen/Andrew Smith	822	34
8th	Laser 5000	John Tinnams	Steve Tinnams	846	37
9th	RS 800	Andy Pickrell	Nick Lett	822	40
10th	Vortex A	Mike Gower		830	50
11th	RS 800	Simon Conway	Sam Proctor	822	63
12th	Osprey	John Shenton	Steve Drain	940	70
13th	Vortex	Simon Middleton		960	72
14th	RS 400	Colin Treadwell	Lauren Treadwell	952	74
15th	Vortex A	Tony Coulson		930	78
16th	Laser 4000	Stephen McCann	J Smith	908	80
17th	RS 800	Doug Horner		920	93
18th	Contender	Matthew Love		994	99

Medium Handicap

1st	Phantom	Neil Lamprell		1047	8
2nd	Phantom	Malcolm Levey		1047	13
3rd	Laser 2000	David Vettergreen	Stan Sprot	1089	29
4th	Kestrel	Len Ayrie	Derek Cummings/Jane Drummond	1038	37
5th	Buzz	I Foxwell/Gary Middlewood/P Curl	Caroline Alexander	1005	42
6th	Laser Radial	Jo Wicken		1101	44
7th	RS 300	Matthew Wynn		1000	45
8th	Laser 3000	Tony Hunt	Suzanne Hall	1030	54
9th	Kestrel	Bob Dutton	Peter Good	1038	55
10th	Laser 2000	Roy Winnett	Susan Raiser/Geof Lambert	1089	57
11th	Kestrel	Jeremy Drummond	D/J Drummond/G Lambert	1038	58
12th	Enterprise	Andy Hockey	Rebecca Scott	1116	62
13th	Phantom	Geoff Lambert/Andrew Smith		1047	72
14th	Kestrel	George Rogers	Andrew Rogers	1038	78
15th	Blaze	Ian Foxwell		1047	79
16th	Laser	Graham Jenkinson		1078	81
17th	Laser 2000	Nik Antoniadis	Rebecca Scott	1089	86
18th	Laser II	David Fenech	Aison Williams	1035	88
19th	Phantom	Brian Reeve		1047	97
20th	Laser 2000	Jane Lambert	Paul Thorpe	1089	97
21st	Buzz	Amanda Randall	Martin Brown	1005	116
22nd	Laser 2000	John Parsons	Bryan Dunmall	1089	130
23rd	Laser Radial	Andrew Smith		1101	140
24th	Phantom	Mark Bew		1047	143
25th	RS 200	Lucy Heather	Laura Aldis	1059	147
26th	Laser	Gordon Belcher		1078	150
27th	Laser 3000	Tom Lambert	Nicola Smith	1030	155
28th	Laser Radial	Peter Moncreiffe		1101	157
29th	Laser	Steve Drain		1078	157
30th	Buzz	Adam Treadwell	Tina Wallis	1005	163

The South Kent

At 10 a.m. it looked as if this year's South Kent would be a non-starter, but minutes later leaves started to rustle and by 12.00 when the Miracles started it looked as if they had a fair chance of making it round the course. But then they sat in a hole before 29.

The 'medium' fleet then started 25 minutes later in somewhat more wind, and after a further 35 minutes the 'fast' fleet was away in appreciably more. Add to that the fact that the fast boats could plane a lot of the way in the eventual Force 3, the mediums somewhat and the Miracles not at all, and the results were pre-programmed. This despite the tidal advantage enjoyed by the earlier starters (low water Sheerness was at 13.51 - just after the Miracles reached the South Kent).

But, contrary to expectations once again, it was a glorious sail for all 25 entries, with many private battles around the course. And it was sunny and warm, we all avoided the gas terminal exclusion zone, plus, thanks to the stagger, the Miracles were back in time to claim their tea-cakes.

Martin Jones, presently 'between Contenders', borrowed Mark Heather's RS600 to successfully defend his title from last year, while Tony Coulson showed us for the first time what a powerful weapon the asymmetric-spinnaker-equipped Vortex A can be.

Pos	Class	Helm	Crew	PY	Corr. times
1st	RS600	Martin Jones		920	02:28:51
2nd	Vortex A	Tony Coulson		930	02:28:53
3rd	RS800	Ian Parris	Douglas Homer	822	02:29:44
4th	RS600	Andy Pickrell	Nick Lett	822	02:30:27
5th	Osprey	Paul Heather	Jonathan Osgood	940	02:32:25
6th	Laser 4000	Peter Curl	Sonja Riley	908	02:33:53
7th	Vortex A	Phil Harle		930	02:36:31
8th	Laser 5000	John Tinnams	Steve Tinnams	846	02:37:29
9th	Laser 3000	Tony Hunt	Suzanne Hall	1030	02:42:30
10th	RS800	Simon Conway	Sam Proctor	822	02:43:34
11th	Wayfarer	Brian Lamb	Brian Warwick	1099	02:43:37
12th	Kestrel	Len Ayris	Derek Cummings	1036	02:45:13
13th	Kestrel	Bob Dutton	Peter Good	1036	02:45:14
14th	Buzz	Ian Foxwell	Hanna Peckham	1006	02:46:39
15th	Laser	Gordon Beltner		1078	02:48:00

Calendar

Date	Time	Event	Contact/Notes
Sat 4 Jun	10:00	WSC Junior Training - All Standards Powerboat Intermediate Course	Peter Homer John Gore
Sat 11 Jun	09:30	'Spinnakers' Course 1/2	Peter Homer
Sat 25 Jun	10:00 16:30	Open Day & Buffet 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
9 Jul	10:00	WSC Junior Training - All Standards RIB Cruise	Peter Homer 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	Tony Hunt
23-27 Aug		Junior Training Week	Ann Heather
Mon 29 Aug	13.55	Pursuit Race 2	Tony Hunt
31 Aug	18.25	Last Wednesday Evening Race	Tony Hunt
Fri 2 Sep	Even'ng	'Start Sailing / Basic Skills' Course 1/6	Peter Homer
Sat 3 Sep	09.30	'Start Sailing / Basic Skills' Course 2/6 Powerboat level 2 Course 1/2	Peter Homer John Gore
4 Sep	11.55	Three-Race Regatta	
Sat 1 Oct	10.00	WSC Junior Training - All Standards	Peter Homer
Sat 15 Oct	09.30	Seamanship Skills Course 1/3 Advanced Powerboat Training	Peter Homer John Gore
30 Oct	10.25 12.55	Last Autumn Points Laying-Up Cup	Clocks changed to GMT
6 Nov	10.25	Winter Series 1	
18 Dec	p.m.	W. Series Prize-Giving & children's party	