

## Calendar

Date	Time	Event	Contact/Notes
Sat 03-Dec	19:00	Fast / Medium / Slow Fleet Evening	Jan Parris/Brian Reeve
18-Dec		End Winter Series (a.m.), Prizegiving and Children's Xmas Party (p.m.)	Jane Treadwell
31-Dec-05	18:30	New Year's Eve Party	Jane Treadwell
01-Jan-06	12:00	Chilly Willies Open H'cap Race & Social	
Sat 21-Jan	18:00	Junior Fleet Evening	Ann Heather
31-Jan	24:00	Membership renewal deadline	
Sat 07-Jan	09:30	Work Party - surnames A - C	Roy Winnett
08-Jan	09:30	Work Party - surnames D - G	Roy Winnett
Sat 14-Jan	09:30	Work Party - surnames H - L	Roy Winnett
22-Jan	09:30	Work Party - surnames M - P	Roy Winnett
Sat 28-Jan	10:25	Hoo Freezer Practice Race	01959 572001
29-Jan	10:55	Hoo Freezer	janet.slogrove@lilyworld.co.uk
05-Feb	09:30	Work Party - surnames R - S	Roy Winnett
Sat 11-Feb	09:30	Work Party - surnames T - Z	Roy Winnett
12-Feb	10:30	Warm-Up Series starts	Jan Parris
Sat 18-Feb	20:00	Club AGM	Jo Wicken
04/05-Mar	10:00	Dinghy Sailing Show - Alexandra Palace	0845 345 0424
26-Mar	14:00	Ice Breaker Season Opener	N.B. BST starts!

Winter 2005  
Issue 83

# 31½

The Wilsonian Sailing Club Magazine



On the cover: 'Hard to believe it was ever that warm': Miracle (& others) Queenborough-Cruise action, as captured by David Hudson

## Editorial

Tony Hunt

Mostly a season roundup, this issue sees the first of a number of articles by Stewart Robertson, seen here racing his L4k at the 2003 Nats.



Can you let me have your photos and articles by 15th March, please?

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## Wednesday Series Results

While the points situation in this series was not intended to be significant, the powers that be have decided to award a trophy and so many people turned out so often, that here are the placings of those that can be fitted on the page! 61 boats raced. Nine races max. were counted.

Pos	Class	Helm	Crew	Pts	Races
1st	3000	Tony Hunt	Alexis Durr/Hannah Packman	11	10
2nd	Blaze	Ian Foxwell		16	10
3rd	Phantom	Mark Bew		34	9
4th	Vortex A	Tony Coulson		40	14
5th	Phantom	Brian Reeve		48	9
6th	RS800	Neil Ashby/Ian Parris	Ian Parris/Grahame Smith/Katie Parris	54	10
7th	RS Vario	Phil Harris	Ryan Harris	58	8
8th	Laser Radial	Jo/Stephanie Wicken		59	7
9th	Laser 2000	Jayne Lambert	Paul Thorpe	67	10
10th	Laser II	David Henoch	Aileen Williams	67	8
11th	Phantom	Geoff Lambert		73	10
12th	3000	Tom Lambert	Nicola Smith	105	11
13th	Laser Radial	Gordon Belcher		107	6
14th	Miracle	David Hudson	Jackie Hudson	135	7
15th	Miracle	Nina/Tina Wallis/P.Clark	Jenny Clarke/Stephanie Wicken/Chris Wallis	176	7
16th	RS 200	Lucy/Mark Heather	Paul Heather	229	5
17th	Vortex A	Grahame Smith/Neil Ashby		242	6
18th	Laser Radial	Andrew Smith	Stephanie Wicken	289	2
19th	Phantom	Malcolm Levey		293	5
20th	RS800	Simon Conway/Ian Parris	Sam Proctor	312	5
21st	Miracle	Stephanie Wicken/Peter Heyes	Geoff Lambert/Josh Heyes/S Goddard	339	5
22nd	Buzz	Ian Foxwell	Hannah Packman	342	4
23rd	Laser 2000	Roy Winnett	Geoff Lambert	351	2
24th	RS800	Doug Homer		355	4
25th	Laser	Steve Tinnam/Steve Drain		359	3
26th	Wayfarer	Brian Ward	Gordon Wallacol/Harry Coulson	362	3
27th	RS300	Matt Wynn		376	4
28th	Laser	Ros Jarvis		385	4

## The Season's Statistics by Class

Class	Starts	No. Boats
Miracle	322	16
Laser 2000	165	6
Laser 4000	146	4
Wayfarer	124	8
Buzz	120	5
Phantom	116	9
Kestrel	100	4
Laser Vortex A	90	7
Laser Radial	66	10
RS 600	66	6
Laser	78	11
Laser 3000	78	2
RS 400	68	3
Topper	68	9
Osprey	60	3
Laser II	36	2
Contender	24	2
Laser 5000	24	1
Blaze	22	2
Laser Vortex	20	1
RS 200	19	2
Enterprise	18	2
RS 700	17	1
RS 300	14	2
RS 600	12	2
Wanderer	9	1
Comet	6	1
RS Vario Aaym	3	1
GP14	2	1
Comet Versa	1	1

With the demise of the Wayfarer Fleet, there's a fleet start in series racing going begging to the first fleet to reach sufficient numbers. As you can see from the table above, all contenders (small 'c') have a long way to go before they approach Miracle turnout and boat numbers.

## From the Commodore **Roy Winnett**

We are fast approaching the end of a very successful season and a 'BIG THANK YOU' to all those who have made this possible. On the sailing front we have had average turnouts of around the mid thirties each Sunday, an excellent entry of 81 boats for the Medway Dinghy Regatta, 51 for our Grand Prix and once again junior week was an outstanding success. On the downside, a poor turnout for the Interclub Challenge resulted in Medway YC regaining the Challenge Plate. If you wish to receive the Sunday's race results by email, send your email address to me at: [roywinnett@care4free.net](mailto:roywinnett@care4free.net)

A warm welcome is extended to the new members that have been steadily joining the club during the year. If you are looking for a helm or crew on Sundays, put your name on the entry door to the clubhouse or hire one of the club's boats at £5 for single handed or £10 double handed. Topper, Laser/Laser Radial, Lark and Wayfarer are available.

We are always in need of members with special skills and expertise, sailing and powerboat qualifications, etc. Please let us know on the membership renewal form.

It was disturbing to have 'Kingfisher' stolen but it has allowed us to replace with the superior 'Kittiwake', and the new trailers, as well as making the RIBs more secure, have made launching and recovery a doddle. The displacement boats, despite having much work done on them, were unreliable. Strood Yacht Club took Leander off our hands and gave a donation to club funds, and while we were still deciding what to do with Wilsonian, David Fenech came to our rescue by offering us a boat from Thames Water that was surplus to their requirements.

The new floor-covering in the kitchen and dining areas has brightened the room, made cleaning an easier task and varnishing has been taken off the list of winter work party jobs. Unfortunately there are many other essential maintenance jobs to be completed and winter work party dates have been set: Saturday 7<sup>th</sup> January (Members A - C), Sunday 8<sup>th</sup> January (Members D - G), Saturday 14<sup>th</sup> January (Members H - L), Sunday 22<sup>nd</sup> January (Members M - P), Sunday 5<sup>th</sup> February (Members R - S), Saturday 11<sup>th</sup> February (Members T - Z).

Please note that a condition of membership is attendance at a winter work party and non-attendance is not an option.

If you are unable to attend your nominated work party date it is crucial that you let me know, so that work schedules and catering arrangements can be organised.

Telephone me on 01634 861664 or email at [roywinnett@care4free.net](mailto:roywinnett@care4free.net)

Club Duties have been causing problems this year. For safety reasons we insist on a qualified driver in each RIB, so if a qualified driver wishes to exchange a duty, please ensure that the replacement is qualified and if in doubt contact John Gore. For open meetings and the Medway Regatta selected experienced members are chosen for key duties, so if you wish to change a duty for these events confirm with CDO that this is OK. Remember that the CDO must be told of all duty changes.

While on the subject of club duties, a few members during the season failed to turn-up. Fortunately other members stepped in, sometimes giving up their sailing in the process. Please renew early and put on the Renewal Form dates when you are not available to avoid being given unsuitable dates. Early renewal is also necessary if you wish to keep a boat in the Dinghy Park: there could be a shortage of boat spaces next season, so allocation will be on a first-come-first-served basis.

Hope I will be seeing you out on the water in the final races of the Open Winter Series and the Chilly Willies, our New Year's Day race.



*Not the Commodore's Laser 2000, but a well-sailed one, nonetheless. Jayne Lambert and Paul Thorpe carve upwind as John Goudie crosses ahead. Photo David Hudson*

## Miracle Autumn Points

Pos	Sail No	Helm	Crew	Pts
<b>AM Fleet</b>				
1st	3737	Martin Smith	Mike Groom	5
2nd	3805	Peter Homer	John Collings/David Brooker/Mark Norris	8
3rd	3795	David Hudson	Jackie Hudson	10
4th	3722	Lesley O'Rourke	Stephanie Wicken/Angie Clemence/Paul Rodgers	18
5th	3718	Chris Wallis	Peter Clark/Nina Wallis/W Bryant	19
6th	206	Colin Lowen	Maurleen Lowen	29
7th	1806	Paul Nudds		30
8th	3636	Ben Brooks	T Brooks	34
9th	80	Peter Heyes	John Collings	37
10th	1502	Chris Cherriman	Terry Lovegrove	37
<b>PM Fleet</b>				
1st	3805	Peter Homer	John Collings/David Brooker/Mark Norris	3
2nd	3737	Martin Smith	Mike Groom	4
3rd	3722	Lesley O'Rourke	Stephanie Wicken	10
4th	3795	David Hudson	Jackie Hudson	10
5th	2870	Paul Rodgers	Alec Rodgers/Lesley O'Rourke	11
6th	3718	Chris Wallis	Peter Clarke/Nina Wallis	13
7th	1806	Paul Nudds		18
8th	206	Colin Lowen	Maurleen Lowen	22
9th	1502	Chris Cherriman	Terry Lovegrove	30
10th	2955	Gordon Wallace	Leah Johnson	34
11th	3636	Ben Brooks	Tom Brooks	36

## Miracle Summer Series

Pos	Sail No	Helm	Crew	Pts
<b>AM Fleet</b>				
1st	3737	Martin Smith	Mike Groom/Susan Hayes	8
2nd	3805	Peter Homer	David Brooker/Ian Tompkins	15
3rd	3722	Lesley O'Rourke	Angie Clemence/Stephanie Wicken	20
4th	1808	Paul Nudds		30
5th	3718	Chris/Tina Wallis	Nina Wallis/Paul Clarke	39
6th	3795	David Hudson	Jackie Hudson	47
7th	2870	Paul Rodgers	Alex Rodgers	49
8th	3536	Ben Brooks	T Brooks	49
9th	3829	Martin McKay	Steve Drain/E. Johnson	54
10th	1502	Chris Chemman	Terry Lovegrove	61
11th	210	Andrew Clarke/Nina Wallis	Chris Wallis/J. Marley	69
12th	80	Peter Hayes	Sue Hayes/Mike Groom	74
13th	208	Colin Lown	Maureen Lown	82
14th	2110	Peter Collings	Teddy Collings	88
15th	2955	Gordon Wallace	Leah Johnson	88
<b>PM Fleet</b>				
1st	3805	Peter Homer	David Brooker/Ian Tompkins	6
2nd	3737	Martin Smith	Mike Groom/Nina Wallis	7
3rd	2870	Paul Rodgers	Alex Rodgers	12
4th	3722	Lesley O'Rourke	G Wallace/A. Clemence/Steve Drain	18
5th	3829	Martin McKay	Steve Drain	23
6th	3795	David Hudson	Jackie Hudson	30
7th	1808	Paul Nudds		32
8th	3718	Chris/Tina Wallis	Nina Wallis/Paul Clarke/Peter Moncreiffe	39
9th	1502	Chris Chemman	Terry Lovegrove	50
10th	210	Andrew Clarke	A. Williams/J. Marley	50
11th	2955	Gordon Wallace	L. Johnson/Aaron Smith	53
12th	208	Colin Lown	Maureen Lown	63
13th	3536	Ben Brooks	T Brooks	64
14th	80	Peter Hayes	Sue Hayes	69

## Sailing Secretary's Report

Looking back at the season just gone, it has to be one of the most successful seasons in living memory in terms of turnouts and all-round keenness in racing, at least if we use the term 'living' loosely. It has been so successful indeed, that we've had to augment race box crews just to keep track of finishers.

Sadly though, we have also seen the last of fleet racing for **Wayfarers** in the club. It is not quite clear why, as the boats are pleasant to sail and score well in club handicap events. Maybe it has something to do with the weight, though the club winch can always be used to attend to that.

But the handicap fleet series races have seen very strong attendance. The **Fast Handicap** has averaged 10 boats, and has got faster, with increasing numbers of RS boats in the higher hundreds (600, 700, 800). A few years ago, a Laser 4000 could have hoped to get line honours, but would have to be very lucky to get them nowadays, while the RS400's, which looked to be on the verge of fleet status a couple of years back have all but disappeared - clearly the Medway is too big for all that hiking! With the disappearance of the Fireballs - despite their suitability for the Medway - it has been left to the Ospreys to uphold the symmetric kite honours, and indeed if the conditions suit them, they can still pose a real threat.

Another boat that looked to be approaching fleet status was the Vortex, but clearly these have not proved difficult enough. Now we hear that a plague of Musto Skiffs is about to descend next season, their pilots getting in some very necessary secret practice 'somewhere in Kent'. Presumably these boats have been provided by the club entertainment fund?

The really growing fleet of 2005, however, has been the **Medium Handicap**. Turnouts averaging over 15 have led to overflowing signing on sheets! While the handicap spread of this fleet is considerably less than that of the Fast Handicap, the range of boats is more diverse: lots of hiking singlehanders, Phantoms and Lasers, which tend to perform well in the lighter winds, pitted against small two-man trapeze boats such as Laser 3000's and Buzzes that come into their own as the wind pipes up. Niche conditions benefit our very quick Blazes, while the (almost a) fleet of Laser 2000's go pretty well in all conditions, but equally are doomed to be for the most part eternal handicap bridesmaids: slower than the Phantoms in light airs, slower than the trapeze

boats in a blow. Not a problem if all races were to count, but if the specialists can discard their worst scores...

So the **Medium Handicap is ripe for splitting**. The question that faces us at season's end is how to do it? Another problem we have is that there is effectively no racing for slow handicap boats. Most people content with a PY of over 1100 are happy to enjoy fleet racing with the Miracles (a very important fleet in the club, providing as it does an excellent stumping ground both for experts seeking class racing and for novices seeking to improve), but for the others there's very little competition to be had.

**Two major alternative proposals** for addressing these problems have been put forward. The first is a **simple re-alignment of the handicap splits**, which sees the Fast remain at up to 1000, the Medium shrink to 1001 to 1075, and the Slow include everything slower than 1075 (thus including Lasers, Laser 2000's and Wayfarers). This still leaves the grouping together of quite different types of boats, however, which generally require different types and lengths of course to provide the most fun, the best chance of winning and the avoidance of fatigue!

Hence the **other alternative is to offer three courses each week of different lengths: Long, Medium and Short**, and to let people choose which they sail on a race by race basis. Competition would then be for trophies related to the respective courses. For the sake of administration, any points scored would count only toward a series total for the course sailed. Instead of Fleet Captains, we would have Course Captains, and it is likely that the bond between regulars on the courses would be as strong as it currently is (or is not) between the disparate members of the present handicap fleets.

We have experience of this system, of course, in this and last year's Winter Series, and there seem to be no major objections. Initial fears that course lengths might be distorted by the boats sailing them have proved groundless: if you chose to sail a course that's too long or too short for you, you chose wrong! End of argument! Clearly, the long course has to be sailable by boats slower than the club's absolute fastest, and the short course more than just a dash to 31 and back, but at least most people could get the sort of sailing they wanted more of the time than at present (it was observed recently that the Medium Fleet course was the same length as the Fast on one occasion!)

So much for fleet series racing. The **Leigh Trophy**, often a cracking long-distance sail simply ran out of wind and was shortened down-river. The **South Kent** provided everyone with an efficient sail the length of the river and back, with none of the drama of last year; the fastest boats

## Autumn Series

### Fast Handicap Fleet - 24 Entrants

1st	RS 800	Ian Parris	David Bourne/Sam Proctor/Simon Conway	11
2nd	Laser 4000	David Mason	Stuart Mason	11
3rd	Laser Vortex A	Grahame Smith		18
4th	RS 400	Chris Ashby	Mike Smith	23
5th	Laser 4000	Peter Curt	Sonja Riky	27
6th	Laser Vortex A	Mike Gower		43

### Medium Handicap Fleet - 34 Entrants

1st	Phantom	Neil Lamprell		8
2nd	Laser 3000	Tony Hunt	Suzanne Hall/David Bourne	21
3rd	Laser 2000	Roy Winnatt/Geoff Lambert	Geoff Lambert/Jo Wicken	23
4th	Laser II	David Fenech	Alison Williams	34
5th	Buzz	Gary Middlewood/Doug Homer	Caroline Alexander	42
6th	Laser Radial	Jo Wicken		43
7th	Laser 2000	John Parsons	Bryan Dunmall	45
8th	Kestrel	Jeremy Drummond	Ian Drummond/Jane Drummond	47
9th	Blaze	Ian Foxwell		51

### Slow Handicap Fleet - 3 Entrants

1st	Comet	Alan Collins		15
2nd	Comet Versa	Steve James	T Wareham	21
3rd	Wanderer	John Talbot	Jean Whitaker	22

### Junior Fleet - 8 Entrants

1st	Lark	Alan Rodgers/Thomas Kift	Thomas Kift/Stephanie Wicken	7
2nd	Topper	Leah Johnson/Alexander LoGossick		31
3rd	Laser 3000	Tom Lambert	Nicola Smith	37
4th	Topper	Martin Lown		42
5th	Topper	Harry Coulson		42

### Wayfarer Fleet - 6 Entrants - the last Wayfarer Series!

1st	Wayfarer	Brian Lamb/Brian Warwick	B Warwick/S Wicken/D Cummings	6
2nd	Wayfarer	Brian Warwick/Brian Ward	Jim Tyler	11
3rd	Wayfarer	John Goudie	S Wicken/J Drummond/P Davis	15
4th	Wayfarer	Roy Laphom	David Burfoot	34
5th	Wayfarer	Andy Hockey	F Hockey	38
6th	Wayfarer	I Davis	R Birmingham	40

**Late Summer Series****Fast Handicap Fleet - 22 Entrants**

1st	RS 400	Chris Ashby	Mike Smith/David Bourne	952	11
2nd	Laser 4000	David Mason	Stuart Mason	908	17
3rd	Osprey	Tim Kiff	P Heather/T KIMP Rodgers/M Lovell Paris	940	18
4th	RS 800	Ian Paris	Grahame Smith/Simon Conway	822	26
5th	Laser 4000	Stewart Robertson	Richard Metcalfe	908	26
6th	Laser 4000	Peter Curt	Sonja Riley	908	33

**Medium Handicap Fleet - 38 Entrants**

1st	Phantom	Neil Lamprell		1047	8
2nd	Laser 3000	Tony Hunt	Suzanne Hall	1030	15
3rd	Laser 2000	Roy Winnett	Geoff Lambert	1089	44
4th	Kestrel	Len Ayris	Jana Drummond/Derek Cummings	1038	44
5th	Kestrel	Jeremy Drummond	I Drummond/D Cummings/D Ormelley	1038	47
6th	Loose 1	David Fenech	Ailson Williams	1035	49
7th	Laser 2000	David Vettergreen	Stan Sprot	1089	54
8th	Laser 2000	Anie Lambert	Paul Thorpe	1089	64
9th	Laser	Graham Jenkinson		1078	69
10th	Laser 2000	Nik Antonlades	Catherine Evans	1089	70

**Junior Fleet - 8 Entrants**

1st	Topper	Alex LeGassick		1290	39
2nd	Laser 3000	Tom Lambert	Nicola Smith	1030	39
3rd	Topper	Martin Low		1290	41
4th	Lark	Alex Rogers	Tom Kiff	1073	45
5th	Laser Rad	Stephanie Wicken		1101	47

**Wayfarer Fleet - 4 Entrants**

1st	Wayfarer	Brian Warwick/Lamb	Jim Tyler/Brian Warwick/Bobbie Bamell	1099	6
2nd	Wayfarer	Brian Ward/Warwick	Jim Tyler/Brian Lamb	1099	12
3rd	Wayfarer	John Goudie	Marcel Lagonder	1099	17
4th	Wayfarer	Roy Laphom	David Burfoot	1099	24



*One of the problems is providing good racing for diverse types of boat*

took around two hours, and even the Miracles were back in three and a half hours, despite having the worst (least) of the wind.

The **Three Race Regatta** was a cracker, with a well-laid, straightforward course sailed in a wind that was just within the top end of the description of 'straightforward' - lots of fun without too many spills, thus.



The **Medway Dinghy Regatta** proved to be a varied affair, windwise, with no particular boats favoured in all races, which kept the results open to the last in most fleets. Meanwhile, our premier event, the **Grand Prix**, was held in bright sunshine and a good, steady Force 3, occasionally 4 - what more could you want?

The **Pursuit Races** - for there were two this year, both on Bank Holiday Mondays - go from strength to strength, with 22 boats in the latter. Clearly the top-secret personal and boat handicapping system is doing its stuff to make the racing both close and unpredictable!

Unfortunately, the **Laying Up Cup** was plagued with winds as blustery as they were absent for the Ice Breaker, while the **Commodore's Series** ran into unforeseen race management problems which hopefully are now solved with lots of cosseting for the RO's.

The real disappointment was losing the **Inter-Club Challenge** to MYC, largely due to a poor turnout of our boats. Fortunately, those that did sail were treated to two good races, and a mixed team won the quiz!

See you in the **Chilly Willies** and the **Hoo Freezer** (provided the wind-chill is less than last year's Freezer!)

## Boat Hire

A new boat hire arrangement has been introduced which is aimed at new members who want a boat to sail while they are searching for a boat to buy or have not yet decided what boat to get.

Specific boats are available for 3 month hire at £100 per session with £40 refund when the boat is returned in the same condition as hired. Boats available are a Lark, a Wayfarer and a Laser. Only one session of 3 months can be booked by any one member so as to allow another new member to hire a boat.

The following conditions will apply.

1. The club has the boats insured for third party cover only and the hirer will be responsible for replacement of damaged parts that have occurred other than fair wear and tear.
2. If the boat is not used on a regular basis during the three months the committee will reserve the right to shorten the hire term after consulting the hirer if there are members waiting to hire.
3. The club boats can only be used when the club is open i.e. Saturday and Sunday, Wednesday evenings when summer racing is organised.
4. As part of sailing courses (Saturdays and some bank holiday Mondays) the club Wayfarer and Lark may be required for use on such courses and notice of these will be displayed on the notice board.
5. The sails must be either kept in the boats or in lockers, as advised by Geoff Lambert or Paul Thorpe.

If you are a new member and would like to make use of this facility, please see Paul Thorpe or Geoff Lambert.

One Lark, Wayfarer and Laser plus 2 Toppers will still always be available for single day hire by any club member. Current rates are £5 per single hander and £10 per double hander.



## Early Summer Series

### Fast Handicap Fleet - 21 Entrants

1st	RS 400	Chris Astby	Mike Smith/David Bourne	952	9
2nd	Laser 4000	Stewart Robertson	R Metcalfe	908	13
3rd	RS 800	Ian Parris	Grahame Smith	822	15
4th	Laser 4000	Peter Cull	Sorja Riley	908	23
5th	Osprey	Jonathan Osgood/Tim Kilt	Paul Heather	940	32
6th	RS 800	Simon Conway/Ian Parris	Sam Procter	822	39

### Medium H/c Fleet - 36 Entrants

1st	Phantom	Neil Lampert		1647	9
2nd	Phantom	Brian Reeve		1647	11
3rd	Phantom	Malcolm Levey		1647	13
4th	Laser 3000	Tony Hunt	Suzanne Hall	1630	20
5th	Laser 2000	John Parsons	Bryan Dunmall	1689	21
6th	Buzz	I Foxwell/G Middelwood/Bill Gross	Caroline Alexander	1606	26
7th	Laser 2000	Roy Winnett	Geoff Lambert	1689	28
8th	Kestrel	Bob Dutton	Jane Drummond/Nick Fenton-Smith	1638	29
9th	Laser Radial	Gordon Bolcher		1101	29

### Junior Fleet - 7 Entrants

1st	Topper	Stephanie Wicken		1280	5
2nd	Laser 3000	Tom Lambert	Nicola Smith	1630	22
3rd	Miracle	Alex Rogers	Thomas Kilt	1178	27

### Wayfarer Fleet - 4 Entrants

1st	Wayfarer	Brian Ward	Jim Tyler	1099	14
2nd	Wayfarer	John Goudle	Marcel Lapender	1099	17
3rd	Wayfarer	Nick Fenton-Smith		1099	22

## Pursuit Races - Aggregate Results

The winner of the aggregate results for Pursuit Races 1 & 2 was Brian Reeve's Phantom, who but for his agonisingly slow roll in to windward in Race 2 might have won both races. He now has the honour to be the keeper for a year of the notorious 'Dutch Trophy' - the trophy the club's engraver refused to touch!

Below are listed only the first six boats, which contested both races.

Pos.	Boat	Helm	Crew	R 1	R 2	O/A
1st	Phantom	Brian Reeve		1	3	4
2nd	Miracle	Peter Horner	Adrian Barlow	8	7	15
3rd	Laser 4000	Sonia Riley	Peter Curl	3	14	17
4th	Miracle	Paul Nudds		11	8	19
5th	Miracle	Lesley O'Rourke	Chris Wallis / Jo Wicken	12	9	21
6th	Laser 2000	Andy Hockey / Nik Antonides	Bryony / Kathy Evans	5	18	23



*The Miracles tried something different for their Winter Cruise...* Photo: David Hudson (and Paul Nudds)

## Winter Work Parties

### !!! please note in your diary now !!!

As previously, members have been allocated to work parties according to the initial letters of their surnames.

DATE	SURNAME
07-Jan (Saturday)	A - C
08-Jan (Sunday)	D - G
14-Jan (Saturday)	H - L
22-Jan (Sunday)	M - P
05-Feb (Sunday)	R - S
11-Feb (Saturday)	T - Z

All work parties start at 09:30.

If you are unable to make it on your allotted date, please select another and advise Roy Winnett immediately.

When you arrive at a work party, please ensure that your name is noted down. It is essential that we keep accurate records or you might be recorded as a defaulter!

## Membership Renewals

Membership renewals are strictly due on 1st January, but the deadline for normal renewal is 31st January.

As for the last two years, there will be a **penalty of £10** for those renewing after the deadline, which penalty increases on 1st March by £20, i.e. **£30 extra in total**. The main reason is not to raise more money but to encourage everybody to renew on time, and that's important not merely to make the Treasurer's job easier, though considering she's only doing the job out of the kindness of her heart, that's not a bad reason. No, your selfish reason for renewing early is that the Sailing Programme can only be sent out to you when everyone has renewed and the duty list has been compiled.

Best just send the form off as soon as you receive it!

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

## Pursuit Race 2

Maybe it was a sign of the mounting popularity of pursuit races in the club, or perhaps it was just the sunny August Bank Holiday weather, but 22 boats was a good turnout for a Monday.

Unfortunately, as the time of the first start approached, the wind was hovering between displacement and marginal planing conditions. The RO opted for the less extremely corrected marginal planing set of handicaps and, of course, the wind proceeded to die away to the detriment of the faster boats. Nonetheless, the finish for many boats was close.

For much of the race the Miracles held sway, with Lesley O'Rourke again achieving a good lead until the fickle wind left her. Winning looked to be a three-way affair till Brian Reeve capsized in a Force 0 hole, leaving the Wayfarer and Laser 2000 to finish a boat-length apart.

1st	Wayfarer	Brian Lamb	Brian Warwick	00:00
2nd	Laser 2000	Jayne Lambert	Paul Thorpe	00:02
3rd	Phantom	Brian Reeve		02:30
4th	Laser 2000	Roy Winnett	Geoff Lambert	03:00
5th	Club Wayfarer	Andy Hockey	Felix & Lucy Hockey	04:00
6th	Laser Radial	Peter Moncreiffe		04:10
7th	Miracle	Peter Homer	Adrian Barlow	04:55
8th	Miracle	Paul Nudds		05:20
9th	Miracle	Lesley O'Rourke	Jo Wicken	05:41
10th	Buzz	Mark Heather	Adam Treadwell	06:46
11th	Laser Vago	Jonathon Schofield	Anne-Marie Whelan	07:17
12th	Contender	Martin Jones		07:20
13th	Miracle	Martin McKay	Omer Barragan	07:36
14th	Laser 4000	Sonia Riley	Peter Curl	08:41
15th	Laser 4000	Stewart Robertson	Matt Robertson	10:00
16th	Osprey	Paul Heather	Jon Osgood	10:07
17th	Laser Radial	Marcel Laponder		10:43
18th	Laser 2000	Nik Antoniadis	Kathy Evans	14:55
19th	Miracle	Gordon Wallace	Leah Johnson	14:58
20th	R5 800	Simon Conway	Sam Proctor	15:03
21st	3000	Tom Lambert	Rachel Birmingham	16:30
22nd	Vortex	Ian Parris		23:31

OPENING  
TIMES:

## Three Race Regatta (mostly) by Roy Winnett

Plenty of sunshine and a brisk but warm north-easterly breeze gave excellent, though somewhat challenging, conditions for the 30 boats that made their way to Pinup Reach, where a short lapping course had been set. All three races were to count, so to capture the top places, it was imperative to complete all races with consistent results.

RO Mark Bew had set a perfect beat from a start line near Pinup buoy to a mark just under Darnett Fort. From there it was spinnaker reaches, first toward Hoo to a wing mark, and then to a leeward mark downwind of the start/finish line. It was clear that one side of the beat or the other would be advantaged, but not many competitors were clear as to which it was *[certainly not the overall winner. Ed.]*; moreover it presumably changed with the tide during the regatta. Race 1 started in a Force 3 with an incoming tide, but as the regatta progressed the wind rose to a full-on 4 while the tide diminished then reversed.

Tony Hunt/Suzanne Hall (Laser 3000) mastered the conditions well to secure a comfortable victory, with two firsts and a second. While a third and two seventh places for David Vettergreen/Stan Sprot was sufficient for runners-up spot. The RS 800s had a private battle and both had the occasional swim, but Ian Parris/Grahame Smith came out on top in third place with youngsters Simon Conway/Sam Proctor having to settle for fifth. Similarly, Chris Ashby/Mick Smith beat Colin/Lauren Treadwell in their RS 400s for fourth prize and David/Stuart Mason won the contest with the other Laser 4000s for sixth overall.

Doug Horner's campaign ended when his RS600 suffered a damaged mast in the final race but Peter Horner/Martin McKay redeemed the family fortunes by winning the Miracle contest for 10th overall place just two points ahead of Paul/Alec Rodgers. New junior member Alexander LeGassick (Topper) showed great determination by finishing in all three races for 21st place. Marcel Laponder fought the club Laser through all three races only to discover he'd not signed on - we all do it once!

1st	3000	Tony Hunt	Suzanne Hall	4
2nd	Laser 2000	David Vettergreen	Stan Sprot	17
3rd	RS 800	Ian Parris	Grahame Smith	19
4th	RS 400	Chris Ashby	Mick Smith	21
5th	RS 800	Simon Conway	Sam Proctor	24
6th	Laser 4000	David Mason	Stuart Mason	24
7th	Buzz	G Middlewood	Caroline Alexander	26
8th	RS 400	Colin Treadwell	Lauren Treadwell	27

## Children in Need

The Junior fleet organised a sponsored sail for Children in Need on 12th of November. The challenge was to complete as many laps as possible between 30 and 32 aided by the race officer keeping a close watch on the tide and failing wind. They day was well supported with many pledges, eight boats took part and hot dogs were handed out by John in the patrol boat, while those on shore got stuck into some chunks of cake. We had twenty seven visitors to the club and raised about £800 at the last count. Many thanks for the support for such a worthy cause. The winners of the scratch cards were Christine Bridges and Ian Parris £5 each. We will update everyone with the final total as soon as possible. Jayne and I would like to thank the club members that gave up their time to cover the duties for the event, some giving up sailing at an open meeting.

*Paul Thorpe and Jayne Lambert*

## Class Act

Those who, despite years of haranguing with stories about how class associations help preserve second-hand boat prices etc., still need convincing of their value, here's another reason.

Members of the Laser 2000 CA, casually perusing the eBay web-site as you do, came across an L2k for sale and after checking the number against their records thought, 'Hang on, that's Charlie's boat!' (or words to that effect). Furious e-mailing between them, Charlie and eBay later, and 'persons' were arrested and the boat was restored to its owner...

## Save Cash and the Planet!

Since most of us occasionally need a new trolley tyre, you might like to know that Millbrook's Garden Centre at Northfleet (and presumably other garden centres) sell 'wheelbarrow tyres' identical to those on our launching trolleys for £11.95. True, Towsure only charge £10.99 for a whole wheel, but want a further £9 for p&p! Moreover changing the tyre is pretty much as easy as changing a bike tyre so long as you have suitable levers, and you save the planet to the tune of a wasted hub to boot.

**The Miracle Cruise, at Queenborough**

Photo Andrew Clarke



## Laying-Up Cup

The Laying-Up Cup saw a very blustery Southerly wind, which was sufficient to put off a large number of the regular racers. Maybe they were feeling a bit worn out after a long season?

Ian Foxwell grasped the moment, however, taking full advantage of the wide wings of the Blaze to power both ways along Gillingham Reach while others sought vainly for a reach on which to use their kites.

The course had stings in head and tail, as some grounded at HNWC just after the start, accounting very finally for Stewart Robertson's Laser 4000 when the daggerboard shattered. Then toward the finish, following a port rounding of 31, competitors had to fetch up to a club buoy in the lee of the land and reach back to the club line through a series of wind holes, leading to some dramatic changes of position and the delight of those on the balcony, who were congratulating themselves on their decision not to sail! When will we learn where to put the club buoy for the best sailing?

Class	Helm	Crew	Res
Blaze	Ian Foxwell		1
RS 800	Ian Paris	Sam Procter	2
Laser 4000	David Mason	Stuart Mason	3
Laser Vortex A	Grahame Smith		4
Laser Vortex A	Tony Coulson		5
Laser Vortex	Phil Harris		6
Miracle	Paul Rodgers	Tim Kift	7
Wayfarer	John Goudie	Paul Davis	8
Laser 2000	Jonathan Schofield	Annermarie Whelan	9
RS 200	Lucy Heather	Laura Aldis	10
Miracle	Chris Wallis	N Bryant	11
Laser Radial	Marcel Laponder		12
Laser Vortex A	Mike Gower		13
Laser 2000	Nik Antoniadis	Rebecca Scott	14
Topper	Stephanie Woken		15
Laser 4000	Peter Curl	Sorja Riley	DNF
Wayfarer	Brian Lamb	Brian Warwick	DNF
Topper	Alex LeGassick		DNF
Laser 4000	Stewart Robertson	Richard Metcalfe	DNF

## Commodore's Series 2005

This year's Commodore's was fraught with controversy, with one of the five races abandoned after a delay laying a mark and thus starting, led to boats grounding at Hoo Green 1 as they ran out of tide. At least one of the other races wasn't exactly what the Committee had in mind when devising the format either.

So, to help things along for next year, a flow chart of guidelines for Commodore's RO's has been devised, and the RO's burden eased by requiring that morning scratch racers time themselves if they're interested - planning and preparing for a Commodore's Race is particularly demanding and the RO needs all the thinking space he can get...

Pos	Class	Helm	Crew	Pts	Rcs
1st	RS 800	Neil Ashby	R Allen/D Homer/I Paris	5	3
2nd	Wayfarer	Brian Lamb	Brian Warwick	9	3
3rd	RS 800	Andy Picknoll	Nick Lett	10	3
4th	Laser 3000	Tony Hunt	D Boume/S Hall/A Dart	13	3
5th	Laser 4000	David Mason	Stuart Mason	20	4
6th	Laser 5000	John Tinnams	Steve Tinnams	23	3
7th	Laser 4000	Peter Curf	Sonja Riley	26	3
8th	Laser 4000	Stewart Robertson	Matt Roberson/Richard Metcalf	30	3
9th	Laser 3000	Roy Winnett	John Parsons/Geoff Lambert	37	3
10th	Laser Radial	Peter Moncreiffe		53	3
11th	Miracle	Chris Wallis	Ian Tompkins/Nina Wallis	70	2
12th	Phantom	Malcolm Levey		72	2
13th	Laser	Gordon Belcher		84	2
14th	RS 400	Chris Ashby	Mike Smith	85	2
15th	Buzz	G Middlewood	Caroline Alexander	89	2
16th	Kestrel	Bob Dutton	Peter Good	89	2
17th	Miracle	David Hudson	Jackie Hudson	91	2
18th	Laser 4000	Stephen McCann	J Smith	98	2
19th	Laser Vortex A	Mike Gower		97	2
20th	Laser	Graham Jenkinson		104	2
21st	RS 800	Simon Conway	Sam Proctor	110	2
22nd	Phantom	Nick Fenton-Smith		111	2
23rd	Laser II	David Fenech	Allison Williams	114	2
24th	Miracle	Tom Lambert/Peter Heyes	Hanna???	122	2

## Wednesday Evenings 2005

Following on from last year's success, this year proved bigger and better:

- 61 boats entered one or more races (2004: 44).
- 9 boats scored in nine or more races for maximum points.
- There were 238 'boat-starts' (2004: 154).
- The average turnout was 14.
- The highest turnout was 23!

We lost three races to winds that simply faded away, and one where it was blowing too hard. Otherwise, winds were pretty good, with plenty of trapezing going on: indeed the Editor had his windiest race of the season one evening - the course three-sail-reached through Hoo Creek, and the sudden recollection that there is a submerged island 'somewhere' by the entrance sharpened the mind considerably...

We've hopefully learnt to look out for sea breezes that might die when setting courses, but to deal with those occasions when we get it wrong, we set a **time-limit for the first boat of 19:45, and 20:30 for the last boat**. This means you can get a tow home at a sensible time rather than staying out all night trying for a finish.

**Duties were a problem, however.** Despite the very welcome assistance of Terry Eaglestone, who drove the safety boat every third week, most weeks saw a cliff-hanger as the emergence of a duty crew was awaited. Some boats' crews did more than their share, others less (they know who they are!). To be fair, there were no guidelines as to what was reasonable.

Looking at the number of duties to be performed and the number of boats sailing, it's clear that things would run smoothly if everybody ensured that they had done one duty for every three races they sailed.

Less clear is what to do about opening and locking up the club facilities. After two seasons, the present 'keeper of the keys' has had enough of effectively acting as CDO every Wednesday and won't be doing it for a third year. Any ideas?

One other thing we still have to achieve: the shifting of committee meetings from Wednesdays from May to July to permit the bar to be open every week!

## Prizes

At this time last year we asked you for your views on club prizes, and since then the Sailing Committee has been racking its brains to come up with an alternative to the glasses that have been dished out for many years now.

They considered special boat stickers and rejected them. They considered tacky but pricey little trophies fit only for bin or loft. They considered special winners' clothing, but were unable to see how it would be possible to order the correct numbers, styles and sizes to suit all prize-winners.

They also took on board that many people like keep-sake prizes, which act as a record of their achievements over the years

So, what we've ended up with are **certificates and vouchers for club clothing**.

The certificates serve perfectly as results records, since they carry more information than could be fitted on the glassware. They also take up less house-room, and can easily be filed away.

With so many people buying club clothing with their vouchers, the stock is likely to be more up-to-date, and there should be more choice - even for our fashion-conscious teenagers!

Some of you will be surprised to be receiving prizes this year, as you won't necessarily have finished high up in the results. This is because the proposal much heralded in these pages has finally been implemented: prizes are not only being provided for winning series overall, but also for being **first in your category of boat**.

This is in recognition of the long-accepted fact that although the Portsmouth Yardstick system tells us how boats perform relative to each other *on average*, different conditions suit different boats, and the Medway provides a pretty exceptional set of conditions. Likewise, the winds may be stronger or weaker than average over a series. So, for example, if you sailed a new skiff style of boat and the winds were light and involved lots of non-spinnaker reaches, then frankly you'd be stuffed for overall honours. But you'll now find your reward in recognition that you were first asymmetric with a trapeze.

## Crews' Race

This year's Crews' Race took place in the morning before the Leigh Trophy, and was won by Brian Warwick. While Brian is undoubtedly a regular crew and thoroughly entitled to his win, he is also a helm and former boat owner in his own right, so that Alec Rodgers can congratulate himself on being first of the novice helms - a fine performance in his father Paul's Miracle.

Pos	Class	Helm	Crew	PY
1st	Wayfarer	Brian Warwick	Brian Lamb	1099
2nd	Miracle	Alec Rodgers	Paul Rodgers	1178
3rd	RS 200	Laura Aldis	Lucy Heather	1059
4th	Laser 4000	Matthew Robertson	Stewart Robertson	908
5th	Laser II	Ailson Williams	David Fenech	1035
6th	Laser 4000	Janice Smith	Steven McCann	908

## Evening Race

Pos	Class	Sail No	Helm	Crew
1	RS 200	872	Mark Heather	Doug Homer
2	RS 400	964	Chris Ashby	Mick Smith
3	Wayfarer	10201	Brian Lamb	Brian Warwick
4	Osprey	555	Paul Heather	Malcolm Lewy
5	RS 400	704	Colin Treadwell	Lauren Treadwell
6	Laser Radial	133369	Jo Wicken	
7	Kestrel	1510	Jeremy Drummond	Jane Drummond
8	Miracle	2870	Paul Rodgers	Alec Rodgers
9	Vortex Asym	1205	Grahame Smith	
10	OP14	12193	John Ireland	D Milverton
11	Laser 4000	4305	Peter Curl	Sonja Riley
12	Lark	2443	Geoff Lambert	
DNF	Laser 2000	21314	Jane Lambert	Paul Thorpe

### Regatta Miracles

1st	3795	David Hudson	Jackie Hudson	WSC	3
2nd	3805	Peter Homer	David Brooker	WSC	6
3rd	206	Colin Low	Martin Low	WSC	8
4th	3722	Lesley O'Rourke	Angie Clemence	WSC	10
5th	2870	Paul Rogers	Alco Rogers	WSC	13
6th	3718	Nina Wallis	Nicola Brant	WSC	16
7th	80	Peter Hayes	Samuel Hayes	WSC	23

## Leigh Trophy

This year's long distance trophy race was plagued with light winds, so that many competitors were deterred before the start. Indeed, the wind faded such that the course was eventually shortened at Otterham Fairway Buoy, ending the battle between Lucy Heather and Laura Aldis' RS200 and the Brians' Wayfarer, while a cluster of other RS's rued the large, but finally redundant, planing surfaces of their hulls.

1st	RS 200	Lucy Heather	Laura Aldis	1059
2nd	Wayfarer	Brian Lamb	Brian Warwick	1099
3rd	RS 800	Andy Pickrel	Nick Loft	822
4th	RS 800	Neil Ashby	Doug Homer	822
5th	RS 700	Richard Smith		857
6th	RS 800	Ian Parrie	Ian Foxwell	822
7th	Laser 4000	John Tinnane	Steve Tinnane	846
8th	Laser 4000	Stewart Robinson	Matt Robertson	908
9th	Contender	Martin Jones		994
10th	Contender	Matthew Love		994
11th	Vortex	Mike Gower		960
12th	Osprey	Malcolm Levey	Paul Heather	940
13th	Vortex	Phil Harris		960
14th	Miracle	Chris Cheninam	Terry Lovegrove	1178
15th	Miracle	Gordon Wallace	Leah Johnson	1178
16th	Miracle	Lesley O'Rourke	Peter Hayes	1178
16th	RS 400	Chris Ashby	Mike Smith	952
16th	RS 800	Simon Conway	Sam Pector	822
16th	Laser 4000	Steven McCann	Janice Smith	908



*You can't get flatter. Doug Horner takes his RS600 upwind.*  
Photo: David Hudson

## Miracle Fleet Report

### The Nationals

31st July to 4<sup>th</sup> August

Looking out the window at the blizzard this evening it doesn't seem possible that only four months ago we were sailing in the warm seas of Torbay and the beautiful setting of Brixham Harbour. Nevertheless my memories of Brixham sailing club and the warm reception we received from the club members will stay with me for a long time.

As I recall WSC entered seven boats, which is not a bad turnout considering the distance involved. Near on forty boats turned out every race and whilst the racing was competitive it was all very friendly with plenty of help afterward in the dinghy park – and some of us needed it believe me! The buddy system worked well for some but a lucky first race meant I was giving advice to a helm who beat me in every race thereafter.

Anyway, the weather was great and the sailing brilliant. The race organ-

isers were so professional and worked extremely hard to make sure everything went just right. Young trolley-dollies were a welcome sight bringing our trailers down at the end of each race, nearly as welcome as the pasties and sausage rolls in the dinghy park courtesy of the club. No need to worry about getting fat though, the climb up from the dinghy park to the club house made sure of that.

Free Miracle T-shirts for the helms (sponsored by Gill) was a splendid idea, so congratulations to the organisers again.

Brixham itself was a delightful place we thought, and we found the locals to be very friendly and helpful.

So in conclusion, although none of the Willies were in the top rankings we did have a lovely time. Peter Horner and Martin Lown were our champions coming 17<sup>th</sup> overall. Tina Wallis and Peter Clark came second in the youths race whilst Peter and Ben Collings were awarded the Endeavour Trophy for their determination and good spirit – their beaming smiles said it all really.

#### Fleet Evening

A date has not been set for the Fleet Evening as yet but please keep an eye on the notice board and watch out for an e.mail in your in tray.

And nominations for Fleet Captain are welcome as always.

#### Future Events for your diary

22nd-23rd April	North Lincs - Puddleduck.
6th-7th May	South Shields - North Eastern Areas.
13th-14th May	Delph - Northern's.
10th-11th June	Deben - Open Meeting.
17th-18th June	Staunton Harold - Midlands.
1st July	Killington Lake - Open Meeting.
2nd July	Teesdale - Open Meeting.
15th-16th July	Margate - Southern Areas.
5th-11th August	Bala - NATIONALS
9th-10th September	Girton - Open Meeting.
23rd-24th September	Draycote - Inlands.

#### Regatta Medium Handicap

1st	3000	Tony Hunt	David Bourne	WSC	6
2nd	Phantom	Neil Lamprell	N/A	WSC	7
3rd	Blaze	Ian Foxwell	N/A	WSC	9
4th	Blaze	Russ Hall	N/A	Broxbourne SC	12
5th	Phantom	Malcolm Levey	N/A	WSC	12
6th	Laser 2000	Roy Wensitt	Susan Raiser	WSC	22
7th	Laser 2000	David Vettergreen	Stanley Sport	WSC	25
8th	Kestrel	Bob Outon	Peter Good	WSC	26
9th	Laser	Scott Room	N/A	Broxbourne SC	27
10th	Phantom	Simon Hayes	N/A	Broxbourne SC	34
11th	Laser Radial	Amy Adams	N/A	Medway YC	35
12th	Phantom	Angelo Russo	N/A	Broxbourne SC	37
13th	Laser 2000	John Parsons	Bryan Dunmall	WSC	41
14th	Laser 2000	Jayne Lambert	Paul Thorpe	WSC	42
15th	Kestrel	Jeremy Drummond	Ian Drummond	WSC	42
16th	Phantom	Mark Dew	N/A	WSC	43
17th	Laser 2000	John Smith	Sally Taviner	Chichester	46
18th	Phantom	Geoffrey Lambert	N/A	WSC	46
19th	Laser II	Andrew Parsons	Andrew Smith	WSC	49
20th	Kestrel	Leonard Ayris	Nicholas Fenton Smith	WSC	50
21st	Laser Radial	Lucian Stone	N/A	Medway YC	50
22nd	Laser Radial	Jennifer Carroll	N/A	Broxbourne SC	54
23rd	Laser Radial	Dave Hayes	N/A	Broxbourne SC	60
24th	Scorpion	Mark Lee	Jane Drummond	Medway YC	64
25th	Laser Radial	Holly Hewitt	N/A	Medway YC	66
26th	3000	Grahame Smith	Nicola Smith	WSC	68
27th	3000	Thomas Lambert	Nicola Smith	WSC	70
28th	Laser	Steve Drain	N/A	WSC	75
29th	Laser	Marcel Lponder	N/A	WSC	75
30th	Blaze	Mark Daly	N/A	Medway YC	86



## Regatta Fast Handicap

1st	International Canoe	Mark Goodchild	N/A	Medway YC	4
2nd	International Canoe	Simon Allen	N/A	Hayling Island	5
3rd	Contender	Bernard Shapley	N/A	King George SC	11
4th	Buzz	Stuart Bailey	Hannah Packman	Medway YC	11
5th	Laser 4000	David Mason	Stuart Mason	WSC	13
6th	Osprey	Tim Kift	Paul Heather	WSC	17
7th	RS 400	Colin Treadwell	Lauren Treadwell	WSC	21
8th	Osprey	Marin Jones	John Osgood	WSC	22
9th	Osprey	John Shenton	Ricky Knights	WSC	27
10th	RS100	Mathew Wynn	N/A	WSC	28
11th	Hornet	John Waddington	Doreen Waddington	Medway YC	30
12th	Laser 4000	Feter Cui	Sonja Riley	WSC	32
13th	Laser 4000	Stewart Robertson	Various	WSC	33
14th	Vortex Asym	Andy Gibbs	N/A	WSC	40
15th	RS 400	Ian Wyatt	Sarah Wyatt	WSC	44
16th	Contender	Matthew Love	N/A	WSC	47
17th	Vortex Asym	Graham Smith	N/A	WSC	53
18th	Vortex	Mike Gosier	N/A	WSC	54
19th	Buzz	Andrew Bowes	Caroline Alexander	WSC	54
20th	Buzz	Marin Brown	Amenda Randall	WSC	57
21st	Laser 4000	Steve McCann	Janice Smith	WSC	63
22nd	Buzz	John Hewitt	Caroline Alexander	Medway YC	64
23rd	RS 800	Simon Conway	Sam Proctor	WSC	66
24th	RS 700	Richard Smith	N/A	WSC	66
25th	RS 600	Doug Homer	N/A	WSC	67
26th	Laser 5000	John Tinnams	Steve Tinnams	WSC	71

## Regatta Slow Handicap

1st	Graduate	David Wilson	Sandra Wilson	Broadwater	3
2nd	Topper	Jonathan Hewitt	N/A	Medway YC	7
3rd	Topper	Kerry Hall	N/A	Broxbourne SC	9
4th	Topper	Daniel Radrupp	N/A	Broxbourne SC	9
5th	Topper	John Walker	N/A	Broxbourne SC	15
6th	Boxun	Peter Moulton	Aaron Moulton	REYC	18
7th	Wanderer	John Talbot	Jean Whitaker	WSC	18
8th	Lark	Tom Kift	Lesh Johnson	WSC	21



*Lesley O'Rourke allows herself to be chauffeured by cruise organiser Paul Nudds*

Photo: Andrew Clarke

## MIRACLE FLEET SUMMER CRUISE

In total seven Miracles turned out plus three Wayfarers, although we made it clear to them we would not slow down for them to keep up. Even so, a Wayfarer still managed to be over the line at the start of a cruise [*Thought we were cruising? Ed.*]. The sun was shining and wind was light and patchy which meant you had to choose the right patch of water to make progress, but we eventually made our destination in time (2.5 hours) to tie up at the All Tide Landing of Queenborough Yacht Club (thanks guys!!) followed quickly by lunch and some beers at the Old House at Home on the Quayside [*Nice pint or so of Abbott. Ed.*].

The return journey was blessed with more wind and we made faster progress even though it turned out to be a beat, the last few miles turning into an unofficial race to see who could reach the clubhouse first; sadly the truth was the earlier beers were making swift progress a real necessity. A round journey of 10 miles each way was thoroughly enjoyed by all, and with a growing fleet of 19 Miracles we have more cruises in the pipeline.

## More Power

It's very difficult trying to write a year-end report, when the year doesn't seem to have an end. Well if not the year then definitely the sailing season, which seems to continue endlessly with just a name change for variation!

From a safety boat aspect it's nice to see so many dinghies regularly on the water, all going in roughly the same direction. I still feel that the standard of sailing is higher in Wilsonian than any other river-using club, which makes the safety crew's job a lot easier. Long may it continue

You will have noticed that we have had an almost complete change of fleet during the year, with only BLUEBIRD surviving out of the original four. LEANDER has gone off to better things, WILSONIAN will shortly be going the same way, both replaced by PUFFIN which is a recent acquisition from Thames Water; KINGFISHER has become KITTIWAKE and changed from an Avon Sea Rider to a Humber Destroyer. (If nothing else it has quietened the anti-flooded chamber faction of the club). From a boat point of view we are going into 2006 fully equipped with suitable equipment. However, it should be remembered that to drive ANY of the club's powerboats you must hold the appropriate qualification. This is RYA level one (displacement) powerboat certificate to drive PUFFIN and RYA Safety Boat certificate to drive either of the RIB's or REDSTART. If you qualified at any other centre, other than Wilsonian, you will need to be checked out before your name can be entered onto the list of approved powerboat drivers. This can be arranged at any time, including lunchtime or prior to racing on Sunday's. Please let Tom Sims or myself know as soon as possible if you require a check out.

The duty list is set out so that the first name against the boat is the designated helm. Please, if your name appears as helm, and you do not have the necessary qualification to do the duty, please let the duty secretary know as soon as possible so that alternative arrangements can be made. Better still, book yourself onto a training course and become qualified. If you haven't driven a RIB for some time and feel that you could benefit from a refresher course please let us know and we'll arrange something for you.

### Powerboat Team

It has been decided to disband the team with effect from the end of this year. Over the past three years they have carried out sterling work on behalf of the club, ensuring that we had adequate coverage for all the



*Sunday morning's Fast Handicap start.*

David and Jackie Hudson made certain of victory in the Miracle fleet to lift the Mirror Magnum Trophy by winning the first three races. A win by Peter Homer/David Brooker in the final race ensured second prize with Colin/Martin Lown having to settle for third.

### Regatta Wayfarers

1st	8288	Richard Stone	Catherine Gore	Medway YC	3
2nd	10201	Brian Lamb	Mike Smith	WSC	6
3rd	9471	Roger Gibbs	Nick Stewart	Medway YC	8
4th	10255	Stephen Walker-Davis	Barbara Walker-Davis	Medway YC	11
5th	9491	Andrew Pearson	Stan Benwell	Medway YC	16
6th	8595	Simon Winn	John Payer	Medway YC	17
7th	9468	Brian McKenzie	E McKenzie	Medway YC	19
8th	967	Chris Sayers	Joan Sayers	Medway YC	20
9th	236	Bob Meechem	Nick Hayes	WSC	27
10th	10437	Ray Vincent	Jayne Vincent	Medway YC	33

## Medway Regatta 2005 by Roy Winnett

The SeaBritain 2005 Medway Dinghy Regatta, held over the weekend 2nd and 3rd July, attracted an excellent entry of 81 boats, including 32 visitors, the biggest entry for several years. The event was hosted and organised by Wilsonian Sailing Club on behalf of the Medway Yachting Association and sponsored by Laser UK.

The weekend proved to be highly successful, if bar takings were any indication, while the light to moderate breeze with frequent wind shifts and strong ebb tide provided competitive conditions for the contestants in the four races (three to count).

International Canoe aces Mark Goodchild and Simon Allen, dominated the fast handicap event. Though in race one, Bernard Shapley (Contender) spoiled their campaign by winning on corrected time with Goodchild second and Allen third. After that hiccup Goodchild made sure of victory with two firsts and a second, while Allen secured runners-up spot with a first and two seconds. The tie for third spot was broken in Shapley favour with Stuart Bailey/Hannah Packman (Buzz) fourth. David/Stuart Mason (Laser 4000) picked up fifth prize and also the prize for first Laser, with Tim Kiff/Paul Heather (Osprey) sixth.

There was a close contest between Tony Hunt/David Bourne (Laser 3000), Neil Lamprell (Phantom) and Ian Foxwell (Blaze) for the medium handicap title. Foxwell was leading at the halfway stage but a first for Hunt/Bourne was sufficient for them to retain the Quintet Trophy, a couple of thirds for Lamprell secured second, while Foxwell was relegated to third overall after a disappointing pair of sixes. Russ Hall (Blaze) won the tie with Malcolm Levey (Phantom) for fourth and fifth places with Roy Winnett/Susan Raiser (Laser 2000) awarded sixth prize.

David and Sandra Wilson, as in past years, dominated the slow handicap event winning all four races to hold onto the Medway Regatta Trophy. Three Toppers were in the frame for runners-up spot but Jonathan Hewitt held off the challenge from Kerry Hall (third) and Daniel Redrupp (fourth).

The annual contest between the Wayfarers of Richard Stone/Catherine Gore and Brian Lamb/Mike Smith ended as usual with Stone/Gore walking off with the Matkin Trophy with three firsts and Lamb/Smith second on aggregate. Roger Gibbs/Nick Stewart chipped in with one win to secure third prize.

major events, and on average each member doing over twelve duties a year. Some, well, OK Terry, has done so many duties each year that he virtually had to be prised out of the boat to allow others to have a go. My heartfelt thanks go out to Terry, Ken Flowerday, Ian Gore who have been with the team since day one; Kevin Griffiths who spent two years with the team and Sue Raiser and Steve Drain who joined the team this year. The team also provided a RIB for three out of the four days of the Medway Keelboat Regatta, at the request of Medway YC.

The team have had to put up with a lot, especially from me, and normally managed to do it without too much complaining. Most of the team have now decided that they need more time to pursue other outlets (somebody even mentioned sailing), therefore we do not have enough members to make the team viable. However, there is still a need for volunteers to undertake extra helm duties, and if you are interested (there are bonuses to anybody who volunteers, such as a free Intermediate Powerboat course for anybody who volunteers to do an extra six duties per year) please let a Flag Officer, or Duty Secretary know as soon as possible, preferably before Christmas.

### Training

The club has carried out six level two powerboat courses; four safety boat; one intermediate and one advanced course throughout the year in addition to sixteen level two assessments for Isle of Sheppey SC and assisting Medway YC with their training courses. Although I do not have exact figures in front of me, no course is run with less than three students, which make a minimum of fifty six who have gained a powerboat qualification through Wilsonian's training. Well done to you all, and a big thanks to all the instructors who assisted in making these courses a success. As long as there is a demand for training we are more than happy to lay on the courses.

The club is now authorised to carry out SRC VHF radio training, and Dayskipper (Shorebased) training. If you need training in either of these disciplines please let Tom or me have your names as quickly as possible as it should be possible to arrange something over the winter months.

For all you sensible souls who have put your boats away for the winter – a Merry Christmas and New Year – for all you more durable souls – I'm sure we'll meet somewhere on the water in the coming months.

*John Gore*

(j.r.gore@btinternet.com)

## Medium Handicap Report

Another season has rushed by and for the Medium Handicap a very successful season it has been, with high turnouts and fleets within fleets increasing their numbers. The Laser 2000's were given the opportunity to form a class fleet by taking over the Wayfarer start, but I think wisely decided to see what they achieve over the 2006 season before taking that step.

There are some proposals that will be put to the members at our combined Fleet Evening 3<sup>rd</sup> December (this may reach you after the event) regarding how the fleets and racing will be structured next year. With the growing numbers in the Medium fleet we can either carry on as we are, move the handicap split so a 3<sup>rd</sup> handicap grouping is formed, Fast: <1001, Medium: 1001 to 1075 and Slow: >1075, or we have three courses Long, Medium and Short, and people choose each race which course they want to sail in and results only count in the course done [*Fleet Captains becoming 'Course Captains. Ed.]*. There are as usual pros and cons to all the ideas but it does demonstrate the success of the club that we can think about splitting fleets.

Next season I hope to organise a couple of training sessions on Saturday afternoons around May/June time aimed at the less experienced within the fleet. One aspect that could be covered is crewing - an important but often neglected skill. The training will be done within-fleet, so hopefully it shall cover what the trainees require.

As I have said before, the club can always do with more help in its running so please do not be backward in coming forward. If you would like to try setting the course one weekend or think you may enjoy a bigger role, let me know: there is plenty of room.

In this issue of 31½ the season's results will be found, and our congratulations to our winners. I also note those that may not have won anything but turnout regularly and slowly but surely improve their sailing skills; racing is not just about winning.

Last but not least my thanks to our vice-captain Tony Hunt for filling in the gaps when my attendance has not been all I hoped.

*Brian Reeve*

Phantom 1145

12th	Vortex Asym	Andy Gibbs		WSC	02:14:02
13th	Vortex Asym	Tony Coulson		WSC	02:14:13
14th	Wayfarer	Stephen Walder-Davis	Barbara Walder-Davis	MYC	02:14:20
15th	RS 800	Andrew Pickrell	Vivienne Pickrell	WSC	02:14:28
16th	Wayfarer	John Goudie	Nick Fenton-Smith	WSC	02:14:53
17th	Wayfarer	Simon Winn	John Flayer	MYC	02:15:20
18th	Wayfarer	Andrew Pearson	Stan Benwell	MYC	02:17:16
19th	Laser 2000	David Vettergreen	Stanley Sprot	WSC	02:17:44
20th	Wayfarer	Roger Gibbs	Mat Claridge	MYC	02:17:49
21st	Laser 4000	Tom Gray	Emily Stanbrook	MYC	02:19:31
22nd	Osprey	Paul Heather	John Osgood	WSC	02:19:51
23rd	RS 400	Colin Treadwell	Adam Treadwell	WSC	02:19:55
24th	Laser 2000	Roy Winnett	Geoff Lambert	WSC	02:20:00
25th	Laser 4000	Steve McCann	Chris McCann	WSC	02:22:38
26th	Contender	Matthew Love		WSC	02:23:19
27th	RS 600	Doug Horner		WSC	02:23:46
28th	Kestrel	Jeremy Drummond	Ian Drummond	WSC	02:24:38
29th	Wayfarer	Brian Ward	Jim Tyler	WSC	02:27:34
30th	Hornet	John Waddington	Fergus Catmur	MYC	02:28:49
31st	Laser 4000	Peter Curl	Sorja Riley	WSC	02:29:23
32nd	Buzz	James Stevens	James Acheson	MYC	02:30:26
33rd	Laser Radial	Amy Adams		MYC	02:31:01
34th	Laser	Ron Jarvis		WSC	02:32:42
35th	Laser 2000	Jayne Lambert	Paul Thorpe	WSC	02:32:47
36th	Miracle	Nina Wallis	Chris Wallis	WSC	02:35:18
37th	Buzz	Amanda Randall	David Fenech	WSC	02:36:18
37th	Kestrel	George Rogers	Andrew Rogers	WSC	02:36:18
39th	Miracle	David Hudson	Jackie Hudson	WSC	02:37:32
40th	Miracle	Lesley O' Rourke	Laurence Currie	WSC	02:38:57
41st	Vortex	Simon Middleton		WSC	02:40:47
42nd	3000	Thomas Lambert	Nicola Smith	WSC	02:42:21
43rd	Vortex Asym	Phil Harris		WSC	02:45:20
44th	Enterprise	Andy Hockey	Bryony Sharpen	WSC	02:46:55
45th	Vortex	Ray Craddock		WSC	02:50:51

## Wilsonian Grand Prix by Roy Winnett

Glorious sunshine, temperatures in the high 70's and a steady force 2-3 north-easterly attracted an excellent entry of 51 boats for the club's premier event, the Grand Prix Open meeting on Sunday 10th July. Craftinsure sponsored the event and for a change prizes were awarded to the overall winner and first boat in each category.

A long course was set with visits to numerous Medway Creeks, including Hoo, Otterham, Bartlett and South Yantlett. After a laborious beat downriver against the flood tide, the competitors were rewarded with more wind on the homeward trek and some superb spinnaker reaches.

Richard Smith sailed his RS 700 to perfection to claim overall winner's prize and lift the Philip Holmes Memorial Trophy. Sam Proctor teamed up with Ian Parris in his RS 800 and this proved to be a successful combination, taking line honours and third place on handicap, just 5 seconds adrift of Goodchild, and awarded the prize for first two-person trapeze boat with asymmetrical spinnaker. Brian Lamb/Brian Warwick's Wayfarer had a brilliant start and was left unchallenged by the other five Wayfarers to secure the prize for first two-person sitting out boat with symmetric spinnaker. Grahame Smith won the contest with the six Vortices by a clear margin and the prize for first single-handed boat with trapeze and asymmetric spinnaker. Ian Foxwell (Blaze) picked up the prize for first single-handed sitting-out boat without trapeze, while Tim Kift/Martin Jones (Osprey) was awarded the prize for first two-man boat with trapeze and symmetric spinnaker. Dave Vettergreen/Stan Sprot (Laser 2000) and Andy Hockey/Bryony Sharpen (Enterprise) received prizes for first two-person boats with asymmetric and without spinnaker.

1st	RS 700	Richard Smith		WSC	02:02:06
2nd	Intl Cance	Mark Goodchild		MYC	02:03:21
3rd	RS 800	Ian Parris	Sam Proctor	WSC	02:03:26
4th	3000	Tony Hunt	Suzanne Hall	WSC	02:06:05
5th	Laser 5000	J Tinnams	S Tinnams	WSC	02:06:55
6th	Laser 4000	David Mason	Stuart Mason	WSC	02:10:13
7th	Wayfarer	Brian Lamb	Brian Warwick	WSC	02:10:29
8th	Laser 4000	Stewart Robertson	Matthew Robertson	WSC	02:11:08
8th	Vortex Asym	Grahame Smith		WSC	02:11:08
10th	Blaze	Ian Foxwell		WSC	02:11:17
11th	Osprey	Tim Kift	Martin Jones	WSC	02:13:25

A variety of classes have been making the Editor's life hard in the Medium Fleet this year. Kestrels we've featured before, but Buzzes have also been popular. Caroline doesn't always aim straight at the buoys...



while Amanda and Martin have been coming steadily to grips with theirs.



Phantoms, like Mark Bew's, above, have always been tough to beat and are now so numerous that there have been mutterings about fleet status. Likewise for the Laser 2000's, here Nik and Catherine's shown left; the L2k's have had average turnouts of 3.5, set to rise next year with more boats on the way.

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## The Medway Prison Hulks by Paul Nudds

During the reign of Elizabeth I, the sentence of transportation began to be used as the most severe punishment available to the law below the death penalty. Thousands of people were sent over to the American colonies. With the end of the American War of Independence in 1776, this stopped and a crisis developed in the English penal system.

It was partly solved by housing many convicted criminals sentenced to hard labour on ageing warships, which could be anchored near the site of work. During the Napoleonic wars, their numbers grew to accommodate prisoners of war and spread to other rivers and estuaries, making them one of the features of life in the Medway Towns for many years.

The enormous numbers of prisoners of war brought to this country between 1793 and 1815 called into service more than 60 hulks. Some of the most notorious were moored off Chatham, Rochester and Sheerness, such as the *Brunswick*, where 460 prisoners were crowded at night into a deck measuring 125 x 40 feet and with a ceiling only 4 feet 10 inches high.

Despite these conditions, some prisoners spent their long days making the most extraordinary decorative objects out of bone, straw and hair. These they sold to local people and visitors and some of their efforts - including spectacular ship models - are on display at the town's Guildhall Museum.

As a man-of-war *HMS Bellerophon* distinguished herself in the first van of Nelson's fleet at Trafalgar. When decommissioned she was retrofitted and put into service as a hulk for "boy convicts" at Sheerness. The boys, some of them not more than eleven years of age, were soon moved to a smaller (less suitable) vessel. *Bellerophon* took adult convicts aboard, many of whom went ashore each day to work on Sheerness harbour projects. *Bellerophon* continued as a prison hulk at Sheerness for nine years, usually having aboard about 480 convicts.

After the end of the war, hulks remained on the Medway, housing civilian prisoners. It is a Medway hulk from which Magwitch escapes in Charles Dickens' *Great Expectations*, which is described in the book as lying "out a little way from the mud of the shore, like a wicked Noah's ark."

The last of the English prison hulks was destroyed by fire at Woolwich in 1857, on 14 July - Bastille Day.

...though even Ian & Grahame aren't perfect...



several boat lengths, feed the power on by easing up on the helm. Too much heel means, decrease the rate of turn, it's a gentle thing, a bit like a car on the motorway – no sudden steering movements. When the acceleration de-

creases that's the time when the crew can come in and start hoisting the kite.

### Next time

Oh yes, I forgot about hoisting



...they can get it right...

kites - that'll have to wait to next time. But just to whet your appetite, these boats have kites which more than double their sail area.

Whilst I prepare for the next magazine you might like to contemplate the consequences of crossing ahead of boats like these.

*Stewart*



...as can Simon & Sam.

## (The Last) Wayfarer Fleet Report

Another Summer Season is over with continuing low racing turnouts. The result is that I regret to announce that the Wayfarers have now lost fleet status within the club. We will no longer have a separate start for points racing, with trophies for the Wayfarer fleet. However, I do expect there will be a Wayfarer fleet for the Medway Regatta provided that there are enough visitors.



**Q.** Where will we get our racing now?

**A.** We will join the Medium Fleet in principle, or the appropriate fleet for our type of boat once the Sailing Committee has completed its deliberations on the future constitution of fleets at the club.

**Q.** Will we have a Wayfarer fleet evening?

**A.** Yes and no. For ongoing sailing business, we have been invited to the Medium fleet evening on **Saturday 3<sup>rd</sup> December 2005**. This will cover presentation of trophies and future sailing arrangements. I intend to arrange a wake for the Wayfarer fleet some time in the New Year, to which I will invite our friends from the MYC Wayfarer fleet.

**Q.** What about the cruisers?

**A.** Wayfarer Association cruises will be arranged as before through UKWA contact. Otherwise carry on as you are now except to note WSC cruising guidelines as they are published from time to time.

Apart from the bad news – Happy Sailing!

*John Goudie*  
W9812 'Cathessa'

[Also, WSC members can still 'guest' in MYC Wayfarer racing. Ed]



*John Goudie sails into the unknown with - wait a moment, that's the Editor's crew!*

## Junior Fleet Report

Junior week August 05, was popular from the start with every place taken, and some reserves. The forecast was good with the promise of sun. Then came along Wednesday, all the adults were in doubt about the day's sailing but the juniors said let's have a go. How right they were; all had fun fighting with the elements to a point where young Brian Lamb just had to have a go in a Topper!! With a good demonstration of capsize drill. The patrol boat crews had plenty of lee shore work and wind against tide handling keeping them on their toes. There was a grand display of Laser Vago upside down sailing during the week from a couple of experienced Wilsonians much to the delight of the junior spectators, with an enormous cheer on the first capsize running into boredom after the sixth.

Ann Heather made sure the organisation was very slick and all the juniors and parents pass on their compliments and thanks. There was much effort put into the week by all the instructors a very big thanks from all us juniors.

The week started with a couple of tents in the car park. The CDO Colin Lown and his wife Maureen and son Martin thought they would be camping alone. Paul thought that he and Mum would have a quiet week under canvas joined by Carol on a week Summer Holiday. Unfortunately Mum got a bit over-excited (not unusual) and went into boy scout mode, telling everyone of the week's camp ahead, when people said they hadn't got tents she even supplied those as well. The evenings passed quickly with silly games, videos, plus a trip to the cinema and a BBQ.

The WP's (Wilsonian Police) patrolled the camp site after curfew. "Pipe down Paul" and "Shut up Smith" tried to keep the noise level to a minimum, but failed miserably. They're camping at MYC next year.

A good fun time was had by all, and we are looking forward to junior week 2006.

Thanks.

*Tom Lambert.*



it, but once you have, it seems so obvious. Once grasped these boats are not as difficult to sail as you might expect – well not at ordinary wind speeds!



*so, gently does it, Simon & Sam...*

### Bear Away

Consider now the bear away at the windward mark.

Those of you who have sailed the Laser will know the awful feeling when you "up the helm" and the boat heels and stops. With more experience you learn to hike hard as you bear away, and then one day in strong winds the boat suddenly shoots away from underneath you and you capsize to windward.



*...or else*

Now visualise doing the same thing with both crew and helm on the wire. It is imperative that you do this at a nice radius. Firstly you mustn't bear away too quickly because as you "up the helm" the power comes on hard as the boat accelerates. Then you have to be oh-so-careful not to bear away too far, because if you do, that speed you've just acquired will overtake the wind – and then suddenly you don't have any power at all!

To compound things, these boats have big, roached sails and fine bows, they push their bows under if the crew don't move back at the right moment. Worse still (the 49er didn't seem as bad as the RS800 at this next trick) the boat is accelerating from say 7 knots to 16 in a couple of boat lengths – that's a bit like standing on a bus with nothing to hang onto – its very easy to lose a footing. No, I forget, the worse thing is when the helmsman bears away just a little too fast and the boat sails off, away from you feet! It's very hard to keep a footing in those circumstances.

So what is the technique? Well it's a question of radius. Aim to use

point because I haven't got accurate figures to use, however there are actually two points I want to make.

One that may have escaped your notice is that our theoretical RS 800 is now doing 12 kn in 10 kn of wind and it is sailing downwind. Not like our example Laser, directly downwind but on the other hand it is travelling at 3 times the speed!

The second point I want to make is that the power developed by the sails is equal to the square of the wind speed (trust me). Our theoretical RS 800 is now experiencing a windspeed of about 15 kn (again you'll have to trust me) and that develops over two times the power of a 10 kn breeze. Given that our RS 800 is a planing boat you might believe me when I tell you that roughly twice the power gives twice the speed so my estimated of a speed of 12 kn is very conservative.

### Amplified

The really significant point is that should the helmsman head up a little there is a very real chance of the boat being overpowered – even in 10kn of wind because the boat's speed is not going to suddenly drop. So you get the increased power of an increase in apparent wind and a substantial shift forward and we all know what that does when you've got the kite up; all this with only a small deviation of the helm!

Worse still is a touch too much bearing away by the helmsman, because in such a situation the boat suddenly "overtakes" the real wind, giving a momentary loss of heeling force as the apparent wind dies when your speed matches or even exceeds the real wind. OK for gybing but otherwise disaster.

Now you can see how significant a small change of course can be in boats such as these. In slower boats the true wind is of greater significance than the apparent wind – hence a little inaccuracy in heading up or down has a small effect on the heeling forces. In these really high performance boats the apparent wind dominates and small deviations create large changes in heeling force.

### Gently Does It

In slower boats it is legitimate to suddenly bear away on a wave or in a gust, but in the boats we have been talking about the steering has to be very carefully applied. It's not the sheets that are used to control these boats' heeling forces but the helm. It is surprising just how careful and smooth you have to be. I'm afraid the only way to understand it is to try

## 2006 Junior Diary Dates



Radials and Oppies plus a Fast and Slow Handicap Fleet.

The programme includes series racing plus an all-comers pursuit race. All participants camp with their county/association team.

Come and be part of the Kent Team at the NSSA National Youth Regatta (four Wilsonian members took part at Grafham 2005)

Sunday 23<sup>rd</sup> July – Friday 28<sup>th</sup> July 2006 at Bassenthwaite in the Lake District.

If you are under 19 on 31.8.06 then you can join in. Class racing for Toppers, Standard Lasers, Laser



Before that we have:

the KSSA Opening Splash at Wilsonian on Saturday 29th April, the WSC Topper, Laser 4.7 & Radial Open on 27th May.



And afterwards:

22nd-26th August, WSC Junior Training Week.

Watch out for further information on the KSSA website [www.kssa.co.uk](http://www.kssa.co.uk) in the Spring.



*[Stewart Robertson will be known to most of you as the bearded 4000 sailor who joined the club this season. But Stewart has a lot of previous experience outside of L4k's, and has written a series of articles. Here's the first. Photos by David Hudson]*

## What's it like sailing the RS 800 & the 49er?

It's fascinating. It's different and it's not that much like an RS400.

I thought sailing the RS 800 and the 49er would be much the same, only a little faster than an RS 400. I was wrong, these boats are so dramatically faster that they present problems difficult to anticipate by sailing slower craft.

### Performance

Let's get their performance in perspective. Take yardsticks as an example. A Wayfarer has a yardstick of 1099, if you then switch to a Laser you get a yardstick of 1078, about a 2% increase in speed. Likewise a switch from the Laser to a RS 200 gives about another 2%. Now switch to a 400 and you get a seemingly large increase of 10% and a yardstick of 952.

But look at the RS 800 and the 49er, a whacking 17% or 26% increase over the RS 400. The 400 is a fast boat but the 800 and the 49er are in a different league.

Class	PY No.	% faster than Wayfarer
Wayfarer	1099	
Laser	1078	2%
RS 200	1062	4%
RS 400	958	15%
RS 800	822	34%
49er	760	47%

### Power

Here is another startling measure – power to weight ratio. A Wayfarer has quite a large spinnaker of 13.5 m<sup>2</sup> but drags a hull, which weighs in at 170kg before you put the rig and other bits and pieces onto it – probably over 230kg. Probably the most useful measure would be downwind sail area against all up weight.

The weights are estimates on my part, except for the RS 800 which I know to be a mere 110kg all up. Just look at the sail areas. No wonder these boats are so fast the RS 800 is incredibly light and the 49er has an outrageous sail area.

Class	Weight	Sail Area
Wayfarer	230kg	27m <sup>2</sup>
Laser	90kg	7m <sup>2</sup>
RS 400	125kg	26m <sup>2</sup>
RS 800	110kg	38m <sup>2</sup>
49er	130kg	59m <sup>2</sup>

Well how does this translate into sailing? Firstly it must be said that these are difficult boats to sail. They both cover the ground so fast that it's akin to driving a Ferrari in a car park.

### In Your Face

These boats do something which is often talked about but hardly noticeable in slower boats. It is something, which is significant in the RS 400 and to a lesser extent is important in all boats. But in these very high performance boats it hits you in the face (literally) to such an extent that you gain a new insight. The effect I'm talking about is the change of apparent wind, with speed. It's a change in wind speed and direction, and these boats make what is subtle in other boats so clear it brings a new understanding.

I will now endeavour to explain. You know the theory – as you go faster the apparent wind moves forward and increases in strength. But consider when you have a boat of such power-to-weight ratio, that the increase in apparent wind strength increases the speed and this provides more wind and more speed again. It's an accumulative effect, now in most ordinary boats this doesn't happen. Most ordinary boats have to deal with the transition from displacement sailing to planing. They have a band in their speed range where an increase in power does not increase speed but simply increases waves. A large increase in power breaks these boats free from displacement sailing and they start to plane. RS 800s and 49ers are always planing (if they're not planing they're stopped) therefore any increase in power produces an increase in speed.

### Knotted?

I'll try to minimise the maths but lets assume some simple figures. 10 knots of wind gives a theoretical maximum downwind speed of 10 knots. A Laser might just reach 4 knots downwind and 6 kn across wind. A RS 800 would probably be no faster dead downwind than a Laser but across the wind, with spinnaker, would probably get up to about 10 kn. Assuming a beam reach the 800 would therefore experience an apparent wind of 14.2 kn and this would be 45 degrees off the bow. Now that would feel quite windy and might be too much to carry the kite so the helmsman would bear away and the boat would go a little faster say 12 knots.

### Maths

I know I could bore you with the maths at this point and there is little