

Calendar

Date	Time	Event	Contact/Notes
16 Apr	14:00	Commodore's Race 1	
Sat 29 Apr		KSSA Opening Splash	
Mon 01 May	14:00	Start practice in Hoo Bay with a committee boat	Tony Hunt
Wed 03 May	18:30	First Wednesday Evening Race	
Sat 27 May	11:00	Topper & Laser Radial/4.7 Open	Jo Wicken
Mon 29 May	14:00	First Pursuit Race (Bank Holiday)	Tony Hunt
04 June	11:00	South Kent Race	
25 June	11:30	WILSONIAN GRAND PRIX*	Our Premier Event
02 July		MYC Medway Marathon* www.medwaysachtclub.com	No club racing
8 July	11:00	Medway Dinghy Regatta	Steve James
9 July	10:00		
22-26 Aug		Junior Training Week	Anne Heather
27 Aug	14:00	Three Race Regatta	Allow time to sail to start nr. Folly
Mon 28 Aug	14:00	Pursuit Race 2 (Bank Holiday)	Tony Hunt
30 Aug	18:30	Last Wednesday Evening Race	
10 Sept	11:00/05	Crews' Race/Singlehanded Race Leigh Trophy	
	14:00		
Sat 16 Sep		WSC v. MYC Inter-Club Challenge Finale*	+ evening social
21st Oct		Children in Need Sail	Tom Lambert
29 Oct	13:30	Laying-Up Cup	

* counts toward Inter-Club Challenge

Spring 2006
Issue 84

31½

The Wilsonian Sailing Club Magazine



On the cover: Hoo Freezer winner Richard Stenhouse storms in to the leeward mark in his Musto Skiff (MPS)

Photo Peter Horner

Editorial

Tony Hunt

This year's Warm-Up Series must have been the coldest yet (not too bad in the race box, though!), which by the law of averages should mean we're in for a long, hot summer.

My photo-stock, leaves some classes under-represented, so if you feel your class is one such, send me a shot of your boat N.B. there are only so many shots of Kestrels I can include!

More important: I'm under instructions to stress to everybody that the parts of the dinghy park topped with planings have a membrane underneath which must on no account be punctured. So please don't use stakes, spikes etc.; there should be plenty of concrete-filled tyres about to tie your boat down to instead.

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

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The Editor had an interesting Winter Series with the new 3000 prototype. Despite bursts of speed, a number of features in need of development (besides the helmsman) were identified.

Photo: Dave Vettergreen

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lowed Steve Restall/Simon Cory (Buzz) through, they were awarded sixth prize on corrected time with Restall/Cory seventh. Mark Heather/Doug Horner (Laser 4000) rounded the course unscathed to pick up eighth prize while the Merlin Rockets of Lewis/Beaumont and Rien Zilvold/Julie Nuttal won ninth and tenth prizes respectively. Tom Sims awarded 'The Race Officer's Prize' to Kit Stenhouse, for superb seamanship in sailing her Musto Skiff in the challenging conditions.

Richard and Kit Stenhouse also shared the 'Highest Placed Class Team' prize with Barry Sutton. While the 'Highest Placed Club Prize' was won by the Whitstable YC team of Chris Lewis/Jane Beaumont Howard Paterson/Austin Scully and Neil Ashby/Roz Allen.

PRIZE WINNERS

Hoo Freezer 2006 Overall

- 1st Richard Stenhouse, Musto Skiff, Rutland SC
- 2nd Neil Ashby/Rozalyn Allen, RS800, Whitstable YC
- 3rd Simon Allen, International Canoe, Hayling Island SC
- 4th David Hall/Paul Constable, 29ER XX, Thorpe Bay YC
- 5th Martin Scarth/Nigel Sheppard, Fireball, Blackwater SC
- 6th Tony Hunt/David Bourne, Laser 3000, Wilsonian SC
- 7th Steve Restall/Simon Cory, Buzz, Downs SC
- 8th Mark Heather/Doug Homer, Laser 4000, Wilsonian SC
- 9th Howard Paterson/Austin Scully, Merlin-Rocket, Whitstable YC
- 10th Rien Zilvold/Julie Nuttal, Merlin-Rocket, Whitstable YC

Practice Race (Saturday)

- 1st Chris Lewns/Jane Beaumont, Merlin Rocket, Whitstable YC

Highest Placed Club Team

Whitstable Yacht Club: Chris Lewns/Jane Beaumont (Merlin Rocket), Howard Paterson/Austin Scully (Merlin Rocket), Neil Ashby/Roz Allen (RS800)

Highest Placed Class Team

Musto Skiff: Richard Stenhouse (Rutland SC), Kit Stenhouse (Rutland SC), Barry Sutton (Whitstable YC)

First Youth Sailor

Joseph MacGregor, Topper, Bewl Valley SC

Highest Placed Boat Saturday and Sunday Combined

Richard Stenhouse, Musto Skiff, Rutland SC

Race Officer's Prize

Kit Stenhouse, Musto Skiff, Rutland SC

The Hoo Freezer

by Roy Winnett

The 35th Hoo Freezer, sponsored by Hoo Marina, Pirates Cave and Medway Bridge Marina (Boat Sales), was held over the weekend 28th and 29th February. Hoo Ness Yacht Club hosts the event, with assistance from Wilsonian Sailing Club and help from other clubs on the Medway, the Coast Guard, Scouts and St Johns Ambulance, providing safety boat and medical cover.

The usual format was followed, a practice race on the Saturday, the Hoo Freezer on Sunday, a lapping course with results based on average lap times and separate starts for fast, medium and slow handicap.

A dusting of snow on the downs and a chilly force 3 - 4 north-easterly set a suitable scene for the 34 entries in the practice race. Richard Stenhouse (Musto Skiff) led the Fast Handicap boats all the way, survived a 20 - 25 knot squall in the final lap to claim line honours, but relegated to fourth on corrected time. Chris Lewis/Jane Beaumont (Merlin Rocket), last year's runner-up, stormed round the course ahead of the Medium Handicap fleet to win on handicap and lift the Sun Wharf Cup, while club team-mate Howard Paterson/Austin Scully (Merlin Rocket) chased close behind for runners-up spot.

Cloudless skies, a steady force 5 to 6 northeasterly and a heavy overnight frost greeted the 57 entries on Sunday morning - what could be more perfect and appropriate for the Hoo Freezer? The set course provided exhilarating downwind spinnaker reaches to complete the perfection. However, these conditions also took their toll as just 31 boats managed to get a finish, many giving up the struggle after numerous dunkings.

Stenhouse was again in great form, this time chasing Neil Ashby/Roz Allen (RS 800). Ashby/Allen gradually eased ahead over the three laps for line honours to finish 5 minutes clear, but Stenhouse won on corrected time by an eight second margin to claim the Hoo Freezer Cup and the Gransden Marine Trophy for highest placed boat Saturday and Sunday combined.

Simon Allen (Int. Canoe) won the close tussle for third, with David Hall/Paul Constable, sailing the new 29ER XX, settling for fourth, and Martin Scarth/Nigel Sheppard (Fireball) fifth, just 3 seconds adrift on corrected time.

Tony Hunt/David Bourne (Laser 3000) led the Medium Handicap fleet over the first round and despite a dip on the homeward leg, which al-

From the Commodore

Colin Treadwell

As you may well know by now, I never like to miss an opportunity to thank those members who do so much for our great Club. It is for this reason that I make no apology for starting this, my first, article as Commodore with a few words of thanks.

Firstly, my thanks go to Roy Winnett for his sterling leadership as Commodore over the last couple of years, setting very high standards and a hard act for me to follow. He has worked tirelessly and enthusiastically, giving up a lot of his personal time, for the benefit of the Club. In fact, thinking back over the last two years, I can hardly think of a time when I turned up at the Club, whatever the day of the week, and Roy was not already on site doing one thing or another. Thanks very much Roy.

Brian Lamb has now completed his six year sentence as a flag officer and, once again, I would like to thank Brian for all his efforts and support over that period. He has now assumed the unenviable task of Duty List Secretary so, putting everything into perspective, perhaps the last six years may be seen to be a bit of a doddle!! Seriously, though, thanks very much Brian.

Ray Craddock has retired from the position of Bosun after a number of years' service, doing an excellent job in getting and keeping the displacement boats in action, including the re-launching of Wilsonian after several years being laid up in the dinghy park. Sadly, though, we have since decided to dispose of Wilsonian, having purchased her replacement "Puffin". My thanks go to Ray for all the time and effort he dedicated to the Club during his years as Bosun.

I extend a warm welcome to Brian Warwick, John Shenton and Martin Vinton, all of whom kindly volunteered their services to the General Committee. I feel sure the General Committee will benefit greatly.

The AGM was reasonably well attended this year, the minutes of which feature hereinafter.

The winter work parties were all well attended and very successful, with a considerable amount of work having been completed, including a new dinghy park surface between the two slipways, now levelled and topped with planings. Thanks to everyone for helping us complete our schedule of work. *[NB when parked on the planings: please do not use stakes to tie your boat down, but use the weighted tyres provided instead. Ed]*

One of the challenges facing the General Committee over the coming season is that of waste disposal and general environmental issues. A sub-committee will be formed later in the year to explore the threats and opportunities we may be facing, and to report their findings. We would very much like to hear from you if you have any views on such matters, particularly in relation to waste disposal, so that we can include these thoughts in our deliberations. Please let me have your views, preferably in writing or by e-mail.

Finally, with the new season now under way, I would like to take this opportunity to make one simple request. My main purpose in being a member of the club is to spend my Sundays with my family and race with Lauren, and would therefore like to keep Sundays solely for that purpose without distractions concerning non-urgent club matters. I spend precious little time with each of them as it is. I would therefore respectfully ask that, unless urgent or critical, any concerns, criticisms questions or suggestions be brought to my attention at the end of the day after sailing, preferably at the bar over a beer, rather than during the course of the day, including lunch. Clearly, this is not to suggest that I wish to avoid my responsibilities as Commodore, and would wish to deal immediately with anything that may be critical or urgent. I therefore conclude by thanking everyone for their understanding in this regard.

It just remains for me to wish everyone a very enjoyable and successful season. Bon voyage.

Colin Treadwell

In keeping, perhaps, with his wishes for a low profile before bar-time on Sundays, photos of the new Commodore are few and far between.

Here's one from a while back, but we gather that a new boat might be on the cards...



The 2006 Warm-Up Series

For some mysterious reason, despite bitter cold and howling winds resulting in much cold and prolonged swimming, with 28 entries this series goes from strength to strength. Maybe it's the fierceness of the competition, as although Neil Lamprell won by a clear margin, second place was still up for grabs by any one of five different boats, including two ex-club Larks - and you all thought they were *so slow* - though it must be said, they've been heavily breathed upon! Equally, we're always being told that racing a Miracle is a hopeless proposition, but Peter Horner and David Brooker achieved their 2nd place after sailing only the minimum number of races; one more blowy week and they might have won overall - in a Force 5 they were seen planing to windward!

1st	Phantom	Neil Lamprell		1047	8
2nd	Miracle	Peter Horner	David Brooker	1178	18
3rd	Buzz	Ian Parris	Caroline Alexander	1005	20
4th	Lark	Ian Foxwell	Hannah Packman/Katharine Sampson	1073	22
5th	Laser 2000	Jonathon Schofield	Annemarie Whelan/Sue Coles/Rachel Berringham	1089	28
6th	Laser	Des Davis		1078	29
7th	Lark	Katharine Sampson/Des Davis	Aileen Darblan Parris/Cat	1073	30
8th	Vortex A	Mike Gower		930	32
9th	RS600	Simon Conway	Sam Procter	822	43
10th	Vortex	Simon Middleton		960	52
11th	Laser II	David Fenech	Aileen Williams	1035	55
12th	Laser Radial	Marin Vinton		1101	60
13th	Contender	Steve Timmins		994	67
14th	Osprey	Paul Heather	Jon Osgood	940	75
16th	RS200	Holly Hewatt/Stuart Bailey	Emily Starbrook/Mark Owens	1059	84
16th	Scorpion	Mark Lee	Stuart Bailey/John Hewatt	1056	90
17th	Topper	Stephanie Wicken		1290	92
18th	Musto Skiff	Grahame Smith		875	99
19th	RS200	Mark Heather	Lucy Heather	1059	118
20th	Phantom	Malcolm Levey		1047	122
21st	Buzz	Amanda Randall	Martin Brown	1005	126
22nd	Musto Skiff	Nick Lett		875	124
23rd	RS600	Doug Horner		820	128

The 2006 Chilly Willies by Roy Winnett

This year's New Year's Day race attracted an excellent entry of 25 boats including five visitors and the entry fees raised £145 for the RNLI. Fortunately the snow and ice of the previous week had disappeared and a force 2 to 3 north-westerly was just sufficient to provide an enjoyable midday race for all. To accommodate boats ranging from the RS 800 to the humble Topper, results were based on average lap time.

The RS 800 of Ian Parris and Sam Proctor led the way with the RS 400 of Sally and Martyn Styles shadowing them and although 14 minutes separated them at the line, the Styles won by a seven second margin on corrected time. Meanwhile, Mike Gower and Phil Harris battled it out in their Laser Vortex asymmetrics. Gower edged ahead of Harris on the final beat to the line to pick up fourth and fifth prizes, as Steve Restall and Frank Catt, finishing six minutes later in their Buzz, claimed third prize on handicap.

1st	RS 400	Sally Styles	Martyn Styles	Downs SC	952	01:47:22
2nd	RS 800	Ian Parris	Sam Proctor	Wilsonian SC	822	01:47:35
3rd	Buzz	Steve Restall	Frank Catt	Downs SC	1005	01:47:53
4th	Vortex Asym	Mike Gower		Wilsonian SC	930	01:48:52
5th	Vortex Asym	Phil Harris		Wilsonian SC	930	01:50:02
6th	Wayfarer	Brian Lamb	Brian Warwick	Wilsonian SC	1099	01:50:31
7th	Wayfarer	Nick Stewart	Brian McKenzie	Medway YC	1099	01:51:17
8th	Buzz	D Davis	Caroline Alexander	Wilsonian SC	1005	01:55:55
9th	Laser 2000	Roy Winnett	Geoff Lambert	Wilsonian SC	1089	01:56:13
10th	Miracle	Peter Homer	Stephanie Wicken	Wilsonian SC	1178	01:57:09
11th	Lark	Katherine Sampson	Aileen Dart	MYC/WSC	1073	01:58:16
12th	Buzz	Stuart Bailey	Zoe Noble	Medway YC	1005	01:59:08
13th	Laser Radial	Jo Wicken		Wilsonian SC	1101	02:01:12
14th	Laser II	David Fenech	Aileen Williams	Wilsonian SC	1035	02:03:15
15th	Vortex	Simon Middleton		Wilsonian SC	990	02:04:39
16th	Lark	Ian Fowell	Hannah Packman	Wilsonian SC	1073	02:05:14
17th	Miracle	Lesley O'Rourke	Steve Drain	Wilsonian SC	1178	02:06:38
18th	Laser 2000	Thomas Lambert	Nicola Smith	Wilsonian SC	1089	02:10:24

Sailing Secretary's Report

WSC 2006 season started on February 19 with Warm-Up-Series, another record-breaking 28 boats entered. However, I am still surprised by the low turn-out of our smaller sitting out boats which this short course average lap event suits? I would like to record my thanks to all the volunteers who helped me run series.

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

- Reversed the start sequence e.g. Miracle with Slow & Junior start first 11:00/14:00, then Medium Handicap 11:05/14:05 and last Fast Handicap 11:10/14:10. This is not to give me more time in bed on a Sunday morning, but to help safety boat cover. You may have noticed the Wayfarer fleet no longer have fleet status, this is due to turn out levels falling below threshold. We are looking for a fleet to replace Wayfarers but at moment the only fleet potentially meeting the threshold is Laser 2000 and they have turned it down for 2006.
- Retained staggered starts for South Kent & Leigh Trophy, although it's not an even stagger - smaller gap between Slow & Medium than Medium & Fast. This is to try and get all boats rounding South Kent buoy at same time (I have booked the inside overlap!) and all boats through creeks at same time, again this is for safety boat cover.
- After much debate the Commodore's series reverts back to two courses, Commodores "1 Long Course" and Commodores "2 Shorter Course". Races being started from a Committee boat in Hoo Bay or St Mary's Island depending on wind direction, ten minute separation between starts, Long Course off first.
- Pushing hard again the Grand Prix as our prime event, same philosophy as last year all major events together: Grand Prix 25 June, week later Medway Marathon (no scheduled racing at WSC) and week after that Regatta. Idea being once your invited friends here for Grand Prix they stay for three weekends.
- Medway Regatta Miracles and Vortex's using event to host open meetings.
- Pursuit races - as attendance grew in 2005 we have retained these on Whitsun & August Bank Holiday Mondays.
- Start practice with a Committee Boat, Monday, 1st May.
- Wednesday evening series will be continued and expected to at-

tract more competitors, however can't continue with ad-hoc duties as previous years.

It's time for rest of you to come out of hibernation and start to use club for its intended purpose [though before sitting at the bar, you could try sailing first. Ed].

Ian Parris
RS800 872

Ian cuts a dash during the Freezer practice race



Photo:
Peter Horner

Start Practice

Keen readers of their Sailing Programme will have noticed this entry on Monday 1st May, 14:00 onwards.

Apart from Commodore's races, the Grand Prix and Three Race Regatta, we get very little committee boat start practice at our club - something which is bread and butter at many others.

So then to help you all, some fun practice. We'll have a boat, a line and a windward mark in Hoo Bay. Start, round the w/w mark and then back through the line. Three-minute count-down sequences (set up your watch countdown accordingly) starting as soon as the last boat has finished from the previous start.

No results, no prizes, just keep trying to get to the right place on that line at 0 seconds. Watch out, we'll be varying the line bias. And remember: you can't demand 'water' from a leeward boat on a starting mark, but she must not sail above a close-hauled course after the start signal.

Long Course

1st	3000	Tony Hunt	David Bourne/Suzanne Hall	8
2nd	Buzz	Stuart Bailey	Hannah Packman	11
3rd	RS 800	Ian Parris	Ian Foxwell/Doug Homer/John Hewat	23
4th	Osprey	Tim Kift	Matthew Love	27
5th	Laser Vortex A	Grahame Smith		28
6th	RS 800	Simon Conway	Sam Procter	37
7th	Laser 4000	Peter Cull	Sonja Riley/Caroline Alexander	43
8th	Laser 5000	John Tritams	Steve Timmons	47
9th	RS 800	Andy Pickrell	Janice Smith/Caroline Alexander	48
10th	Laser Vortex A	Mike Gower		79
11th	Laser 4000	Stewart Robertson	Richard Metcalfe	88
12th	Laser Vortex	Simon Middleton		97

Medium Course

1st	Phantom	Neil Lamprell		9
2nd	Wayfarer	Brian Lamb	Brian Warwick	14
3rd	Laser 2000	Roy Winnet/Geoff Lambert	Geoff Lambert/Jo Wicken	27
4th	Laser	Martin Vinton		43
5th	Laser 2000	John Parsons	Brian Dunmail	53
6th	Laser 2000	Nik Antonakides	Andy Klenas	60
7th	Laser II	David Fenech	Alison Williams	70
8th	Blaze	Ian Foxwell/Andrew Smith		87
9th	RS 200	Lucy Heather	Laura Aldis/Doug Homer/Mark Heather	87
10th	Laser 2000	Jayne Lambert	Paul Thorpe	98
11th	3000	Tom Lambert	Nicola Smith	98
12th	Phantom	Malcolm Lacey		103

Lapping Course

1st	Miracle	Peter Horner	David Brooker/Sonja Riley	7
2nd	Miracle	Lorley O'Rourke	Paul Rodgers/Edward LeGassick	12
3rd	Topper	Stephanie Wicken		24
4th	420	Alec Rodgers	Tom Kift	31
5th	Laser Radial	Jo Wicken		38
6th	Miracle	Nina Wallis	Chris Wallis	43

2005 Open Winter Series by Roy Winnett

There were 23 entries in each of the Long and Medium Course series, and nine boats competed on the Lapping Course, a gratifying total of 55 entries. It would be nice to report that we had loads of visiting boats, but there were only five; on the other hand, the figures show an excellent turnout from our own club. After survival conditions for the first week, as last year most weekends saw light winds - at least the wind-chill wasn't so great!

Sunday 18th December was the concluding race. A steady force 2 westerly was a pleasant change from the light airs of the previous three Sundays. Most of the top places had been determined but 23 boats entered the final affray despite the sub-zero temperature, though the bright sunshine soon warmed up the crews.

With seven races to count, Tony Hunt/Suzanne Hall (3000), Stuart Bailey/Hannah Packman (Buzz) and Ian Parris/Ian Foxwell (RS 800) were already assured of the top three prizes respectively in the Long Course event. Hunt/Hall and Bailey/Packman confirmed their status by picking up first and second on corrected time. While Parris/Foxwell kept just ahead of the RS 800s of Simon Conway/Sam Proctor and Andy Pickrell/Caroline Alexander for a disappointing 8th place, which they could discard. Tim Kift/Matthew Love (Osprey) gained a fourth spot to lift them to the same on aggregate, leaving Grahame Smith (Laser Vortex) with the fifth prize, who was sailing his newly acquired Musto Skiff.

The top four places had been determined in the Medium Course, Neil Lamprell (Phantom) first, Brian Lamb/Brian Warwick (Wayfarer) second, Roy Winnett/Geoff Lambert (Laser 2000) third and Martin Vinton (Laser) fourth. Lamb/Warwick took advantage of Lamprell's absence to gain a comfortable win, while with Winnett on Race Officer duty, Lambert/Jo Wicken confirmed their third prize. A seventh place for Nik Antoniadou/Gerald Smith (Laser 2000) was sufficient to lift them to sixth overall but left John Parsons/Bryan Dunmall (Laser 2000) in fifth.

With seven firsts under their belts Peter Horner/David Brooker (Miracle) were comfortable winners of the Lapping Course Trophy, but as Brooker was taking an early Christmas holiday, Horner teamed up with Sonja Riley to gain another win which could be discarded! Similarly, Lesley O'Rourke/Paul Rodgers (Miracle) with two firsts and five seconds to count, they could discard the second place they picked up. Stephanie Wicken was sure of third prize with her Topper, so crewed for Martin Brown in the Buzz for a bit of excitement and a third place.

On the House

I have received loads of positive feed-back regarding last year's prize-giving Dinner/Dance, and have started making arrangements for this year's event. I would welcome any ideas or suggestions.

As we are starting the new season I would like to mention that there will be a small increase in the kitchen/bar prices, as our costs are increasing.

It has been mentioned to me on several occasions that some members, having finished their lunch, get up from their table leaving their spoiled crockery, rubbish etc on the tables. This causes two problems; Firstly, those who need to use the tables after them have to clear the table before they can have their lunch and, secondly, the kitchen crew are not on duty to wait on members by clearing the tables.

So this year I would like to introduce a system whereby a table will be located adjacent to the fire exit, on which will be a bin for food scraps and rubbish, a tray for dirty cups and glasses, a bowl for dirty cutlery and space for the stacking of plates and/or bowls.

The duty crew will then simply clear this table instead of walking around the clubhouse clearing up all around. I trust this should not cause too many problems, and I would welcome any feedback.

On Saturday 10th March we held a very successful Curry Night, organised and prepared by Paul Thorpe, Grahame Smith and their numerous assistants. For those of you who came, I think you would agree it was a very enjoyable and tasty evening. I was thinking of doing something similar each year just prior to the start of the season. If anyone has any ideas for next year please let me know and, better still, if you have any hidden cooking talents please come forward.

Jane Treadwell

Children in Need Postscript

The Children in Need event last November didn't raise £800 as reported in the last 31%. At the final count, it raised an astounding £936.45! Had some defaulters not escaped (e.g. by changing jobs, apparently!), the total would have been very close to £1000.

MINUTES OF ANNUAL GENERAL MEETING 18TH FEBRUARY 2006 AT 20.00 HRS

Roy Winnett (Commodore) was in the chair and 51 members were present.

1. Commodore's opening remarks:

The Commodore welcomed all the members present to the 47th Annual General Meeting of WSC, and advised that refreshments would be available after the meeting for those who wished to stay and talk.

2005 had been a particularly busy and successful season, both on and off the water, details of which would be reflected in the reports that followed.

Thanks to hard work, good attendance and favourable weather winter work parties were extremely successful, with most of the scheduled works completed. Major jobs included levelling the dinghy park and laying hardcore/paving between slips, building up the sea wall, slab of concrete between lower slip and roadway to boathouse and paving around blockhouse. Smaller jobs included: painting outside walls of clubhouse, removing old gas heaters from changing rooms, fitting extractor fans in kitchen over gas cookers, relaying floor tiles in men's changing room, ventilation air vents in committee room, raising level of path near water tap, fitting plastic pipe to raling supports, repairing lintel over middle door, new fencing north-east corner, painting outside of blockhouse, painting door of race-box, cutting up old trailers, filling potholes in top track, fitting roof panels and painting RIB cage, painting inside boathouse and installing block outside boathouse for winching up RIBs. Routine jobs included: clearing drainage ditches, clearing leaves from gutters and around clubhouse.

The members were thanked for all their hard work.

The landlord was thanked for help and support.

The Committee were thanked for their support, all their hard work on behalf of the club and for regularly attending the committee meetings.

Brian Lamb was thanked for invaluable help and support and for his contribution to the success of the club after his six years' service as a Flag Officer.

2. Apologies for Absence:

Apologies were received from K Flowerday, S Coles, P Horner, D Horner, P Thorpe, J Lambert, A Heather, M Heather, L Heather, L O'Rourke, A Clemence, J Talbot, J Whittaker, T Kift, A Treadwell, L Treadwell, L Ayris, C Stevens, C Ashby, P Connolly.

3. Minutes of 2005 Annual General Meeting:

Confirmed as a true and accurate record, and signed by the Commodore.

Some Nautical Terms discovered by Paul Hudds

WAISTER....Only the best hands in a sailing ship could work high up in the rigging, the others were confined to the main deck called the Waist of the ship and so were called a WAISTER as a derogatory term meaning lack of experience.

AS THE CROW FLIES....It was custom to carry crows on board ships. Vessels out of sight of land would release a crow which would naturally fly towards land taking the shortest route. Ships could then follow the shortest route to land barring natural hazards.

TOE THE LINE....When the crew was called on deck, sailors would stand in neat rows, their toes lined up with a seam in the decking.

FEELING BLUE....A ship that lost any of its officers during a spell at sea would enter its home port flying blue flags and a blue line painted around the hull.

PASS WITH FLYING COLOURS....A fleet victorious in battle would sail into its home port with flags, or colours, flying from all masts.

AND DO YOU KNOW FRANCIS DRAKE STARTED HIS SAILING

CAREER ON THE MEDWAY ?.....Francis Drake moved to live on a ship on the Medway near Chatham Kent in circa 1550 aged about 8, when his father became vicar of Upchurch nearby. The effect of having the Royal Fleet so close by at Chatham Dockyard and living on the river was such that Drake, and at least 2 of his 10 brothers, showed an early interest in going to sea. This Drake did aged about 10, joining a ship trading out of the River Thames to the cross-Channel ports, subsequently inheriting the ship and becoming its skipper, all before he was barely out of his teens.

DO YOU KNOW NELSONS FLAGSHIP 'HMS VICTORY' WAS BUILT ON THE MEDWAY ?.....

Victory was laid down in 1759 and launched at Chatham in 1765. She subsequently remained in the Medway for a many years, no doubt seen by Nelson whilst training. After years of service she was moored on the Medway as a hospital ship along with several other ships of the line. The vessels themselves were one stop away from being broken up. One notable exception was the *Victory*. A shortage of three-decker warships led to her reprieve. She was taken to the dockyard at Chatham for reconstruction. In 1805 she was able to lead the British fleet in its famous attack upon the combined French and Spanish fleets.

NEW MEMBER WONDERING WHICH BOAT TO GET ?????

or

THINKING OF CHANGING YOUR BOAT AND FLEET ???

then

*join the **MIRACLE** fleet*

- * largest single boat fleet in club – 20 boats
- * lightweight easy to launch and recover (hull 130lb)
- * cheap to buy, good boats for as low as £500
- * competitive fleet racing for expert to novice
 - * morning and afternoon race series
 - * ladies and juniors also competitive
- * can be raced single handed with no penalty
 - * easy to maintain and new sails cheap
 - * ideal for cruising and holiday use
- * fleet members eager to advise and help
 - * good choice of open meeting venues
 - * well supported Nationals (Bala 2006)
 - * active and helpful class association
- * tested and safe design, been going since 1975
 - * grp, wood & composite hulls available
 - * spinnaker chute for easy operation

Well !!! what are you waiting for, ask our Fleet Captain
Lesley O'Rourke ...01474 702661 or any of the
Miraclers in the boat park to inspect a boat
and/or arrange a trial sail
or check out the Miracle Class Association Website
www.MiracleDinghy.org

4. Secretary's Report on the operation of the Club in 2005

Membership

A number of new, enthusiastic members had joined the club during 2005, increasing the weekly turnouts to record levels.

For a year-on-year comparison:

YEAR	2000	2001	2002	2003	2004	2005
MEMBERSHIP	175	172	174	184	189	209
NEW MEMBERS	21	21	19	26	32	39

Bar Licence

New licensing regulations were introduced, details of which were displayed by the bar.

New Floor

The new floor covering benefited the Club by brightening up the room and making cleaning a lot easier.

Rules/Bye-laws

The Members' Handbook, including the new Rules & Bye-laws was published and sent to all members and given to potential new members.

Wheeie Bin

A contract had been established with Skipway for a "Wheeie Bin", situated by the chicken shed, and a trailer was available for taking up the refuse to the Wheeie Bin.

House Committee

As ever, the hard working House Committee had done a superb job, in particular the Prize-Giving Dinner and Dance. Hope was expressed for the same degree of enthusiasm by members for the events planned for the new season. The leaking um had been replaced.

Publicity

Peter Horner had produced handouts of club open events for distribution at the Dinghy Show and Hoo Freezer. The website proved a useful means of keeping members well informed of club activities, including racing results and attracts new members.

Dinghy Park

The Dinghy Park had an extensive overhaul during the winter work parties, increasing available space.

Displacement boats/RIBs

After continuing troubles with the displacement boats, Leander was sold to Strood YC and Wilsonian was replaced by Puffin, acquired from Thames Water.

Kingfisher had been stolen, though the damaged hull was later found by the Police, and a claim was successfully made under the Club's insurance policy. The hull of Kingfisher was subsequently sold on Ebay for £1,300, the amount of which virtually covered the cost of the replacement, and superior, Kitlwaik and a new road trailer.

Padlocks

Tom Sims had rationalised the number of padlocks around the site.

Club boats

The club boats had been well maintained by Geoff Lambert and Paul Thorpe, and were used regularly.

Training

The training teams were thanked for the professional and dedicated way in which courses and ongoing powerboat handling were carried out. 32 juniors attended Junior week.

Appreciation was expressed to all who helped the Secretary during 2005 and Jo Wicken was thanked for her service as assistant secretary.

5. Treasurer's Report

The Income and Expenditure Report was distributed. 2005 had been another successful year for the club.

Whilst the figures had been inflated by the insurance claim for the theft of Kingfisher our income increased by 19% - £9860

The programme of clubhouse and dinghy park improvements continued through 2005, with the new flooring proving particularly welcome.

Following registration as a Community Amateur Sports Club and approval for Rate Relief from Medway Council, the 80% mandatory Rate relief was granted with a further discretionary top up award of 20% given by Medway Council.

With activities increasing year on year running costs were higher. It cost approximately £1,100 per month just to keep the club open. Efforts to increase profitability and maintain or increase membership levels would need to be continued.

The year ended with a surplus of £4295.

The value of fixed assets increased over the year by £2708 after depreciation.

Kitchen And Bar

Performance was very good with sales up by 27.6% with profitability at 30% and should continue through 2006. Jane Treadwell, Alan Wynn and the House Committee were congratulated for their efforts.

Social events would continue through 2006, beginning with the Curry Evening

The extent of the rise and fall of the tides depends on the coastline and the topographics of the ocean bed. In mid ocean the difference between high and low water is only in the region of a metre, but in a large narrowing bay for instance the mass of water is condensed and is thus much higher. A classic example of this is in the Bristol Channel where the average tide at Avonmouth is 12.3m. This effect can also be felt in the Medway estuary but to a lesser extent, at springs the tide is 0.2m higher at Rochester than Sheerness.

To further complicate matters the Earth is not a true sphere but is flattened at the poles which varies the Earth's own gravitational pull, and likewise the Moon adopts an elliptical orbit which also has a small affect. Barometric pressure matters, a difference of 34 millibars from the average of 1013 mbs will cause a lowering of the predicted tide by 0.3m, with a similar rise with low pressure and a strong wind blowing for some time towards the coastline will cause a higher than predicted tide (as with the East coast floods in 1953), and the reverse with the wind offshore.

As the mass of water varies between springs and neaps, it all has to leave or enter the estuary in a six hour period so the speed of the water (the tidal stream) also varies. The funnel shape of the estuary also plays a part as the rate will be higher in the narrow or deeper parts of the river. The tidal rate is also not constant over the whole width of the river, in the dredged channel a larger volume of water will be moving so the rate is higher than at the edges where the volume is small and friction greater. The higher flow from the centre will also spread out on the outside of bends and increase at sharp bends and at the points or headlands in the river.

The flow rate does not also stay constant over the whole six hours as on average it starts low and increases till the 3rd and 4th hours and then decreases. On the Medway at Kingsnorth at one hour after low water the tide is still flowing out at .5 knots, then goes slack for a hour and then runs in high for the remaining 4 hours, after high water it starts at a medium rate for an hour and flows strongest for the next three hours and slacks right off for the last two hours.

I hope that explains things better. In part 2, I will explain how to understand the tide tables and read the depths on the chart.

around too long.

Last season was maybe a vintage year for the Medium Fleet and providing the weather plays it's part 2006 should match or better it. We are a friendly fleet with good-natured rivalry between our disparate classes believing, quite rightly, we are sailing the best class. Although it rarely happens in our fleet, there is nothing worse than hearing two boats bickering about an infringement (they happen) as they continue sailing around the course. My advice is state your case politely and simply, if in doubt do your turns, if certain and no turns by other boat there is a protest procedure. I always think of the rules as a way of keeping boats apart not locked in acrimonious conflict - a clear friendly early shout can save a lot of disappointment. Maybe if you are friendly enough on and off the water you may persuade others to join your fleet.



Jayne Lambert and Paul Thorpe (again - but can I help if people keep snapping them?) Photo David Hudson

That just leaves my usual rallying call for the Pursuit races on Bank Holiday Mondays, a couple of races where we all stand a chance of a good result and good fun too.

Be safe out there, help others (you can get redress if you stop and assist) and help others help you by doing the right things.

Brian Reeve Phantom 1145

Laser Radial / Topper Sailors: Don't forget the Open on 27th May. This is your event - give it a go (the standard is not high!). Ed.

Always something new on Bob Dutton's Kestrel. The latest is a loose-footed mainsail, though the photo shows the old one.



Miracle Fleet Report Lesley O'Rourke

It is encouraging to see that, despite the lure of the modern speed machines, the Miracle fleet is still thriving at Wilsonian, with about 25 boats. I'm hoping to see a large turn-out for the start of the season's sailing. Peter Woodley, and his wife Vera, are welcomed back to the fleet after a gap of a few years.

A few social events are being organised, the first of which is a meal at the Leather Bottle in Cobham on 8th April. Make sure that you contact Chris Wallis promptly if you intend coming.



Peter Heyes & Son enjoying fine weather on the Queenborough Cruise. Photo Andrew Clarke, opposite David Hudson's

Medium Fleet Milieu

For the majority of us the winter hibernation is now nearly over and the call of the Medway becomes stronger. If we are blessed with some warm sunny spring days do not be fooled: the water is still cold enough to drain your heat very quickly unless suitably dressed.

This year our starting times remain the same whilst the other groupings spin around us thus proving the Medium Fleet are the centre of the universe! Adding to the gravitational pull of our fleet will be the Wayfarers; their loss of fleet status is our gain. If you look at the inside back pages of the last **31.5** you would see the Wayfarers should be matching the Laser 2000's for turnouts so the signing on/off sheets will be even more crowded.

My only word of advice to the smaller boats in our fleet is the Wayfarer is a large dinghy with a large sail plan and the wind swirls off it far more than most; get in their lee and you're going nowhere, and not too close to windward either. They asked me to say that so they can get clear wind and water on the start line. Welcome on board Wayfarer types, hope you enjoy the ambience.

In the last **31.5** I mentioned within-fleet training; if interested let me know what you would like to address and when you're available and I shall start putting something together.

I intend like last year (conditions permitting) when I set the course to do a mildly adventurous morning course and a fairly conservative afternoon course thus hopefully keeping lunchtimes so we are not sitting



As always the season has it's new year shuffle. Nick Lett, my crew in the 800 has worked out the only thing holding us back was the helm, and so has decided to do his own thing and has bought a Musto Skiff. Unfortunately he's decided to try another sailing club along with Tony Coulson but I have a feeling we will see them back again soon, and hopefully will join us at the open events. Caroline Alexander has agreed to crew for me this year and we look forward to some close racing against the other 800's.

Chris Ashby & Grahame Smith have also bought Musto Skiffs, but for the time being Chris is keeping the 400 (very wise!). Doug Homer has teamed up with Mark Heather in his 4000 and hope to campaign it around the 4000 circuit, so I'm sure it won't be long before we see them featuring in the results and giving the other 4000s a run for their money.

Rumour has it Any Gibbs is selling his Vortex and may be teaming up with Luke in the Boss, that would be great to see and real competition for John & Steve in the 5000. Paul Heather has teamed up with Jonathan Osgood in their new varnished Osprey, and Matthew Love is rumoured to be putting aside his Contender for a ride in the front of John Shenton's Osprey.

All in all it's shaping up to be a great season, the club is stronger than ever, with record numbers of boats out last year, lets hope the weather is kind to us, bring it on.....

Andy Pickrell RS800 953



While Paul Nudds reports:

We hope to organise a possible three cruises this year dependant on dates, tides and the clubs sailing programme. **Cruise one** is 13 miles up to Aylesford with a provisional date of Sept 9th, a different and testing sail in conditions not normally encountered but still finalising in a good pub lunch. **Cruise two** is to Queenborough, basically a repeat of last year's great day... **Cruise three** is a cruise around the creeks not normally visited during racing. This will be on the top of the tide to ensure enough water and hopefully include a picnic lunch either moored up to a buoy or a venture ashore on one of the islands. Contact Paul Nudds on paulethill@btinternet.com



And Martin Smith on the Tour de Hoo Cycle Ride The date is now fixed as June 3rd. The proposed route is the "Heron trail" and as the club is on the route start and finish are at WSC It is fairly flat around 18 miles with only one significant, short hill and superb river views. The aim is to leave WSC at 11.00, stop as required on route with a longer stop for lunch, arriving back to the club at around 3.00 for coffee. Further details from Martin Smith, martin_smith2@yahoo.co.uk

Wednesday Sailing

Tony Hunt

This is scheduled to run every Wednesday from May to August, inclusive, 18.30 start, time limit for the first boat 19:45, 20:30 for the last. Interest last year was huge and if the Warm-Up Series is anything to go by, this year could be still bigger as people get into the swing of it.

So far so good. But last year we had too many weeks when, despite the devotions of a number of people, there was a cliffhanger as to whether we would run a race as there was nobody in the box or in the rescue boat. We need to get more organised.

We are *extremely* fortunate that Len Ayris has volunteered to open the club for us those weeks when he's not on holiday, and I'd like to think that he'll receive plentiful and regular thanks for that. But Len won't be undertaking the duties, so if we want to come down on Wednesdays confident and relaxed that we'll be getting a race on time, we need to sign up for duties in advance.

With that in mind, I'll shortly be e-mailing all of last year's competitors with a list of Wednesdays and would ask you to volunteer for the dates and duties you'd prefer - first come, first served, if you don't have e-mail, or don't receive the list, just let me know your preferences and I'll try to slot you in. **If you intend sailing three races, you should be putting your name down for a duty;** six races, two duties and so on. And if, during the season, you've done three races and no duty or since your last duty, your next appearance should be on duty, no question.

As a sweetener, duties will once again be rewarded with first place points in the series, up to a maximum of maximum of four (the maximum anybody should need to do, even if they attend every week)

Classy...

Did you renew your class association membership yet? Here's what Noble Insurance say on the subject, and they ought to be unbiased...

Class Associations are extremely important (both for the individual class and for the sport of dinghy sailing as a whole). An active class association can provide help for new and existing sailors, strong fleets for the racing, discounts on related products and many other benefits.

If nothing else, an active class association will maintain interest in the class and keep second-hand prices buoyant.

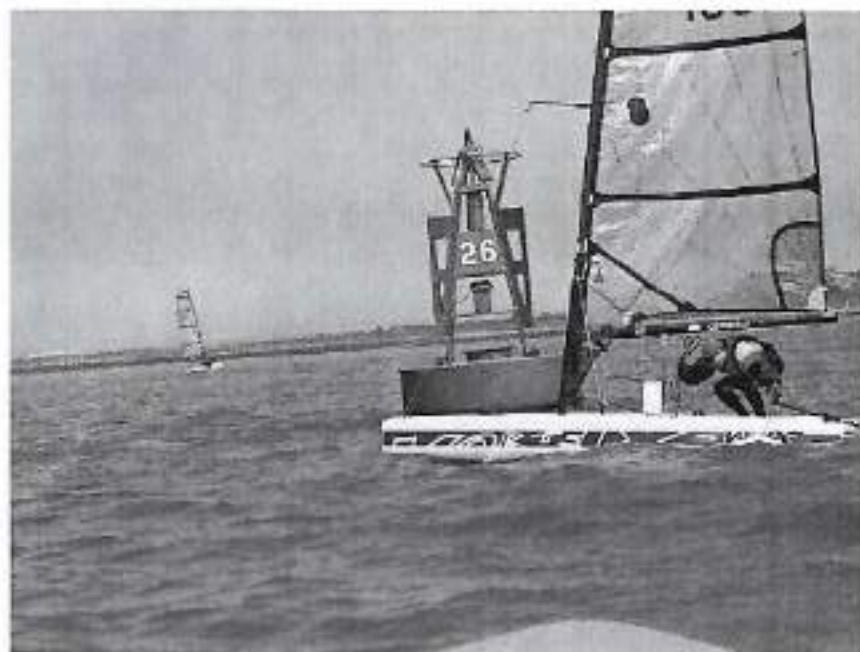
Fast Fleet Report

Andy Pickrell

I'm not quite sure what happened but somehow I got voted as Fast Fleet Captain?

The season ahead looks good for the Fast Fleet, the Commodore's Series is now split into two races with a shorter course available for those that feel that the races were too long, allowing us to have longer courses than before so that we can make full use of all that spring high water. Hopefully we will get to see a few more marks this year. Remember to take plenty to drink!

Also, we now get to start last, so you can stay in bed for another fifteen minutes on Sunday mornings! *[better make that 10 minutes - no Wayfarers. Ed]* Hopefully the the slower boats won't mind us coming through them, it very rarely pays to get involved with close boat to boat tactics, so lets stay well clear and everyone stays happy, remember we are on different courses.



Vortices were a big feature of the Fast Fleet last season, but the species is under predation from MPS, a form of swimming trainer.

Photo: David Hudson

changed from "may be scored DNF" to "shall be scored DNF" for boats not checking-in within the prescribed time limit.

- 5 The Grand Prix, as the Club's prime event, would again be promoted hard. The Grand Prix, Medway Regatta and Medway Marathon would again be juxtaposed to encourage visitors' participation by enabling them to keep boats at the Club for the duration of the three events. A sponsor had been found for the Grand Prix event.
- 6 Miracle and Laser Vortex classes would be integrating open meetings into the Medway Regatta.
- 7 Pursuit races had seen an increase in participation, and races would be held over the Whitsun and August Bank Holiday Mondays.
- 8 Starting practice with a committee boat line would be run on Spring Bank Holiday Monday.
- 9 Wednesday evening racing would continue as before. However, more competitors were expected and it was considered no longer practicable to operate on the basis of ad-hoc duties.
- 10 2006 sailing was scheduled to start with the Warm-Up Series on 19 February, with some 22 boats having already entered.
- 11 The Sailing Programme had been extended to provide a little additional sailing for 2006.

10. Closing Remarks

The newly elected Commodore thanked everyone present for their attendance at the AGM, and in particular thanked Roy Winnett for his leadership, dedication and enthusiastic support to the club during his reign as Commodore. Given that they had completed their respective terms as Bosun and Flag Officer, Ray Craddock and Brian Lamb were thanked for the time and effort they had both dedicated to the club.

Ian Wyatt thanked Barbara and Tom Sims for keeping the club clean.

Tom Sims requested that key-holders and those retiring from positions on the General Committee pass their keys to their successors.

The meeting was closed at 8.45 pm.

What's it like sailing the RS 800 and the 49er? Part 2

by Stewart Robertson

In the last newsletter I promised to talk a little more about sailing these boats - particularly with the kite up. Let's get this in perspective. If ever there were a measure of power to weight its how many Kg each metre of sail has to lug along.

Class	Weight	Sail Area	Kg/sq m
Wayfarer	230kg	27m ²	8.5
Laser	90kg	7m ²	12.9
RS 400	125kg	28m ²	4.5
RS 800	110kg	38m ²	2.9
49er	130kg	59m ²	2.2

Anybody who has sailed to leeward of a Wayfarer [*surely: 'tried to sail to leeward' ? Ed.*] will know that it has a sizeable sail area at 27m². I'm talking downwind sail area here, which is why the Laser looks a bit sad. Those of you who have sailed the RS400 will not be surprised that it only has to drag half as much boat per square metre as the Wayfarer and in consequence feels about twice as fast down wind. But oh! Look at the other two boats; it's not hard to see why they are so fast. It's obvious; boats of this type get their performance from both light weight and huge sail areas. The RS800 spinnaker alone is 3 times the size of a Laser sail.

The trouble is

Huge sail area generates huge forces, which cannot be controlled by brute force - nobody is strong enough - it is essential that you do things correctly. To do things correctly you need a stable platform, which neither the 800 nor the 49er provides. The 49er is a little more stable than the 800 - but then its got a lot more sail area! The only way to master these boats is practice, without practice you do things wrong and they

punish. With lesser boats a little too much heel, a little late sitting out or late dropping the kite can be overcome with a little extra strength. You grit your teeth and graunch the thing into submission. The Laser is the classic boat of this type, it has a horrible rudder and nasty rig but you force it to do what you want by sheer strength.

You can't do that with boats like RS800s and 49ers they are too powerful. These boats are more cerebral; obviously, the spinnaker goes up quicker if you use more energy. But once up, it's deceptively light to handle (21 sq metres on the 800) but get it wrong and there's none of this hiking a bit harder to recover. Get it wrong and you're swimming - it's that simple.

Strength

This strength thing reminds me of the first time out in RS800. It was a very light day and we failed to get the thing moving and drifted (fortunately out of sight of the club house) where we tried all sorts of things. My fault - I admit it - but I could not resist heaving the boat upright from a heeled position, so as to initiate some sort of forward motion. It works with a Laser, works with just about any boat I'd sailed up until then. But it does not work with the 800. Any attempt to use brute force simply pushed the front of the boat into the wind and we were stuck head-to-wind. I can only surmise that the skinny little centreboard stalls, and the mainsail's roach just pushes the stern to leeward and bingo, you're stuck. Later we learnt how to sail the boat quite well in light winds and it always meant a very gentle touch.

I must mention here that I cannot claim to have sailed either of these boats in anything more than a force 4. However, in medium winds with spinnakers up these boats have more than enough power. You may recall my last article where we discussed the apparent wind speed and forces generated. Even in quite light winds, the apparent wind is strong. This may sound like exaggeration but I have been at full stretch on a three sail reach as we have passed an Enterprise with the crew sitting to leeward.

In strong winds, I'm told bearing away around the windward mark is the difficult manoeuvre and from my limited experience, I can believe it.

Anticipate

Well how does this all feel when you are actually sailing the things? Perhaps the best way is to take you through a downwind leg.

Much of the skill of sailing these boats is about planning (and planing). Coming up the beat, you have to plan how you are going to get onto the

The current Bosun had decided to step down and would possibly leave the club during the year pending a move to Dorset.

Geoff Lambert had agreed to take over as Bosun.

9. Sailing Secretary's Report

Entries - there had been no change in turnouts for Fleet racing. Other events ignoring, Warm up and Wednesday Evening series had seen turnouts slightly down on 2004, though the Ice Breaker had been abandoned and the South Kent race had been held on a Bank holiday Monday. Warm Up series had attracted 25 entries and the Wednesday Evening Series 61 entries.

Open meetings - four open meetings had been successfully held, being KSSA, Topper/Laser, the Medway Regatta and the Grand Prix.

Prizes had been spread wider than previously and had been changed from glassware to certificates with associated vouchers for the purchase of club clothing.

The Medium Handicap Fleet had increased in size and consideration had been given to adjusting the PY cut-off point between Fast and Medium handicap Fleets.

Wayfarers had lost Fleet status and would race within the Medium Handicap fleet. The Laser 2000 fleet had been considered for separate Fleet status, but had themselves decided against this.

The Junior fleet had seen competitors in all four series, and the Junior training week had been very successful.

The Inter-Club Challenge had seen a low turnout by WSC and was won by MYC. Wilsonian would be hosting the 2006 event.

Sailing arrangements for 2006:

- 1 the start sequence would be reversed - ie Miracle/Slow/Junior would start first, followed by Medium and then Fast.
- 2 staggered starts would be retained for South Kent and Leigh Trophy events, though the delay between Medium and Fast handicap starts would be greater than that between Slow and Medium.
- 3 The Commodore's series would revert to two courses, to be known as "Commodore's 1" for those wishing to sail a longer course and "Commodore's 2" for shorter courses.
- 4 The Sailing Instruction relating to "Checking-In" (signing off) would be

- changed from "may be scored DNF" to "shall be scored DNF" for boats not checking-in within the prescribed time limit.
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Carole Johnson]		
Jane Drummond]	Pam Smith	Christine Godber
Jayne Lambert]		
Ken Flowerday]		

AUDITOR Ken Crundwell Roy Winnett Trish Ayris

TRUSTEES

Bernard Smith]	Colin Treadwell	Brian Lamb
Roy McLeod]		
Dave Vettergreen]		
Martin Fish]		

FLEET CAPTAINS

Handicap (Fast)	Andy Pickrell
Handicap (Medium)	Brian Reeve
Handicap (Slow)	Jim Tyler
Miracle	Lesley O'Rourke
Juniors	Tom Lambert

Saturday Sailing Martin Jessop/Peter Horner
Cruising Secretary Peter Hampson

The above were all elected unanimously.

8. Bosun's Report

Wilsonian had been re-launched after considerable time ashore and used several times, though it still had problems. It has since been brought back ashore and taken out of use.

Wilsonian's replacement, Puffin, had been fitted with an electric starter and was expected to be on the water for the start of the season.

Strood Yacht Club had given a donation to the club for Leander.

Kingfisher, having been recovered after theft, had been sold for £1311 on Ebay.

Kingfisher's replacement, Kittiwake, had been put into service.

New inner tubes had been fitted inside Bluebird's sponsons.

Geoff Lambert was thanked by the bosun for his assistance with Wilsonian, Peter Hampson for his help with Leander and John Gore, Terry Eaglestone and Ian Gore, as well as the Patrol Boat team for their work in keeping the Ribs going.

No racing had been lost due to safety boat failures.

layline. Assuming a rounding to port you need to hit the starboard tack layline several boat lengths out. As you know these boats accelerate fast; however, they have to accelerate up to quite a high speed, this uses up distance which your planning must provide for. If you overstand by a couple of lengths it's not terribly important since a couple of lengths are but a mere moment in such boats.

You certainly do not want to have to pinch to get to the mark. That would be a terrible error since these boats go so much slower when pinching. Indeed the skinny little dagger board on the 800 can stall and that feels like you've just sailed over somebody's anchor warp - the boat literally jerks to slower speed and starts going sideways. Err on the side of overstanding.

Once on the layline, or a little above it, you will be assessing whether this is the lifted or headed tack - if it's headed that's fine. It must be taken for granted that you've worked out which is the favoured side of the course! If you're on a lift or are heading for the wrong side of the course, you are going to have to do a "gybe-set". Let's assume you're headed so a simple bear away is what is required.

Execution

A couple of boat lengths out the helmsperson will initiate the bear away by pulling the helm up. Remember we're going fast so like driving on



Andy Pickrell & Nick Lett go 'all apparent' in the Hoo Freezer.
Photo Peter Horner

the motorway gentle steering is required. If you weren't fully extended - you will be now. It's not a pleasant sight, but look at the bow; you are likely to push it right under the water if you don't move back along the rack - that's the additional pressure trying to accelerate the boat. A lot of that pressure comes from near the top of the mast due to the large roach these boats carry and it's trying to lever down the bow, which is narrow and not very buoyant.

So, you're extended and moving back bumping into the helmsman. Don't bump him too hard because the boat is accelerating and he can quite easily just fall straight off the back at this point. By the way don't dream about getting the pole out before you bear away around a mark - that's for slower boats or perhaps very light winds.

If you feel the pressure under the balls (of your feet) go all light, then the helmsman is turning away too quickly and your job is to try and get into a boat which is heading off to leeward - and away from you at about 15 knots. Hopefully he'll be kind and not pull the helm up too quickly so your feet stay in contact with the rack and very soon the heeling force diminishes. You ease the foresail and come in. Do cleat the sail though as this prevents the spinnaker wrapping. By the way, you don't ever sit down in these boats, so you come in to a standing position. That's handy because that releases the trapeze, which means you can then bend down and start hauling on the spinnaker halyard. Sensible crews wear gloves because the halyard is also the retrieving line and hence thin. You have to hoist fast to avoid contact between kite and water and you stop when the knot hits the mast which jerks the rope through your hands - much like a cheese wire through cheese. Of course, you could do without gloves and hoist gently!

At this point, the boat is sailing very low and losing speed. The helmsman can head up a little now but no more than he can balance alone, because you have yet to grab the sheet, hook on, and ease yourself out. As crew, you'll keep the spinnaker "on the curl" thus minimizing heeling forces and maximizing forward drive. Don't oversheet, it really makes the boat horrible for the helm, he gets lee-helm, and has to push like crazy to get the boat to head up.

Good Looking

It's at this point you get a chance to contemplate your situation. You look momentarily down at the hull which lies at your feet, it hardly disturbs the water. You look up at the rig; it looks nicely set, designed for this sort of thing, firm leach, full and quite large. You look forward and your view ahead and to leeward is completely obscured by the spin-

anking the weekly takings and for looking after the Bosun's Locker (clothing sales etc).

Tom Sims proposed adoption of accounts, Ian Wyatt seconded.

6. Appointments

ASSISTANT OFFICERS (appointed by General Committee)

Assistant Secretary	Pam Smith
Dinghy Park Secretary	Ian Gore
Duty List Secretary	Brian Lamb
Membership Renewals	Christine Godber
Membership Secretary	Steve Drain
Training Principal	Tom Sims
Chief Sailing Instructor	Peter Horner
Website Manager	Peter Horner
Chief Powerboat Instructor	John Gore
Assistant Sailing Secretary	Tony Hunt
Editor 31½	Tony Hunt
Publicity Officer	Jeremy Drummond
Measurer	Tom Sims
Trophy Secretary	Ian Parris
Kent Schools/Youth Co-ordinator	Ann Heather
Site Services Manager	Alan Wynn
Sales Co-ordinator	Gill Warwick
Maintenance Co-Ordinator	Peter Hampson
Site Development Officer	Duncan Griffiths

NOMINATIONS RECEIVED

POSITION	NOMINEE	PROPOSED	SECONDED
Commodore	Colin Treadwell	Brian Lamb	Roy Winnett
Vice Commodore	Roy Winnett	Pam Smith	Ann Heather
Rear Commodore	Paul Thorpe	Roy Winnett	Trish Ayris
Secretary	Jo Wicken	Colin Treadwell	Tony Hunt
Treasurer	Trish Ayris	Peter Horner	Ian Gore
Sailing Secretary	Ian Parris	Colin Treadwell	Tony Hunt
Bosun	Geoff Lambert	Brian Lamb	John Gore
House Secretary	Jane Treadwell	Peter Horner	Tom Sims

GENERAL COMMITTEE (8 Posts)

Stephen Drain	Brian Lamb	Roy Winnett
John Shenton	Colin Treadwell	Roy Winnett
Peter Hampson	Dave Vettergreen	Penny Turner
Brian Warwick	Paul Thorpe	Pam Smith
Jeremy Drummond	Roy Winnett	Colin Treadwell
Martin Vinton	Colin Treadwell	Roy Winnett

HOUSE COMMITTEE MEMBERS

VACANT]

THE TIDES EXPLAINED...PART ONE by Paul Nudds

As sailors we are all well aware of the tide changing during a day (every 12 hours & 24 minutes), however not everyone understands the complexities of how it all works and so I will attempt to throw some light on the matter.

Tides are caused by the gravitational pull of the Moon and Sun and vary according to how these planets are aligned. The Moon is so much nearer to the Earth than the Sun is, although the mass is far less, its tide-raising force is over twice that of the Sun. Wherever the Moon is over the sea the gravitational pull heaps up the water that is just under it, so a great wave is travelling across the wide sea as the Moon moves around the Earth. As the peak passes the water goes back to its own level, at the same time water on the opposite side of the Earth tends to also pile up, since it is, so to speak, left behind. Interestingly there are Terrestrial Tides (land tides) where the Moon and Sun can pull the Earth's crust/mantle outwards up to 1.5m at the Equator.



Twice in the course of each month when the Moon is new or full, the Moon comes into line with the Sun and the Earth. At these times both Sun and Moon pull together, and the higher tides produced are called Spring tides, meaning the high tide will be higher and the low tide lower. At the new Moon the Sun and Moon are on the same side of the Earth which produces the highest of the spring tides. Neap tides, which occur near the first and last quarter of the Moon, are low, because the pulls of the Sun and Moon are not aligned and the high tide will be lower and the low tide higher...



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on March 11.

Training

The training programme was well subscribed and Junior week a great success. The Training Team and volunteers were thanked.

Boat Maintenance

Expenditure had increased due to expenses in connection with new RIB and engine.

Hiring out of Club dinghies was listed separately, and was self-funding. 2 larks had been sold for £750, which amount would be utilised to buy more boats (possibly a Topper)

Cups and Prizes:

Expenditure was reduced as a result of not having to restock for the Medway Regatta.

Water and Sewage

Water and Sewage costs had increased by 37%, partly due to the generation of additional waste. Alternative options and quotes for waste disposal were being investigated.

Water usage had increased to £361 in 2005 against £240 in 2004.

Fuel

Expenditure had increased by 33.5% due to increasing petrol/diesel costs and increasing Calor Gas usage.

Since water, sewage and fuel were all environmentally sensitive, further increases were very likely and the Budget for 2006 had been adjusted accordingly.

Key and Subscriptions Refunds

This figure had reduced as a result of lower subscriptions overpaid/refunded to members.

Sundry Payments:

This amount related to unpaid cheques and bank error, as well as various other sundry items including the purchase of pots and pans for the kitchen and a box trailer.

Keys and Locks

Following the burglary security had been enhanced and new /additional locks and keys were purchased.

Subscriptions for 2006 would be frozen at 2005 rates in view of the rate relief granted.

The annual Dinghy Park fee had been increased to £60.

Ken Crundwell was thanked for auditing the accounts, and Gill Warwick for

naker. To be frank the spinnaker feels quite light to control but then it is sheeted by rope of mainsheet dimensions and it goes through a ratchet block.

It doesn't feel fast but nor does a Boeing 747. However a quick look behind will reveal a modest stern wave that will be almost a boat length behind. (Next time you're sailing fast look back and see where your stern wave is - the further back, the faster you're going.) There is no doubt, these boats are fast - they're quite capable of 400m per minute or to put it another way, of covering a leg of a race in a minute. So there's not much time to look around before you have to gybe. And that is the problem with the 49er in particular - you need to be fit, you don't get much time to catch your breath between bouts of fast aerobic exercise - called hoisting and dropping the kite.

In medium breezes, the power from the spinnaker will generate more heeling force than can be handled by twin wiring and so the helmsman will bear away to keep the boat under the rig. You may find the boat sailing at 30 deg from dead downwind but it's difficult to judge because the apparent wind is still well in front. The jib will probably be flapping and incredibly the mainsail is sheeted barely wider than close hauled. Where the main is sheeted has hardly any effect on the heel of the boat - that is controlled much more by the helm. Head up and there is more power, bear away and the power diminishes. Head up and you go faster but away from the rhumb line, bear away and you go slower but more towards the mark. That's the joy of asymmetric downwind sailing.

In lighter winds you may have to sail off at 45 or more degrees higher than the rhumb line in order to maintain planing and that's on the headed (hence favourable) tack. Should you be lifted you may find you're not making any progress towards the mark, just sailing fast at 90 degrees to the rhumb line. That's the time to gybe. A gybe will in any case be necessary sometime.

Back Wind

Gybing these boats is easier than you think. I know it looks unpromising, large sails and tippy hull but the boat can quite easily exceed wind speed in medium breezes and that takes all the pressure off as you turn downwind.

Next newsletter we'll finish off this leg of the course and I'll tell you about a recent experience sailing something faster than a 49er.

P.S. I'm keen on all sorts of boats, each has its pleasures, so I'm keen to try yours. If you'd like me to sail with you please let me know.