

Calendar

Date	Time	Event	Contact/Notes
09 Apr	14:00	MYC Easter Egg Race	Stuart Bailey 07976 760844
21 Apr		KSSA Opening Splash	Ann Heather
02 May	18:30	First Wednesday Evening Race	
05 May		Aylesford Cruise	Paul Nudds
06 May	14:00	Commodore's 1	
07 May	14:00	Mini Races in Hoo Bay	Tony Hunt
19 May		Laser/ Topper Open	
26 May		Queenborough Cruise	Paul Nudds
28 May	14:00	Pursuit Race 1	Tony Hunt
03 June	14:00	Commodore's 2	
10 June	12:25 on	South Kent Race	
17 Jun	14:00	Commodores' 3	
01 Jul	12:10 on	Wilsonian Grand Prix*	
07 Jul	13:00 on	Club Open Day & Evening Race + BBQ	
08 Jul		MYC Medway Marathon*	
14 Jul- 15 Jul		Medway Dinghy Regatta	
21-25 Aug		Junior Training Week	
26 Aug	13:55	Three Race Regatta	
27 Aug	14:00	Pursuit Race 2	Tony Hunt

* qualifying event for Inter-Club Challenge

Spring 2007
Issue 87

31½

The Wilsonian Sailing Club Magazine



On the cover: in view of the rash of 29ers that have appeared at the club, it was necessary to show one. Trouble was, finding one that was upright! But this is fine: Ian and Hannah in the Warm-Up Series. Photo Peter Homer

Editorial

If you've not been receiving any e-mails from me over the last few months on club events and results, can I suggest you check that you don't have an over-enthusiastic spam filter? Apparently my use of html attachments has made some filters put me firmly in their 'spam' box. If you want club news, I suggest you re-educate your filters!

Photos, good ones too, have been arriving in droves. That's not to say I don't always want more, but maybe you can start to be selective about the ones you think would look good in the mag. After all, you've your reputation to consider (but if in doubt, please send it!)

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

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

Telephone: 01634 727217

E-mail: tonyhunt@waitrose.com Or use 'the box at the top of the stairs'

Tony Hunt



The Ed. had a fun Freezer, mixing it with the Merlins. Unfortunately, in a F.2 they're significantly quicker!

WILSONIAN SAILING CLUB Hoo, Kent 01634 250318
www.wilsoniansc.org.uk

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SECRETARY	Jo Wicken	01474 822844 jo@wicken.net
SAILING SECRETARY	Andy Pickrell	01474 326812 andy@mathergraphics.co.uk

Warm-Up Series

With 32 entries this year, the Warm-up Series goes from strength to strength, and it seems as if it can only be a matter of time before this series becomes incorporated into the club calendar and duty list just like the Winter Series before it.

While the weather was reasonably warm, it was windy, or rather, gusty, and three races were cancelled - all unfortunately when the tide would have allowed use of Hoo Bay.

Once again, racing was on short, tight courses which permitted the requisite number of laps to permit average lap timing to make sense, and buoy 30 was the furthest that competitors ventured downstream, and then only in one race.

Neil Lamprell once again dominated the series in his Phantom, while Mike Gower put together a consistent set of results to secure second spot. Behind them things were more open, so that when the last two races were cancelled, there was a major re-shuffle as the extra discard kicked in.

1st	Phantom	Neil Lamprell		1045	4
2nd	Vortex A	Mike Gower		930	8
3rd	Osprey	Paul/Mark Heather	Jon Coggood/Paul Heather	940	10
4th	RS400	Chris Ashby	Mick Smith/Nick Lett	952	12
5th	29er	Ian Foxwell	Hannah Packman	924	13
6th	RS500	Ian Paris/Doug Homer	Caroline Akkander/Doug Homer	860	16
7th	Laser Radial	John Player		1101	22
8th	V3000	David Fenech	Alicia Williams	1010	28
9th	Laser Radial	Martin Vinton		1101	29
10th	Laser 2000	Nik Antonides	Cathy Evans	1089	32
11th	Musto Skiff	Grahame Smith		875	35
12th	RS600	Steve Tinnams		929	42
13th	Musto Skiff	Doug Homer		875	46
14th	Miracle	Gordon Wallace	Steve Bridges	1178	53
15th	Laser 2000	Andy Hockley	Louise Somers	1088	54
16th	Laser Radial	David Price		1101	58
17th	Miracle	David Hudson	Jackie Hudson	1178	59
18th	Laser 4000	Jonathan Schofield	Ian Davies	908	60
19th	Buzz	Martin Brown	Amanda Randall	1000	68



From the Commodore **Colin Treadwell**

It is with great sadness that I have to tell you of the recent loss of our beloved Barbara Sims, after her very long and brave battle with cancer. Our thoughts and prayers are with Tom and his family.

You could be forgiven for thinking I was in a very bad mood when writing my report in the last edition of 31%. A significant portion of my intended article had inadvertently been omitted, so it appeared that I was expressing solely my disappointment over three particular aspects, with no positive contribution to make. It just happened that the missing section of my report happened to contain all the positive, and informative, contributions. My apologies if that article therefore seemed no more than a big whinge on my part!

I do not intend to now go back and include the missing comments, since they are nicely summarised in the various reports given to the recent AGM, the minutes of which appear hereinafter. Suffice to say, however, that we had a great 2006 and continue to maintain our reputation as the friendly club on the river due, I believe, to the way in which we operate as regards work parties and duties. My thanks to all who fulfilled their duties and work party commitments.

I would like, on behalf of the General Committee, to extend a warm welcome to all our new members joining during the closed season.

Having been a member of the Club for several years, I have only recently become aware of a particular Port Authority bye-law that I feel I must share with everyone. Should you ever be involved in a collision with another vessel not belonging to the Club, it is a legal requirement to immediately notify the Port Authority in writing of the incident, giving a brief description of the circumstances of the incident, including details of the other vessel and the time and location of the collision. I was certainly not aware of this, and I feel sure many others also would not be aware of it. I would also ask that, as well as formally notifying the Harbourmaster, you inform the CDO to enable the matter to be logged and monitored.

We have now purchased the second of our new fleet of Club boats, a shiny new RS Feva. We will be purchasing the second RS Vision and the second RS Feva later in the year.

Requests have often been made to reserve one of the Club's sailing dinghies, particularly the new RS Vision. To clarify the situation, the club boats of which we have only one example, such as the Vision, are

hired out strictly on a "first-come-first served" basis. For a Lark, Laser or a Topper, a three-month rental may be possible; please contact Paul Thorpe.

During 2006 the General Committee changed our bye-law 10 to allow re-allocation of any dinghy park space not been used by the end of May subject, of course, to a pro-rata refund of the fee to the end of the year. This allows us greater control over dinghy park spaces during the season when new boats appear.

We are currently considering a secure "members only" section within our web-site to enable viewing of certain information about the Club that we do not wish to put into the public domain (e.g. the duty list). This should make everyone's life a little easier.

A number of our juniors entered the 2006 RYA regional RIB challenge, and I am pleased to advise that Adam Bermingham won the South East Area final and went on to finish 13th overall in the National finals. Congratulations to young Adam.

Thanks to the hard work of Peter Hampson, we will shortly benefit from new water heaters in the changing rooms, providing warmer showers for all.

During 2007 we will be looking to work closely with Medway Yacht Club in the provision of safety cover, co-ordinating our efforts and strengths for maximum benefit.

Finally, I regret to advise that we experienced a couple of unfortunate incidents in our trailer compound last season, where trailers had been tampered with and parts stolen or broken. Please remain vigilant and report any incidents immediately to me or any member of the General Committee.

I look forward to seeing you at the Club very soon, and hope that we have some good breezes in 2007. Happy sailing.

Colin Treadwell

[31% unreservedly apologises for omitting the nice part of the Commodore's piece in the last magazine, and begs to grovel etc. That said, in attempting to cut and paste the latest article exactly the same thing happened - the end fell off. It appears that there is some rather strange formatting in Word docs coming off the Comm's computer; discussion will take place. Ed]

POS	HELM	CREW	BOAT CLASS	CLUB NAME	CORR. LAP TIME
1	C Lewis	J Beaumont	MERLIN ROCKET	Whitstable YC	01:05:13
2	Simon Cox	Sara Ollif	LARK	Medway YC	01:05:38
3	Neville Herbert	Steve Perloff	ALBACORE	Tamesis SC	01:05:39
4	Richard White	Martin Styles	RS 400	Downs SC	01:05:42
5	Ren Zivold	Julie Nuttall	MERLIN ROCKET	Whitstable YC	01:06:11
6	Holly Hewat	Alison Dart	LARK	Medway YC	01:06:21
7	Tony Hunt	Kirsty Hill	3003	Wilsonian SC	01:06:39
8	Tim Falls	Shaun Barber	D14	Salcombe SC	01:07:00
9	Tudor Owen	Hamish Kilburn	MERLIN ROCKET	Whitstable YC	01:07:05
10	Tim Ellis	Doug Horner	RS 400	Wilsonian SC	01:07:37
11	Kil Stenhouse		MUSTO SKIFF	Rutland SC	01:07:43
12	Mark Lee	Alison Dart	SCORPION	Medway YC	01:07:54
13	Peter Bennett	John Shelton	HORNET	Shorham SC	01:08:04
14	Nolan Forwood	David Hawkins	MERLIN ROCKET	Whitstable YC	01:08:44
15	Chris Dutton	Claire Mansell	BUZZ	Downs SC	01:08:50
16	Simon Hadley	Nikki Webster	B14	B14 Class Assn	01:08:55
17	Daniel Henderson		MUSTO SKIFF	Thorpe Bay YC	01:09:01
18	Mark Maskell	Jon Watkins	FIREBALL	Fisher's Greens SC	01:09:02
19	Ginger Brown	Leaky Fermor	B14	The Mole	01:09:16
20	Don Dixon		MUSTO SKIFF	Stone SC	01:09:51
21	Chris Ashby	Michael Smith	RS 400	Wilsonian SC	01:10:11
22	Mark Watts	Allan	B14	B14 Class Assn	01:10:12
23	John Cass	Julia Brazil	BUZZ	Downs SC	01:10:26
24	Ian Foxwell	Hannah Packman	29ER	Wilsonian SC	01:10:30
25	Mick Keates		MUSTO SKIFF	King George SC	01:11:01
26	Andy Pickrell	Caroline Alexander	RS 500	Wilsonian SC	01:12:26
27	Martin South	Nigel Sheppard	FIREBALL	Blackwater SC	01:12:26
28	Phil Harris	Nick Latt	RS 500	Wilsonian SC	01:12:27
29	Peter Ponsford	Mark Munday	RS 400	Bowl Valley SC	01:12:43
30	Daniel Cowin	Rachel Bennett	B14	B14 Class Assn	01:12:52
31	Mark Barnes	Peter Nicholson	B14	Whitstable YC	01:13:03
32	Richard Lambert	Andrew Vibree	SNPE	Blue Circle SC	01:13:45
33	Dave Griffiths		RS 400	Bowl Valley SC	01:13:49
34	Matthew Larkin	Paul Jenkins	INTL 14	Wier Wood SC	01:14:16
35	Simon Allen		CANOE INTL	Hayling Island SC	01:14:24

but relegated to third by just one second on adjusted time. Tony Hunt/Kirsty Hill claimed 7th spot in their V3000, the updated version of the Laser 3000.

Meanwhile, in the fast handicap fleet the leading boats, B14's and Musto Skiffs, omitted buoy 26 on the way to 25, and had to return to 26 to correct their mistake, eliminating any chance of a top finish. Richard White/Martin Styles (RS 400) was keeping clear ahead of Tim Ellis/Doug Horner in the other RS 400 for 4th and 10th prizes respectively. Tim Fells/Shawn Barber (B14) despite leading the fleet had to settle for the 8th, while Kit Stenhouse finishing well ahead of the other 10 Musto Skiffs was unfortunate to miss out of the prizes in 11th place.

Medway's Deputy Mayor Cllr David Royle rounded up the highly successful event by presenting the prizes.

Overall Results/Prizes

Saturday practice race (Sun Wharf Cup)

1st Merlin Rocket 3620 Howard Patterson/Sophie Mackley (Whitstable SC) 2nd Merlin Rocket 3649 Rien Zilvold/Julie Nuttall (Whitstable SC) 3rd Merlin Rocket 3664 Tudor Owen/Hamish Kilburn (Whitstable SC)

Sunday Hoo Freezer

First Youth Sailor (Hoo Marina Cup)

Lark Holly Hewat/Alison Dart (Medway YC)

Highest Placed Club Team: Downs SC

Richard White/Martin Styles (RS 400), Chris Dutton/Claire Hansell (Buzz), John Cass/Julia Brazil (Buzz)

Highest Placed Class Team: B14

Mark/Allan Watts, Simon Hadley/Nikki Webster, Daniel Cowin/Rachel Bennett

Highest placed boat Saturday and Sunday combined

Rien Zilvold/Julie Nuttall, Merlin Rocket (Whitstable SC)

Race Officer's Prize

Ceildh Higgs & Alex Benfield, Mirror (Herne Bay SC)

Rear Commodore's Report

Well the season is coming fast - it only seems a couple of weeks ago that we had our last race. The winter warm up has been well supported and with the warm winter has posed little in the way of hypothermia.

Wilsonian was represented by three boats at the Tiger trophy this year and had a pleasant weekend at Rutland it was a shame that the wind was only force 1 - 0 but the spectacle of almost one hundred boats on the water was impressive.



The club is now in possession of a RS Feva to complement the club Vision that was purchased last year. The fleet of club boats will by the early part of the season be up to two Visions and two Feva's and this will be a welcome asset to the training capability of the club. The club is hosting the Topper zone squad at the end of March with about eighty boats taking part, it is really good news that the club is supporting these training sessions. This gives the club an opportunity to show the young sailors of the southeast the facilities and the quality sailing that the Medway can offer *[But instead we keep them in Hoo Bay. Ed.]*

The dinghy park has seen some new additions over winter with 29ers, Musto Skiff, V3000's, RS 500 and a Laser 2000 this makes for an exciting start to the new season. The Dinghy Show was well attended by Wilsonian members, perhaps next year we should book our tickets together and see if we can win an outboard engine for the largest club booking *[and maybe a booze-bus trip up there? Ed.]*.

Paul Thorpe

HOUSE SECRETARY'S REPORT

Whilst we enjoyed another successful year in 2006, with prices remaining very low, our costs have continued to rise, so we have had to increase our prices for this season. New prices are displayed at the Club.

We introduced the tray system last year for dirty cutlery, plates and cups, and it worked very well. I would like to thank those who did what we asked and used the trays properly. It helped those who hadn't yet sat down to eat and it helped the very busy kitchen crew. Unfortunately, a handful of people who not helping with this and just walking away from tables leaving their dirty plates etc and rubbish on the tables. Please help us to help you.

As you may know, the Club was cleaned for a very long time between weekend sailing by Barbara Sims. It is with much regret that Barbara recently passed away, so we will all have to take a greater share in the cleaning of the Club. I would particularly ask CDO's and their teams to make certain the Club is cleaned and tidied thoroughly after the end of sailing.

Jane Treadwell

Assistant Sailing Sec's Report

I considered writing a motivating column about it being a fresh season and a clean sheet of paper for everybody on which to write new successes. But you all know that stuff, and are no doubt looking forward to coming out of hibernation as I am, so I won't.

Of course, we've had the Warm-Up Series which goes from strength to strength, with 32 boats this year. Not for everybody, of course, which is why I do the RO bit, but a bit of an appetiser, and it was notable how many members came down if not to help then to watch and have chat.

We also had a very successful Hoo Freezer - the warmest for years - there was even a case of sunburn on the Saturday! The winds weren't thrilling, but adequate for good racing, and at that time of year, rather too little wind chill than too much.

The first part of the season kicks off pretty much as usual - check your Programmes for exactly what and when. Later in July we've again got the Magnificent Three - the Grand Prix, the Marathon and the Regatta

36th Hoo Freezer

by Roy Winnett

The 36th Hoo Freezer was held over the weekend 17th - 18th February, the principal sponsors were Pirates Cave and Hoo Marina. The event is hosted by Hoo Ness Yacht Club and organised with assistance from Wilsonian Sailing Club. Other clubs on the Medway, the Scouts, St. John's Ambulance and the Coast Guard provide safety and medical cover.

For the excellent entry of 74 boats, 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 boats.

Light airs prevailed over the weekend in contrast to the strong winds of the past six years, a welcomed change for the traditional boats, helping them pick up most of the top prizes.

Plenty of sunshine gave warmth to the proceeding on Saturday and provided the only casualty, treatment for sunstroke, as reported by Richard Cassem the Commodore of Hoo Ness YC at the prize giving. Mark Barnes/Peter Nicolson (B14) led the fast handicap fleet on the first round, were overhauled by three Musto Skiffs on the second with Mick Keats claiming line honours, but relegated to fourth on corrected time. Meanwhile in the medium handicap fleet the neck and neck contest between the Merlin Rockets of Howard Patterson/Sophie Mackley, Rien Zilvold/Julie Nuttall and Tudor Owen/Hamish Kilburn ended with the former coming from behind to win and lift the Sun Wharf Cup.

Heavy overcast skies and a light shifting north-easterly breeze greeted the contestants on Sunday morning. However, 67 boats got a finish with 47 completing two laps within the 2.30hr time limit. Merlin Rockets were once again in evidence and Chris Lewis/Jane Beaumont, last year's winner of the practice race and deciding not to defend that title, won the Hoo Freezer Cup with ease. However, Zilvold/Nuttall challenged them all the way and were leading after the first lap. Lewis/Beaumont eased ahead on the second to win by a 2 minutes margin. Zilvold/Nuttall picked up the 5th prize and as a consolation the prize for highest placed boat Saturday and Sunday combined, Owen/Kilburn were 9th.

Two Larks were in contention and although Holly Hewat/Alison Dart chased after Simon Cox/Sara Olliff, the later picked up the runners-up prize with Hewat/Dart sixth and the first Youth Sailor prize as well. Neville Herbert/Steve Penfold (Albacore) kept ahead of the leading Lark

Chilly Willies New Year's Day Race

Report by Roy Winnett

The clear blue skies appeared to be just right for the Chilly Willies New Year Day race, but unfortunately the fresh to strong westerly kept entries down to just fourteen boats.

A lapping course was set within sight of those watching events in the comfort of the clubhouse. Ian Foxwell/Hannah Packman (29er) got away to a good start and were first to round the windward mark but then discovered on the downwind leg that they could not fly their gennaker as they had rigged it incorrectly. So although they held the lead over the three rounds were relegated to runners-up spot on corrected time. Stuart Bailey/Zoe Noble (Buzz) chased after the leaders but suffered a dip on the second lap and had to settle for fourth prize, while Doug Horner/Caroline Alexander (RS 500) made a good recovery after a poor start to win on adjusted time with Phil Harris/John Bradbury in the other RS 500 securing third prize. Thomas Lambert/Nicola Smith (Laser 3000) managed to keep ahead of David Fenech/Alison Williams (Laser II) to the line to be rewarded with the fifth prize.

Pos	Class	Helm	Crew	PY	Corrected
1st	RS 500	Doug Horner	Caroline Alexander	972	01:00:21
2nd	29er	Ian Foxwell	Hannah Packman	924	01:01:45
3rd	RS 500	Phil Harris	John Bradbury	972	01:05:10
4th	Buzz	Stuart Bailey	Zoe Noble	1005	01:05:43
5th	Laser 3000	Tom Lambert	Nicola Smith	1030	01:08:17
6th	Laser II	David Fenech	Alison Williams	1035	01:08:37
7th	Laser Radial	John Hewat		1101	01:13:21
8th	Phantom	Mark Bew		1045	01:14:09
9th	Topper	Jonathan Hewat		1290	01:23:46
10th	Topper	Stephanie Wicken		1290	01:25:49
11th	Buzz	Steve Drain	Richard Ayling	1005	01:30:21

back-to-back on consecutive weekends, so please encourage your friends from other clubs to come and do all three.

This year we are going to introduce something special for the Grand Prix which should raise not only it's profile, but also the club's and our river's. We plan to combine the all-comers event of hitherto with an invitation Two-of-a-Kind event. We'll be inviting class associations to send two boats as representatives to race against pairs from other classes for the honour of their class and to prove that they are quicker than their rivals.

If you want to ensure that your class comes away with a good result, please get in touch with your association to urge them to send some top sailors. Apart from anything else, it will be interesting for you to see how you shape up against them.

Details have yet to be finalised, but the Two-of-a-Kind fleet will certainly be starting separately from the all-comers to minimise interference, but it is hoped to arrange it that the all-comers fleet will act as a pathfinder for the T-o-a-K visitors, thus avoiding the objection of a lot of visitors to the Medway, that they can't find the buoys!

This will hopefully mean that we will get some top sailors racing on our river under circumstances which show the river and our sailing area off to its best advantage. If the weather plays ball, they will take away a good impression and boost our image nationally. The event will hopefully be more newsworthy than a regular event, so we may get a bigger press report too.

Closer to the present, you should hopefully receive this magazine in time to attend Medway Yacht Club's Easter Egg Race on Easter Monday. Start is at MYC at 14:00; there is no entry fee, but contributions to cover the cost of the Easter Egg prize and a donation to the RNLI are welcome. It may well be possible to sign on and off at WSC. For more details before the day, contact Stuart Bailey (now a member of both clubs!) on 07976 760844.

The first Commodores' race comes in May, and Juniors please remember that there is now a trophy for the leading Junior in the Commodore's Series.

On the non-racing side, we've Aylesford and Queenborough Cruises scheduled, both in May. Talk to Paul Nudds for more details.

Happy and successful sailing, one and all.

Tony Hunt



Stephanie wanted a big dog for Christmas to take for walks, but Jo said she'd have to make do with the Topper.

But actually, this is what the National Coach makes trainees do when there's no wind.

And we pay these people?! But see below:

JUNIORS! YOUR KENT TEAM NEEDS YOU!

Come and be part of the Kent Team in 2007.

Two National Schools Sailing Association events for your diary:

26th/27th May at Farmoor Reservoir, Oxford, NSSA Championships Regatta

22nd – 27th July at Plymouth, NSSA Annual Youth Regatta

The Kent Team is organised through KSSA. Come to the KSSA training at Bewl Valley SC on Saturday 14th April and the Opening Splash at Wilsonian on Saturday 21st April and find out how to join the Kent Team.

For more information see also www.kssa.co.uk and www.nssa.org.uk

Steve Goddard were absent while a fifth for Jayne Lambert/Paul Thorpe elevated them to sixth on aggregate. Doug Horner took out Tom Lambert's 29er with Nicola Smith and led the fleet all the way for second place on corrected time but still outside the prizes.

1st	Phantom	Neil Lamprell		7
2nd	Wayfarer	Brian Lamb/Brian Warwick	Brian Warwick/Bernard Smith	13
3rd	Laser 2000	Roy Winnatt	Geoff Lambert/Janice Smith	20
4th	Laser 2000	Nik Antoniadis	Catherine Evans/Richard Etham/Simon	41
5th	3000	Peter Hayes	Steve Goddard	47
6th	Laser 2000	Jayne Lambert/Graham Smith	Paul Thorpe/Jayne Lambert	50
7th	Phantom	Paul Heather		53
8th	Laser II	David Fenech	Alison Williams	78
9th	Laser 2000	John Parsons	Bryan Dunmall	79
10th	29er	Thomas Lambert/Doug Horner	Nicola Smith	86
11th	Laser	John Player		94
12th	Buzz	Adam Treadwell	Rachel Birmingham	104
13th	Buzz	Martin Brown	Amanda Randal/R Nuis	109
14th	Laser Radial	Martin Vinton		110
15th	Buzz	Steve Drain	Richard Aylard	121

David/Jackie Hudson had seven firsts in the **Lapping Course** event and Lesley O'Rourke, with an assortment of crews including Stephanie Wicken, was assured of second prize and Gordon Wallace/Leah Johnson third. Jo Wicken spoilt the Hudson's record by winning the race and

1st	Miracle	David Hudson	Jackie Hudson	7
2nd	Miracle	Lesley O'Rourke	Peter Matthews/Stephanie Wicken/Peter Ho	14
3rd	Miracle	Gordon Wallace	Leah Johnson/Steve Bridges	28
4th	Laser Radial	Jo Wicken		29
5th	Miracle	Ben Brooks	Tom Brooks	55
6th	Topper	Aaron Smith		61
7th	Miracle	Tim Kift	Paul Rodgers	62
8th	Topper	Alexander LeGassick		64
9th	Laser Radial	Ian Wilson		65

Open Winter Series 2006 by Roy Winnett

Bright sunshine and a chilly light to moderate westerly was just right for the concluding race of the winter open series at Wilsonian Sailing Club on Sunday morning. 62 boats had contested the 13 race series (7 races to count) with 20 entered for the long course, 34 the medium course and 8 the lapping course. Although most of the top places had been determined 24 boats were on the start line.

In the **Long Course** event, Mike Gower and Ian Foxwell/Hannah Packman were already assured of first and second prizes respectively, so a third for Gower and a second for Foxwell/Packman was just icing on the cake. Whereas a victory for Tony Hunt/Suzanne Hall lifted them to third on aggregate, relegating David/Stuart Mason, who were not competing, to fourth and John/Steve Tinnams to fifth.

1st	Vortex A	Mike Gower		15
2nd	29er	Ian Foxwell	Hannah Packman	17
3rd	3000	Tony Hunt	Suzanne Hollan Parris	20
4th	Laser 4000	David Mason	Stuart Mason	21
5th	Laser 5000	John Tinnams	Steve Tinnams	24
6th	RS 600	Andy Pickrell	Caroline Alexander/Nick Lett	25
7th	RS 800	Ian Parris	Ian Watson/Simon Proctor	40
8th	RS 800	Stuart Bailey	Zoe Noble	46
9th	Musto Skiff	Grahame Smith		54
10th	59er	Tim Kilt	P Rodgers/P Blaydes/P Homer/M Love	57
11th	Laser 4000	Jonathan Schofield	Ian Davies	65
12th	RS 400	Chris Ashby	Mike Smith	75
13th	Laser 4000	Stewart Robertson	Bonja Riley	80
14th	Laser 4000	Peter Blaydes	Harry Coulson	90
15th	Vortex A	Phil Harris		98

Neil Lamprell, with seven firsts to count had dominated the **Medium Course** event and was resting on his laurels. Brian Lamb/Brian Warwick had secured runners-up prize, but with Lamb on race officer duty Warwick teamed up with Derek Cummings and won the last race in the process. Roy Winnett/Geoff Lambert was certain of the third prize, so a third place confirmed their status. Similarly a fourth for Nick Antoniadis/Cathy Evans gave them the same overall, fifth placed Peter Hayes/

Membership Secretary Needed

Tasks involved: meeting new members at the Club, interviewing informally with another Committee member (usually after the racing is over) to let applicants know how the Club works (duties etc), minor administration – sending a letter of acceptance with cards, stickers, handbook, and forwarding copies of the form to the Database Manager, Duty List Secretary and Treasurer.

In view of the meet and greet role, the job is ideally suited to a non-sailor, or one not committed to racing every second of every Sunday! It does not involve the annual membership renewals.

Contact Jo Wicken for more details.

At this point we'd like to thank John Shenton for taking on the role of **Dinghy Park Secretary**. So, if a large, bearded man comes up to you and asks you to move your boat, he's probably entitled to!



Of course, some helms need more than one crew just to carry the prize haul. Chris Ashby tries to look modest while crews Katie Parris and Mick Smith know the score.

Photo David Hudson

Winter Work Parties

Thanks to a good attendance and hard work, most of the scheduled work was completed successfully. With much equipment on hire for the first weekend, the forecast of heavy rain on the Saturday was not encouraging but fortunately the light drizzle in the morning did not turn into a heavy downpour until late in the afternoon, when most of the essential work had been done and we were all wet anyhow. Sunday was drier so full use could be made of the hire equipment before it was collected Monday morning. The weather was kinder to us for the other work parties.

The two major jobs were:

1. To remove and relay the concrete slab at the bottom track and level the area with crushed concrete.

The concrete slab was breaking up and the area needed levelling to prevent damage to the exhaust of some members' cars and make the whole area usable throughout the year.

2. Remove paving slabs and replace with brick paving at the east end of the clubhouse.

The area had been paved with an assortment of different sized slabs and bricks, some broken.

Other jobs included: using the broken paving slabs to fill in the top of the upstream side of the lower slipway to make easier access to the beach and repaired storm damage to slipway with cement filled sand-bags. Used the large paving slabs to retain the soil at the back of RIB cage. Removed the concrete step outside store and disabled toilet as this was a safety hazard at night and we were having difficulty opening the store door *[ahem, and slabs laid very nicely afterwards, if I may say so. Ed]*. Made good and painted the inside and outside walls around east and west windows, where the old shutters had been fixed. (new roller shutters had been installed during the year). Dug out soil around main water stopcock so that it could be raised for easier access. Made new doors for boathouse from external ply and covered with galvanized steel as the old doors were rotten and difficult to close. The drainage ditch around the blockhouse was completed. Slipways pressure hosed. Painted outside of Bosun's store and flammable store. Puffin cleaned and painted with antifouling. Cleared drainage ditches at back of clubhouse and dinghy-park. Cleared leaves from gutters, moss from roof and replaced broken tiles. The potholes in the main access track were

Dear Editor,

The following is a note thrust into my hand by a hooded figure on the track to the club. He had disappeared into the undergrowth before I could get a good look at him but he was wearing an anorak and ran well on dry land so I must assume he was an inland person who had somehow strayed into river territory.

John Bright

Sailor beware

Those of you who sailed with Commander Nudds on his daring voyage up the Mechway last September to seek out the lost tribes of the upper reaches of this dark and mysterious river may be surprised to know that this expedition had been infiltrated by some upstream natives cunningly disguised as deckhands on one of the support vessels.

They were caught on camera and if you look closely enough at the photos in your magazine, you will see them sitting at ease outside the Aylesford hostelry, quite unconcerned about the level of the river. For them, the waters flow only one way and the term 'time & tide' has no meaning in their simple way of life.

It was just as well that your expedition stopped here, for if anyone had decided to go on further, they would soon have encountered a mighty iron gate across the river secured by a vigilant guardian of the waters who would demand tributes (or a sight of river licences) before allowing passage and then only at certain times of day, according to his whim.

Had any of you made the crossing, from salt water to the fresh at this point you would soon find yourselves approaching a much larger village, through which it would be wise to pass as swiftly as possible, lest the natives spot you and gaze with wonder and amazement at boats with sails, trying to get under their primitive bridges.

Once clear of this village, you would pass through a forested region where mighty trees come right down to the water's edge and wild beasts roam free but before long there would be more obstacles to bar your way. There are low bridges to creep under and great wooden gates that require the frantic turning of handles and the heaving of mighty timbers to open them, further upstream would be seen rows of primitive craft moored against the riverbank as many of the local natives rely on fishing for their humble existence.

Very few outsiders go much further than this, for it is said that at a hidden lake near a place known as Yal-ding, the local river people gather their simple boats together for mutual protection from outsiders and guard them by lurking in the long grasses of the riverbank with wood on their faces and blowpipes at the ready. Be ye warned, any who try to venture this far, for they are ready and waiting for you!



Wilsonians go Sweng Dutch!

Sweng Dutch is ongoing project between the Club's own 38th and 40th Strood Sea Scouts and Scouts from KFUK-FKUM Scoutförbund Hudiksvall, Sweden and Scouting Netherlands St. Martinusgroep, Zaltbommel, Netherlands. Each group of Scouts in turn hosts a summer event for the others and there are occasional winter events in Sweden. This year the 38th and 40th Strood Sea Scouts were hosting the event and the club kindly allowed the use of its facilities on Friday 4 August 2006.

The previous day had seen pretty appalling weather for our Drascombe sail cruise to Queenborough but fortunately everyone enjoyed the hastily arranged visit to historic Rochester – even Bluewater had been considered. However Friday gave some light winds as an introduction in the morning and a little more breeze in the afternoon to develop new skills.

Using our own sailing and powered craft supported by craft loaned from Kent Scouts and the Arethusa Centre we were able to put about 60 people on the water. There were lots of favourable comments about the standard of the clubs facilities and the location. While most of the Swedish and Dutch Scouts have some experience of water activities there still some new experiences to be had: the Toppers proved very popular; the tidal range of the Medway was somewhat different from the couple of centimetres experienced on the Hudiksvall fjord in the Baltic Sea; and, unlike Dutch waterways, while you might appear to have plenty of water you also might have plenty of mud just a couple of centimetres below the surface. Soon everyone had learnt how to right a capsized Topper, how take into account the tidal flow and to keep away from the shallows and the safety boat crews could look on as everyone enjoyed their days sailing.

Thanks to Wilsonian for making a splendid day possible. We go back to Sweden with our Dutch Scout friends in February 2007 and I am sure we will hear plenty more about the Wilsonian at Sweng Dutch 2006.

David Wraight

in-filled with planings. The floor was tiled and walls painted of outside toilet; this was in a poor state and is used midweek when the clubhouse is closed. The doors and walls of clubhouse entrance hall painted. Race-box flag boards and support frame painted and ropes replaced. Cleared foreshore and laid gravel/hardcore. Removed old flagpole near the main gate.

A general clubhouse 'spring clean' and Dinghy Park clear up was achieved with an extra work-party.

Thanks to all for the excellent team spirit that enabled the work to be carried out so successfully. Additional thanks are due to those who attended several work parties and/or provided expertise for specific jobs.

Although loath to refer to individuals by name, in case of offending others, I believe you will all agree with me that Duncan Griffiths' skills and expertise was essential in carrying out the main works to such a high standard. And Peter Hampson who amongst other jobs, did preparatory work for the boathouse doors, is completing the work on the main stop-cock and is fitting three new gas heaters for the showers.

Thanks to the house committee for keeping us all well fed and watered.

And finally thanks to the members of work party sub-committee; Colin Treadwell, Brian Lamb, Tom Sims, Ian Wyatt, Peter Hampson and Duncan Griffiths who met at the Black Horse at Bean to have a drink and also schedule the works.

There are still some jobs outstanding; these include laying new flooring in the entrance hall – outside contractor, replace toilets in the ladies changing room and a new kitchen layout.

It will be the BIG one next winter; laying a brick paved roadway from the main gate to top of the upper slip.

What would we do in the winter if we did not have all these exciting things to do!

Roy Winnett

Rib Coxswain Refresher Days

In order to try and address the common, and justified, complaint that skills learnt during the Safety Boat course are going rusty due to little or no usage, the club has decided to introduce a number of refresher days whereby qualified RIB Safety Boat helms can come down and practise specific skills that they feel they need honing.

Obviously this has the potential to be chaotic if a number of you turned up unannounced all wanting to do something different, so could you please let me know either by email, j.r.gore@btinternet.com or telephone 01634 271250, what you would like to concentrate on and when you would prefer to come down. There is no cost for these refresher days.

In addition to these days it is possible that we might be able to organise some "taster" sessions such as trips out into the estuary or night trips if you would like to experience them. Let me know and I'll see what we can arrange.

Rib Coxswain Refresher Days

Saturday 26th May

Saturday 30th June

Saturday 28th July

Saturday 15th September

Saturday 29th September

John Gore

[There's more on being a safety boat crew further on in this mag. Ed.]



and laid at anchor until some time in September. Then she sailed for Rochester, proceeding, for some reason, via the Swale with a stop at Harty Ferry. Among her mis-adventures was a collision with Southend Pier. It happened on 18 January, 1921 while the vessel, under the command of Captain Knott of Dover, was proceeding from Antwerp to London with a cargo of 241 tons of iron girders and logs. It had been a bad trip anyway: she was caught out in such vile weather that she was in difficulties for 18 hours, having proceeded only 37 miles in that period although her engine was running full-out. While off Southend, the vessel became unmanageable and was driven furiously against the west side of the pier. She may have dragged her anchor while laying above the pier. It was the conventional stockless type. VIOLETTE was declared a loss. Pollock's bought the wreck and after temporary repairs she was towed to Faversham, arriving at the yard on 23 April. Pollock's disposed of the VIOLETTE and her hull lay on the beach at Seasalter near Whitstable and some time before WWII she was moored above Sun Pier, Chatham being fitted with tanks and used as a refuelling lighter for the New Medway Steam Packet Company and is currently laid up at Hoo.

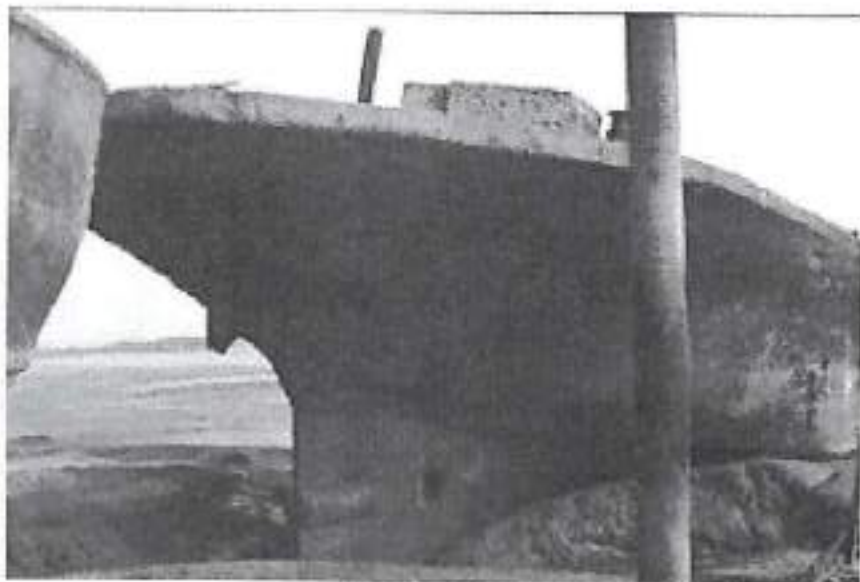
The MOLLINETTE is reported to lie on the Cocum Hills (just off West Mersea) and can still be seen at low-water. She is reported to have been used as a bombing target during the war. The site is marked with a green wreck buoy.



Laid up at Hoo "Violette" the oldest Concrete Ship still afloat in England *by Paul Nudds*

Hardly earth shattering information I can hear you say, however I stumbled on this fact mentioned in the Daily Mail and decided to research further. The following information was gleaned from the Register of Historic Ships.

James Pollock, Son & Co. of Faversham, were the designers and builders of the MOLLINETTE and VIOLETTE, which must have been two of the unluckiest vessels in the whole coasting trade. The vessels were constructed in Ferro-Cement using steel wires covered with a sand and cement plaster based on patents of the 19th century inventor Joseph-Lois Lambert who call his creation Ferciment



The two Faversham coasters had a loaded displacement of 640 tons, with a hold capacity of 17,320 cubic feet. Both vessels were rigged as three-masted schooners, with gaff and boom sails but no topsails. Work on MOLLINETTE started in September, 1918. VIOLETTE was started in March, 1919. She sailed on trials in August. Both had the same engine - a centrally situated 120 bhp. two cylinder Bolinders type M. The VIOLETTE proved troublesome from the start of her career. After running trials off Gravesend in August, 1919, she was not accepted by her owners, but loaded hardcore up-river at Erith at Cory's wharf,



'How are things in the office, Miss Smith?' Tom Lambert enquires as to progress while Nicola Smith gets on with her knitting.

Photo David Hudson

Mini Races

Some of you will note this cryptic entry in the Sailing Programme for the 7th May Bank Holiday Monday. It is nothing more than an attempt to better describe what was last year described as 'Practice Starts'; one of the entrants said he felt the activity merited a better title, so this is it.

What's involved is a Committee boat, a start line, a windward mark and countless (probably around a dozen, actually) 3,2,1, GO starts followed by a quick beat to the windward mark and a run back to the line. No official results, no prizes, just the satisfaction of beating an RS800 in your Topper thanks to a cracking start and short beat; the 800 gets the chance to reconsider its approach and immediately afterwards another opportunity to get it right.

All very good for practicing assessing start lines (we slyly change the bias), deciding the best place to start, timing your approach and accelerating off the line, plus spotting the right tactic into the top mark.

Fishy Parkers

At the end of last season, we started to get fishermen parking in our car park - this is against the terms of our lease and could lead to problems with the landlord. More to the point, we don't have space for them these days.

If you encounter someone parking who you think shouldn't be there, please politely check, and if they indeed shouldn't be, let them know the score.

To help police things, would everybody please ensure that your club windscreen stickers are in place and up to date.

Brian Ward Says Farewell

Brian Ward has just left the club after moving first to Spain and now more permanently to Plymouth. Brian was at Wilsonian for all of 24 years, starting off in Miracles before becoming a central figure in the Wayfarer fleet. He could always be relied upon to get involved, whether it was racing or cruising, and organised several cruises to Whitstable for the Wayfarer Association, but he loves sailing on the Medway and has always complained that the courses are too short!

Besides being a sailing legend, Brian achieved fame as the club's official sausage supplier; mention of 'barge sausages' can be guaranteed to make members' mouths water (including the vegetarian Editor's).

He has asked 31½ to thank everyone for making his time at Wilsonian so enjoyable, and to extend an invitation to look him up should you be travelling down to the West Country. Give him a ring on 07789564509, and you'll find him at in his new house near the Mount Batten Centre, at

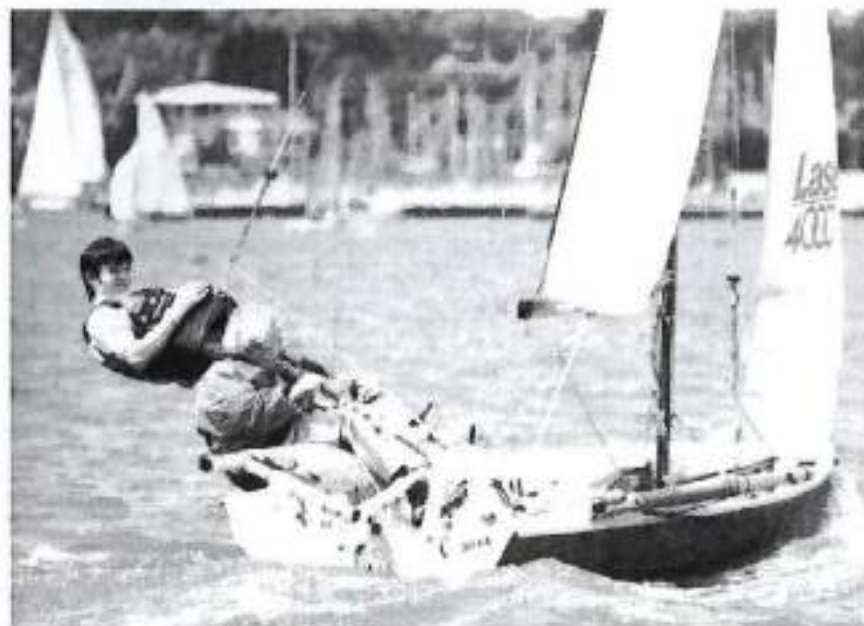
23 Kingfisher Way
Radford Oreston
Plymouth

If you're lucky, you'll get a ride in the Cornish Shrimper that is currently on his shopping list - once he's sold the house in Spain (there's a cautionary tale there somewhere but you'll need to get the details off Brian...)

In steady winds beating or reaching it's not difficult. It feels like it is designed for high winds and it is perfectly well behaved no matter how hard the wind blows, so much so that it is easy to under-estimate wind speed. It is the transitions that are difficult in this boat. Tacking and gybing, hoisting and lowering and setting off from the shore and coming back to the shore are potential problems. I have capsized many times in this boat but I do not think I have ever been overpowered on a beat. However this is a boat with more sail than you can "muscle out of" and a tippy hull so any mistake quickly gets you wet.

Gybing without the kite is a major problem in a breeze, tacking is probably next in line and gybing with the kite is just that bit easier. All are remedied with practice; if you do it right you wonder what all the fuss is about. It is truly wonderful how easy a gybe in 20 Knots is, provided you follow a set procedure. A procedure you can only get right with practice but having now got it I can assure you it is easier in 20 Knots than many other boats in 15. Sadly a gybe without the kite is still a worry.

I still have a lot to learn but I'm getting there. It's a challenging boat but I like the challenge.



Learning to Sail the Laser 4000

by Stewart Robertson

Why 4000?

I love the challenge of asymmetric sailing but, in case you haven't noticed, this means sitting out downwind as well as upwind and my knees creak these days, so a trapeze boat seemed a likely solution. Having tried the 49er and RS800 I know that these boats need more space than our river can provide and they are expensive. I reasoned that the 4000 with less sail would be relatively easy to sail. I was wrong because it's tippy.

But I'm pleased with my decision since this modest sail area means a modest sailor like myself can go out and blast about in 20 plus Knots of wind whereas I think you have to be an Olympian to handle a 49er that sort of breeze. I say modest sail area but we must remember its about 32 sq m with the kite up and I can assure you that gives very high speeds in strong winds – probably higher speeds than you'll ever get out of a 49er in more manageable breezes. In fact the use of a hand held Sat Nav has recorded speeds in excess of 20 Knots.

This is the clue to my love affair with this boat – it is so fast in a blow and it's pretty exciting in anything greater than 10 Knots. It is fast enough to be considered an "apparent wind" boat. This is an effect where the speed of the boat adds to the power of the wind and increases the speed in an accumulative way – such that you can be sailing nearly downwind and yet the crew has to trapeze because the apparent wind is coming from in front. This is a boat that is exciting enough to go blasting about even when not racing.

It has taken me longer to learn to sail than I expected because of the instability of the hull. The RS800 and particularly the 49er are more stable. I don't know if you are aware but the longer a boat the more stability it has, and probably you are aware that the flatter the underside the more stable. If you look at the stern areas of the twin trapeze boats you'll notice an almost flat section whereas the 4000 is curved all the way back to the transom. The outcome of this is that in light winds or a run it feels less like sailing and more like the sport of lumberjacks - log rolling. The centreboard dampens this but the most effective solution is wind – like a proficient windsurfer you balance your weight against the sail and the stability of the hull then becomes irrelevant; until you tack or gybe!

Category Prizes Explained

Everybody seems agreed that category prizes are a good thing, but most of us would be hard pressed to define exactly what they are and who gets them.

The thinking behind category prizes is that on any given day, a particular type of boat tends to be favoured. Thus in a blow, boats with a trapeze come into their own, while on courses with lots of reaches too tight for a spinnaker, a boat not handicapped for use with a spinnaker has an advantage. A Contender would thus be a good boat for the conditions described, whereas in more moderate winds on a course with a deep reaches against the tide, a sitting out boat with a spinnaker, such as a Wayfarer or Laser 2000 would be a potential winner.

On days when the weather and course don't suit your category of boat, racing on handicap against other boats that do suit the conditions can be a bit soul destroying - even if you sail the better than all the other boats, you might well not win on handicap. So the idea of category prizes is to recognise the best-sailed boats in each category, especially those not suitable to gain an overall win on the day.

The categories we can recognise are:

Sitting-out	singlehander	without spinnaker	e.g. Laser, Phantom
Trapeze*	singlehander	without spinnaker	e.g. Contender, Vortex
Sitting-out	singlehander	with spinnaker	e.g. RS Vaneo
Trapeze*	singlehander	with spinnaker	e.g. Musto Skiff, Vortex A
Sitting-out	doublehander	without spinnaker	e.g. Tasar, Graduate
Trapeze*	doublehander	without spinnaker	e.g. Photon
Sitting-out	doublehander	with spinnaker	e.g. Laser 2000, Miracle
Trapeze*	doublehander	with spinnaker	e.g. Laser 4000, RS800

* for 'trapeze', read 'sitting out aid, e.g. trapeze or sliding seat'

Some have argued that there should be a distinction between single and twin trapeze boat, but you have to draw the line somewhere!

The number of category prizes awarded depends upon the nature of the event and the number of entries. For example, in one-off races such as the Grand Prix, the number of prizes for each category will be the square root number of entries in that category, so that if 16 Vareos descend on us, the top four will get prizes for 1st, 2nd, 3rd & 4th in category. In club series it will be merely the first boat in each category represented.

MINUTES OF ANNUAL GENERAL MEETING ON 24TH FEBRUARY 2007, 20.00 HRS

Colin Treadwell (Commodore) chaired the meeting. 52 members were present.

1. Commodore's opening remarks:

The Commodore welcomed members to the 48th Annual General Meeting of Wilsonian Sailing Club and said that a buffet would be available after the meeting. He asked for a show of hands by those members who had renewed their membership for 2007 to determine a quorum before formally opening the meeting.

He referred to the agenda and said that there was no Special Business and that, rather than one lengthy Secretary's report, individual Committee members would be reporting on aspects of the management of the Club for which they had responsibility. Whilst those present would only be hearing from a few members of the General Committee, there were many others involved in the team effort managing the Club's affairs, as evidenced by the list at the front of the Sailing Programme and Duty List. He expressed his thanks to each and every one of them for their hard work and commitment to the Club over the past year.

Some of the great work carried out included a new Jeanneau trolley, new roller shutters, new risers on Club moorings, a revised dinghy park bye-law to allow re-allocation of unused dinghy park spaces, the Boat Development Plan for Club dinghies, new water heaters, a substantial amount of work at work parties, a successful Medway Regatta (88 entries) and plans to enlarge and develop the kitchen.

2006 had been another successful year in terms of sailing, finance, membership, maintenance and galley, all of which would be highlighted in the various reports after the introduction. The Club continued to go from strength to strength and maintain its reputation as the friendly club on the river. The Commodore believed this to be due in a large part to the way in which the Club operated regarding work parties and duties. He thanked all those who had fulfilled their duties and work party commitments.

Referring to the previous edition of 31%, he said a significant portion of his intended article had inadvertently failed to be included. He apologised if that article had seemed little more than a whinge on his part but added that most of what went missing was likely to be mentioned during the various reports which followed.

2. Apologies for Absence:

Apologies had been received from D Wraight, P Moncreiffe, K Crundwell, T Hunt, D & F Tozer, J Gore, M Heather, L Heather, D Brooker, P & M Smith, E Rose, M Wynn, A Wynn, T Gill, R McLeod.

3. Minutes of 2006 Annual General Meeting:

On a proposal by T Sims, seconded by J Gore, and carried unanimously, the minutes of the 2006 AGM were confirmed as a true and accurate record, and signed by the Commodore.

4. Matters Arising:

None.

5. Secretary's Report:

I look forward to seeing lots of Miracles on the water this season!

Lesley



Gone but not forgotten. Peter Horner and David Brooker in their element on a kite reach - albeit in the lee of the dreaded flats. Give them a new MkIV and they might be back! Photo David Hudson

The Medium Fleet seemed to grow last year and as we know it is the friendliest and yet still competitive fleet, so great fun to be in. In fact sailing in the Medium Fleet was a key factor in deciding on our new boat. Welcome to new members – I'm sure we will soon get to know you.

Dave and I are your Fleet Captain and Vice this year (not sure which is which). So please let us know if you have any ideas, thoughts, comments or concerns about your sailing. If you don't know us yet, Dave is the one wearing the black hard hat and he's the noisy one, I'm the small quiet one, and this year we are sailing a V3000.

See you all sailing!

Alison and Dave V3000 3605

Miracle Fleet Report

It's the time of year again when the dinghy park is starting to fill up with boats that have been taken away over the winter. At the end of last season, Peter and David decided to buy a Buzz and Peter's Miracle was quickly snapped up by Peter Clark who, following his initiation at the Miracle Nationals in Brixham in 2005, is keen to get sailing.



It took some time for Adrian's broken mast to be repaired but I note that he's already been out practising in the Hoo Freezer. Martin and Mike will be sailing with brand new sails, so will undoubtedly be disappearing even further into the distance. Gordon has also been practising quite frequently during the winter and has recently bought some new sails and Ben has also purchased new sails, so competition should be quite keen. Andrew was tempted to buy new sails, but Sam Kelly's attempts to convince him at the boat show had the opposite effect and he may be hoping to snatch a bargain at the club in the used sails department.

The pre-season meal at the Leather Bottle was well attended and the next social event is the bike ride that Martin has been organising on 5th May from Reculver to Margate, along the Viking Trail. This is a really terrific route and as it follows the coast it has the added advantage of no hills!

Membership

Membership at the end of 2006 stood at 202, 7 fewer than at the end of the previous year but still higher than the figures for the five years prior to that. 21 new members had joined.

For a year-on-year comparison:

YEAR	2000	2001	2002	2003	2004	2005	2006
MEMBERSHIP	175	172	174	184	189	209	202
NEW MEMBERS	21	21	19	26	32	39	21

Performing Rights Society

Towards the end of 2006 the Club had been contacted by the Performing Rights Society and informed that if a radio, CD player, television or video player was on site then a PRS licence would be due. It transpired that the Club had been targeted as part of a national campaign focused on sports clubs. The Central Council of Physical Recreation had intervened on behalf of sports clubs with the aim of negotiating an appropriate fee level rather than the blanket charge irrespective of the business or voluntary nature of organisations. The CCPR had invited sports clubs to complete their survey in connection with the approach from the PRS, and this had been done. Advice had been sought from the RYA with the response that, pending negotiations by the CCPR, if a club played any music then a licence at the stated rate would be due. The Committee took the view that a fee of £250 in the first year, £167 in subsequent years, was too high and therefore removed the CD/radio from the kitchen area as an interim measure. It had been noted, however, that a licence would be required for individual events such as the Medway Regatta or Dinner Dance. Regarding the licence to cover use of the CD/radio, the matter would be reviewed as soon as the results of the CCPR negotiations were published.

6. Treasurer's Report

The Club had continued to prosper with a healthy surplus of £9221.95 as evidenced by the financial report and, after allowing for depreciation, fixed assets had increased by £3626.

Despite the large increases in the cost of fuel, water and sewage charges in 2005, costs in 2006 had been contained or showed only minimal increases.

The programme of improvements to the Dinghy Park and Clubhouse had continued throughout 2006.

A management plan to purchase new dinghies for training and boat hire had been agreed. This involved a substantial investment of approximately £16000 over the two years 2006/07 to purchase 4 new boats. This would be financed in part by the sale of existing boats, boat rental fees and use of the income saved by being exempt from council rates as a registered Community Amateur Sports Club. A grant of £650 had been received from Medway Council towards the purchase of one boat and the intention was to continue to apply for grants from the various organisations that had funds available to support such clubs.

The Committee had decided not to utilise the safety boat fund for the upgrading of the RIB Bluebird. This cost had instead been met by income.

The kitchen and bar performance had been excellent due to the hard work of Jane.

Treadwell, the House Committee and those other members involved in the various events throughout the year. Profitability had increased to 35% - a comfortable margin over the 30% required to achieve the industry norm.

For 2006 the cost of food for both adult and child meals at Junior Week had been separated and debited to the training account. This amounted to £900, hence the apparent reduction in kitchen expenditure. Accordingly, the income from adult meals (£640.90) had been credited to the training account.

The Club had been successful in obtaining sponsorship for the Medway Regatta from MTS Cleaning Services and was pleased to learn of their continued support in 2007.

The sound financial performance in 2006 had allowed the increase in subscriptions for 2007 to be kept to a modest 5%. However, the importance was recognised of retaining existing members and encouraging new people to join, to ensure the continued prosperity of the Club.

Ken Crundwell, the Club Auditor, had been very pleased with the figures for 2006 and had acknowledged the hard work and commitment of members. Thanks were expressed to him for auditing the books and to Gill Warwick for banking the weekly kitchen and bar takings and for running the 'Bosun's Locker'.

In response to questions, the Hon. Treasurer said that sewage charges had increased by 37% in 2005 but in 2006 the pit had been emptied on fewer occasions. The water rates were lower owing to a saving of £30 per six months during the period of the hosepipe ban.

Brian Warwick, seconded by Ian Wyatt, proposed a vote of thanks to Trish Ayris for her excellent work and sound management of the Club's finances. This was unanimously endorsed.

7. Sailing Secretary's Report:

The 2006 sailing statistics indicated that the previous year's entry levels had been maintained and the Sailing Secretary commented that it would be difficult to significantly improve statistics since there was not much opportunity to squeeze more sailing into the programme. He said suggestions on how to improve open meeting attendance by visitors would be welcomed.

Junior racing within a separate fleet had been virtually non-existent in 2006 as many had moved on to sailing boats within other fleets. It was hoped that a new group of Juniors would soon begin racing.

The weather had been good for all the major events and Wilsonian SC had won the Inter-Club Challenge.

The effort over the previous few years towards the Grand Prix as the Club's prime event, and running this event on consecutive weekends with the Medway Marathon and Regatta, appeared to be paying off with many now familiar faces staying for the three weekends. Miracles and Vortexes had used the Medway Regatta to host open meetings and intended to do the same in 2007. The Sailing Secretary thanked MTS Cleaning Services for their sponsorship which had allowed a return to the old tradition of handing out free Regatta 'T' shirts.

Having experimented with a reversed start sequence in 2006, the consensus was that this had not been an improvement nor particularly popular, therefore it had been decided

Introducing your new Medium Fleet Captains, David Fenech & Alison Williams, though given the colour of their kite, they hardly need introductions. Photo Peter Horner



the last few months; a few more Laser 2000s, the Kestrels, Phantoms RS200, the other two V3000's and of course the Wayfarers. We are hoping, (Brian) that in our new light and fast boat we will not get caught in the winds off your Wayfarers sails, as we always seemed to do last year. Well here's hoping. [Sorry Alison, but you shall never sail through a Wayfarer windshadow - that's even in the draft EU Constitution. Ed].

rest of the time. Grahame really started to get to grips with the boat through last year and with the added incentive of beating the young up-start in his old boat, they are both sure to get in amongst the prizes this year.

We have also been joined by Mark Goodchild and his all-conquering Canoe which I have no doubt will also feature in many of the events this year, and hopefully he can send some tips my way as I once again refine my own swimming technique with 'Stately Lord Sturgis', as my Canoe is now known.

So with a good spread of different boats, and some great events lined up for the year (I'll let someone else remind you what they all are) drag your boat back out of storage (if you haven't done so already) spray some WD40 on all those bits that don't work any more (this is when you realise how much of a pain the hose pipe ban was) and get yourself back down to the club. *[Word of warning: I've read that WD40 attracts dirt, and the best thing you can use on ball blocks etc. is soapy water. But why am I telling the Fast Fleet this?! Ed.]*

Ian Foxwell

Medium Fleet Report

The start of a new sailing season, time to dust off those cobwebs and get out there. Some of us Medium Fleeters (?) have been sailing regularly already, enjoying the globally-warmed winter Sundays with some very variable winds. Neil in his Phantom has been doing brilliantly, as usual, in the Warm-Up Series (can no-one stop that man?!), and there have also been some good outings by Laser Radials, including a top performance by long-time Medway sailor but new member of WSC, John Player - welcome, John, Nick and Cathy have been out in their Laser 2000; some Buzzes, Lasers, and the RS200's have also been out - so many too numerous to mention. Dave and I have been trying to get to grips with our new V3000, but I think we will be trying to get to grips with it for a while yet. You should see us coming though, as the glow from our fluorescent yellow spinnaker warms (warms?) you when we raise it.

We are looking forward to another great year of racing with the Medium Fleet, and look forward to catching up with those we have missed over



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to reinstate the former sequence of the Fast Handicap starting first.

Time limits had been amended halfway through the previous season whereby the first boat in any fleet had to have finished by 13.00 in the morning race and 17.30 in the afternoon race and the rest of the fleet by 13.30 and 18.00 respectively. The purpose of this was to prevent the fastest boat in any fleet just making the time limit and scoring a result when the rest of the fleet would be out of time and scored DNF.

Prize allocation in 2007 would be increased to the first three boats overall plus first in category for class and Club series events and to the first three boats overall plus square root of each category for one off events. The new/replacement Leigh Trophy was on display. Electronic records of results had been maintained since 2000 and all new trophies would be engraved to record helm and crew.

A new prize had been donated by Daphne Dutton in memory of her husband, Alan. It had been decided to use this trophy for the highest placed Junior in the Commodore's series.

The Fleet evenings had been held before Christmas and it was hoped that the 2007 programme reflected those views expressed.

The Wednesday evening series would be continued and was expected to attract more competitors.

Sailing had already started with 28 boats entered in the Warm-up-Series and 20 taking part in the previous weekend's Hoo Freezer.

Thanks were expressed for the support received over the last two years.

8. Committee Reports:

Bosun:

A depth sounder and GPS had been fitted to both RIBs. Bluebird had been re-tubed and whilst this had been a major expenditure, it was hoped it would extend the life of the RIB another ten years. Additional sound proofing had been fitted to Puffin and the floorboards lowered. Thanks were expressed to Brian Warwick for making the new Jeanneau trolley which had made launching the boat much easier and safer. Members were asked not to remove equipment from the safety boats.

The question was raised about a third RIB. The Commodore said that this was something that was being considered in General Committee. He expressed his thanks to G Lambert for his commitment to looking after the Club boats and maintaining them in good order.

Club Dinghies

All the Club dinghies were fully operational. There were three Lasers available, with a combination of standard and radial rigs, five Toppers (recently supplemented as a result of a deal with Medway Outdoor Education), two Larks (with spinnakers to be fitted), one Waylarer and the new RS Vision. The latter had been sailed almost every weekend during the summer and had won the Broxbourne Regatta! The only downside to report was the theft of the Club Oppy which had been removed after the perimeter fence had been cut. The Commodore asked those hiring Club boats to look after them as though they were their own. He had been disappointed earlier in the year to find one of the Laser sails screwed up in the boat. He congratulated G Lambert and P Thorpe on their excellent work maintaining the Club dinghies.

Fast Fleet Report

Well, I'll start this report by stating the obvious. I'm not Andy. As I suspect you're all aware, Andy has now stepped up to the position of Sailing Secretary, and before I knew it I was in the wrong place at the wrong time. But thanks for keeping the fleet under control during your tenure Andy, and I hope I can maintain the momentum.

The second thing that will become obvious, if it isn't already - I am writing this in a rush. "Don't forget your fleet reports are due in tomorrow" came the shout from Tony as the penny slowly dropped.

So here we go.

Firstly, for all of you that have been sitting around with your feet up over the last few months, you have missed out on some good sailing. Ian P's Warm-Up Series has been well attended again, with the fast handicap fleet well represented and getting some good results over the series. In fact if it wasn't for Neil and his apparently unbeatable Phantom the fast fleet would have taken most of the honours. Messrs Gower and Ashby were at the sharp end every week with their Vortex and RS400 respectively, and more often than not they were chased home by members of the ever-expanding 29er and RS500 fleets plus the odd Osprey and MPS to name just a few.

Caroline Alexander has been sailing her recently purchased RS500 with Ian Parris through the winter but moves back into the RS800 with Andy Pickrell for the forthcoming Spring Series, where I expect those concerned will resume the ongoing battle at the front of the fleet in the RS800's. With both the two Ian's and Andy and Caroline now starting their second season I'm expecting them to go well.

There are now, or at least hopefully will be by the time you read this, five 29ers at the club and are they are sure to ruffle some feathers as their respective crews get used to the responsive (poncy word for tippy and very wet) nature of the boat. Hannah and I have been slowly getting to grips with Uncle Fungus at Wilsonian's and Tom and Nicola and Aaron and Alec have been attending many of the training events at venues such as Bewl Valley and Hayling Island, as well as larger events like the Tiger Trophy at Rutland.

Doug Horner has taken over Grahame Smith's old Musto skiff, Grahame having treated himself to a new one. This means that there will be plenty of entertainment laid on for the spectators on the windy days but I suspect it will also mean considerably more competition for all the



When you get it right, a symmetric kite can be a fine thing. Tim Kift and Paul Rogers getting it right before their 59er adventure.

Photo David Hudson

P Thorpe reported on the progress of the Club Development Plan which had begun with the purchase of the aforementioned Vision. He said the Club had arranged a deal with RS to purchase four boats over two years and the second boat, a Feva, would be delivered in March. It was hoped the second Vision would be available from May/June. Unfortunately, the Club's application for an "Awards for All" grant had been turned down, though it would be possible to re-apply, and other grant options were also being investigated. Meanwhile J Drummond was endeavouring to secure sponsorship for Junior Week. This was linked to one of the Development Plan aims to encourage Juniors and attract new members onto the water thus fulfilling obligations under the Community Amateur Sports Club status. To date funds raised towards the purchase of new boats amounted to £1800, including income from the grant and sale of the old Wayfarer. The efforts of the Juniors were recognised, in particular the £936 raised in 2005 and £1136 in 2006 for Children in Need.

Training (Sail):

The Beginners course had been fully subscribed and very successful with all the students gaining their Level 2 (Basic Skills) certificate. The Start Racing course in contrast had been undersubscribed and thus cancelled and there had been no applications for the Spinnakers course. As a result, a different approach to intermediate and advanced training would be taken for the coming year, hopefully to meet the training requirements of members.

For 2007, there would be a Beginners course and a Start Racing course. Instead of programming in other specific National Sailing Scheme modules, two courses entitled Improvers and Advanced Sailing had been arranged. This would enable members wanting help to improve their sailing or learn new skills or techniques to indicate their requirements for which an appropriate instructor or coach would be provided. If several people had similar requirements that closely matched an RYA module, then it was possible that that module would be run with the opportunity to gain an RYA certificate. More information about courses and details of how to apply would appear in 31½.

Junior Week had been the usual great success and oversubscribed. All the young sailors had made excellent progress and many certificates had been issued. In contrast the Junior Training days had not been very well attended. It was possible that people did not remember which dates had been set aside for this. For 2007, Junior Training would be on the last Saturday of May, June, July and September, the last Saturday of August being the end of Junior Week. A couple of extra training days had been scheduled: 7th July (Club Open Day) and 15th September.

P Horner thanked the team of instructors who had willingly given their time to make training in the Club possible.

Training (Power):

J Gore said the purpose of offering powerboat training was to ensure safety boats were manned by qualified crews - in effect a helm with a Safety Boat certificate and a crew preferably with Level 2 or higher, competent to take control of the boat if required. It was important for people to have the opportunity to practice and develop their skills after obtaining certificates, in order to gain experience of handling powerboats in different conditions. The following opportunities for improving skills would be available - additional voluntary duties afloat, joining undersubscribed courses for no charge, taking the Intermediate or Advanced Powerboat course, taking part in the Club's RIB Cruises (maximum cost £25) and attending one of the free of charge RIB helm refresher training days (25th May, 30th June, 28th July, 15th September, 29th September, 20th October). These dates coincided with Junior training days.

Training fees were calculated on a minimum of two students per course and were kept as low as possible. Training provided for non-members was at a higher rate, and priority on courses would always be given to members.

Adam Birmingham was congratulated on his performance in the Honda Youth RIB competition, winning the South East Region final. It was hoped to enter a team for the 2007 event. Club training days for this would be 5th May, 12th May, 16th June & 23rd June, with the regional final on 21st July. The classes would be for 8-12 year olds and 13-16 year olds.

J Gore thanked all the instructors and others, particularly Terry Eaglestone, who gave their time free of charge to the benefit of the Club.

T Sims, as Training Principal, thanked P Horner & J Gore for their excellent work. He also raised the need for the Club to comply with Child Protection guidance. All instructors, parents and helpers attending Saturday training or Junior Week would need to sign a self-declaration form. This requirement did not affect normal Sunday sailing, only training.

House:

J Treadwell reported another successful year for the kitchen financially, with prices kept low. However, prices would have to be increased for the 2007 season given the continued rise in costs.

The Dinner & Dance had again been successful and feedback to help with planning this event in the future would be welcomed. The venue for the previous three years had been Hartley Country Club, and whilst the House Committee had been very happy with this venue, if members felt the need for a change, this would be considered.

The Club would be subject to new laws relating to food handling. A number of members would need to be trained in food safety and hygiene, and at least one trained member would need to be present whenever food was sold. It was hoped that training could be given at the Club. Also, greater care would need to be taken with general kitchen hygiene, and a diary to record checks carried out and any incidents or matters arising would need to be kept. J Treadwell asked anyone already trained in food hygiene to let her know.

The tray system introduced in 2006 for dirty cutlery, plates and cups had worked very well and had helped the busy kitchen crews. However, a few people were still leaving plates on tables for someone else to clear up.

Tom and Barbara Sims had been cleaning the Club regularly ever since the Clubhouse opened and often spent four or five hours a week doing so. Unfortunately, Barbara was no longer well enough to continue this work so a more thorough clean after sailing would be needed by duty crews. A checklist would be included with the CDO information.

Duties:

B Lamb said the Duty List was almost complete, though he was still awaiting a few renewals. Most duties had been allocated, other than a few in the winter series. He asked anyone wishing to volunteer for additional duties to let him know. Thanks were expressed to Terry Eaglestone who manned one of the RIBs almost every week. This had made it easier to fill other duties. The Assistant CDO role had worked well.

the club whilst racing is in progress. They should be towed to the nearest mooring buoy and tied up, or if necessary beached and recovered after racing has finished. This might seem distasteful to some sailors, but ultimately life comes before property. In this instance it would help if the safety crew could mark the capsized boat in some way so as to let other rescue crews know that the crew have been recovered. Safety boat crews also have the duty to ensure that the dinghy crew are well enough to continue even when they are back in their boat. This can sometimes be difficult to assess as some sailors can be rather aggressive if questioned about this. Just remember that aggressiveness is one of the first symptoms of hypothermia as well as adrenaline fuelled competitiveness! Sometimes a very tough call.

Even whilst standing by a capsized boat the rescue crew needs to keep a good lookout and ensure that all capsizes are attended. This might mean leaving the original capsized to assess the latest problem. The crew should prioritize incidents as follows:

1. Immediate rescue is needed
2. There is no immediate danger to life, but the safety boat should stand by until the sailors have brought themselves back to a safe condition
3. There is no danger to life or safety, and the safety boat can depart immediately to other incidents.

Of these the second will form the majority of incidents, but the very presence of a safety boat might be all the incentive the crew need to effect a self-rescue.

Ultimately the dinghy helm is responsible for the safety of their crew and boat and it is their decision whether they go afloat or decide to discontinue racing if they feel that the conditions are not to their liking. In such circumstances they should not look on the safety boats as a taxi service to get them back to the club. Conversely the safety boat crew need to remember that they are there to offer assistance wherever it is needed and should do so with good grace; after all the dinghy helm might want to buy you a pint in the mess later!

Stay safe and enjoy your sailing

John Gore

THE SAFETY BOAT CREW

OK, hands up all of those of you who have never capsized, run aground, or found yourself downriver on a foul tide, bereft of any wind? I'm sure we've all done it at some time in the past and have it to look forward to again in the future. In these situations it's rather comforting to know that there is a safety boat looking out for you, and, after the obligatory gloating from the crew, will be able to assist you in sorting out the problem, if you need it. There are those sailors who seem to have a list which states in that "In the case of emergency I do not wish to be rescued by the following.....", but in general we are extremely lucky as a club to have such a high standard of efficiency amongst our safety boat crews, which ultimately is most of you. It's rather nice to be told on a regular basis, by outsiders, how efficient and well organised we are.

For most, their spell of duty on the water consists of cruising up and down the river getting bored stiff, knowing that you won't be doing it again for at least another year. Long may this state of affairs continue, but it doesn't do much for keeping your skills honed. So to address this problem the club has instituted a number of "Rib Coxswain Refresher Days" throughout the year when anybody who wants to can come down and practise – the good thing is IT'S FREE!. Dates are given elsewhere in the magazine.

It's now a good time to remind ourselves about carrying out our duties. First of all it should be remembered that all safety crews are responsible to the Race Officer (RO) who will detail them off to cover specific classes of dinghies or areas of the race. The RO might delegate this duty to a senior experienced Rib helm in certain circumstances, but ultimately the RO will maintain ultimate responsibility for safety afloat.

The rescue priorities are:

1. Safety of crews being rescued
2. Safety of other crews
3. Prevention of further damage to disabled boats
4. Recovery disabled or damaged boats.

There will never be any circumstances when these priorities are changed. This sometimes means that it might be necessary to take crews out of the water and leave the boats to be recovered later. Under no circumstances should capsized or damaged boats be towed back to

An up-to-date duty list, password controlled, would be maintained on the website in 2007. In due course this would also include a description of the various jobs. He reminded members that the Club depended on everyone doing their duties to the full, and that anyone leaving their duty early inevitably left additional work for others.

Members were asked to complete their renewal forms in the future by ticking the boxes for all the duties they could undertake, rather than just those they wished to do.

The Commodore thanked B Lamb for an excellent job.

Publicity:

J Drummond thanked P Horner for managing the website, T Hunt for publicising fixtures and R Winnett for the weekly reports to the local press and Yachts and Yachting. An article about Wilsonian SC, together with a list of open events, had been sent to the new publication, Sailing News. J Drummond said his efforts were focused on achieving sponsorship. In addition to the Medway Regatta sponsorship by MTS Cleaning Services, Craftinsure had agreed to donate prizes for the first three in the Grand Prix and would be providing a new racing buoy. Discussions were also underway with Henri Lloyd with a view to sponsorship for Junior Week. He asked members to let him know if they knew of any local businesses that might be interested in sponsoring a Club event.

The Commodore thanked J Drummond for co-ordinating the publicity which helped spread the Club's already good reputation further afield.

Maintenance:

Roy Winnett's full report will be found on page 10.

The Commodore thanked R Winnett for co-ordinating the tremendous amount of work achieved during the winter work parties.

9. Appointments:

ASSISTANT OFFICERS (appointed by General Committee)

Assistant Secretary	Pam Smith
Dinghy Park Secretary	John Sherton
Duty List Secretary	Brian Lamb
Membership Renewals	Christine Godber
Membership Secretary	Jo Wicken
Training Principal	Tom Sims
Chief Sailing Instructor	Peter Horner
Website Manager	Peter Horner
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
Chief Powerboat Instructor	John Gore
Site Services Manager	Alan Wynn
Sales Co-ordinator	Gill Warwick
Maintenance Co-Ordinator	Peter Hampson

NOMINATIONS RECEIVED

POSITION	NOMINEE	PROPOSED	SECONDED
Commodore	Colin Treadwell	Roy Winnett	John Gore
Vice Commodore	Roy Winnett	Brian Warwick	Paul Thorpe
Rear Commodore	Paul Thorpe	Colin Treadwell	John Gore
Secretary	Jo Wicken	Jane Treadwell	Peter Horner
Treasurer	Trish Ayris	Tony Hurt	Roy Winnett
Bosun	Geoff Lambert	Brian Warwick	Marlin Vinton
Sailing Secretary	Andy Pickrall	Trish Ayris	Geoff Lambert
House Secretary	Jane Treadwell	Brian Lamb	Jo Wicken

GENERAL COMMITTEE

Jeremy Drummond	}	Colin Treadwell	Jo Wicken
John Shenton			
Brian Warwick			
Marlin Vinton			
Len Ayris			
	VACANCY		

HOUSE COMMITTEE MEMBERS

Jayne Lambert	}	Trish Ayris Roy Winnett
Carole Johnson		
Jane Drummond		
Sandra Smith		
Carol Rodgers		
Janet Shenton		

AUDITOR Ken Crundwell Brian Lamb Colin Treadwell

TRUSTEES Bernard Smith
Roy McLeod
Dave Vettergreen
Martin Fish

<u>FLEET CAPTAINS</u>	<u>VICE CAPTAINS</u>
Handicap (Fast) Ian Foxwell	
Handicap (Medium) David Fenech	Alison Williams
Handicap (Slow) Jim Tyler	
Miracle Lesley O'Rourke	Ben Brooks
Juniors Tom Lambert	

The above were all elected unanimously.

10. Any Other Business:

It was requested that Club dinghies be located in one place and clearly numbered. P Thorpe said the intention was to keep them in front of the Clubhouse and they were already numbered and had WSC on the cover. A location plan for the dinghies would be put in the CDO book.

C Godber asked for any renewal forms to be given to her.

I Parris requested the re-instatement of the hosepipe and G Smith asked the reason for the Committee previously rejecting the re-instatement. The Commodore said there had been several considerations – good water practice, blocking of the slipways due to the location of the hosepipes, the wish to avoid excessive water in the dinghy park, potentially undermining the new plantings, and equipment becoming soaked with hosepipes. G Smith suggested extending the hosepipes further down the beach. The Commodore invited those with a strong view on the matter to put their proposals in writing to the Committee.

C Grindley said that 2009 would be the 50th anniversary of Wilsonian Sailing Club and asked whether there would be an occasion to mark the anniversary. The Commodore thanked him for bringing that to his attention and said the Committee would give it consideration.

11. Closing Remarks:

The Commodore thanked all those who had contributed a report to the AGM and those retiring from the General Committee – Ian Parris, Steve Drain and Peter Hampson. He was pleased to report that Peter Hampson would continue to oversee maintenance.

He welcomed new members to the General Committee and to other positions within the Club – John Shenton (Dinghy Park), Andy Pickrall (Sailing Secretary), Len Ayris (General Committee), Ian Foxwell (Fast Fleet Captain), Sandra Smith, Carol Rodgers and Janet Shenton (House Committee).

He advised members that should they be involved in an incident with a non-WSC boat, Medway Port Authority required notification in writing. The CDO should also be notified so that the incident could be logged.

The Broxbourne Regatta would take place on 8th/9th September. Members were asked to take responsibility for finding out when their scheduled duty dates were and not to rely on the phone call from the CDO. Both CDOs and the Duty List Secretary needed to be notified in the event of a duty swap.

Unfortunately, there was one disappointing matter to mention. There had been at least two incidents during the year of theft of wheels and other trailer parts from the trailer compound. He asked members to remain vigilant and to report any incidents immediately.

Those who had not yet renewed were asked to do so promptly to assist the compilation of the Duty List and to avoid the fee increase after the end of the month.

Members were invited to stay and chat and enjoy the buffet that had been provided.

Meeting closed 10.00pm