

## Calendar

Date	Time	Event	Contact/Notes
26-Mar	13:55	Ice Breaker Season Opener	N.B. B. S. Time!
Sat 05-Apr		Laser/Topper Open	Jo Wicken
06 April	10:55	First Spring Points Race	
Sat 19 Apr	a.m.	KSSA Opening Splash	
Sat 19 Apr	18:30	Curry Night	Jane or Jayne
20 Apr	10:55	Ladies and Juniors	
	13:55	Commodore's 1	
Sat 03 May	14:05	MYC/WSC Series begins	Andy Pickrell
Mon 05 May	12:30	Mini Races in Hoo Bay	Ian Paris
Wed 07 May	18:25	First Wednesday Evening Race	
18 May	10:55	Ladies, Juniors & Commodore's 2	
25 May	10:55	Early Summer Points Series starts	
Mon 26 May	14:00	Pursuit Race	Tony Hunt
Sat 07 June	13:00	Club Open Day Begins	
	16:25	Evening Race &, later, BBQ	
08 June		MYC Medway Marathon	No club racing
Sat 14 June		Honda RIB Challenge	
22 June	13:55	Wilsonian Grand Prix	Our Premier Event
19 July	10:55	Medway Dinghy Regatta	
20 July	09:55		

*Spring 2008*  
*Issue 90*

# 31½

*The Wilsonian Sailing Club Magazine*



On the cover: Ian Parris and Sam Proctor power their old boat down Gillingham Reach  
Photo Jonathan Schofield

## Editorial

Tony Hunt

First an apology: the photo of the Puffin in action as a committee boat was in fact taken by the indefatigable Roy Winnett, and not by Jeremy Drummond (who cannily said nothing!)

No controversial articles this time (I think!). Surely somebody has some complaints, suggestions or ideas about what the club should be doing. Admittedly, apart from the Sunday of the Freezer it's been too cold to even think about sailing lately (for me), but things must improve soon...

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](mailto:tonyhunt@waitrose.com)

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

Frantic first beat action in the Freezer Photo Mark Bloomfield



**WILSONIAN SAILING CLUB** Hoo, Kent **01634 250318**  
[www.wilsoniansc.org.uk](http://www.wilsoniansc.org.uk)

COMMODORE	Paul Thorpe	01634 713859 <a href="mailto:jayne.paul@fsmail.net">jayne.paul@fsmail.net</a>
SECRETARY	Jo Wicken	01474 822844 <a href="mailto:jo@wicken.net">jo@wicken.net</a>
SAILING SECRETARY	Andy Pickrell	01474 328812 <a href="mailto:andy@mathergraphics.co.uk">andy@mathergraphics.co.uk</a>

1st	Phantom	Neil Lamprell		1043	8
2nd	Merlin Rocket	Stuart Bailey	Zoë Noble	1039	16
3rd	Miracle	Ian Foxwell	Hannah Foxwell	1176	20
4th	3000	David Fenech	Alison Williams	1010	28
5th	Vortex A	Mike Gower		930	30
6th	Laser	John Player		1078	37
7th	3000	Martin Brown	Amanda Randall/Alison Williams	1010	42
8th	Laser 2000	Brian Lamb	Geoff Lambert/Brian Warwick	1089	42
9th	RS400	Chris Ashby	Mick Smith	952	45
10th	Laser 2000	Nik Antoniadou	Cathy Evans	1088	54
11th	Laser Radial/4.7	Jo/Steph Wicken		1101	63
12th	RS800	Ian Parris	Sam Proctor	822	70
13th	29er	Tom Lambert	Nicola/Grahame Smith	924	72
14th	Buzz	Peter Horner	David Brooker/Peter Hayes	1005	74
15th	Laser EPS	Malcolm Levey		1013	81
16th	RS600	Steve Tinnams		920	82
17th	Musto Skiff	Grahame Smith		875	82
18th	Laser 2000	Jayne Lambert/Paul Rodgers	Paul Thorpe	1089	101
19th	RS500	John Hewat	Caroline Alexander	965	104
20th	29er	Martin Lowry/Tom Lambert	Rachel Bermingham/Luke Harvey	924	104
21st	29er	Aaron Smith	Alec Rodgers	924	119
22nd	Laser	Richard Aylard		1076	142
23rd	Osprey	Paul Heather/John Shenton	Jon Osgood	940	148
24th	Miracle	Gordon Wallace	Steve Bridges	1178	153
25th	Topper	Adam Bermingham		1290	153
26th	29er	Alex LeGassick	Ed LeGassick	924	161
27th	Vortex	Elliot Watson		960	170
28th	RS600	Ancy Hudson		920	172
29th	Phantom	Jeff Collins		1043	175

## Warm-Up Series 2008

This was characterised by weather which deteriorated from a really not too bad sunny F2-3 on the first Sunday, 17th February, to a really very cold F3 on 23rd March. In between, the weather was generally warmer than on the last day but the winds were mostly considerably wilder - mostly very gusty and occasionally high in average speed too.

Nonetheless, 31 boats took part, with an average of 16 boats signing on each week. The courses were the usual short, tight affairs using buoys, boats and sleeping seagulls as marks, in order to fit in enough laps to make sense of average lap timing (generally, four laps for a Miracle). This placed an emphasis on boat handling and boats which were quick to manoeuvre without loss of speed, an order that Neil Lamprell was, as usual, well placed to fill, so that he won four races and came second in three more.

Second place was to be an open affair right up to the last week, between Stuart Bailey and Zoë Noble in their Merlin Rocket and Ian & Hannah Foxwell in the Miracle. Ultimately the tide took its toll on the latter, which struggled noticeably on courses where a wind shadow coincided with a foul tide, so that its progress was severely impaired while faster boats were able to pass through the flat patch in half the time.



## From the Commodore

Welcome to the first 31½ of the season and my first as Commodore, we had a fantastic season last year although some of the winds were either full on or very light. Jayne and I had the best season so far in our 2000 and there are a growing number of 2000's in the club [*is it 13 now? Ed.*]. Brian Lamb and Brian Warwick have negotiated a very keen deal with Laser just for WSC, so if you are considering joining the fleet have a chat and they will give you the details of the discount available.

I would like to reflect on the success of the club last season with the huge effort by all of the club members, making the sailing and the facilities of the club a place where we all want to be. In the last year I have had much contact with the sports development team at Medway council, this has a major benefit to the club's profile locally. They are truly impressed by the fact the club is run by volunteers, there are over two hundred of you. This is seen as a major asset to the local community and helps to tap into council resources. The council gave us a link with their funding officer who gave up two days of council work to help us apply for a grant. This facility is still available for any future ventures we wish to make in club development. The RYA have also launched their national club development plan giving clubs access to coaching which we are hoping to obtain.

The committee produced a club plan two years ago, which seemed ambitious with some £16,000 expenditure involved. The plan was completed 6 months ahead of the two year period and the club has benefited by having four new boats for training and hire. The juniors now have a selection of equipment to encourage new juniors to sailing without the expenditure to get on the water. This equipment has been paid for with the extra £2000 that Tom successfully secured from the youth opportunities grant. The grant enabled us to purchase Dunlin as the third RIB out of the club boat fund earlier than we expected. Tom Sims named the boat Dunlin being Barbara's favourite wading bird seen on the Medway.

The coming season will see a new club plan and coming issues of 31½ will present all of the ideas we have to improve the club and our sport of racing and cruising.

When we joined the club 5 years, it was instantly friendly and that feeling has never changed. Roy's enthusiasm encouraged Jayne to join the

House Committee and I joined the General Committee. I would like to say thanks to Roy who has made an amazing effort in organising the winter work parties along with the winter work party sub committee. I think you will all agree that the roadway has the dinghy park looking superb.

The club is fifty years old next year and we are beginning to plan events and ways to celebrate our fiftieth. If you have any ideas please let us know as anything is open to discussion. For example I already have offers to produce a history of the club that we could publish locally. The house committee will have several social functions for next year. I am sure they would welcome any ideas for venues or events that we should consider.

Our first event this year will be a curry night on 19<sup>th</sup> of April directly after the KSSA opening splash. Tickets are on sale but limited to sixty.

This year the training is extensive and there has been some very hard work put in by the clubs instructors. It would be great to see as many training sessions attended as possible, it is a good way to meet people and perhaps future crews or helms.

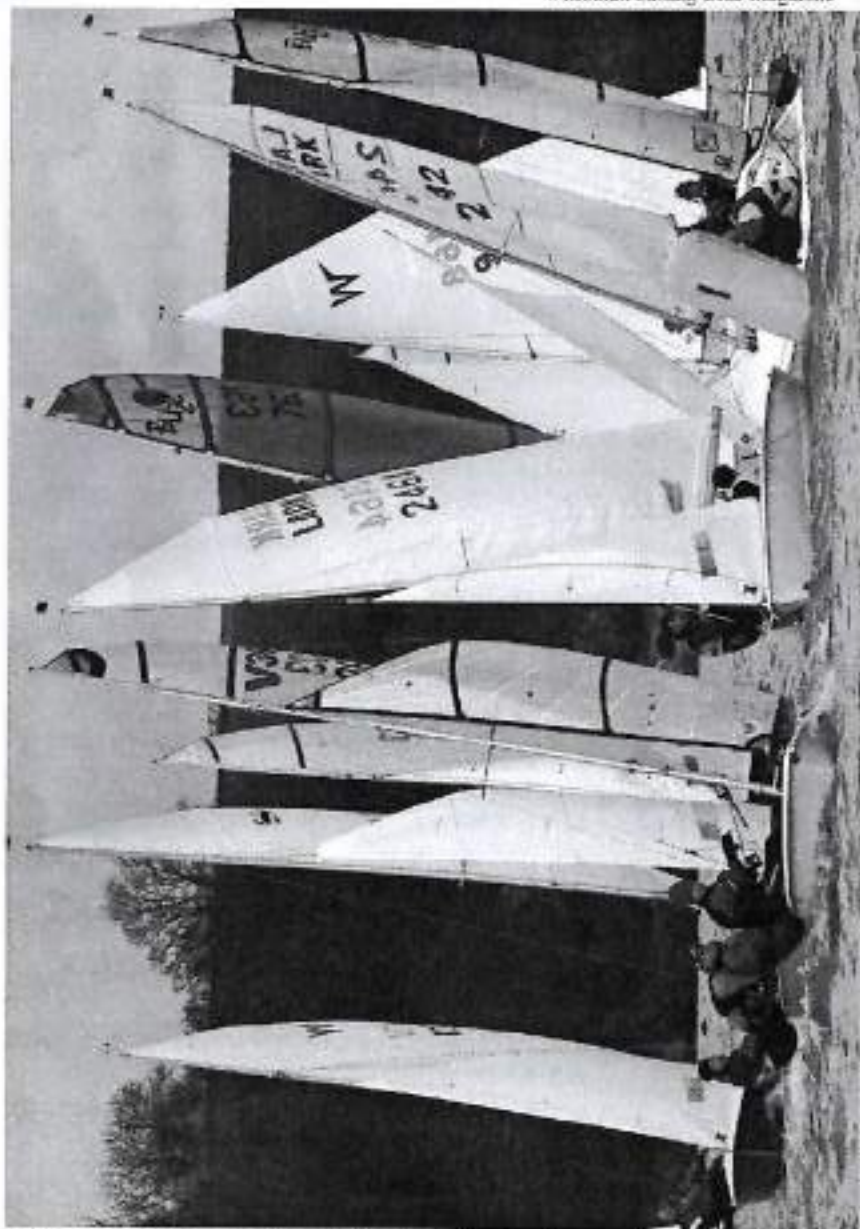
Many of you will know Alan Wynn, but not many will realise that over the past few years Alan has looked after the site management by making sure that we had gas to heat the showers, emptying the drainage, organising diesel for the generator and the best to last, organising the beer run. Alan is stepping down this year and Brian Warwick is taking over, many thanks Alan for keeping the services working in tip top fashion.

Finally I would like to say thank you to Colin for the work he has put into the club as Commodore over the past two years. It has been very easy to take on the role as Colin has been well organised and very keen to pass on as much information as possible. Jane has also made a big contribution to the club as House Secretary and the success of the Dinner and Dance this year is testimony to the amount of commitment Jane has made over the years.

I am looking forward to the next two years; it is a pleasure to represent the club where all of the members are friends and ever helpful with sailing tips or offering help on boat trim.

Wishing a successful season ahead.

*Paul Thorpe* Laser 2000 21314



*Chaos for the Medium Fleet at the first mark of the Hoo Freezer: shifty wind, tide pushing strongly from right to left in the picture, and lots of boats! Photo: Mark Bloomfield*

Richie Bell finished within the top-ten in eighth prize on corrected time.

The wind had a sting in its tail and a foretaste of the storm to come 12 hours later. As the last boats were finishing and others returning to shore, a squall passed through with winds in excess of 30 knots causing short-term mayhem. However, all were soon recovered and returned safely to shore.

Medway's Deputy Mayor Cllr Nick Bowler presented the prizes. Cllr Bowler, being a non-sailor, had previously wondered what the Hoo Freezer was all about and was informed that 'you go out in a boat at Hoo and freeze'!

Tom Sims awarded the Race Officer's Prize to Robin Reeve for manning the flags on the committee boat for over 25 years and is now leaving the area.

#### Overall Results & Prizes:

##### Saturday practice race (Sun Wharf Cup)

- 1st B14 775 Chris Bines/David Gibbons (Brightingsea SC)
- 2nd Musto Skiff 288 (Eastbourne Sovereign SC)
- 3rd 29er 620 Chris Matthews/Ed Gibbons (Brightingsea SC)

##### Hoo Freezer (Hoo Freezer Cup)

- 1st Buzz 1089 Simon Cory/Sarah Styles (Downs SC)
- 2nd Lark 2502 Steve Hall/Simon Houghton (Northampton SC)
- 3rd 3000 3603 Tony Hunt/Suzanne Hall (Wilsonian SC)
- 4th Buzz 1061 Chris Dutton/Claire Hansell (Downs SC)
- 5th Scorpion 1984 John/Jamie Clementson (Chipstead SC)
- 6th Scorpion 2995 Janet Gatehouse/Alan Richie (Chipstead SC)
- 7th Buzz 763 Stuart Bailey/Zoë Noble (Wilsonian SC)
- 8th B14 757 David Hayes/Richie Bell (Southport SC)
- 9th Lark 2411 Chris Whitehead/Ruth Johnson (Ranelagh SC)
- 10th RS 200 Doug Horner/Tim Ellis (Wilsonian SC)

First Youth Sailor (Hoo Marina Cup): Chris Matthews/ Ed Gibbons 29er (Brightlingsea)

Highest Placed Club Team: Chipstead SC

Highest Placed Class Team: Lark

Highest placed boat Saturday and Sunday combined:

Scorpion 2995 Janet Gatehouse/Alan Richie (Chipstead SC)

Race Officer's Prize

Robin Reeve (Hoo Ness YC)

[Photos at: [www.hooness.org.uk/reports/freezer2008/index.htm](http://www.hooness.org.uk/reports/freezer2008/index.htm)]

# CURRY NIGHT

@Wilsonian Sailing Club

Saturday 19<sup>th</sup> April  
6.30pm for 7.00pm

£7.50 per head

Tickets available



**NOW**

Jane Drummond Tel: 01732-840830  
Jayne Lambert Tel: 01634-713859

## Sailing Secretary's Report

As I write this we are in the middle of yet another successful Warm Up Series, putting the rest of us to shame lying in our nice warm beds on a Sunday morning!

Another very full year up ahead along with the new Saturday racing courtesy of Medway Yacht club. Please join in if you like, you enter with other Wilsonian members by collectively radioing MYC a minimum of half an hour before the due start of 2.00 pm with a list of boats and boat numbers, whereupon in return you will be given the course by their race officer. The important bit is to, again as a group, collectively radio back AS SOON AS POSSIBLE after the race once you know all the Wilsonian boats are safely ashore; we don't want MYC rescue boats waiting out there for nothing, this is only common courtesy apart from the safety aspect. A very simple system and that has proved to work.

Unfortunately once again a club member's boat has been damaged by another being blown over onto it. It is your responsibility as owner to make sure your boat tied down to withstand the occasional very strong winds which can cause boats to be blown over. If your boat damages your neighbour's, it is your insurance (and your no claims) that is going to have to pay for the damage, not theirs; you have been warned!

For those that were not at the AGM, I will repeat the fact it has been noticed the hosepipes are not being used properly. After much debate (and there are some valid counter-arguments) the Sailing Committee, on behalf of boat owners, got the hosepipe ban reinstated, subject to boats being washed only on the beach, not in the dinghy park. Please keep to this arrangement if you don't want to lose this facility. The first person to wash their boat must pull the hose down onto the beach. This avoids a queue of people waiting behind someone washing their boat, apart from any possible damage to our newly laid block paving.

Enough of the groans, the club is again in excellent shape for the coming season with more sailing laid on than ever, make use of it, we have a fantastic bit of water to play with for all sizes and speed of boat, there's more to life than just work, get out on the water if only for a cruise (having let someone know where you are going and when you will be back that is).

That only leaves me to wish you all a very happy season's sailing, let's hope the weather is kind to us.

*Andy Pickrell RS800 953*

## Hoo Freezer 2008 (mostly) by Roy Winnett

The 37th Hoo Freezer was held over the weekend 8th & 9th March sponsored by Hoo Marina, hosted by Hoo Ness YC and organized with assistance from Wilsonian SC.

Other Medway clubs, the Scouts, St. John's Ambulance and the Coast Guard provide safety and medical cover. There was an excellent entry of 72 boats with competitors coming from as far away as Southport. The usual schedule was followed, a practice race on the Saturday, the Hoo Freezer on Sunday, lapping courses with average lap timing.

A blustery south-westerly gusting over 30 knots kept many competitors ashore for the practice race, just 30 boats venturing out in the challenging conditions that gave the rescue boats plenty of activity, only 17 boats surviving to record a finish.

The B14s of Chris Bines/David Gibbons and Mark Barnes/Peter Nicolson mastered the conditions well at the front of the fleet over the four laps. Bines/Gibbons lead over the line for victory while unfortunately Barnes/Nicolson were disqualified for passing between a freighter and the guard boat. Andrew Peake kept his Musto Skiff powered up to claim second while Chris Matthews/ Ed Gibbons (29er) were third.

On Sunday, in stark contrast, the south-westerly had eased to a light to moderate breeze. This favoured the medium handicap fleet and they were the first away as the fast handicap fleet were too eager to start, suffered a number of general recalls and the black flag preparatory signal before they got underway. Tony Hunt/Suzanne Hall (3000) led the fleet on the first round with Simon Cory/Sarah Styles (Buzz) snapping at their heels. Cory/Styles overhauled the leaders as the wind dropped on the second lap to take line honours and lift the Hoo Freezer Cup with Hunt/Hall relegated to third on handicap. Chris Dutton/Claire Hansell also eased ahead of the early leaders and settled for the fourth spot. Such was the speed of the first three Medium boats, they were actually faster round the course than all but six of the Fast fleet.

Meanwhile local girls Holly Hewat/Alison Dart in 11th and the other Larks were awarded the highest placed class team prize. The Chipstead Scorpions were well in evidence and won the highest placed club team award. Locally based Stuart Bailey/Zoë Noble (Buzz) and Doug Horner/Tim Ellis (RS 200) picked up 7th and 10th prizes respectively while Brian Lamb/John Goudie (Wayfarer) were just outside the prizes in 12th. Although the B14s dominated the fast fleet, only David Hayes/

## Open Winter Series

Pos	Class	Helm	Crew	Pts
<b>Long Course Fleet - 29 Boats</b>				
1st	Musto Skiff	Grahame Oliver		7
2nd	3000	Tony Hurt	Suzanne Hall	11
3rd	RS 800	Ian Parris	Sam Proctor	16
4th	Vortex A	Mike Gower		27
5th	29ER	Tom Lambert	Nicola Smith	31
6th	59ER	Tim Kift	Jo Wicken	33
7th	RS 800	Andy Pickrell	Caroline Alexander	36
8th	Musto Skiff	Graham Smith		38
9th	Laser 4000	David Mason	Stuart Mason	54
10th	RS 400	Chris Ashby	Mike Smith	57
<b>Medium Course Fleet - 19 Boats</b>				
1st	Phantom	Neil Lamprell		6
2nd	Wayfarer	Brian Lamb/Brian Warwick	Brian Warwick/Derek Cummings	11
3rd	Laser 2000	David Vettergreen/B Warwick	Janice Smith/D Cummings	14
4th	Laser 2000	Roy Winnett	Geoff Lambert/J Shenton/M Smith	17
5th	Buzz	Peter Homer	David Brooker	21
6th	Laser	John Player		30
7th	3000	Martin Brown	Amanda Randall	32
8th	Laser	Richard Aylard		41
9th	Laser 2000	Nik Antoniasdes	Cathy Evans	50
10th	Laser 2000	Jayne Lambert/Paul Rodgers	P Rodgers/S Robertson/P Thorpe	56
<b>Lapping Course Fleet - 6 Boats</b>				
1st	Miracle	Ian Foxwell	Hannah Foxwell	6
2nd	Miracle	David Hudson	Jackie Hudson	9
3rd	Miracle	Gordon Wallace	Steve Bridges	17
4th	Miracle	Ben Brooks	Tom Brooks	21
5th	Miracle	Lesley O'Rourke	A Watson/P Heyes/P Mathews	32
6th	Miracle	Tony Milar		41

## Report: Winter Work Parties

We were very fortunately blessed with good weather for the 10 winter work parties, clear blue skies being the norm, the only downside being a few flurries of snow on the first Friday and some strong cold winds.

Despite some setbacks in the early stages most of the scheduled work was completed. Troubles were first encountered on the Thursday. The roller failed to start while offloading the hire equipment from the low-loader. The dead tree in the corner of the dinghy park was discovered to be hollow and we had to remove some of the fencing for it to fall safely. The four or five tree roots made removing the soil a lengthy process; instead of taking the expected day it took more than a couple to complete. The next day when the dumper truck got stuck in reverse gear. To offset these problems we hired an additional dumper truck for the first weekend and a digger and dumper for the following one.

The major work this year was the main roadway from the entrance gate to upper slip, brick paving and concrete slab, which was not finished until the last work party, the final bricks being laid at 1700hrs. The other major work using hire equipment was the levelling of the north-east corner and laying planings to increase the area for dinghies. Although the hire equipment was a great help in reducing manual labour, a lot of physical effort was still needed from members to complete the work.

Very good attendance, some members attending several times, hard work and individual members' skills & expertise ensured the major works were completed on time and many other jobs were accomplished.

Other jobs included:

Fitting a sliding platform between the fire escape and the clubhouse. Annual check of roof, clearing of leaves from gutters and removing moss from the tiles. Painting balcony wall & treatment of doorframes. Cleaning windows and treatment of frames. Cleaning extractor fans in kitchen. Replace faulty floodlight. Sweep paths and remove leaves. Make and fit wooden racks outside for sailing gear. Fit safety stair-treads and varnish stairs. Replace ladies toilets and replace tiles in ladies showers. Replace floor seam seals in gents changing room. Clear rust from gents outside door to ease closing. Spring clean kitchen and bar areas. Various electrical works. Alterations to upstream gate. Erecting metal storage container for junior's sailing gear. Brick boundary of roadway at west end dinghy park. Cover downstream land drain

with paving slabs. Paving floor of RIB cage. Refurbishment of start-line. New car-park entrance gate. Cleared out old trailers from road trailer park. Cleared drainage ditches back of clubhouse *[thank-you those who warned me about the tea break when it was over. Ed.]*. Anti-fouling of Puffin. Service and repair of generator and winch.

Once again we are indebted to Duncan Griffiths for providing the know-how and supervision to ensure that the major works were carried out to a high standard.

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

And finally thanks for the support from members of the winter work party sub-committee:

Colin Treadwell, Brian Lamb and Tom Sims.

### Roy Winnett Laser 2000 21314



*Below: Tom and Nicola had always admired half-ship models, so tried making their own. Actually they were racing in the turbulence tunnel that is the dock basin at Excel when the inevitable happened. Snapped from the bridge which likely caused the gust.*

## Winter Series 2007 (mostly) by Roy Winnett

After a good first weekend with a force 3-4, we had a mixture of light airs and strong breezes it was a blessing to have a steady force 2 - 3 easterly for the final race in the Open Winter series - just enough for lighter boats to plane downwind. The temperature hovering around zero was counterbalanced by bright clear skies. Although the top prizes had already been decided 30 boats of the 54 raced over the course of the series were on the start line, with 13 choosing the long course, 14 the medium course and 3 the lapping course.

Visitor Grahame Oliver (Musto Skiff) from Whitstable SC endorsed his top spot by winning the race with ease to lift the Long Course Trophy. A second place for Tony Hunt/Suzanne Hall (3000) confirmed the same spot overall and similarly Ian Parris/Sam Proctor claimed third prize.

Neil Lamprell (Phantom) with 6 firsts to count had won the Medium Course Trophy and was resting on his laurels. Brian Lamb/Brian Warwick (Wayfarer) was also assured of second in the series, while David Vettergreen/Janice Smith won the Laser 2000 contest with Roy Winnett/ Geoff Lambert for 1st and 2nd places to confirm third and fourth prizes respectively.

Ian and Hannah Foxwell (Miracle) dominated the lapping course and with another win won the Lapping Course Trophy with David/Jackie Hudson (Miracle) in second and overall spot.

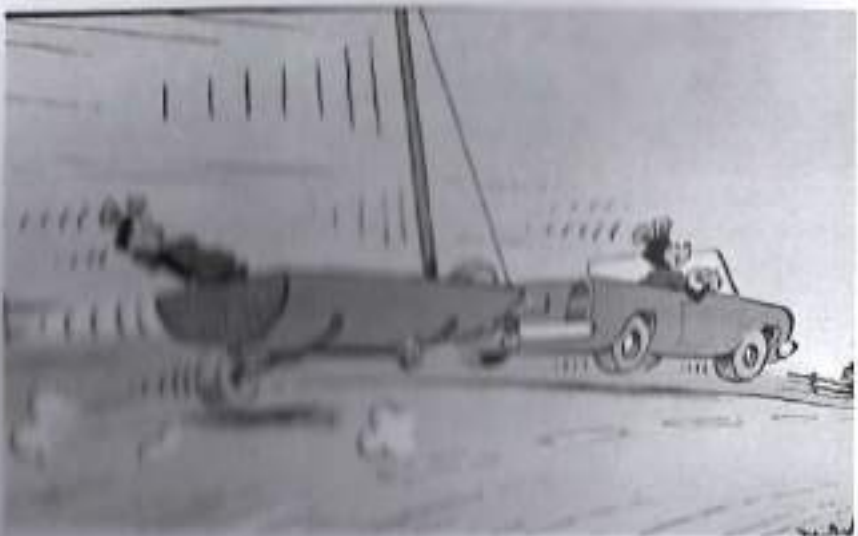
After a short prize giving Jeremy Drummond with Paul Thorpe assistance had all putting on thinking caps for a light hearted quiz supervised by Jayne Lambert and Jane Drummond in the guise of fairy and elf, who were more photogenic than the prize winners!





Bob Dutton submitted this proposal for retaining your trolley wheels on their axles by means of a 5mm pin of the sort we usually use to hold our combi trolley/trailer units together, instead of the more usual R-pin. Easier to remove and replace when changing trolley wheels.

Should you lose a trailer wheel, on the other hand, then here's one way to get home. Might be an idea to pull into the services occasionally to give the crew a rest...



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TIMES:

Mon - Sat 9am - 5pm  
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10% for cash or cheque, 5% for credit cards  
(\* does not include already discounted products)

## Laser & Topper Open Meeting

This, our only class-specific open meeting of the year, will take place on 5th April.

While the Topper turnout has been good, the attendance of Lasers has been poor by any standards, and the turnout last year of home club boats was precisely one boat - extraordinary when you take into account how popular the class is and how many we have in the club.

To make life easier, this year we have opened entry to Lasers of all rig variants, so come on you Wilsonian Laser owners, choose your rig and get out there and support your home event. This is a unique opportunity to take part in a class event without having to load up your trailer or car roof, so take advantage of the opportunity. And if last year is anything to go by, you might well come out of it a 'Laser open meeting winner'; now there's something to tell your grand-children about!

## Mini Races

No, nothing to do with motor-sport, but something to do on the May 5th Bank Holiday Monday. Kick-off at 12:30

Basically, the aim is to provide a committee boat start in Hoo Bay, with a very short course - in all probability a short sprint to a nearby windward mark and a run back to the line. Probably a 3-minute countdown sequence. This means that in the course of an afternoon, participants will be able to experience and practice a lot of boat-starts (more even, than the Fast Handicap of the Hoo Freazer), and possibly win a lot of races. No prizes, but kudos, obviously for winning or indeed for being first to the windward mark, which as we've seen in the Warm-Up Series does not necessarily involve a fast boat, just a well placed and sailed one.

While you're away sorting out the queue around the mark, don't be surprised if the committee boat crew are subtly changing the line bias, so that the end that was favoured in the last start might not be the same next time... Plan your strategy for determining the line bias, therefore.



Photo: Roy Winnett

the standards of radio procedures encountered on the two channels.

So what's next on the agenda cruise-wise? Well this year it will have to be somewhere further; the Pool of London; the Essex creeks; Dover or even Dunkirk. Who knows, but it will be fun wherever it is.

## John Gore



*While Kestrels seemed to be gaining a toehold in the Medium Fleet, they've been soundly overtaken by Laser 2000's ("the new GP14"), numbers of which are now into the teens, not least thanks to a generous club discount negotiated for this year by a certain member. Class status now seems inevitable.*

Photos: Dan Drummond & Dave Vettergreen



wasn't the chippie at all but a Belgian restaurant instead. Not ones to retreat in the face of such a faux-pas, we hastily ordered from the menu as if we had intended to do that all along. (I have to admit that the sausages and mash, of immense proportions, washed down by a large cup of tea, did go some way to mitigate the denial of the eagerly anticipated fish and chips). The chippie was a very small kiosk next door, whose sign just happened to be in front of the Belgian restaurant. (Don't get Ian started on Belgian beers he could talk for hours on the subject!!).

After a stroll around the harbour, and the compulsory purchase of stick of rock we decided it was time to head back home.

A call to Ramsgate Port Control gave us permission to leave, and after following the approach channel out we headed back in a northerly direction. It was immediately noticeable that the tide change had increased the size of the swell with wave heights of about two metres and an even longer fetch, which meant that it wasn't quite as comfortable as the outward journey, but again nothing really to worry about. This decreased as we turned the corner at North Foreland into the same swell as experienced on the way out.

The mist was still restricting visibility all along the coast, and therefore rather than try to avoid the pots again we decided that we would go looking for the wind-farm which was still conspicuous by its absence. So, with the GPS still telling us the way back home we headed across the Horse Channel in the general direction of the farm. It's amazing just how little depth there is around this area, the depth finder registering only 3 metres in places, about two miles out from the shore. Once again the mist created our own little silent world of about one mile diameter, and it would not have surprised us to see the "Flying Dutchman" appear out of the mist. Eventually the wind turbines started appearing, all standing in rows looking just like H.G. Wells' Martian war machines, all seemingly pointing in different directions. No matter how far we headed towards them they didn't seem to get any closer, and as they were not operating we soon got bored and decided to resume our trip home. (A few weeks later, I was out with Kent Fire and Rescue's RIB crew inside the wind farm, in far worse conditions, and it was amazing just how many of the turbines still weren't working. It has to be assumed that the gearbox problems they were suffering with still haven't been resolved).

A fairly uneventful run brought us back into the Medway and a change of radio channel from 16 to 37, scanning 74, brought us back into range of the Saturday afternoon sailors. It's amazing the difference between

## Training

### The Sail Training Programme

All the training course dates and costs are on the club website and on the training notice board in the clubhouse. So if you are interested in any training, please look there for details. The following is a brief description of the courses available. For further details or application form please contact Peter Horner.

### Junior Training

#### Junior Training Days

These training days are open to all club members under 18 years of age. There is no need to pre-book, just turn up on the day. Arrive from 10:00 ready for the day's briefing at 10:30. We aim to finish about 17:00. Please note that every junior attending must have a parent/guardian or responsible adult appointed by the parent/guardian at the club for the whole session.

### Kent Scouts Topper Fun Days

These days, run at our club, are organized by the Kent Scouts Water Activities Team and available to Scouts, Explorer Scouts, Network Scouts and Leaders who are members of Groups in Kent. It has been agreed that this year the days are also open to members of Wilsonian



*Not actually training, but what happens when you are trained. KSSA Opening Splash 2007.*

Photo Dan Drummond

SC who are Scouts in other counties. Please contact David Wraight.

### Junior Week

Open to members under 18 years of age. This is a very popular fun week in which most of those attending make good progress and gain RYA certificates. Pre-booking is required and Ann Heather will be sending application forms to all families with junior members. As the week is usually oversubscribed, we accept applications on a first come first served basis. [19th-23rd August this year. Ed.]

### Adult Training

#### Beginners Course

We are running one beginners course this year (starting in May) and we have already received several enquiries.

#### Introduction to Racing

We are running a shore based introduction to racing on the morning of Bank Holiday Monday 5<sup>th</sup> May. The plan is to then join in the Mini Races programmed for the afternoon, putting into practice what you have learnt in the morning.

#### Spinnakers Day

If you have a boat with spinnaker but have no idea how to rig or use it, or haven't had the courage to use it or you have used a spinnaker but are having problems or maybe you are thinking of getting a boat with a spinnaker but have not used one before, then this is the course for you.

#### Advanced/Improvers

We trialled this idea last year and it was very successful. The basic concept is that if you want help with some aspect of your sailing, then you indicate your need on the application form. Then, hopefully, we can arrange an appropriate instructor or expert to go out on the water with you, either coming in the dinghy with you or coaching from a powerboat. If we get too many applications or too many different requirements to cope with on one course we will try to arrange additional dates.

#### Instructors

If you would like to help as an Instructor, Assistant Instructor or Race Coach, please speak to Tom Sims or Peter Horner. We can tell you what is involved and help with arranging training. We are hoping to arrange some Instructor and Race Coach training at the club or other venue that is easily accessible to Medway area clubs.

also a noticeable change in the wave patterns; from a glassy surface to a slight swell.

We had already decided that we were going to keep inshore of the sandbanks which litter the coastline, and this gave us a good view of the golden beaches which populate the area. It was rather strange to see these beaches so deserted on what was one of the more pleasant weekends of the year. It also showed how lucky we are to live in such a beautiful part of the country. The coastline also started taking on a rockier outline the further east we ran, culminating in the vertical chalk faces of the eastern Kent coast.

The misty conditions now started to reveal spectral commercial vessels anchored in the estuary off of North Foreland, the well-known point for weather forecasts relating to the Thames Estuary. After turning the corner and running south, the mist started to clear, but also the swell increased with a longer fetch to the waves. Not really sufficient to impede the speed, but enough to notice it.

Ramsgate harbour is a commercial port with a ferry service operating out of it, so enforces quite strict entry and departure procedures. The approach to the harbour is clearly marked by buoys, and a listening watch on the Port Control radio channels gives users a good idea of what's happening. As we arrived at the approach channel the ferry was just leaving, so we knew there shouldn't be any delays in being allowed to enter. A call on the radio gave us the necessary permission and so we followed a commercial fisherman into the outer harbour. A careful study of the Shell Channel Pilot had already warned us about the seemingly oddly placed starboard channel mark inside the outer harbour with strict injunctions not to cut the corner. It's quite obvious when arriving at this buoy why, as the view into the Royal Harbour reveals that the eastern side of the approach is completely silted up, even at high tide.

After finding the refuelling berth and having to pay £1.26 per litre for 15 litres of unleaded, we moored up and went to look for some lunch. After the refueller's comment, quoted above, we were in a state of high dudgeon that he had insulted our beloved boat we must admit that she did look rather small alongside the pontoon, with only the A-frame and the top of the engine cover visible.

To my mind, there are certain procedures to be followed when going to the seaside and one of these is the consumption of fish and chips for lunch. Therefore, we found a likely looking café, wandered in an ordered cod and chips twice, only to be told that they didn't serve chips! A fish and chip shop that didn't serve chips, whatever is this world coming to? The waitress pointed out the menu on the wall and we noticed that it

## RAMSGATE AVOIDING THE ROADWORKS

*"Are you going to stop half-way?"*

*"You came all the way around in that?"*

So what prompted the above comments; a round Britain trip; a trip across to France? No just a quick jaunt to Ramsgate in "Circe". A distance of just under 41 miles and an anticipated journey time of 2 3/4 hours. About the same time as a safety boat could expect to spend on the water during an open race at the club. For those who don't know "Circe" is a 5 metre Tornado Rib, fitted with a 50hp Yamaha outboard.

After assuring the Commodore that we were not going to fall off the edge of the world, Ian (my son) and I set off on a very pleasant June morning with a weather forecast which advised of warm temperatures, very little wind and mist. Almost ideal for a cruise. A slightly murky run down the Medway turned into a thicker mist as soon as we turned eastwards at Garrison with visibility of about half a mile. The mist lent an eerie feel about the proceedings with sounds being muffled, but the sun and the sky directly above being clear. With the windless conditions the sea was glassy flat which reflected the sun and clouds' giving the impression that one was looking into the sky whilst standing on your head. Not a good feeling for anybody who suffers from vertigo! At a steady 17 knots the first part of the trip running along the north coast of the Isle of Sheppey was without incident, the only thing of note being other traffic appearing as shadows in the distance. Passing the Columbine Spit buoy meant that we had passed out of the Medway VTS and necessitated a change of radio channel to a listening watch on channel 16. Passing across Whitstable Bay was a lot smoother than the last time we went there and were caught in some quite vicious squalls, which heaped the waves into nasty short, steep things which required more careful handling. At this stage the wind farm which tends to dominate the North Kent coastline nowadays, was notable by its absence.

Previous trips had led us to be wary of the numerous fishing pots which are laid in the area, and sure enough it wasn't too long before they appeared in the murk. A reduction in speed and a more careful lookout meant that we missed them, but just as we felt that we had worked out the patterns of the pots, we were confronted by a trawler laying them across our path! It's a good job we're not neurotic! Herne Bay provided the sight of PWC's going around in circles at speed (I'm told this is classified as fun by the drivers), but in the murk this was reduced to just spray-plumes. Reculver Towers marked the end of the fishing pots, and



***Does it really ever get this warm? The Fast Handicap on their way to CB wearing T-shirts and rash vests. Incredible (in March)***

Photo David Hudson

MINUTES OF SPECIAL AND ANNUAL GENERAL MEETINGS ON 29<sup>TH</sup> FEBRUARY  
2008 AT 20.00 HRS

Colin Treadwell (Commodore) chaired the meetings. 53 members were present.

SPECIAL GENERAL MEETING

On a proposal by T Sims, seconded by T Ayris, it was agreed unanimously to amend Rule 5 (b) to "The Annual General Meeting of the Club shall be held not later than the last day of February. At this meeting the Officers and General Committee shall be elected by ballot, if necessary, and they shall take office immediately after this meeting."

ANNUAL GENERAL MEETING

1. Commodore's opening remarks:

The Commodore welcomed members to the 49<sup>th</sup> Annual General Meeting of Wilsonian Sailing Club and thanked them for passing the Rule amendment enabling the meeting to proceed. He asked for a show of hands by those members who had renewed their membership for 2008 to determine a quorum, before formally opening the meeting.

On a proposal by J Gore, seconded by A Pickrell, the proposed agenda for the Annual General Meeting was adopted unanimously.

Light snacks would be available after the meeting.

The Commodore said that 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 names 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 and to everyone else involved in its running and upkeep.

He was delighted to summarise some of the key achievements during the year. A number of new members had joined the Club. Improvements to Club facilities and equipment included the purchase of two RS Fevas, a second RS Vision and a third RIB. Funding for the Fevas and other items (£3000) had been secured from Medway Council thanks to the efforts and presentation made by Tom Lambert.

New water heaters had been installed in the Gents' changing rooms by Peter Hampson, new flooring had been laid in the Clubhouse, and a drinks cooler had been purchased. The website was in the process of being redesigned.

There had been continued prudent management of the finances.

Tony Hunt and Suzanne Hall were congratulated for winning the 3000 Nationals again.

The Medway Regatta had been successful, barring a few technicalities and organisational glitches. The lead sponsors, MTS Cleansing Services, had provided all competitors with a quality polo-neck shirt and Laser UK had supplied other items, ensuring that a number of competitors were the recipients of some excellent gifts.

During the year, the use of hosepipes for washing boats had been re-introduced. Members were reminded that this was to be carried out on the beach and not in the compound.

David Wraight and Derek Zobel had been appointed as Cruising Secretaries, and on the social front, another excellent Dinner and Dance had been held.

## Fast Fleet Report

So it's the start of the new season and I guess I'm meant to tell you what's been happening over the winter months, and to write something inspiring to make you all want to get out sailing again this year.

The reality is that we didn't get that many fast boats out for Ian P's excellent Warm Up Series, although Mike Gower's Vortex could have been in the chocolates if he'd been able to enter more rounds, the Fast Fleet didn't really get a chance to shine at the Hoo freezer due to all the recalls... and as I write this, with sleet and snow all around, it's hard to be inspiring!

But I'm optimistic that we will have some good sailing this year. Being the Fast Fleet representative means that I sit in on the Sailing Committee meetings, so I know how much work goes on behind the scenes helping to ensure that we will have some good, well organized racing this year.

The fleet remains strong with among others Ian Watson joining our ranks this year with a Vortex, Adam Treadwell teaming up with John Shenton to put the new Osprey through its paces and after a brief flirt with Miracle sailing (great little boats that I encourage anyone that wants some comparatively relaxing sailing to try) I've taken over Doug Horner's Musto Swim Trainer. Our 29er fleet has also been busy with a group of them (I'm not sure what the collective noun for a collection of 29ers is, a Splash perhaps!) venturing away from Wilsonians for some training/practice over the winter months at various events, so I wouldn't be surprised to see them at the sharp end of the fleet more often this year.

But the main reason that I'm optimistic is that the weather this year can't be as bad as it was in 2007... can it! The long term forecasts I've seen don't mention wind but suggest that March/April will be colder than normal but that by May/June the temperatures will be above average and the signs are good for a warm year. So even if there isn't much wind (wouldn't that be nice after 2007) where better to catch some sun than lazing by the river with some mates at the friendliest club on the Medway!

*Ian Foxwell* Musto Skiff 88

## Medium Fleet Report

I can't say that I ever really look forward to the work parties at the beginning of the year, but when it comes around it's quite a good way to get to meet others in the club. This year I found I was working with some new members that I had not met before, who hadn't managed to do much sailing yet, but hopefully they will be joining us during this year. Welcome to all the new members, especially those sailing with us in the Medium Fleet. Hopefully you will all be joining us for the Icebreaker and the start of the sailing season proper at Wilsonians.

Some of us have been sailing already in the Warm-up Series, and enjoying some surprisingly warm (well, certainly not icy) sunny and windy weather. Last weekend was the Hoo Freezer with a usual good turn out from Wilsonians. The practice race on Saturday looked a bit hairy and many of us decided not to sail, but Sunday was much lighter and good sailing for Medium Fleet. A taste of the event can be found on the Hoo Ness Yacht Club website where there are some great photos.

This year we have an expanded Laser 2000 fleet within the fleet, as at least 5 new boats will be in the club. We also have a growing number of V3000's in the fleet too. (Oops only 3 in the medium fleet, and 1 in the fast fleet.) New boats in the fleet include a very good-looking Merlin Rocket, and I understand a new Comet Trio will be joining us.

As far as courses for racing go, we will again be aiming for a long and challenging course in the morning, and a shorter course in the afternoon. Of course conditions influence what actually happens, but we will try to accommodate everyone in the Medium Fleet. If you want an input into the course setting please just feel free to add your suggestions, there is generally a debate amongst those interested before it is set, and sometimes after it has been set too!

Have you ever felt aggrieved during a race because another boat has broken a racing rule (like not following the course correctly), or you think they might have? Well, we are now adopting the arbitration option for disputes. This is a gentler form of disputes with a lesser penalty than a protest, and is really there to provide an opportunity to explore the racing rules. Details of the procedure are posted on the Medium Fleet notice board, or you can find them on the RYA website. Of course you can raise a protest following the usual route as well. But I have to say these are very rare *[perhaps too rare. Ed.]*.

See you all sailing! *Alison and Dave V3000 3605*

2007 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.

Finally, members were reminded that cups and glasses were not permitted in the changing rooms and that the 15 mph speed limit on all Club access roads should be observed at all times.

### 2. Apologies for Absence:

Apologies had been received from P Connolly, R Craddock, K Crundwell, D Fenech, M Goodchild, M Gower, R Laphorn, P Moncrieffe, E Rose, C Stevens, D Trozer, B & G Warwick and D Wright.

### 3. Minutes of 2007 Annual General Meeting:

On a proposal by A Wyan, seconded by B Smith, and carried unanimously, the minutes of the 2007 AGM were confirmed as a true and accurate record, and signed by the Commodore.

### 4. Matters Arising:

The Club dinghies had been located adjacent to the main roadway and the use of hoses/pipes had been reinstated. A sub committee had been set up to prepare for the 50<sup>th</sup> anniversary of the Club.

### 5. Secretary's Report:

#### Membership

Membership at the end of 2007 stood at 203, one more than at the end of the previous year. 26 new members had joined.

For a year-on-year comparison:

YEAR	2001	2002	2003	2004	2005	2006	2007
MEMBERSHIP	172	174	184	189	209	202	203
NEW MEMBERS	21	19	26	32	39	21	26

#### Performing Rights Society

An annual PRS licence had been purchased in December at a cost of £111.07 to cover music played at Club events.

### 6. Treasurer's Report:

2007 had been another busy year, and closed with a surplus of £4911.00. After allowing for depreciation, fixed assets had increased by £16993.

A grant of £8000 had been received from Medway Council following a successful application and presentation by Tom Lambert. The Club continued to benefit from the Regatta sponsorship by MJS Cleansing Services.

The programme of improvements to the Dinghy Park and Clubhouse had continued. Stage One of the Management Plan for Club boats had been completed with the purchase of another RS Vision and two RS Fevas, thus fulfilling the agreement with RS to purchase four boats within two years.

The Boat fund (£6000.00) had been utilised to purchase a third RIB at a total cost of £9148 including the trailer. The excess had been funded by income.

Kitchen and Bar sales were down as was the corresponding expenditure. Despite this, the overall profitability had increased by 3% to 38% exceeding the 30% required to meet the industry norm.

General running costs had been on a par with 2006 but it was anticipated that fuel costs would increase greatly in 2008 thus the budget has been increased accordingly.

The sound financial performance in 2007 had allowed the increase in subscriptions for 2008 to be kept at 5%.

Since the prize giving had not been held until the Dinner Dance in January 2008, costs for the engraving of trophies did not appear in the 2007 accounts.

The key deposit liability had been reduced by £300 in respect of twenty dinghy park keys that had not been returned, despite reminders (covering the period 2002-2006).

The Committee had decided to introduce a fund for the provision of a new generator with £3000.00 being set aside each year.

The Hon. Treasurer said that the Club survived thanks to the hard work of members who contributed their time and energy in keeping the wheels turning. Special thanks were made to Duncan Griffiths and his team, without whom the ground works would not have been completed in such a short space of time and at minimum cost.

Ken Crundwell, the Club auditor, had been pleased to see that the accounts reflected the continued prosperity of the Club. Thanks were expressed to Ken for auditing the accounts and also to Gill Warwick for banking the weekly takings and for looking after the Buson's Locker.

In response to questions, it was confirmed that there were funds set aside annually for boat maintenance and the generator replacement. In addition, £7500 was reserved as an emergency fund and the liability for key deposits was also covered.

Jeremy Drummond proposed that the accounts for 2007 be adopted. This was seconded by Paul Rodgers and carried unanimously.

Tom Sims, seconded by Roy Winaett, proposed a vote of thanks to Trish Ayris for her excellent work. This was unanimously endorsed.

#### 7. Sailing Secretary's Report:

A Pickrell outlined the year's sailing beginning with the 2007 Hoo Freezer which had been deemed another success. Members were invited to compete in the 2008 Freezer in March. Thanks were expressed to John Shenton for taking on the role of Dinghy Park Secretary following the previous AGM, and it was anticipated that with the additional spaces created in the dinghy park over the winter, there should not be a problem accommodating new members with boats.

After much debate, the hosepipe ban had been rescinded subject to boats being washed only on the beach, not in the dinghy park. Members were asked to keep to this arrangement if they wanted this facility to continue. It was requested that the first person using the hose bring it down onto the beach clear of the slipway.

The 2007 Warm Up Series had been well supported and particular thanks were expressed to Ian Parris and Tony Hunt along with all the safety boat crews who helped make the event possible. The Warm Up Series and the Wednesday Evening Series were entirely self-run and only possible because people were prepared to undertake extra duties on top of their normal scheduled duties. Participants were reminded that they were collectively responsible for looking after the Club for these two series, particularly the clearing up and locking up after sailing, otherwise there was a risk that the events would be discontinued.

## Miracle Fleet

We ended the sailing season last year with an unexpected surge of Miracle sailors. It was good to be sailing again in a fleet of boats, rather than in a pack of 3 or 4.



This season promises to be good. Keith and Christina favoured us with their company a number of times towards the end of last season. Unfortunately they didn't bring the wind with them. They intend to sail more regularly this year. Chris C. missed most of last year and is keen to get back on the river. Colin and Maureen expect to sail more often at the club now that their offspring has got himself hooked on his 29er. Tony Millar only joined the club at the end of last year and is raring to get his boat out on the water, as is Peter M. who bought his Miracle at the end of last season. It will be great to see a fleet of Miracles sailing at the club again!

A number of people are keen on going to Brixham this year for the Miracle Nationals from 3<sup>rd</sup> to 8<sup>th</sup> August. In the past, the Nationals have been well supported by Wilsonian members, but for the last couple of years numbers have been thin on the ground. At the time of writing four Miracles from Wilsonian have been entered for the event and there are a few others showing interest. It's a great week, both for sailing and also socially. It is suitable for anybody, regardless of expertise or experience.



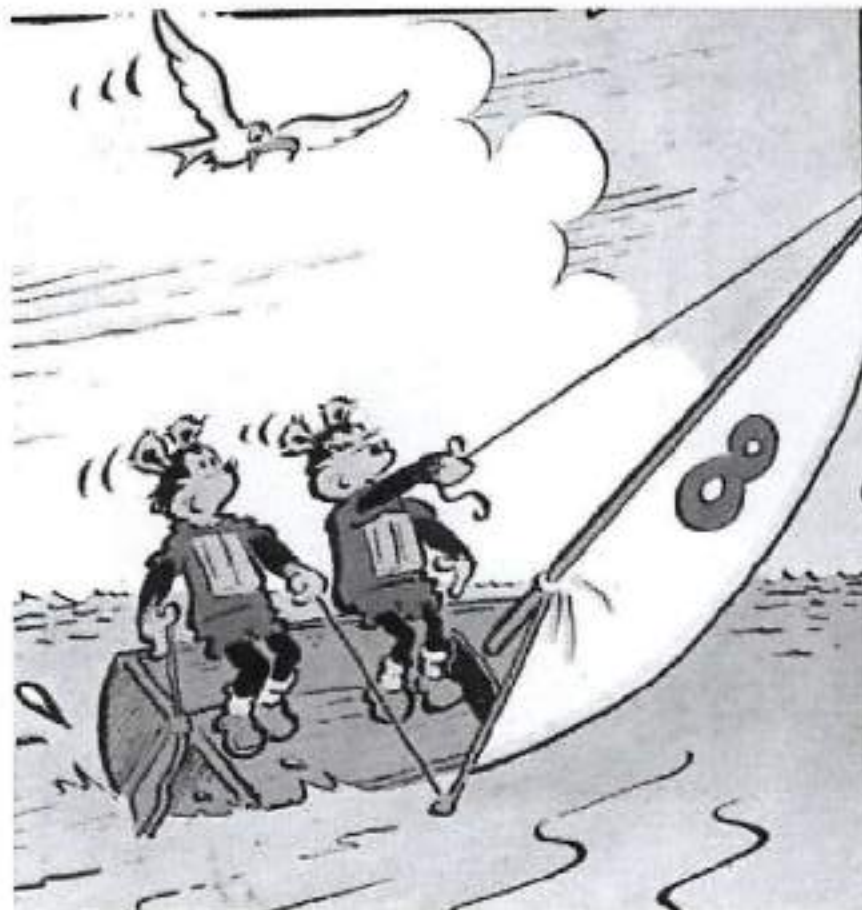
*Lesley 3722*

*New to the Miracle Fleet: Mr & Mrs  
Foxwell  
Photo Tony Hunt*

P Thorpe said that with the Club being 50 years old in 2009, contributions from any members with thoughts or suggestions as to how this should be celebrated would be welcomed. Finally he thanked Colin Treadwell for all that he had achieved over the past two years as Commodore.

Members were invited to stay and chat and partake of the snacks available following the meeting.

Meeting closed 10.11 pm



*Some stunning innovations here, courtesy of avid Beano-reader, Paul Nudds. A direct, 1:1 mainsheet arrangement, and saving windage by using a single shroud as a trapeze wire. Using the rudder as a brake and heeling excessively are things we've all been practising for ages...*

In April a milestone meeting had been held with Medway YC at which Wilsonian members were invited to join the MYC Saturday series. Competitors would only need five results to count over the season in order to qualify. The arrangement had been relatively successful albeit with a few teething troubles. It meant that for the upcoming season all members had the opportunity to race on Saturdays as well as Sundays. In addition, members had been invited to make use of the MYC facilities in the evening.

The Sailing Committee had voted unanimously to adopt and register with the RYA, the RYA Racing Charter, and recommended as such to the General Committee. The Sailing Committee had also agreed that alternative manufactured sails would be allowed in Club racing subject (at its discretion) to being measured. Competitors using them in open events did so at their own risk and could expect to be protested.

The Topper open meeting, held on a blustery day, had been a success with both juniors and parents saying they would like to come back. The lack of Lasers, however, had been disappointing.

The South Kent Race, held in moderate conditions, had been successful.

The Grand Prix, from the Sailing Committee point of view, had been a mixed event. It had been successful in as much as there had been a reasonable entry and sailors had enjoyed the racing. However, there had been a few organisational difficulties with the dual tally board system and a safety boat without a radio. Further complications caused by a dual set of entry forms for the "Two of a Kind" had not helped the input of data into Sailwave. It had been agreed to simplify procedures in the future to try and avoid such problems.

The Medway Regatta had again been a great success with a total of 88 boats competing and just the one problem of being unable to shorten the first race. Again a lesson had been learnt. A Pickrell thanked the Regatta Sub Committee for their considerable efforts in taking on responsibility for the organisation and management of the event.

The Three Race Regatta, usually one of the highlights of the year, had been disappointing owing to lack of wind. However, the Leigh Trophy had been enjoyable, particularly the opportunity to sail to different marks. Wilsonian SC had won the Inter Club Challenge overall but had not yet received the trophy.

In September, the issue of handicap numbers had been discussed and recommendations sent in to the RYA. The Sailing Committee had also agreed to amend the Sailing Instructions to include flag H. This would have the same effect as flag A but without the prohibition of going aloft.

A late cruise had taken place in November thanks to the efforts of David Wraight & Derek Zobel who had taken on the role of Cruising Secretaries. The intention was to run at least two cruises in 2008.

The Fast/Medium Fleet evening had been very heavily subscribed, so the Sailing Committee agreed it should be split the following year into a Medium evening and a Fast-plus-the-rest evening. A generic invitation with tick boxes for the various evenings would permit people to choose which evening(s) they wished to attend. Meanwhile, having posed the question "Does one boat constitute a race?" the overwhelming response was that it did.

It had been decided to open one-off Club races (such as the South Kent and Leigh Trophy) to invited local clubs. Any trophy would be won by the first Wilsonian SC boat, however. In order to encourage visitors, it had also been decided to remove the limit date for receipt of entries in the Winter Series.

Under the current rules it had proved to be very time-consuming to work out the large number of prize winners (circa 100), and despite articles in 31%, many members still did not understand the

point of the category prizes, which were the cause of most of the work. Accordingly, the Sailing Committee had decided to scrap category prizes, instead awarding prizes to the leading boats down to the square root of the entry, and at the discretion of the Committee. It had been decided to retain certificates as prizes.

In his summary, A Pickrell said that despite a few errors on the race management side, 2007 had been a very successful season, with record numbers on the water. There appeared to be a slow drift towards the Fast Handicap fleet and the real possibility of fleet racing again with, potentially, ten Laser 2000s. The coming year looked good, once again with a Warm Up Series, a full Sailing Programme throughout the main season, Wednesday Evening Sailing, a Winter Series and now a Saturday Series. There really was no reason not to get out on the water!

Finally, thanks were expressed to Tony Hunt for writing up all the minutes of the Sailing Committee meetings and much behind-the-scenes organisation, Roy Wirmett for consolidating, checking, correcting and posting the results every weekend and Ian Parris for sorting out the prizes and trophies and for considerable administrative work. Additionally, Ian had undertaken the important technical issue of producing the various sailing instructions throughout the year. The Sailing Secretary also thanked the fleet captains and others for their contribution.

### 8. Committee Reports:

#### Bosun:

A third RIB had been purchased to add to the safety boat cover, to assist with the training and to use when Juniors were out in Toppers.

The fuel tank in Puffin had been moved forward. This gave more deck space when Puffin was used as a Committee boat. The intention was to keep Puffin ashore just in front of the boathouse for a trial period, and launch as and when needed. This was because it required far more maintenance to keep it reliable when left on the mooring compared with being kept ashore.

Regular maintenance of the safety boats had ensured no sailing days being lost during the season on account of breakdowns. Any minor repairs had been carried out promptly. G Lambert thanked those members who had assisted him during the year.

The Commodore added his thanks to G Lambert for his work, acknowledging the many hours he had contributed in order to maintain the boats in good order.

#### Club Dinghies:

During the past twelve months, the fleet of Club boats available to members to hire had been increased to fourteen comprising 5 Toppers, 3 Lasers, 2 Larks, 2 Fevas and 2 Visions. One Feva had been purchased through the Club Development Plan put together by Paul Thorpe and Jeremy Drummond. The other Feva and Vision had been purchased with a £6000 grant obtained by Thomas Lambert, the Junior Class Captain, from the Government's Youth Opportunity Fund. A further £2000 grant also obtained by Thomas had been used to fund the purchase of new equipment including wetsuits, life jackets, spray tops and trapeze harnesses all in Junior sizes, which could be borrowed by members for their children to use. A small deposit, refundable at the end of the day on return of the item, would be required.

Given the age of the three Lasers, it was recommended that members should not take these out in very windy conditions. Members were reminded that, as hirers, they were responsible for any damage or loss not deemed to be fair wear and tear. The intention was to replace one of the Larks and the Lasers with new boats as and when funding permitted.

All five Toppers had been upgraded to the centre mainsheet system.

The Commodore thanked G Lambert and P Thorpe for their work regarding the Club dinghy fleet.

Jane Drummond	]		
Carole Johnson	]	Brian Lamb	Tom Sims
Sandra Smith	]		
Carol Rodgers	]		

AUDITOR	Ken Crundwell	]	Brian Warwick	John Gore
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TRUSTEES	Bernard Smith
	Roy McLeod
	Dave Vettergreen
	Martin Fish

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

The above were all elected unanimously.

### 11. Any Other Business:

T Sims asked for volunteers to assist with the RIB cover for the Hoc Freezer.

Members were reminded that if they needed to swap duties, it was their responsibility to contact other members listed for the same duty type, and that sending a general email was not adequate. Both CDOs and the Duty List Secretary needed to be notified in the event of a duty swap.

### 12. Closing Remarks:

Colin Treadwell thanked all those who had contributed a report to the AGM. He said that, as mentioned on several occasions previously, he had been overwhelmed by the amount of work some people put into the running of the Club, and by the sheer number of people who helped make the Club what it was. Thanks to the work of those members, the Club seemed to run itself, and continued to be the envy of other dinghy clubs, particularly in terms of its members' commitment to duties and work parties. The Club had an excellent reputation on the river and beyond for its general ethos and friendliness. He was certain the Club would continue to develop with Paul Thorpe at the helm, and looked forward to giving Paul his full support.

He thanked those retiring from the Committee - Brian Warwick, Len Ayns, Jane Treadwell and Alan Wynn - for their time and hard work on the General Committee. Those joining the Committee, or taking on new roles within it, were also thanked.

The new Commodore, Paul Thorpe, said that he was very much looking forward to the forthcoming two years. A great deal had been achieved in the past few years and the Club had a big standing both within and outside its immediate area. The number of volunteers working within the Club had been a factor that had helped secure the grants from Medway Council. Club Boat Plan 1 had been very successful and Plan 2 was in hand. This would extend beyond the provision of boats. Members were thanked for allowing John Rees to run the Community Sports Leader Course on the premises.

**9. Appointment of Honorary Members:**

Members voted unanimously to endorse the General Committee's recommendation that Tom Sims and Ken Flowerday be elected as Honorary Members.

**10. Appointments:****ASSISTANT OFFICERS (appointed by General Committee)**

Assistant Secretary	Pam Smith
Dinghy Park Secretary	John Shenton
Assistant Dinghy Park Secretary	Janet Shenton
Duty List Secretary	Graham Smith
Membership Renewals	Christine Godber
Membership Secretary	Lesley O'Rourke
Training Principal	Tom Sims
Chief Sailing Instructor	Peter Homer
Website Manager	Peter Homer
Assistant Sailing Secretary	Tony Hunt
Editor 31½	Tony Hunt
Publicity Officer	Jasmi Ramsden
Measurer	Tom Sims
Trophy Secretary	Ian Paris
Keat Schools Youth Co-ordinator	Ann Heather
Chief Powerboat Instructor	John Gore
Site Services Manager	Brian Warwick
Sales Co-ordinator	Gill Warwick
Site Development Officer	Duncan Griffiths
Maintenance Co-Ordinator	Roy Winnett
Cruising Secretaries	David Wright & Derek Zobel

**NOMINATIONS RECEIVED**

POSITION	NOMINEE	PROPOSED	SECONDED
Commodore	Paul Thorpe	Colin Treadwell	Roy Winnett
Vice Commodore	Colin Treadwell	Tom Sims	Alan Wynn
Rear Commodore	Jeremy Drummond	Geoff Lambert	Paul Thorpe
Secretary	Jo Wicken	Trish Ayris	Tony Hunt
Treasurer	Trish Ayris	Colin Treadwell	John Gore
Bosun	Geoff Lambert	John Gore	Brian Warwick
Sailing Secretary	Andy Pickrell	Roy Winnett	Paul Thorpe
House Secretaries	Jayne Lambert & Jane Drummond	John Gore	Martin Vinton

**GENERAL COMMITTEE**

Roy Winnett  
John Shenton  
Brian Lamb  
Martin Vinton  
Paul Rodgers  
VACANCY

Jeremy Drummond Christine Godber

**HOUSE COMMITTEE MEMBERS**

Jayne Lambert

**Training (Sail):**

T Sims thanked P Homer for his work as Chief Senior Instructor and all those involved in running the courses. There had been 4 adults on the Beginners' course and all successfully achieved Level 1 and 2 (Start Sailing and Basic Skills) certificates. However, initially there had been enquiries about the course from 9 people.

The Start Racing course and the first Improver/Advanced course had been cancelled owing to a lack of takers. However, the second Improver/Advanced course had been very successful with 6 students finishing with improved confidence and skills.

Junior Week had again been popular with 33 students ranging in age from 5 years to 17 years achieving RYA certificates as follows: 8 x Stage 1, 1 x Stage 2, 2 x Stage 3, 1 x Stage 4, 1 x Start Racing and 1 x Assistant Instructor.

**Training (Power):**

From the fifteen days' training provided, the following RYA certificates had been awarded: 3 x Instructors, 1 x Intermediate, 6 x Level 2 and 4 x Safety Boat.

T Sims said that, overall, thirty-eight Saturdays had been set aside in 2008 for training, including sail, powerboat and radio courses. J Gore would be running SRC radio courses, free (for 2008 only) to members holding a Safety Boat qualification.

The Commodore thanked T Sims and his team for their excellent work.

**House:**

J Treadwell reported that, whilst maintaining very reasonable prices, 2007 had been another profitable season in the galley and bar.

The Dinner Dance had again been successful with the change to a band instead of a disco proving popular.

Much positive feedback had been received. It was hoped that fleet captains would encourage a few more trophy winners to attend the following occasion since the evening was also intended for prize winners.

As a change from the Children's Christmas party, a Christmas Quiz had been held. This had been well-received and thanks were expressed to Jane Drummond, Jayne Lambert and the quiz-master, Jeremy Drummond.

Finally Jane Treadwell thanked everyone who had supported her over the years as House Secretary, and particularly Colin, Adam and Lauren for going to the Cash & Carry.

The Commodore thanked the team for all their work.

**Duties:**

B Lamb commented that too many people wanted to go out sailing! There were still a number of duty slots to be filled on account of the Club being so active. He suggested that a few more members were needed to help spread the load and pointed out the contribution made by Terry Eaglestone - some 65 duties in the past season. Over the years, plenty of people had had experience as Assistant Race Officer, but had not subsequently offered to take on a Race Officer duty. Finding CDOs was also proving a problem.

A small group of standby members had been organised, who could be called upon in the event of a problem. Volunteers for standby CDO or RIB driver duties would be very welcome. In previous years, some of the main season duties had been fulfilled by members who had not been able to carry out their winter work party. However, in the current year, only three members had missed theirs.

On behalf of the incoming Duty List Secretary, B Lamb requested that members fill in their membership returns with as much detail as possible, and as early as possible. He said that all members undertook two duties each year and many did a good deal more. Any duty swaps needed to be notified to both CDOs as well as the Duty List Secretary.

J Tyler asked whether it would be possible for the Club to run Race Officer training courses. The Commodore said that he and T Sims would be attending an RYA Race Management conference the following day and would endeavour to speak the regional representative with a view to arranging such a course.

#### Maintenance:

R Winnett reported that for the ten winter work party dates, the weather had been good, the only downside being a few flurries of snow on the first Friday and some strong, cold winds.

Despite some setbacks in the early stages, most of the scheduled work had been completed. Troubles had first been encountered on the Thursday when the roller had failed to start whilst offloading the hire equipment from the low-loader. The dead tree in the corner of the dinghy park was subsequently discovered to be hollow, necessitating the removal of part of the fencing to allow it to fall safely. The tree roots then made the removal of soil a lengthy process and instead of taking the expected day, took more than two to complete. The following day the dumper truck had become stuck in reverse gear, so in order to offset these problems, an additional dumper truck had been hired for the first weekend and a digger and dumper for the following one.

The major works had been the brick paving of the main roadway from the entrance gate to the upper slip. This had not been finished until the last work party, with the final bricks being laid at 5pm. The other major work using hire equipment had been the levelling of the north-east corner and the laying of planings to increase the area for dinghies.

Thanks to a good attendance, with some members attending several times, along with hard work and individuals' skills & expertise, many other jobs had been accomplished. These included making a sliding joint between the fire escape top platform and the Clubhouse, clearing leaves from the gutters and moss from the roof, pointing the wall of the balcony and the treatment of door and window frames. Additionally, the faulty flood light had been replaced, paths had been swept and racks installed outside for sailing gear. New safety stair treads had been fitted, the toilets in the Ladies' had been replaced and shower tiles renewed as necessary. The floor seat seats in the Gents' changing room had been replaced and run had been removed from the outside door to ease closing.

Other works had included the spring cleaning of the kitchen and bar areas, various electrical works, alterations to the upstream gate and the erecting of a metal storage container for sailing gear. The downstream land drain had been covered with paving slabs, as had the floor of the RIB cage. The start line had been refurbished and the drainage ditches at the back of the Clubhouse had been cleared. In the car park area, a new entrance gate had been fitted and old trailers had been removed from the trailer park. Finally, Puffin had been antifouled.

Once again the Club had been indebted to Duncan Griffiths for providing the know-how and supervision to ensure that the works had been carried out to a high standard. The House Committee was thanked for keeping everyone fed and watered, and the winter work party sub-committee was thanked for their assistance in the organisation and delivery of the programme.

The Commodore thanked R Winnett for the sterling job he had done to ensure the success of the winter work party programme and for organising as well as attending each one. T Ayris added her thanks to R Winnett for his detailed résumé of all that had been done and the associated costs.

#### Publicity:

J Drummond expressed his thanks to R Winnett for producing all the race reports, T Hunt for the pre-race publicity and P Horner for maintaining the website. Highlights of the year had included the sponsorship from both Craftinsure for the Grand Prix, supplying prizes as well as an inflatable buoy, and MTS Cleansing Services for the Medway Regatta, providing polo shirts for all competitors.

Modest publicity had been achieved through posters distributed by the Medway Sports Development Officer leading to increased visitor numbers at the open day.

A questionnaire for parents and sailors at Junior Week had given strong positive feedback for the event. One area highlighted for improvement had been the changing facilities.

The website had done an excellent job over the previous ten years, ably managed by P Horner, almost entirely single-handed. It had been agreed all round that it now needed freshening up and to achieve this, a sub-committee had been formed to consider options. The first action had been to put the existing website on an up-to-date server, hosted through Club member, Jason Ramsden. This has saved the Club £120 in hosting fees in 2008. Ownership by Wilsonian SC of the domain name 'wilsoniansc.org.uk' had also been confirmed.

The web sub-committee had identified the key types of user as being existing members, juniors, those new to sailing, visiting sailors and potential members. The types of information these groups would be most likely to require had been agreed. The goal was to have a site with a fresh, up-to-date look and feel that would attract a large audience who would then visit other sites through it. The site would be easy to update by Committee members directly, though P Horner would retain overall editorship.

J Ramsden gave a presentation demonstrating a number of the proposed features of the new website. The emphasis was on a site tailored to meet the needs of specific users and one that could be updated by key personnel, obviating the need to direct everything through the webmaster. Whilst there was much to add in terms of content, the structure of the site had been developed and the intention was for a publicised launch by 1<sup>st</sup> May. J Drummond said he was indebted to Jason Ramsden for his work and pointed out that to have developed the website this way with an outside contractor would have been a very expensive exercise. Comments and suggestions concerning the new website would be most welcome.

Another aspect of advertising that had been pursued was in the form of graphics showing the web address and/or Club flag to affix to sails. This had been researched by Grahame Smith who had brought his MPS sail with sticker attached to show to members. Graphics could be ordered for a minimal charge.

The Commodore thanked the publicity team for their excellent efforts to promote the Club.