

Calendar

Date	Time	Event	Contact/Notes
25 & 26 Mar		Topper S.E. Zone Squad Training	
26-Mar	14:00	Ice Breaker Season Opener	N.B. BST starts!
05-Apr	11:00	Spring Series begin	
12-Apr	11:00 14:00	Ladies/Novices-Improvers/Juniors Commodore's 1	
25-Apr	14:10	MYC/WSC Series begins at MYC	
04-May	13:10	South Kent Long Distance Race	
06-May	18:30	Informal Wednesday Series Begins	
09-May		Club Cruise to Aylesford	David Wraight
10-May	11:00 14:00	Ladies/Novices-Improvers/Juniors Commodore's 2	
24-May	11:00	Early Summer Series begin	
25-May	12:00	Pursuit Race 1	Tony Hunt
07-Jun	11:55	WILSONIAN GRAND PRIX Open Handicap Race	
20-Jun	18:30	Summer Ball	Jane Drummond
20-Jun		Club Cruise to Whitstable	David Wraight
27-Jun	12:00	Open Day, Club Reunion & 50th Anniversary Race	
28-Jun		MYC Medway Marathon	No club racing
11-Jul	11:00	Medway Dinghy Regatta	
12-Jul	10:00		

Spring 2009
Issue 93

31½

The Wilsonian Sailing Club Magazine



On the Cover: Clean air - what? The start of last year's Ice Breaker
Photo by David Hudson

Editorial

Tony Hunt

Well, we've been blessed with quite mild weather for the Hoo Freezer and Warm-up Series. Long may it continue [naivety - Ed.]

Can you let me have next issue's copy by 15th May, please?

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The Freezer went downriver this year.

Photo Mark Bloomfield



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Early-Season Duty List

Event	ORG/ACSR	ARD	R2	ARD	Safety 1	Safety 2	Safety 3	Other
March 23 Tagger Boat Training	Lenny Edwards	Alan White Derek Webb	Dave Vidington	Henry Turner	Bill Evans Johnnie Ward	Erica Schooner Jill McColl	NA	RST 1000RS 1K Running 09:15-05:00
March 24 Ice Breaker	Lenny Edwards	Alan White Derek Webb	Mike Gower	Zoe Noble	Steve Duff David Baines	Paula Pea Linda Pea		
April 1 5P 1 & 2	Steve O'Hea	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
April 12 Commodore's 1	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
April 19 5P 3 & 4	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
April 26 5P 5 & 6	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
May 3 1P 7 & 8	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
May 4 South Kent	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
May 19 Commodore's 2	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
May 17 2P 10 11	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
May 24 2P 11 & 2	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
May 25 2P 12 Back 1st Race 14:00	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
May 31 2P 13 & 4	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
June 7 2P 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
June 14 2P 25 & 6	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
June 21 2P 27 & 3	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
June 27 2P 28 Day	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
June 28 1P 29 30 31	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
July 5 2P 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	
July 16 2P 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200	Alan White	Alan White Derek Webb	Alan Gower	Richard Webb	Richard Webb	Alan Gower	Mark Cope	

Allen, who had returned to Portsmouth after sailing the practice race, carried out an evening and an early morning piloting duty on Southampton water, left at 0830hrs, made the 100 miles journey back to Kent, on the start-line by 1100hrs and finished seventh.

Medway's Mayor Cllr David Carr, who had sailed the freezer in his younger days, presented the prizes, aided by Richard Cassem commodore of Hoo Ness YC, who compared the ample grit amongst the freezer competitors and lack elsewhere.

Saturday Practice Race (Sun Wharf Cup):

- 1st ISO 1195 Neil Ashby/Nick Lett (Bewl Valley SC)
- 2nd Vortex 1013 Mike Gower (Wilsonian SC)
- 3rd Scorpion 2008 Steve Hall/Simon Haighton (Northampton SC)

Hoo Freezer (Hoo Freezer Cup):

- 1st National 14 3492 Graham Camm/Zoe Ballantyne (Burghfield SC)
- 2nd RS 200 1031 Chris/Nikki Catt (Downs SC)
- 3rd Scorpion 2008 Steve Hall/Simon Haighton (Northampton SC)
- 4th RS 400 1170 Richard White/Martyn Styles (Downs SC)
- 5th RS 200 1010 Steve/Judy Restall (Downs SC)
- 6th Scorpion 2002 Barry/Linda Wolfenden (Chipstead SC)
- 7th Int. Canoe 278 Simon Allen (Hayling Island SC)
- 8th 3000 3603 Tony Hunt/Suzanne Hall (Wilsonian SC)
- 9th Wayfarer 10201 Brian Lamb/John Goudie (Wilsonian SC)
- 10th Buzz 1079 Stuart Bailey/Zoe Noble (Wilsonian SC)

First Youth Sailor (Hoo Marina Cup):

Aaron Smith and Alec Rodgers (29ER)

Highest Placed Club Team:

Downs SC: Richard White/Martyn Styles, Steve/Judy Restall and Chris/Nikki Catt

Highest Placed Class Team:

Scorpion: Janet/Alan Richie, Barry/Linda Wolfenden and Steve Hall/Simon Haighton

Highest placed boat Saturday and Sunday combined:

Scorpion 2008 Steve Hall/Simon Haighton

Race Officer's Prize

Simon Allen (Hayling Island SC)

Make a note in your diary: next years Hoo Freezer will be on **27/28**

February 2010

From the Commodore **Paul Thorpe**

Welcome to Wilsonian 50th anniversary season, a year of many events for all to enjoy. The winter has seen much work carried out at the club with the final link in the block paving completed. A special thanks goes to Roy Winnett and Duncan Griffiths for the amount of time they have spent planning and co-ordinating the work parties.

I had the opportunity to go to the RYA Club Conference at the Dinghy Show and was encouraged by the value put on grass roots club sailing. Several people came up to me seeing our pennant on my jacket just to say what a nice friendly club we have. What a fantastic reception from other commodores who I did not know before. The RYA has several local representatives who look after development and high performance sailing our contacts are Andy Hooper and Paul Wren. The conference concentrated on the development at club level and opened our eyes to the facilities available to every club. Interestingly they have just put together a new web page on working with planning and environmental advice including nature reserves, a special point for us with the club residing on a site of special scientific interest. As the end of the conference came I was pleased to feel that we are going in the right direction the overwhelming message was to embrace change and develop using the RYA resources available. This is just how we are facing up to the challenges ahead, only last weekend we had the conclusion of a dinghy instructor's course with the help of Paul Wren with funding. Peter now has a large resource for training to work with our very experienced instructors, opening up the opportunity for new sailors and growing experience for club members who would like to learn new techniques.

Janet and John Shenton have been busy in organising the dinghy park with the 2000's moving, now with a fleet start and at least two more joining us we are looking forward to some good racing. The fast fleet will be interesting this season with the trial of the 3000's joining them, another topic of the conference PY's !!!!!!! The RYA are very interested in our data and have a new web page that we can download results into, by means of which they hope to sort out some anomalies.

The AGM was a good chance to catch up with many members perhaps next year we may include a social event and hope that we can attract a few more members to come along.

The club history is a fascinating subject and Martin Smith has put in many hours to compile approximately eight pages of text and photographs. We are looking to publish this mid-summer to coincide with the mid-summer ball [*less dangerous than the Midsomer Ball. Ed.*]. Martin has an edited version published in the MYA handbook this year and has received some very encouraging comments; well done Martin.

During the winter we had some issues to solve with our landlord Andrew Brice, these being focused on the bottom end of the roadway to the dinghy park. Our lease only allows parking for the CDO and dropping off boats and supplies. I know it is very tempting just to park at the bottom of the hill but we are breaking the terms of our lease by doing so. I must ask all to respect this and park in the car park. We are due another meeting where we are hoping to be allowed a single disabled space and turning area for emergency services and site maintenance. Signs will be placed on the fence to show where the CDO is allowed to park. It was interesting to see the deeds showing the exact boundary, with the interesting point in the 1970's we were offered the wooded area as well but we declined. Natural England oversees the SSSI and will be inspecting the area this year; it is they who have the final say in the use of the land.

Finally the start of the season is very close and with virtually all members renewing this year and several new members joining us for the start of the season, we will have a brilliant 50th year of racing.

Paul Thorpe

Commodore Laser 2000 21314

Sailing Secretary's Report

Lots to tell you about, but most of it is in the Sailing Secretary's report in the AGM minutes below (see p.11). Just to elaborate here:

The new start sequence sees the Laser 2000's with their own start after the Medium Fleet and before the Miracles, under the 'Laser' flags. Also, a general recall in class/handicap series events (only) now involves the recalled fleet going to the 'back of the queue'.

There are now two Pinup buoys, which take some avoiding with an asymmetric on a windy day - be careful. Neither buoy will be used in our courses unless it is certain that it is unoccupied.

To confirm: we will be using the default, three-hull-lengths option for determining entitlement to water at a mark under the new rules.

2009 Hoo Freezer

by Roy Winnett

The 38th Hoo Freezer was held over the weekend 7th & 8th February.

With heavy snowfalls elsewhere and threat of more to come, entries were down to just 50, though the calling off of some other events, including the Tiger Trophy at Rutland, had sent a few in our direction. The customary format was followed of a practice race on Saturday and the Hoo Freezer on Sunday. There were two starts, fast handicap PY less than 1000 and medium handicap PY 1001 - 1160. Courses were set to make full use of the river over top of the tide and give a variety of leeward, windward and reaching legs.

Only 22 boats ventured out for the practice race, the early 1000hrs start (governed by the tide), sub-zero temperatures and a force 3 - 4 north-westerly giving an icy wind-chill could have been contributing factors. Neil Ashby/Nick Lett (ISO) gradually established a leading position in the fast fleet, and kept off the challenge from Mike Gower (Laser Vortex) to secure victory and lift the Gun Wharf Cup while Steve Hall/Simon Haighton (Scorpion) led the medium fleet home for third.

The wind backed to southwesterly overnight, eased to force 2 - 3, the sun made an appearance and the temperature rose above freezing. But disappointingly only 43 of the 50 entries were on the start line. After a false start the medium fleet were first away and Graham Camm/Zoe Ballantyne (National 12) were first to the windward mark, followed closely by Hall/Haighton and the RS 200s of Steve/Judy Restall and Chris/Nikki Catt. Camm/Ballantyne hung on in the leading pack, to win comfortably on corrected time. The Catt duo won the RS 200 contest by over a minute to gain runners-up prize with the Restalls having to settle for fifth. Hall/Haighton were third again having led the medium fleet till the return leg, and with Barry/Linda Wolfenden (Scorpion) 6th and Janet/Alan Richie (Scorpion) 12th secured the highest placed class team prize. In the fast handicap Daniel Hare/Gareth Davies (49ER) powered away to establish a 15-minute lead line honours, but were relegated to 13th on corrected time - it was not a day for the trapeze boats. Richard White/Martyn Styles (RS 400) were first 'fast' boat and kept up with the leaders for fourth and with the RS 200s clinched highest placed club team prize for Downs SC. The Wilsonian trio of Tony Hunt/Suzanne Hall (3000), Brian Lamb/John Goudie (Wayfarer) and Stuart Bailey/Zoe Noble ended up 8th, 9th and 10th respectively. While Wilsonian youngsters Aaron Smith and Alec Rodgers (29ER) were first youth sailors. Tom Sims awarded the Race Officer's Prize to Simon

Warm-Up Series

This series enjoyed unusually mild weather and fair winds for all but one of its five weeks; if the season is half so good we'll be delighted.

Competition was tight from the start, despite organizer Mike Gower gaining an unseemly number of first places early on. But going into the last week, any one of four boats could have taken the series, with the lower-placed boats enjoying the availability of bigger discards, so that things were wide open. Chris Ashby and Mick Smith did all they could by winning both the final races, but a third place for Mike was enough to keep him on equal points for the series to win on countback. The two 3000's of David Fenech & Alison Williams and Martin Brown and Amanda Randall also ended up on equal points, the former taking third place, again on countback.

Major upset of the series was the day of moderate wind-against-tide, which saw the Miracles of the Hudsons and Lesley O'Rourke & Trevor Osborne well up the order, taking first and second places in one race.

1st	Vortex A	1013	Mike Gower		937	11
2nd	RS400	1341	Chris Ashby	Mick Smith/Peter Chinnock	952	11
4th	3000	3608	Martin Brown	Amanda Randall/ Max Caston	1010	14
3rd	3000	3605	David Fenech	Alison Williams	1010	14
5th	Miracle	3795	David Hudson	Jackie Hudson	1178	24
6th	Blaze	609	John Player		1047	27
7th	29er	342	Aaron Smith	Alec Rodgers	924	41
8th	Miracle	3722	Lesley O'Rourke	Trevor Osborne	1178	49
9th	RS800	1122	Ian Parris/Gra- hame Smith	Sam Proctor/Tom Lambert	822	59
10th	Buzz	965	Peter Horner	David Brooker	1005	66
11th	RS600	641	Steve Tinnams		920	74
12th	29er	396	Tom Lambert	Nicola Smith	924	80
13th	Laser	154591	David Price		1078	81

22 entrants plus four more boats on last day only. 10 races, 6 to count.

Mid-Summer Ball

To celebrate the Club's 50th anniversary

Saturday June 20th

Oak Wood House Maidstone

£35 per Person

3 course meal

6.30 pm for 7.00 pm
Carriages at 01.00

Live music

For further information and tickets please
contact one of the following:

Jane Drummond
Jayne Lambert
Carole Johnson
Gill Warwick

The Club Byelaws

It is important that members observe all the club byelaws.

Regrettably some are being regularly ignored. In particular the long-term parking of cars at the bottom of the track from the car park to the dinghy park and the speed limit. According to Byelaw 19 cars are only permitted down the track for delivering or removing dinghies, or on official business and must be returned to the car park immediately.

Parking is only permitted for the CDO, the disabled and emergency vehicles.

The maximum speed limit on all estate roads is 15mph (Byelaw 21)

Please comply with these byelaws to maintain the good relationship we have with our landlord.

Winter Work Parties 2009

The scheduled works suffered a setback on the first day when we discovered that the soil removed from the northeast corner last year should not have been deposited at the bottom of the track, so this had to be removed and the area restored. However, too much rain made its removal very difficult and needed the help of a large digger and two dumper trucks. The soil removed was to be used to level areas in the Dinghy Park and car park. Unfortunately we were unable to complete this task but hope to level the soil in the car park and lay plantings in the southeast corner of the dinghy park later in the year.

Many jobs had to be postponed until next year.

However, despite sub-zero temperatures, freezing winds and rain, a lot of work was completed, thanks to members' hard work and good attendance.

The road from the boathouse to top of lower slip was paved to complete the brick paving of all the roadways in the Dinghy Park.

Other jobs included:

- Build wall and back-fill along river fence east end of dinghy park
- Remove upstream winch
- Fit new dinghy park gate (acquired from Maidstone SC)

Open Winter Series 2008

Rank	Class	Helm	Crew	PY	Net
Long Course Fleet - 23 Entrants					
1st	Musto Skiff	Andrew Peake		875	9
2nd	3000	Tony Hunt	Suzanne Hall	1010	10
3rd	Musto Skiff	Richard Smith		875	16
4th	ISO	Chris/Neil Ashby/ Mike Gower	Neil Ashby/Peter Lindley	926	22
5th	29ER	Aaron Smith	Alex Rodgers	924	22
6th	Musto Skiff	Grahame Smith		875	25
7th	RS 600	Andy Pickrell	Nicola Smith/Ian Foxwell/ Caroline Alexander	822	30
8th	Musto Skiff	Grahame Oliver		875	35
9th	29ER	Tom Lambert	Nicola Smith	924	39
10th	Osprey	Martin Jones	Jonathan Osgood	940	43
Medium Course - 29 Entrants					
1st	Buzz	Stuart Bailey	Zoe Noble	1005	10
2nd	3000	Martin Brown	Max Caston/Amanda Randall	1010	13
3rd	Phantom	Nail Lamprell		1043	14
4th	3000	David Fenech	Aison Williams	1010	14
5th	Blaze	John Player		1047	24
6th	Laser 2000	Roy Winnett	Geoff Lambert	1089	26
7th	Laser	Colin Coard		1078	26
8th	Laser 2000	Brian Warwick	Mike Smith	1089	28
9th	Laser 2000	Brian Lamb	Bobbie Burnell/Max Gaston	1089	31
10th	Laser 2000	Andy Hockey	Louise Somers	1089	54
Lapping Course - 5 Entrants					
1st	Miracle	Lesley O'Rourke/ Stephanie Wicken	Peter Hayes/Mike Gower/ Stephanie Wicken	1178	5
2nd	Miracle	David Hudson	Jackie Hudson	1178	8
3rd	Miracle	Ben Brooks		1178	22
4th	Laser	Steve Drain		1078	23
5th	Miracle	Nina Wallis	Sue Hannant	1178	26

more than we'll ever earn in our lifetime and playing the wind shifts around HMS Westminster (a type 23 frigate, apparently) which had keep clear or we'll shoot you signs all around it (the wording may have been different but you get the idea). Sailing with the F18 cat was also an eye opener. They would tack and then immediately start shouting 'don't tack' to the boats on the other side of the dock, as once they got out on their twin trapezes, the closing speeds were quite phenomenal. If you had tacked when they were still 50-60ft behind they would have been on you before you had had a chance to sheet back in!

Down wind... well for us it was just a question of letting out the sails, letting off as much rig tension and kicker as we dared, pulling out the jib stick and then aiming at the mark and hanging on. Fortunately we could do it all on starboard gybe so we just shouted at the asymmetrics if they came too close; however, for those on board some of those boats it must have been hard finding a safe route down wind and through the fleet.

At the end of it all the same Phantom that had won the Bloody Mary the week before blitzed his way through the fleet and pipped Steve Cockereel on the line to win the event for the second time in as many years. Hannah and I managed 17th with Ed and Nick in the other Grad 25th which considering that the conditions really didn't suit the Graduate, wasn't to bad.

Anyway, it was a novel event and enjoyable in its way.

Ian and Hannah
Graduate 2887 Skybird



*"...pulling out the jib stick and then aiming at the mark and hanging on."
- awesome gusts downwind at Excel.*

- General litter pickup
- Lay concrete slab for new generator
- Concrete filled tyres for anchoring boats
- Paint inside of boathouse
- Lay ducting and fit mains cable from boathouse to blockhouse
- Pressure wash slips
- Fill pot holes in top track
- Cut grass in road trailer park
- Clear drainage ditches back of clubhouse
- Repair and treat picnic tables
- Treat window frames
- Paint gents & ladies changing rooms
- Paint outside doors of clubhouse
- Sweep all roadways and track
- Anti-fouling Puffin
- Non-slip paint fire escape
- Lay security cable from clubhouse to boathouse and blockhouse
- Clean out gutters and check roof

Once again we are indebted to Duncan Griffiths for providing the know-how and supervision to ensure that the works were carried out to a high standard. Special thanks to Colin Treadwell, Grahame Smith, Neil Lamprell, Andy Hockey, Martin Jones and Tim Kift for manning the dumpers.

Thanks to the House Committee for keeping us all well fed and watered.

And finally thanks to Tom Sims and Brian Lamb for their help in supervising the works.

Roy Winnett
[special thanks from 31½ to him. Ed]

Minutes of the 2009 AGM

Paul Thorpe (Commodore) chaired the meeting. 36 members were present.

1. Commodore's opening remarks:

The Commodore welcomed members to the 50th Annual General Meeting of Wilsonian Sailing Club and asked for a show of hands by those members who had renewed their membership for 2009 to determine a quorum before formally opening the meeting. He said light snacks would be available after the meeting.

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

The Commodore outlined the Club Development Plan and the issues it addressed:

- Kitchen regulation food hygiene
- Security upgrade needed to maintain insurance cover
- Club Volunteer plan as part of RYA development
- Generator 2 – 3 years from replacement
- New committee boat.
- 50th celebration
- Changing rooms
- Laser fleet old and fragile

He explained how each item was being progressed, the time scale involved and the nature of funding for the various projects.

2. Apologies for Absence:

Apologies had been received from S Bridges, R Craddock, J Drummond, B Dutton, C Godber, M Gower, D Griffiths, P Horner, J Lambert, J Rees, G Smith, P Turner and I Wyatt.

3. Minutes of 2008 Annual General Meeting:

On a proposal by M Vinton, seconded by T Sims, and carried unanimously, the minutes of the 2008 AGM were confirmed as a true and accurate record, and



"Where's he gone?". Traffic problems in Dockland

one of the Streakers and squeeze in front of a Comet to make it work, but it did give us clear air and for the first thirty seconds we were looking good. Unfortunately as we tacked under the bridge (couldn't quite squeeze all the way through) I got the main sheet wrapped around the end of the tiller (We sail with a centre main sheet system taken straight off the boom so you can see why this is a problem) and this made a mess of that tack... and the one that followed soon after as I tried to sort out the mess from the first one! These things only happen when people are looking don't they and there was no shortage of onlookers at this event.

We went round the first mark behind the two Streakers; however, at this event you don't get a chance to sit back and work out how people are doing. With (quite literally) everything from Cadet dinghies to a F18 catamaran on this small and restricted piece of water in what were very tricky conditions at times, it took all our concentration just to keep ourselves upright and avoid everything that seemed to be coming towards us so we pretty much lost track of how we were doing right from the gun.

On the beats it was quite surreal tacking right next to boats that cost

Not having learned their lesson, the Foxwells went on to sail in the

Battle of the Classes at the Excel Boat Show

In case any of you read my rubbish here is our account of this year's Battle of the Classes event.

Following the freezing and comparatively light wind conditions for the Bloody Mary the weekend before, the weather for this year's 'Battle of the classes' event at the Excel boat show was... well it was different!

It was nice to see some sunshine and considering it was January it was nice to be comparatively warm (that is, warm if you wrapped up)... and at 11:30 even the wind looked as though it might be co-operating. But by the time 12 noon arrived, so had another ten knots of breeze and the thrashing of the sails and the large dark paw prints on the water as wind gusts travelled down the dock, told us that this would be a completely different event.

Considering the awful piece of water that the race is held on there was an impressive line up of quality sailors taking part. I don't recall the exact numbers but out of the 51 boats that entered (they restricted the entry as over 70 had sent in an application) there were something like 13 national and 3 European champions. We joined Ed and Nick Pepper as the Graduate representatives for the event, and with the conditions as they were we weren't holding out much hope of getting into the chocolates.

We launched at 11:55 and made our way down to the start area. It was to be a simple windward leeward course with the start line set at the western end of the Excel centre its self. The windward mark was to the west, under the bridge, and in the middle of the western dock. The leeward mark to the far east, well past the end of the exhibition centre and sensibly laid with plenty of water around it. Something nearly all the competitors would be thankful for at some stage of the race as they barrelled down to the mark on one of the numerous strong gusts, wondering just how they were going to manage the next gybe.

Our start was at 12:19 so we had to hang around for sometime in an increasing busy area as more and more boats launched and waited for their allotted time. We also had the busiest start as we shared it with 2 Streakers, 2 Comets, 1 British Moth and of course our 2 Graduates. That might not sound a lot, but when the line is only 60-70ft long and there is a bridge not that far up-wind, it meant that it got pretty crowded.

Hannah and I decided that we wanted to start on port and had to duck

signed by the Commodore.

4. Matters Arising:

None.

5. Secretary's Report:

Membership

Membership at the end of 2008 stood at 208, five more than at the end of the previous year. 26 new members had joined.

For a year-on-year comparison:

YEAR	2002	2003	2004	2005	2006	2007	2008
MEMBERSHIP	174	184	189	209	202	203	208
NEW MEMBERS	19	26	32	39	21	26	26

Plans were in place for the 50th anniversary and thanks were expressed to Martin Smith for his months of dedicated work researching the history of the Club, cataloguing records and photos and compiling a written history to be published during the year. He had also written a shorter version for a feature in the 2009 MYA magazine.

The Club continued to support Junior events over and above the usual programme, hosting a weekend of RYA SE Topper Zone Squad training in March, the KSSA Opening Splash in April and the finals of the RYA Honda RIB Challenge in June. Strong links were maintained with the Medway Council Sports Development Team and a message from the Sports Development Officer, Jon Rees, thanking the Club (and particularly Paul Thorpe and Peter Horner) was read out to those present.

Links such as these helped promote a positive profile of the Club and being able to demonstrate use of the facilities by the wider community had been helpful when applying for grant funding.

6. Treasurer's Report:

Despite the weather severely disrupting the sailing programme, 2008 had been another successful year, and closed with a surplus of £10262.65, exceeding expectations. After allowing for depreciation of £8663, fixed assets had increased by £298.

The rent review was overdue and therefore a notional sum of £1000 had been

included under current liabilities to offset any large increase.

During the year the Club had suffered another break-in resulting in the theft of two engines. The insurers had reimbursed the loss with £10000 and the opportunity had been taken to upgrade one engine from 50hp to 60hp giving a final replacement cost of £10876. Inevitably, the insurance company had required steps to be taken to improve security. Measures had been put in place and further steps were being taken in this respect.

The Medway Regatta and Junior Week had been well supported and achieved excellent results.

The Club had successfully applied for two grants, receiving £500 from the RYA to be used to help fund training of volunteers and £365 from Medway Council for the purchase of a video camera for coaching purposes.

Jane Drummond, Jayne Lambert and their team were congratulated for achieving excellent results in the kitchen and bar. Increased income with reduced expenditure had resulted in a healthy surplus of £7744 with profitability up from 38% in 2007 to 45% in 2008. The kitchen and bar represented a very important income stream for the Club. In line with the Club Development Plan, a budget of £10500 had been agreed for updating equipment and the installation of a new kitchen. The General Committee had now approved the plans and installation was scheduled for April 2009.

Included in the figure for Road, Car Park and Dinghy Park improvements was the £1443 cost of materials for 2009 work parties purchased at the end of the year in order to avoid 2009 price increases.

General running costs had increased as anticipated with waste disposal up by 18% and sewage disposal by a similar amount. In an effort to reduce costs, a new contract for sewage disposal had been negotiated with the Club's Regatta sponsor, MTS, and this was anticipated to reduce expenditure in 2009 by approximately 25%.

Fuel costs had rocketed during 2008 but whilst the budget of £5000 for fuel was exceeded, some £750 of diesel and gas remained in stock at the end of the year to cover the work parties.

Expenditure on cups and prizes had increased because more prizes had been awarded. Also the Club clothing vouchers had been replaced with gift vouchers from Gillingham Marina at a cost of £790. Vouchers remained valid until 31st May 2009. The expenditure figure also included engraving of silverware for 2007.

An emergency fund of £7500 continued to be maintained. This, together with



We wound up 13th and although slightly disappointed after what might have been, were pleased with such a good result in a race that had nearly 200 boats signed on to race.

Peter and Dave stuck with it to finish in the middle group having struggled with not only the same freezing up of all the controls but also the discovery that ProGrip whilst great on a normal day is hopeless when its frozen solid. Apparently they had many close shaves caused by their inability to stay stuck to the boat! Unfortunately we never caught up with the Hewats to find out how Jonathan's days went as we had to shoot off early to rescue my mother from Elizabeth.

I'm not sure any of us would tell you that it was a great sail. It didn't matter who you were and what you were wearing it was cold. Silly cold. We've started races in the past when its been this cold, scraped the ice off the boat and had to bend and break the sheets just to rig it, but I have never sailed a race where we start in a perfectly sailable boat and it slowly seizes up... and to be honest I'm not sure we'll be so keen to do it again... but it was an experience and something to write about.

Ian and Hannah
Graduate 2887 *Skybird*

to 3. It was from here that the leading Bosun caught and passed us both. Unlike a normal Bosun, this one had a large asymmetric spinaker fitted and together with its very smart laminate sails it really started to get a hurry up from this point on.

Going into 3 for the second time we were right behind the Hughes' boat but in my eagerness to try and roll over them on the reach to 4 I underestimated how much the flag on the buoy was streaming out and it hit our shrouds. So following our turn we were back to playing catch up; however, we both got past the 2.4 on this leg so only had the asymmetric Bosun in front of us.

At this point I should point out that this wasn't sailing as we normally experience it. The temperature was still well below zero. We had 2" long icicles hanging along both gunwales and all the ropes and blocks were so frozen we simply couldn't play the sails. It needed both Hannah and I, plus the force of the wind pushing hard to get the boom out on Skybird for the runs. In fact when we packed the boat away after the race I remembered that we had a bottle of water in the boat, which when I dug it out to find that it had frozen!

Personally we were faring slightly better. Wearing marigolds under our sailing gloves seemed to help keep our fingers working and Hannah had two sets of thermals, two teddy bear suits and a Musto fleece under her dry suit plus an over suit on top of all this to keep the rest of her warm. My excellent Gull steamer worked well for me (plus a tee shirt and a fleece under my spray top) so all in all I wouldn't call it pleasant but it was bearable.

Anyway back to the race, and Hannah and I sailed a good reach over to 6 to get back in front of the Hughes' boat however the masses were now drawing closer. On the final fun down to 8 a Phantom and prototype boat (bit like a well-built Laser) came past and a flock of National 12's and a Solo were looming just behind.

At this point though, things were still looking pretty good. We rounded buoy 1 for the third time in 4th but just after this the wind died. That's died as in not a puff, completely calm. Some crews still have the ability to make a boat sail in these conditions but unfortunately Hannah and I are not one of these. I guess we could expect the 12's to pass us and when the Thames A rater went past it was no surprise but after these everyone and his dog seemed to slide past. The second Graduate did what we should have done and figured that if you can't beat them then you should go and find some wind and sailed right over to the west side of the lake. This meant that when the first faint zephyrs of a breeze finally returned they were in it first and finally finished an excellent 9th.

the key deposit liability, the rent contingency, the boat fund and generator fund required that £19000 needed to be reserved before further expenditure was considered.

Given the current financial climate, the Club needed to be prepared for a drop in income in 2009 and outgoings would again be monitored carefully. In view of the economic situation, subscription rates for 2009 had been pegged to 2008 rates to encourage renewals and new members. Dinghy Park fees had been increased by £5, however.

Members were asked to encourage their friends and colleagues to come to the Club. Without continual recruitment, membership could fall meaning subscriptions would need to rise to compensate.

Thanks were expressed to members for the hard work done to keep the Club successful and to Ken Crundwell for auditing the accounts and Gill Warwick for banking the weekly kitchen and bar takings and for looking after the Bosun's Locker.

Tom Sims proposed that the accounts for 2008 be adopted. This was seconded by Brian Warwick and carried unanimously. Tom Sims also thanked Trish Ayris for the marvellous job she did on behalf of the Club as Hon. Treasurer. This was unanimously endorsed.

7. Sailing Secretary's Report:

Hoo Freezer

A Pickrell said that this had been very successful even though entries had been lower than expected, probably due to snow. The new course had been an improvement showing off the water to better advantage and had been just the right length whilst maintaining the option of shortening had the wind died.

Interclub Challenge Finale

The wind had been very light and consideration had been given to cancellation. There had, however, been sufficient wind to hold two races as scheduled, the first downstream, and the second upstream with a lap between 31 and 29. Only four MYC boats had turned out but dominated the results, conditions favouring the Wayfarers. The four MYC competitors had attended the social event, but unfortunately after a good turnout of WSC members, many left early despite a good offering of food and entertainment by the House Committee.

Commodore's/Tidal PYs

In order to try and make some of the long distance races a bit fairer the Sailing Committee had been trialling the possibility of tidal corrections for the top-of-the-tide races. However the series had suffered from extreme winds, and few boats counted three or more races sailed. Roy Winnett analysed the results to determine what the effect would have been had tidal handicap corrections been applied but the impact had been minimal, not least because the spread of handicaps in the fleets had not been very wide, Commodore's 1 being composed mostly of Fast Handicap boats and Commodore's 2 Medium Handicap. It was agreed to undertake a further investigation the following season to see if any further action was warranted.

Prizes

The Committee considered that the chandlery vouchers had been a good choice for the season's prizes. Whilst wine was generally well-received, there were Juniors and others who did not drink wine to consider, so an option of chocolate had been suggested.

Fleet Evenings

At the fleet evenings Bob Dutton had been elected as the new Fleet Captain for the Medium Handicap and Sam Proctor that for the Fast fleet.

The 3000s would be moving to the Fast Handicap on a trial number of 1000 (to be reviewed later in the season) and the splitting off of the Laser 2000s with their own start had been approved.

This year the Fast and Medium fleet evenings had been split to make them more manageable.

Wednesday Evening Series

Entries were up to 56 boats from the previous year's 45, with an average turnout of 13.8 against 10.8 in 2007, despite a less than perfect set of winds during the summer. Duties had in general found adequate volunteers, but the CDO duty needed to be shared by the competitors as it was too much for one individual to be expected to undertake. For 2009 the CDO duty would be included in the normal list of duties to be filled by volunteers. Although being required to arrive early and depart late, the CDO would nonetheless be able to race.

2009 Warm Up and Wednesday Series

The Warm-Up Series was in the hands of a small syndicate headed by Mike Gower and duty slots were being filled. No further progress had been made on the Wednesday Evening Series beyond that of possible preliminary volunteers.

would at least allow us to move around and help keep us warm. Peter Horner and Dave Brooker were also there with their Buzz as was Jonathan Hewat in his Laser. There were two other Graduates on the race course. As already mentioned Ed and Nick Pepper were here as well as Graham and Bradley Hughes who I suspect had to hike a little harder than the rest of us. I don't know the age of Bradley but he isn't very old and he did exceptionally well to survive this race, as I will now go onto explain.

The start line was set just off the club house, not that the spectators could see much. Our start was to be shared with the Comets and British Moths and with the large fleet of Firefly's and Solo's that were hanging around for their own start a minute or two later it got a little crowded on the line. However it did mean that there wasn't much in front of us so we would have clear wind for much of the race.

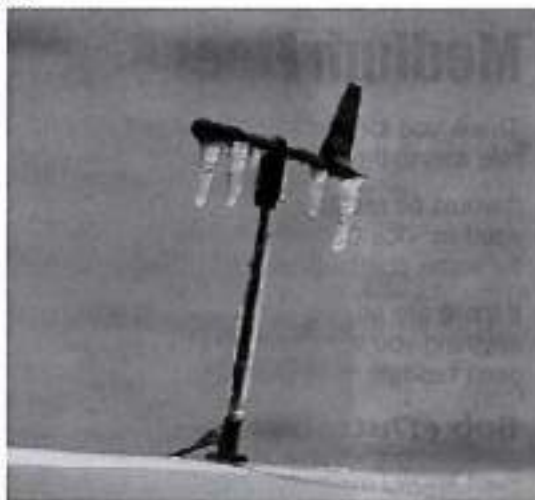
At the tone, Hannah and I made a good start at the committee boat with the Hughes' boat a few boat-lengths to leeward of us and the Pepper's to leeward of them. Hannah and I hung onto the starboard tack a little longer than the others and I think this paid as we came into the first mark just behind a British Moth and in front of Graham and Bradley. Ed and Nick had a bad first beat and from this point on we lost track of them. Must have been a little different for Peter, Dave and Jonathan as I suspect their starts would have been a little more hectic. Certainly mark rounding would have been more crowded for them!

From the first mark we had a reach down to buoy 2 on the south side of the lake where we managed to shake off the Moth, and then a run down to buoy 3, to the east, where we were mixing it with the two leading Bosuns. From here it was another reach over to buoy 4, north east shore, which was again on the club house side of the lake, a beat up to 5 in the middle, to get around the finger of land that divides the reservoir a reach over to 6, a beat up to 7 then a run back down towards the club house for buoy 8 just off the north west shore and the start of another lap. At this point Hannah and I had managed to work our way up to second with the Hughes' Graduate in third. We had sailed this lap with the Hughes' boat tight behind us, giving no chance to relax and between us we picked off the Bosuns and caught and passed the Fevas. It was just a 2.4mR keel boat left ahead for us to catch.

The Hughes team sailed an excellent next beat and reeled us in from some distance back to easily lead us around mark 1 on lap 2. We were getting frustrated thinking that we were doing something wrong until we realised that everyone else was still just as far, or further behind... it was just that Graham and Bradley were sailing exceptionally well. They led us up to mark 2 and then we slowly closed in on them down the run

Bloody Mary!

The Bloody Mary is one of those races that people tell you should be done... even if its only once! So on a decidedly chilly January 10th, Hannah and I dropped off Elizabeth and her grandparents and headed off to give it a go ourselves. The car's temperature gauge said -9 deg C on the drive around the M25 so we knew this was going to be a memorable event even if it was just for all the wrong reasons.



Upon arrival the well-oiled machine that is the Queen Mary reservoir's organising team had us unloaded and moved into our rigging slot in no time and it had even warmed up to a mild -5 deg C... even if you couldn't see your hand in front of your face for fog! Still we had come all this way and seeing as the Peppers, past Graduate national champions were already rigged and about to get changed we figured we should go through the motions and get ourselves ready.

Amazingly the fog didn't seem to be putting anyone off; apparently sailing in fog isn't that unusual around here, so after listening to the race briefing, re-reading the sailing instructions several times to try and understand how the start worked and writing down the course so that we would have some clue as to which direction we should be heading (you still couldn't see 20 yards across the water let alone a mark or a start line!) we got changed ourselves.

By the time 11:30 came round, and we were preparing to launch there was a nice gentle breeze from the south and wearing all the sailing clothing we possessed it didn't seem quite as cold. Launching as we found out is a tricky affair as you have to winch the boats down the steep sides of the bank that form the edges of this man made reservoir. But once on the pontoon we quickly hoisted our sails and headed off.

It was actually quite a pleasant breeze... for us, most of the race would be spent with me sitting on the side and Hannah switching between the middle and the windward side deck to help keep us balanced, which

General Recall Sequence

It was agreed that the 'back of the queue' format should be introduced for Class and Handicap Fleet series races only from the start of the season. One-Off and Club Series sequences would remain unchanged.

Dinghy Park 2009

John Sherton had reorganised the layout of the dinghy park.

Designated Club events to be 'restricted' to allow participation by members of local clubs

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

Dinghy Regatta Friday Racing

This was as yet undecided. The Committee considered that a 50th Anniversary Evening Race for a prize outside the Regatta series, e.g. a pennant, would be well-supported, at least by Club members. There remained, however, the alternative possibility of running two races back to back on the Friday, which might form part of the Regatta series.

Laser 2000s

Nick Antoniadou had been elected 2000 Fleet Captain, with Roy Winnett as his Vice. Laser 2000s would start after the Medium Handicap using the Laser flag.

29er Open in 2009

A two-day 29er class Open would be hosted in October though neither day featured particularly favourable tides. Racing was scheduled to start late on the Saturday at 14:00, with three races back-to-back, the second and third races would hopefully benefit from sufficient water to permit interesting courses and show the best of the river. Sunday racing would involve longer races after extra starts in the normal Club races.

Less-Experienced Helms' Racing (*Commodore's Days*)

New and novice members often left the Club having hardly had the opportunity to race owing to the gap between the experience gained on the RYA Level 1/2 course and the perceived difficulty of joining in with Club racing. The Sailing Committee agreed with a suggestion by Tony Hunt that a Novices and Improvers race be run alongside the Ladies' Races on Commodore's days, with experienced helms sailing/crewing for novices/improvers in order to help them

bridge the gap and gain confidence. The Sailing Committee agreed such 'learner racers' should have priority access to the Club boats over experienced crews. Tony had offered to match up novices with experienced helms provided the novices had requested a partner before the day in question, and numerous experienced helms had volunteered to coach/crew.

Tally System

The issue of tallies to MYC competitors had been fraught with difficulties, and it had been decided that special concessions would not be possible in future. Also, competitors not returning their tallies within a reasonable period (to be specified) would be disqualified. A special sheet would be completed by the official receiving entries, on which should be recorded the boat class and number of each competitor and the list should then be given to the RO before the start so exactly who was on the water would be known. For safety reasons tallying on/off within the due time would be enforced which could lead to disqualification on this technicality even if safely home.

Incident

An unfortunate incident had occurred where some members had become very cold, verging on hypothermia after being rescued and hanging about. Safety Boat crews were reminded that the RIBs carried "bivy" bags and that the equipment should always be checked before going afloat. Tom Sims had checked all three RIBs and found they all had a "bivy" bag, First Aid Kit and a Laerdal resuscitation mask. The Sailing Committee proposed a bullet-pointed list be mounted prominently on each RIB detailing the equipment to be found on board, so that crews could remind themselves in a situation.

Pin Up

Course setters needed to be aware that the Pin Up buoy was often occupied by a large barge and as such was potentially very dangerous. Therefore, the buoy should not be used unless it had been ascertained that there was nothing moored on it.

New Committee Boat

The Sailing Committee had backed a proposal to replace Puffin with a new fast displacement boat with an outboard. This could then serve both as a committee boat and an additional rescue boat. This was obviously subject to monies being available and down to the General Committee, but it was hoped this would be achieved within the next couple of years.

Thank You

A Pickrell said that Roy Winnett producing a second set of results alongside

Medium Fleet Report

Thank you for nominating me as Class Captain. The last time I did this role was in the 1970's for the GP14 fleet.

It would be really good if someone in the fleet could put themselves forward as Vice Captain to cover times when I am unable to be at the Club for some continuity and solidarity in our fleet.

If there are any issues or queries regarding my time as Fleet Captain or anything you wish me to take to the Sailing Committee then please don't hesitate to talk to me.

Bob (Dutton) Kestrel (now no.1616)

PS. I know I'm deaf please talk loudly!



Just two of Bob's boats - but at least they're both eligible for the Medium Fleet - of which Kestrels and Wayfarers now form a greater proportion after the removal of the 3000's and Laser 2000's.

Fast Fleet Report

Well, I would like to start off by saying let's hope this season is better than the end of last year's. After a very cold and long winter (ice forming inside the boat while sailing was a first for me!) let's hope we are going to have some good races in the fast fleet this season. The only boat changes I know of are the Tin-nams have joined the RS800s. Hopefully Andy P can find a crew and join the Tin-nams, myself and Ian in some good races. After seeing the young guns sailing over the winter I think we are going to have a challenge on our hands when the breeze comes up with Tom & Nicola, and Aaron & Alec. Onto changes in the fleet... The V3000's have joined us for the Spring Points that's all I'm going to say before I get myself into trouble. Last thing I have to say is Thank You Very Much to Mike Gower for running the Warm-Up series and Tony Hunt for being our ever-reliable race officer. And thank you to everyone else who helped run this series. Well that's all from me for now; when a few races are out the way and the season is well into its flow I'm sure I'll have a lot more to say. Enjoy the Season.



Sam Proctor

RS800 1122 (at the sharp end)

[Since Sam won't tell you about the 3000's, 31½ had better. The 3000's will join the Fast Fleet on an initial PN of 1000; after a representative set of results have been collected, the PN will be re-calculated according to the standard RYA method. At the end of the Spring series, if the resulting PN is 1000 or less, the 3000's will stay in the Fast Fleet, if not, they will return to the Medium Fleet on whatever number has been calculated. The situation will be reviewed as appropriate. Ed.]

the existing results was another example of suggestions that get discussed, monitored or acted upon, or perhaps even dropped, all in the name of trying to improve the racing. He expressed his thanks to all those who put in so much effort, often unseen by the ordinary members. In addition, he personally thanked all those on the Sailing Committee for turning up so regularly, Lesley O'Rourke, Ian Foxwell, Tom Lambert, Alison Williams, Tom Sims and a few guests along the way. He reminded members that anyone was entitled to turn up to any meeting if they wished to discuss a particular issue.

Special thanks went to Tony Hunt and Ian Parris both of whom did a great deal of work behind the scenes on behalf of the Sailing Committee and to Roy Winnett for the weekly results and reports, a lot of work on top of all his scheduled duties and work parties.

8. Committee Reports:

Bosun

G Lambert reported that all three RIBs had given reliable service during the year, adding that the fact that RIB crews had notified the Bosun promptly and when any problems occurred meant that these had been dealt with in time for the following weekend's racing.

The Scouts were thanked for generously lending their 30hp engine for several weeks while the insurance claim was resolved following the theft of two outboards.

All the radios in the boats had been tested and replaced if faulty, new aerials fitted and wiring also checked. With the radios now on open frequency it was important to check that the channel was set to 37MHz as it was easy to knock the knobs. Two new floating hand held radios had been purchased.

Puffin had continued to give problems during the year. It had not been practical to keep launching and recovering the boat every week so it has been kept on the mooring all season. It was hoped to purchase a new committee boat that could be launched in the same way as the RIBs. The Club had been given a 12ft Dory following the closure of Maidstone SC but a 10-15hp outboard was needed.

Club Dinghies:

The two Larks and an abandoned Miracle had been sold at the end of the previous season leaving the Club with two Visions, two Fevas, three Lasers and five Toppers. One of the Vision sails had been sent away for repair. The boats were all in working order, available to hire. Any problems occurring during their use should be reported to the Bosun.

Training:

Tom Sims reported that in 2008, twenty three days of power boat training had been scheduled but that nine had not been taken up. Fourteen days of dinghy training were offered, but there had been no takers for the four days set aside for the Improvers/Introduction to Racing course. Thirty-two sailors had taken part in Junior Week training.

In 2009 it was planned to run two Power Boat Level 2 courses, two Safety Boat courses and five days for the Honda RIB challenge. Ten people had signed up for the Dinghy Instructor course and six for the Racing Coach Level 2 course. In addition there were two days for a Basic Skills/Refresher course, two days for Kent Scouts, six days of Junior/Youth training and three evenings for Medway Sports Development students.

Junior Week would again take place in August. Other training courses could be arranged given sufficient interest. First Aid courses were organised for a day in March and April.

Finally, an evening talk had been held to advise on changes in the 2009-2012 racing rules.

Tom Sims thanked Peter Horner and Brian Warwick for all their work running the sailing and power boat training and all those Dinghy Instructors and Assistant Instructors who had supported the courses.

House:

Thanks were expressed to the House Committee for diligently keeping the kitchen going and contributing much to the Club both in terms of finance and on the social side. New ideas in 2008 had been the Dish of the Day and Sunday roast dinners. Whilst these involved more work, both had been popular and would be continued.

A successful Dinner Dance had been held at Birchwood Golf Club with ninety-six attending. Positive feedback had been received and the venue booked again.

A sub-committee had been set up to organise the 50th Anniversary Ball. The date was provisionally booked for 20th June though there was some difficulty securing a venue for that evening. There were other possibilities to consider.

The House Committee carried out much work behind the scenes, one job being the weekly shopping, organised on a rota system. There were places available on the Committee should any members be interested in volunteering.

Website:

think you can't compete at opens unless you are a member. This is the Association's 10th anniversary and I understand that some special events are going to be held to mark that *[the best selfish reason to join is that without a class association and the corresponding open meeting circuit and support for owners, the value of your boat investment would drop considerably; seen that way it's a mere £15 well spent. Ed.]*

You'll have noticed that there's nothing in this 'report' about actual sailing. We haven't competed in the warm up series as we've been doing the dinghy instructor training. If anyone out there wants to learn to gybe the RYA method I'll be happy to give them a demo! I've been following the results and watching the actual racing when I've been around; there hasn't been a single 2000 out on the water *[but there were three out of hibernation on the last day - too late to count in the results though. Ed.]*. I hope this only means that everyone's been keeping their powder (and everything else) dry for the start of the season proper and I hope there will be lots of fun and games on the water to report on next time.

I'm really looking forward to the season and expect to be out for the ice-breaker on 29 March. I look forward to a good turnout then. Remember our boats are much happier on the water than srug and dry in the dinghy park.

I'm very happy to speak to any fleet member about the forthcoming season. I'm interested in any ideas people might have for the fleet so do please call or email me.

Nik 2305 (nikantoniades@btinternet.com)



Laser 2000 Report

Welcome to the first Laser 2000 fleet report. I should start by thanking those who elected me as fleet captain. There are many others much better qualified to fill this role and some of you have volunteered to help me learn the ropes. Thanks for that. I'll certainly be needing it.

These are exciting times. We've got ourselves fleet status for the first time. I hope that we'll be able to justify that with decent turnouts through the year. It looks like we'll have about 14 boats in the fleet, which shows remarkable growth in the last few seasons while we've sailed as part of the medium fleet and since Cathy and I have been club members.

Those of us who are regular sailors really want to encourage less experienced 2000 owners out on the water. One way of doing this might be to have an unofficial series, perhaps on the morning of the Commodores Cup race days where a more experienced 2000 sailor crews for someone less experienced. I'd very much appreciate any feedback on this idea and would personally be very happy to sail with any relatively new sailors on Commodores mornings. I'm sure Cathy will be happy to find someone else to sail with (it's not for nothing that our boat is known by some members as 'Shut up Nik!')

I'd also very much like to encourage fleet members to attend at least one open meeting as a group. Bough Beech is on May 3 and 4. How do fleet members feel about that? If that goes well then it might act as a springboard for the Wilsonian 2000 posse to take over other open events?! I ought to say that I've never been to a 2000 open meeting myself so it will very much be a new experience for me but the feedback I've had is that these are really enjoyable events from the point of view of both sailing and socials and good for picking up tips.

I hope that members of other fleets are reading this and that I still have your attention because Laser have an offer to try to tempt you to buy a new boat and join our fleet. The offer is for gradually increasing discounts the more boats are bought by arrangement with an existing association member. Laser say they will provide a demo boat for people to try out. If there is enough interest I'll be happy to contact Laser to try to organise a date. I understand that the offer ends in mid-summer.

While on the subject of the Class Association, I encourage fleet members to join. I confess that we only joined at the start of last year for the first time. You get access to the members' forum which is useful for sailing tips and news and there is a regular members' magazine. Also I

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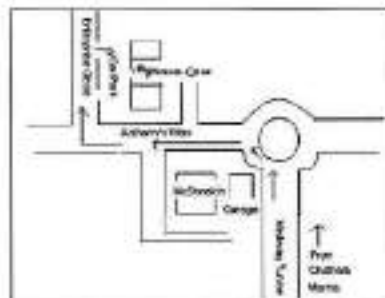


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Jason Ramsden introduced the new website, due to replace the previous site the following week. It had been designed to be 'organic' enabling new features to be added as required. The objective of the new site was to share information about the Club such as results, social events, training etc. but also to build awareness for visitors to the site wanting to find out about the Club.

The site would be launched in stages, marketed through the year to bring people back to the site. It used a portal system tailored to its users. The home page photograph had kindly been supplied by Patrick Roach, free of charge.

The various features of the site were demonstrated and questions invited. A WSC mailing list would be set up that would automatically alert those registered to any updates on the site. There was a possibility of selling advertising space in the future, dependent on the number of outside visitors. Security was a key aspect with data encrypted.

Paul Thorpe thanked Jason for all his work to produce the new site pointing out that, had it been sourced commercially, it would have been very expensive. Those present endorsed the Commodore's thanks with a round of applause.

Maintenance:

R. Winnett reported that the scheduled works had suffered a setback on the first day when it was discovered that since the woods around the Club were designated as Sites of Special Scientific Interest (SSSI), the soil removed from the northeast corner the previous year should not have been deposited at the bottom of the track. Natural England, the statutory body responsible for SSSIs, was due to survey the woods in the summer, so this had to be removed and the area restored. Too much rain during the week and rain all day on the Sunday had made its removal very difficult but with the help of a larger digger and two dumpers the following weekend, the soil was removed to level areas in the dinghy park and car park.

Unfortunately it had not been possible to complete this task but it was hoped to level the soil in the car park and lay planings in the southeast corner of the dinghy park later in the year. This unscheduled work had resulted in a number of jobs having to be postponed to the following year. However, despite the sub-zero temperatures, freezing winds and rain, a lot of work had been completed, thanks to members' hard work and good attendance.

The road from the boathouse to the top of the lower slip had been paved to complete the brick paving of all the roadways in the dinghy park. Other jobs included building a wall and back filling along the river fence at the east end of the dinghy park, removal of the upstream winch, fitting the new dinghy park gate (acquired from Maidstone SC), general litter pickup, laying a concrete

Miracle Report



We are looking forward to a good opening to the Season for the Miracle Fleet. Jackie and David have already been doing well in the Warm Up Series and others are ready to shake off those winter cobwebs and get going again. Our pre-season meal at Ye Olde Leather Bottle in Cobham served up some good food to get us fired up and keen to get back on the water.

The Miracle fleet represents a good opportunity for some competitive but good humoured fleet racing. The Miracle is a flexible and good fun boat to sail and although best with a crew can be sailed single handed quite successfully [*I'd add: easy to pull up the beach! Ed*]. We have a mixture of experience in the fleet so you can usually be assured of some tightly contested racing against someone of your own ability. Many times we end up with a few boats all sailing together right up to the line.

It's great to welcome back to the club and the Miracle fleet Sam Pygall and Claire. Also Peter Warnham is joining us, having come to the club as a temporary member at the end of last season. Sam Cooper, who has joined very recently, is keen to get his boat into the dinghy park....and on the water too, I hope.

At the time of writing, the start of the official season is looming closer and it's time to put away the paintbrushes and repair kit and get the boat out on the water. The winds were very fickle last year, so make the most of every opportunity to sail so that you don't miss out! On the days when there was a really good turn-out there was some great and competitive sailing.

We hold a cycle ride on a Saturday each year and hope to have at least one more. This year we are planning a ride starting at the Thames Barrier in East London for Saturday 9 May. The route will cross the river at Woolwich on the Ferry, follow a cycle route and canal tow path through east London and then back through the foot tunnel at Greenwich. After a pub lunch we will return along the Thames Path skirting around the Dome. We'll send you more info nearer the time.

Lesley and Ben

3722 and 3636

Pinup Buoy

Now the working life of the river is getting busy again the sailing committee have agreed to delete Pin-Up as a racing mark for 2009.

We would like to remind you of warnings given years ago:

When the tide is running always ensure clearance-plus when passing in front of moorings etc, If in doubt tack off or go behind (YOU CANNOT BEAT THE TIDE)

Wishing you all safe sailing!

R S Dutton

Great Offer:

Caroline Alexander is now a postal member, but wishes to keep her hand in at RIB driving. Accordingly she has limited availability to stand in for power boat duty at short notice. Phone mobile 07976449409



slab for the new generator, making concrete-filled tyres for anchoring boats, painting inside the boathouse and laying ducting and fitting mains cable from the boathouse to Blockhouse.

In addition the slipways had been pressure washed, pot holes filled in the top track, grass cut in the road trailer park, drainage ditches at the back of the Clubhouse cleared, picnic tables repaired and treated, window frames treated, non-slip paint applied to the fire escape, changing rooms and the outside doors of the Clubhouse painted. The roadways and track had been swept, Puffin anti-fouled and security cable laid from the Clubhouse to the boathouse and Blockhouse.

Once again the Club was indebted to Duncan Griffiths for providing the know-how and supervision to ensure that the works were carried out to a high standard. Special thanks were also expressed to Colin Treadwell, Grahame Smith, Neil Lamprell, Andy Hockey, Martin Jones and Tim Kift for manning the dumpers and to Len Ayris who had painted all the metal doors over several weeks. Thanks also went to the House Committee for keeping everyone well fed and watered and to Tom Sims and Brian Lamb for their help and support.

R Winnett also said that new pollution regulations would be coming into force in March and it was important that everyone made efforts to keep the site and surrounding area clean.

Site Services Manager, Brian Warwick, asked CDOs to ensure that when turning on the gas, all four bottles in the bank were fully opened, thereby equalising the pressure. This avoided the problem of being left with both empty and half-full bottles within the bank of four.

9. Appointments:

ASSISTANT OFFICERS (Appointed by General Committee)

ASSISTANT HONORARY SECRETARY	Pam Smith
DINGHY PARK SECRETARY	John Shenton
ASSISTANT DINGHY PARK SECRETARY	Janet Shenton
DUTY LIST SECRETARY	Grahame Smith
MEMBERSHIP RENEWALS SECRETARY	Christine Godber
MEMBERSHIP SECRETARY	Lesley O'Rourke
TRAINING PRINCIPAL	Tom Sims
CHIEF SAILING INSTRUCTOR	Peter Horner

WEBSITE MANAGER	Jason Ramsden
ASSISTANT SAILING SECRETARY	Tony Hunt
EDITOR 31 ½	Tony Hunt
PUBLICITY OFFICER	Jason Ramsden
MEASURER	Tom Sims
TROPHY SECRETARY	Ian Parris
KENT SCHOOLS/YOUTH CO-ORDINATOR	Ann Heather
CHIEF POWER BOAT INSTRUCTOR	Brian Warwick
SITE SERVICES MANAGER	Brian Warwick
SALES CO-ORDINATOR	Gill Warwick
SITE DEVELOPMENT OFFICER	Duncan Griffiths
MAINTENANCE CO-ORDINATOR	Roy Winnett
CRUISING SECRETARIES	David Wraight & Derek Zobel

NOMINATIONS RECEIVED

POSITION	NOMINEE	PROPOSER	SECONDER
COMMODORE	Paul Thorpe	J Drummond	M Vinton
VICE COMMODORE	Colin Treadwell	G Lambert	T Sims
REAR COMMODORE	Jeremy Drummond	C Treadwell	G Smith
SECRETARY	Jo Wicken	G Smith	R Winnett
TREASURER	Trish Ayris	J Drummond	D Vettergreen
BOSUN	Geoff Lambert	P Thorpe	R Winnett
SAILING SECRETARY	Andy Pickrell	P Thorpe	J Drummond
HOUSE SECRETARY	Jayne Lambert & Jane Drummond	J Wicken	R Winnett

GENERAL COMMITTEE

(6 places)	Roy Winnett]		
	Brian Lamb]		
	John Shenton]	C Treadwell	P Thorpe
	Martin Vinton]		

Novices' / Improvers' Racing

As stated in the AGM minutes, this season we will be including racing for novices or indeed anyone who presently hesitates to join in the club racing for want of experience. Many regard it as a big jump from completing their Level 1/2 to joining in the rough and tumble of racing, and in particular the start. That said, many of those should not fear it, since starts and indeed racing at Wilsonian are relatively non-aggressive affairs, and the river is big enough that it's always possible to stay out of the way - except that you don't need to as you're entitled to be there, and provided you observe the rules, nobody can complain!

To make life easier, however, we will be including a race specifically for anyone looking to increase their experience by racing on the morning of each of the five Sundays with a Commodore's Race in the afternoon. That means on 12/4, 10/5, 26/7, 23/8 and 20/9. It will start at 11:00 along with the Ladies' Race, and will use the same course.

To help coach you through the event, every Novice/Improver will be able, if they wish, to enlist as crew or even as helm (or even swapping around, as desired) an experienced club racer. We have a pool of volunteers ready and willing to accompany you in any capacity (though if you want to sail a foiling Moth we may have some difficulty finding a suitable candidate!). You should supply the boat, be it your own or a hired club boat; to make the latter option easier, you will have priority access to a club boat if you state that you wish to use it in the Novices race.

Members wishing to avail themselves of the scheme should contact Tony Hunt (Editor - see contact details inside front cover) at least a day before the race, and he will do his best to match you up with a suitable 'expert'.

None of this is intended to suggest that novices or improvers should not join in regular club racing - on the contrary, do give it a go. But if you're hesitant, this scheme may ease you into it.



Cruising News

The opportunity to cruise has been off the club menu for a couple of years but after some successful trials we are looking to provide several opportunities to try a different approach to sailing over the 2009 season.

Tide plays a big part in deciding on suitable courses and so does trying to fit into the sailing programme of an active club but we think we have a few options for those who might enjoy a more leisurely approach to sailing.

Have a look at the dates below and if you are interested contact David Wraight for further details.

9 May 2009	Cruise to Aylesford
20-21 June 2009	Weekend cruise to Whitstable*
19 September 2009	Cruise to Halling

All events are weather dependent and there will be a number of extra

items such as anchors and charts that you will need to have on board but everyone is welcome. The Halling cruise would suit your 29er and we might even carry some of your kit in the safety boats!

* This clashes with the club's 50th Anniversary

Ball but if there is interest it will go ahead. Our other alternative is a day cruise to Queenborough with time to come back and beautify yourself at the club before heading off to be wined and dined.

David Wraight and Derek Zobel

Cruising Secretaries

David Wraight +44 (0)1634 295440 DWWraight@aol.com



Paul Rodgers]
Tom Sims]

HOUSE COMMITTEE

(6 places) Jayne Lambert]
Jane Drummond]
Carole Johnson]
Sandra Smith] M Vinton J Sherton
Carol Rodgers]
VACANCY]

AUDITOR Ken Crundwell] T Ayris J Wicken

TRUSTEES Martin Fish
Bernard Smith
Roy McLeod
Dave Vettergreen

CLASS CAPTAINS

FLEET	CLASS CAPTAINS	VICE CAPTAINS
Miracle	Lesley O'Rourke	
Handicap (Fast)	Sam Proctor	
Handicap (Medium)	Bob Dutton	
Handicap (Slow)	VACANCY	
Laser 2000	Nik Antoniadis	Roy Winnett
Handicap (Juniors)	Tom Lambert	

The above were all elected unanimously.

10. Any Other Business:

It was pointed out that the proposed 50th Anniversary Ball date clashed with the Club cruise to Whitstable.

There was discussion about the proportion of members needed to run the Club. Additional Committee roles had been introduced in recent years to spread the workload and make it less daunting for those interested in becoming involved. Whilst it was acknowledged that succession planning was important, it was felt there was much goodwill in the Club and people did always step up as needed, as the last fifty years had shown. However, members were asked to take collective responsibility for encouraging new people to join and become involved.

11. Closing Remarks:

The Commodore reminded members that the Club lease only permitted one car to be parked at the bottom of the track. At the forthcoming meeting with Mr Brice and the land agent, every effort would be made to obtain agreement that the existing parking/turning area should be retained for emergency vehicles and contractors, though retrospective planning permission might be required.

With 2009 being the 50th anniversary of Wilsonian Sailing Club the Commodore looked forward to a fantastic year both on the water and socially.

A vote of thanks was made to all those who had served on the Committee in 2008.

Meeting closed 9.00 p.m.

Club Open Day

This year's Open Day on 27th June, will be something special - it's our 50th Anniversary, after all.

The day will start earlier than usual, at 11:00, and it's hoped that the Evening Race will take the form of something special and worthy of the title "50th Anniversary Race".

Also, the day will provide an opportunity for former members to visit the club and meet up - please pass on the word to any who you know.

Wednesday Racing

This series proved ever more popular last year, but still lacks management. We have various offers to unlock and lock the club most of the time, but there is nobody or no committee for overseeing things. This principally entails ensuring that the club is opened every week, and more significantly securely closed every week by a person qualified to act as a CDO, that RO, ARO and RIB drivers are regularly scheduled, and that competitors are, by and large, fulfilling their obligation of doing one duty for every three races sailed. Volunteers or proposals to any member of the Sailing Committee, please.

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