

Calendar

Date	Time	Event	Contact/Notes
20-Jun	18:30	Summer Ball	Jane Drummond
20-Jun		Club Cruise to Whitstable	David Wraight
27-Jun	11:00 16:00	Open Day, Club Reunion & 50th Anniversary Race	Lunchtime BBQ
28-Jun		MYC Medway Marathon	No club racing
11-Jul 12-Jul	11:00 10:00	Medway Dinghy Regatta	
26-Jul	11:00 14:00	Ladies/Novices-improvers/Juniors Commodore's 3	
18-22-Aug		Junior Training Week	
23-Aug	11:00 14:00	Ladies/Novices-improvers/Juniors Commodore's 4	
26-Aug	18:30	Last Informal Wednesday Evening Race	
Aug-31	12:00	Pursuit Race 2	
19-Sep		KSSA Regatta Club Cruise to Halling	
20-Sep	11:00 14:00	Ladies/Novices-improvers/Juniors Commodore's 5	
26-Sep		WSC vs MYC Interclub Challenge Finale	
04-Oct	12:00	Three Race Regatta	
10/11-Oct		29er Open	
18-Oct	11:30	Leigh Trophy	
25-Oct	10:30	Last Autumn Points & Laying-Up Cup	GMTI
01-Nov	10:30	Winter Series Starts	

Summer 2009
Issue 94

31½

The Wilsonian Sailing Club Magazine



Spring Points (continued)

Miracle Fleet

1st	3737	Martin Smith	Mike Groom	6
2nd	206	Colin Lown	Maureen Lown	10
3rd	3722	Lesley O'Rourke	Trevor Osborne	16
4th	3795	David Hudson	Jackie Hudson	19
5th	1808	Paul Nudds		31
6th	3636	Ben Brooks		40
7th	3738	Keith Jeremiah	Christina Jeremiah	44
8th	4000	Sam Pygall	Claire Jarvis	52

Laser 2000 Fleet

1st	21231	Jonsthan Schofield/Ian Parris	A Schofield/I Foxwell/A Bemingham/S Proctor	13
2nd	22131	Aaron Smith/Paul Rodgers	Alex/Paul Rodgers/Ray Craddock/Peter Hayes	15
3rd	22111	Brian Lamb/Ian Foxwell	Bobbie Bumell/Hannah Foxwell	19
4th	22258	Colin Treadwell	Lauren Treadwell	21
5th	21792	Roy Winnett	Geoff Lambert	35
6th	21914	Andy Hockey	M Demopolis/Louise Somers/L Hughes	42
7th	21405	Nina Wallis	Sue Hannant	47
8th	21314	Jayne Lambert/Tim Kit	Paul Thorpe/Jo Wicken	51
9th	22075	Nick Deppe	Jacob Deppe	56
10th	2305	Nik Antoniadou	Cathy Evans	62
11th	22115	Brian Warwick	Derek Cummins	73
12th	2643	David Vettergreen	Janice Smith	75
13th	21371	Gordon Wallace	Steve Bridges	79

From the Commodore Paul Thorpe

Welcome to summer, the club has been buzzing from day one of the season with many good things happening. The number of boats on the water is still impressive with more to come as we progress to the warmer weather. I would like to welcome the new members who joined us at the beginning of the season and to thank the members who joined in with the novice racing earlier this year and taken new members crewing during our racing events. It is important for all to know if there are members wishing to link up with a helm or crew so please put your names on the blackboard at the club entrance a contact number will help to get crews together.

We have had our first social event the Italian night with about 50 members attending the food was fantastic and the quiz was more entertaining than Britain's Got Talent!

Watch out for more events from the house committee especially the Summer Ball.

The Kitchen is very nearly complete with some very nice new kit and a larger serving area, this will be in action for all of our major events many thanks to all of the club members who have given up their time to make sure the work has been completed.

The club has started its training year with a massive green light Peter and Tom with the help of Jo, Tom, Jayne, Martin and Derek. Fifteen students from Thomas Aveling School have been given 6 sailing sessions and all have thoroughly enjoyed themselves. It has been possible to run these sessions with the input of Medway Sports Development who have a membership to the club and help to promote after school clubs. The next few weeks sees another fifteen students this time from the Medway sports volunteers receiving training from our dedicated team of instructors. Well done Peter Homer.

The club has been approached by the Sea Cadets as they have been given notice by the Royal Engineers. They are looking for a place to sail from. There has been a meeting with the Cadets and a discussion at committee, we feel there is a great opportunity to encourage young people and their presence will be a benefit to the club. They will be meeting on Saturdays and will be approximately twelve in number at any one time, they have a membership of 40 but they rotate their sailing days. The Cadet officers bring benefits to the club with power and sailing instructors as well as catering expertise including food hygiene training. We have had long conversations about the use of the club and we will make sure that all timetables are considered to avoid overcrowding in the changing rooms.

We have sold over one hundred tickets for the Summer Ball on 20th June 2009 so if you still have not bought yours please do ASAP. The following Saturday is the open day with the 50th anniversary race with lots of Class keepsake prizes. Please see the website for more details, I understand the Red Arrows are coming as well!! We will also be seeing many old friends on the day with a large number of ex-members returning to celebrate with us, so please come and meet them I expect they will have many tales to tell about WSC.

I would like to make special mention about the publication of the club history. Martin Smith has spent many hours writing and collating photographs to produce a fantastic publication of Wilsonian sailing Club history. Many saw Martin's article in the MYA publication earlier in the year the book is equally well written, you have done the club proud Martin many thanks from me and all of the Committee.

I must say I am looking forward to the rest of the season with the Grand Prix and the Regatta coming up, good sailing to all.

Paul Thorpe

Commodore

Laser 2000 No. 21314



Photo Tom Sims

Medium Handicap

1st	Phantom	Neil Lamprell		1043	8
2nd	Martin-Rocket 3331 - 3429	Malcolm Levey	Sarah Wyatt	1024	22
3rd	Laser	Graham Jenkinson		1078	35
4th	Wayfarer	John Goudie	Simon Pugh/Ray Craddock/Louise Pine	1099	44
5th	Blaze	John Payer		1047	74
6th	Laser	Gordon Belcher		1078	81
7th	Kestrel	Len Ayril	Ian Wyatt	1038	82
8th	Kestrel	Bob Dutton	Jeremy Drummond/R Nelson	1038	87
9th	Laser	John Howat		1078	102
10th	Blaze	Peter Horner		1047	106
11th	Phantom	Jeff Collins		1043	110
12th	Laser	David Price		1078	122
13th	Phantom	Mark Bew		1043	125
14th	Laser EPS	Richard Metcalfe		1013	131
15th	Laser	Richard Aylard		1078	132
16th	Laser Radial	Martin Vinton		1101	132
17th	Kestrel	Jeremy Drummond	?????	1038	133
18th	Wayfarer	Roy Laphorn	David Burfoot	1099	134
19th	Wayfarer	Brian Lamb	Louise Pine	1099	136
20th	RS 200	Steve Offer	C Filmer	1059	141

Juniors

1st	RS Feva	Matthew Shelbourn/ Robert Spencer		1189	10
2nd	Laser	Robert Spencer		1078	11

Spring Points

Fast Handicap

1st	Canoe Int	Mark Goodchild		905	13
2nd	RS 800	Ian Parris	Sam Proctor	822	21
3rd	3000	Peter Hayes	Dan Drummond/Josh/Sam Hayes	1000	24
4th	Vortex A	Mike Gower		937	25
5th	RS 400	Chris Ashby	Mick Smith	952	30
6th	Laser 4000	David Mason	Stuart Mason	908	31
7th	55ER	Tim Kift	Jo Wicken	820	35
8th	29ER	Tom Lambert	Nicole Smith	924	37
9th	29ER	Aaron Smith	Alec Rodgers	924	40
10th	3000	Martin Brown	Max Caston	1000	40
11th	Vortex	Simon Middleton		960	49
12th	Musto Skiff	Grahame Smith		875	58
13th	Contender	Matthew Love		993	59
14th	Contender	Martin Jones		993	71
15th	3000	David Fenech	Alison Williams	1000	85
16th	Laser 4000	Stewart Robertson	Sonja Riley	908	85
17th	3000	Tony Hunt	Suzanne Hall	1000	87
18th	29ER	Edward LeGassick	Alex LeGassick	924	94
19th	RS 800	John Tinnams	Steve Tinnams	822	111
20th	RS 800	Andy Piskrell	Rachel Bermingham/Grahame Smith	822	115

Slow Handicap

1st	RS Feva	Martin Jessop	Amanda Randall	1189	4
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Ken Flowerday

13th September 1931 – 15th February 2009

I am sure those of you who knew Ken well will know the things that made him happy – his family first and foremost.

Ken lived his life to the full and pretty magnificently too. He was a private man who was humble, unselfish and never asked for anything. He took everything in his stride and quite simply just got on with living his life.

Ken was born on September 13th 1931 to the sound of Bow Bells in Lambeth South London and was raised with his sisters Marjorie and Ann.

Ken completed his National Service in the Welsh Guards and stayed on for a few more years. He must have liked peeling potatoes as this was one of the punishments; this was obviously useful in later life as he was on the WSC House Committee for 2 or 3 yrs, as well as helping run the family café

Ken later secured a position at the Print where he worked for the Daily Express and the News of the World, he continued there until the production moved from Fleet Street to Wapping when he took early retirement aged 55 yrs.

Ken wasn't one for letting the grass grow under his feet and took up his Public Vehicle License and did coach driving to earn a Bit of Beer Money as he called it (and he liked a beer on occasion, or 2 or 3 or 4). He continued to voluntarily drive a minibus for the Day Centre in Gravesend for the next 27 yrs.

Ken always remained a fit and active man who enjoyed swimming.



ice and roller skating, squash, dancing, especially line dancing, and Petanque (a form of Boule) which he played in the league until his seventies. Skiing was another sport that Ken really enjoyed. Bob says he had to be a quick learner because of the company he associated with; he had to learn to snow plough in the first day and finished on a big Red at the end of the day in Meribel. Last time we went skiing with Ken was in Geilo, Norway where he managed to ski the black run in 4 serpentine turns from top to bottom.

He was a good classic skier and always followed my bum (Chrissie Babes -Ken used to call me) down the mountain to help me when I was learning to ski and pick me up when I fell over (Bob had always gone way out of sight)

He was always a keen sailor and joined Wilsonian Sailing Club at Hoo in 1973 when the Barge was the club house in the middle of Medway. Good times were had by all that knew that period of time and the antics that went on especially staying over night in the club house and the breakfasts cooked in the mornings (smell the bacon!!)

My earliest recollection of Ken was at the Sailing Club Dinner and Dance at the Bull Swanley. He sat with his 2 very young daughters, Julie and Sheila, who he had brought up on his own, one either side of him in their yellow dresses (so Julie tells me)

Club Dinner and Dances and New Year parties Ken would always be seen on the dance floor. Bob always used to say go and dance with Ken but he didn't need any asking!!

Ken sailed a Miracle, International Moth, a Solo and a Wayfarer. Being a large man he managed to damage the International Moth quite frequently which required constant repairs. When sailing the Solo International Open Meeting in Holland he violently tacked and managed to put his knee through the side deck.

Ken's favourite pet hate when sailing was "helms sailing by the lee"

He continued to be an active member and was latterly given WSC Life Member status.

Farewell Ken --- Bob (Dutton) and Christine (Chrissie Babe Godber)

South Kent Race

Another breezy one, but not enough for the Contenders...

1	RS 300	Ian Parris	Sam Proctor	822	02:17:50	02:47:41
2	RS 300	Andy Pickrell	Rachel	822	02:20:19	02:50:42
3	CANOE INT	Mark Goodchild		505	02:25:37	02:40:54
4	RS 300	John Tinnams	Steve Tinnams	822	02:26:44	02:58:00
5	MUSTO SKIFF	Grahams Smith		875	02:29:39	02:51:02
6	29ER	Aaron Smith	Alec Rodgers	924	02:32:10	02:45:46
7	LASER 4000	Stewart Robinson	Rory Moppet	908	02:37:40	02:53:39
8	MUSTO SKIFF	Tony Ceuleen		875	02:38:08	03:00:43
9	29ER	Tom Lambert	Nicola Smith	924	02:38:56	02:52:00
10	VORTEX Ayr spln	Phil Harris		937	02:48:05	02:58:11
11	CONTENDER	Martin Jones		953	02:49:08	02:50:20
12	CONTENDER	Matthew Love		963	02:57:46	02:59:01
13	BUZZ	Stuart Bailey	Zoe Noble	1005	02:58:32	02:57:39
14	LASER 4000	Adam Bermingham	Rachel Schofield	908	03:01:13	03:19:35
15	MERLIN-ROCKET	Malcolm Levey	Peter Hayes	1024	03:03:29	02:59:08
16	VORTEX	Ian Watson		960	03:05:17	03:13:00
17	LASER EPS	Richard Metcalfe		1013	03:07:54	03:09:29
18	CHERUS	Roland Trim	Hayley Trim	930	03:09:09	03:23:23
19	LASER	Gordon Belcher		1076	03:23:40	03:06:56
20	LASER 2000	Geoff Lambert	John Hewitt	1069	03:24:15	03:07:33
21	GRADUATE	Ian Foxwell	Hannah Foxwell	1157	03:26:14	02:56:43
22	LASER	Graham Jenkinson		1078	03:35:36	03:20:00
23	LASER 2000	Tim Kift	Jo Wicken	1099	03:36:48	03:19:08
24	LASER 2000	Gordon Wallace	Steve Bridges	1099	03:39:33	03:21:35

Pursuit Race 2009.1

Once again the Pursuit Race ran into weather problems, on this occasion excessively light winds, which required it to be re-started after competitors failed to reach the first mark in 30 minutes the first go. Numbers on the day were understandably low, therefore.

Newer members might like to know that in a pursuit race, competitors depart individually or in pairs in the reverse order of their handicap. Thus the slowest competitor starts first and the quickest last at predetermined intervals such that, if all works out perfectly everyone should arrive together at the finish at a set time rather than place.

Of course, the wind is never constant and sailors performances fluctuate from day to day, so the massed finish never occurs in reality, but we have seen some very close things, wherein it was impossible to say who would win with a minute to go. To refine things, we use personal handicaps, and PY for the boat which is corrected both for tide and wind conditions (which assumes we can guess the wind before the start!).

In this latest version, all money was on the wind increasing, giving later starters an advantage, but while the wind did increase, it affected the early starters much sooner! Accordingly, it was a delighted Tim Kift and Jo Wicken sailing a Laser 2000 and forsaking their 59er for the day, who finished first, hotly pursued by 29er pairing Tom Lambert and Nicola Smith, who also made a wise switch to a 2000 on the day. Graham Turner, exploring the factors that make a Laser quick in light airs finished shortly afterwards, leaving John Goudie/Robert Spencer and Grahame Smith to bring up the rear.

The next pursuit race is scheduled for 31st August, and the results of the two races will be combined to determine an overall winner.

1	Laser 2000	Tim Kift	Jo Wicken
2	Laser 2000	Tom Lambert	Nicola Smith
3	Laser	Graham Turner	
4	Wayfarer	John Goudie	Robert Spencer
5	MPS	Grahame Smith	
DNS	Laser 2000	Roy Winnett	Geoff Lambert



How to wash teenagers - Steph Wicken at the Youth Nats at Largs in April - brrrgh! Photo Marc Turner

Important notice from the Commodore

I have a couple of points to bring to your attention that have been brought up at committee.

Firstly it is important to make sure you swap duties if you cannot make the date that you are on duty. It is not the CDO's or the Duty Secretary's responsibility to sort things out for you. If you do default on a duty another one will be allocated during the season, the club runs on the good will of all giving it energy and organisation.

Secondly if a member wishes to change the class of boat they sail they must consult the Sailing Secretary. This to make sure John has a dinghy parking space for you and the boat fulfils our accepted class requirements.

Finally, I hope that you have seen the notices that I put up around the club over the last couple of weeks regarding theft of money from the changing rooms. If you have had money or valuables stolen please let us know as it may help us to work out a pattern and catch the thief. My advice is to make sure you take care of your valuables as the club cannot be liable for the safe keeping of them. I would also like to ask the membership to keep an eye open and look after each other especially as we will be getting visitors to the club over the next few weeks.

Many thanks

Paul

Medway Regatta 2009 11th & 12th July

The Wilsonians are again organising and hosting the Medway Regatta on behalf of the Medway Yachting Association. We had an extremely successful regatta last year with an entry of 89 boats, including 49 visitors. In our 50th year let's make sure we have an even better turn out of club boats.

MTS are again sponsoring the event, supplying T-shirts, and Hyde Sails are providing some goodies.

A Saturday BBQ will be held at about 6.30pm, £5 for an adult and £4 for child under 12, followed by a disco.

The entry fee has been kept to £4 per race for single handers and £5 for double handers but this will be reduced to £3 and £4 respectively if entry is received two weeks before the event.

Twelve or more entries received for a class 48hrs before the 11th July will be given their own start, however prizes will be awarded to individual classes if six or more are entered by the second race on Saturday.

We are expecting visitors with Wayfarers, Vortex, 3000's, Laser 2000's, Kestrels and Wanderers. While the Ahoy Sailing Centre are sending a fleet of Laser Stratos and Broxbourne Sailing Club their usual contingent of boats.

There will be starts for handicap fleets: Fast (PY < 1009), Medium (PY 1010-1130) and Slow (PY > 1131).

Simon Allen will no doubt be challenging Mark Goodchild for the Fast fleet title in their International Canoes. But if the weather suits, Martin Jones (Contender) could spoil their campaign and retain the trophy. Though Ian Parris/Sam Proctor (RS 800), Chris Ashby/Mike Smith (RS 400) and improving youngsters Tom Lambert/Nicola Smith and Aaron Smith/Alex Rodgers in their 29ers are all in the frame for success.

Neil Lamprell should be on course to retain the Medium fleet trophy with Malcolm Levey and Sarah Wyatt looking to take advantage of any errors.

Colin and Lauren will be defending their Laser 2000 title in their own boat this year and with 18 boats now in the dinghy park it shouldn't be a problem getting the 12 boats entered. Tony should retain his 3000 crown with ease while Mike Gower and Phil Harris will be battling to claim Vortex honours. John Goudie and maybe Brian Lamb in his new boat could be contesting the Wayfarer dominance of Richard Stone and Catherine Gore. Just five Miracles entered last year so they had to sail in the slow handicap fleet but they should be able to assemble the necessary 6 boats. Bob Dutton, Len Ayriss and Jeremy Drummond will be keeping up the club's hopes

Winds became light past Gravesend and as the tide turned against us all the racing experience we could muster was made use of. All four boats were within a couple of miles of each other at this stage although Double Diamond was steadily forging ahead and shortly after was last seen bell down on the horizon. Wayf was 2-3 miles ahead of Starbuck and Finest who stayed fairly close together except when they were on opposite tacks in which case they would meet about every 20 minutes as their courses crossed.

The river had become open sea now, reasonably calm, local winds that came true and without gusts made sailing a pleasure. Wayf was overhauled and Allallow made our stopping point for a meal.

After resuming our cruise in similar conditions the oil refinery on the Isle of Grain heralded the approach of the mouth of the Medway. As it was now high tide we knew that we could expect a strong current against us between Grain Spit and Sheerness Point but we reckoned that with the easterly wind we would make a good passage up river on a run or head reach. The wind was not our friend on that day for as we started on the long haul around Grain which involved crossing half way across the mouth to Sheerness the wind suddenly changed to a SW. direction (head winds up the Medway), increased in strength and created a choppy sea into the bargains.

Hastily reefing down we prepared to do battle with the elements. We need not have worried because all that the wind had to offer dear old Starbuck just scorned, and ploughed her way happily along against wind and chop, her bows whipping up just enough spray into the faces of helmsman and crew to keep them on their toes.

Once into the Medway the water was calmer and the wind moderated but it was slow progress against a strong ebb tide. A short way past Smeeth Creek Pinnero went astern, she ran aground on a mud bank and broke her centre board. As she was useless for windward work after this, Wayf tried towing while Starbuck pressed on to Hoo to bring a rescue boat.

Progress became slower as the wind dropped and instead of reaching Hoo in daylight, it became more apparent it would be well after dark before we made it. As night fell Starbuck was alone, and lost. We intended staying at the Old Wilsonians S.C. at Hoo but none of us in Starbuck had ever been there before, none of us knew the river with its dozens of mud flats and islands and we were without a chart. Then it started to rain.

It was around 11 p.m. that we saw a light flashing in answer to our torch which we were using as navigation lights, headlights, and general illumination in the boat for finding cigarettes and sleep machines. We frantically signalled in reply and called into the darkness; no voice answered but still the light kept flashing—nineteen flashes—pause—nineteen flashes—pause—another marker buoy.

Fortune decided to smile on us at last when we saw in the distance a barge with a few dim lights aboard. We decided to moor alongside, walk the accoutrements and ask the way. We did—they were

the crew of Double Diamond. This was the clubhouse and they had arrived earlier in better conditions. When we did not appear by nightfall they assumed we had stopped elsewhere for the night and went to bed.

Shortly after, Wayf arrived alone, having left Pinnero as it was impossible to tow. A rescue boat was not available at the club so a walk ashore and a phone call brought out the Medway River Police; just as they arrived at the barge for information at about 1 a.m., Pinnero came drifting up river with the incoming tide to meet them.

The return trip which we had intended to start on Sunday morning (it was that now) would have to wait for another day.

The call of the lockers was so great, only this time they were brims with real treasures.



Letter Daily Telegraph
Dec 2008

Health and safety idiocy

SIR - Every year, sailors from the London Corinthian Sailing Club used to sail their dinghies from Hammersmith to the Tower of London, where they enjoyed a picnic on the shore. The Yeoman Warders would open the gates from the foreshore to the open for the sailors to visit the facilities. After a picnic around the grounds, they would sail back on the incoming tide.

Four years ago, the Port of London Authority decreed that, because the slipway to the Tower were hazardous and the gates could slip on the weed, the gates would remain closed. The sailors now sail to the Festival Hall, where the similarly woeful public steps seem to have escaped the notice of the health and safety idiots.
Beverley Beech
London W6

LOG OF SHUTTLECOCK

PUTNEY TO HOOD — EASTER 1962

The South Bank Sailing Club broke new ground at Easter when 11 members sailed three Enterprises and a Wayfarer from Putney to Hood on the Medway. They completed this 90-odd mile journey in about 29 hours' sailing and feel justifiably pleased with themselves. The following is a personal account by Frank Christie, the owner of Shuttlecock. The other boats were Pimento (Cyril Driver) and Double Diamond (Madeline Inglehorne), both Enterprises, and the Wayfarer *Wulf* (Ron Noakes).

Drawings by G. Scott

TO the crews, out of bed at 3.45 a.m., Putney in the rain looked distinctly uninviting. Fresh winds blowing from the East would mean mostly heading to windward and faint hearts were beginning to wonder if this really was the best way to spend Easter.

However, by the time we set out from the slipway at 6.30 a.m. the rain had ceased, and under reefed racing main and jib, conditions were not as bad as feared. Bridges were negotiated with care-free abandon, the time check at Big Ben (7.45 a.m.) revealed reasonable progress considering the head winds, and by the time the Pool of London was reached, spirits were soaring. They dropped a bit as we passed Stepney and entered Limehouse Reach when the wind became vicious in gusts and Shuttlecock complained that she had too much sail. We hastily changed to the small cruising suit of sails and reefed the main for good measure. The boat was much happier then and when we passed the Greenwich Naval College we took out the reef as the squall passed.

Greenwich Yacht Club offered us their hospitality as the tide turned against us and although we did stop for ten minutes it was decided to press on as far as Woolwich against wind and tide where we might find somewhere for lunch.

The slipway was made at Bell Water Gate after playing cat-and-mouse with the Woolwich ferry boats; and the electricity generating station alongside kindly offered us the use of their car park for the boats. We did think of using the parking meters in the main road. . . .

After a hearty lunch, full sail was set for Erith where the Yacht Club had offered to be our hosts for the night. A fast passage was made with a 4-5 knot current in our favour and we were able to point the boats directly down river either close hauled or on a fine reach.

The converted lighthouse 'Garcon', built in 1869 of one foot thick teak planking on grown oak frames, which is the home of the Erith Yacht Club, beckoned us ashore at about 6.30 p.m. after bringing the boats ashore on a railway that Emmett may have designed. A meal and a pleasant



hour in the fore peak bar on the 'Garcon' and our day was complete. The Erith Club members were most hospitable and did everything they could for us.

An old Naval saying states that 'an hour in the hammock is worth two on the lockers', but when we were shaken at 5 a.m. so as to catch the early morning tide, the lockers we were sleeping on took an awful lot of leaving, and at 5.30 as dawn was breaking, four boat-loads of unshaven (ladies excepted), unkempt, bleary eyed, ding(d)ly sailors set out to discover a new world. A world of peace and quiet, broken only by the splash of water as the bows cut their way cleanly through the calm river. The wind's song in the rigging kept us sufficiently awake for the business of heading to windward, and as the sun came up over the West Thurrock Marshes sailing seemed a wonderful sport.

for success in their Kestrels.

However, all could change depending upon which boat Stuart Bailey & Zoe Noble and Ian & Hannah Foxwell decide to enter.

For those of you who have missed out previously, make the effort to take part in our 50th anniversary year, enter early and save £4 in the process.

Roy Winnett

Laser 2000 No. 21792



The Regatta Fast Handicap starts as Richard Stone's Wayfarer tries to flee the scene. Not so many years ago, but a pretty different fleet boats-wise to today's.

Photo David Hudson

Novices Racing

This has seen a couple of takers to date and is ongoing. If you'd like to add your name to those wanting a coach on Commodore's mornings or volunteering to be a coach, please contact the Editor.

Freedom Trail

Not a 60's Western but rather Andrew Clarke has signed up for the Royal British Legion's Annual Commemorative Walk across the Pyrenees, following in the footsteps of Allied servicemen as they escaped from Vichy France into Neutral Spain. The annual event is organised by members of the Chemin de la Liberté Association, with 15 places going to Legion supporters raising money for the Poppy Appeal. The four days walk involves combined ascent and descent of 20,000 feet and each day is described as like going up Scafell and down again, but starting from sea level! The event commemorates the exploits of mountain guides who sheltered and led the escapees across the mountains at great risk to themselves and their families. In the days preceding the walk there are memorial services and walkers meet the descendants of the mountain guides and farmers who risk their lives to offer shelter and assistance to the escapees over 60 years ago.

Andrew is inviting sponsors so please call Andrew on 01474 814238 or look out for a sponsor form to make a donation, or you can sponsor Andrew per mile (as an incentive to complete all 45 of them)! This is the link to Andrew's page on the RBL's fundraising website

www.bmycharity.com/andrew2009



cal community. The Scouts also visited their friends in local schools to share in lessons and lead in the English classes; although, I have a suspicion that the Swedes had a better knowledge of English grammar. As the Scouts discovered there is not much inland sailing in Northern Sweden in the winter; mainly due to the cars! As the lakes freeze in winter many roads are redirected across the frozen lakes to avoid the long drive around them.

So that, briefly, is us. If you want to know more come over and have a chat sometime.



22 far left, Hoo Creek far right - a vast expanse of H.W. Photo Jeff Collins

Another blast from the past.....

The following article, passed on by Frank Christie's widow describes the epic voyage from Putney to the Wilsonian in 1962 of four dinghies. Frank Christie became Commodore of the club in 1970. Those versed in Health and Safety, Port of London byelaws, Medway Ports Authority etc. might consider if such a voyage, unaccompanied by any safety boat, could be repeated in present times though old salts will note that all arrived safely. By way of comparison I was also passed the attached self explanatory reader's letter from the Telegraph.

For those newer members, who wondered why the barge Wilsonian was lit up at 1 a.m., I also found a letter of thanks in the files from Leigh sailing club, after one of their many visits, expressing thanks for the hospitality and wonderment at the best bar opening times in the estuary!

Martin Smith

Welcome to the Scouts

Some Sundays you'll notice during your leisurely preparations for racing (?) a flurry of activity up behind the Hoo Ness tender park and some extra safety boats on the water, that's us! The 38th and 40th Strood Sea Scout Group has enjoyed a partnership with the club for many years now, a partnership that has been beneficial for us both.

Although members have featured in the Winter Series, Wednesday night racing and have crewed for other club members we tend to focus on introducing and developing Scouts in their sailing and power skills so that they in turn can go on and support introducing others to the water. You will find Scouts scattered through the various club committees and appointments, and we also support the club training programme – there is always a big Scout presence on junior week of both staff and equipment.

We sail at least one Sunday a month at the club but also run evening, weekday and Saturday sessions. In between times we also form part of the Kent Scouts Water Activities Team and support Scout sailing by providing training and introduction sessions at a range of locations such as Leybourne Lakes, Whitstable and Bewl Water – so if we are not on the water at Wilsonians chances are we will be on the water somewhere. Perhaps our biggest challenge to date was working with the World Scout Jamboree in 2007, part of the celebrating 100 years of Scouting involved getting nearly 4,000 Scouts a day on the water for a week.

The Scouts have a mix of personal and group kit which supports our sailing programme. Our dinghies include Puffin Pacers, Toppers, Lasers, a GP14, Wayfarers, a Fireball and we also have a couple of safety boats for support. We also have a range of kit from elsewhere we can call on such as RIBs, Drascombes, Toppers and Wanderers. When not sailing we also have a busy canoe programme so many of us carry Scout authorisation for sailing, power and canoes – its always handy to have something to do when there is no wind.

When not on the water we are based in our headquarters, just off Darnley Road in Strood. We have a full age range of members from Beaver Scouts (6-8 years old), Network Scouts (16-21 years old) to Leaders and helpers of all ages. Working in one of the least affluent areas of the Medway towns does present some problems but the Group is strong and the water programme attracts Scouts from a wide area.

As well as the normal scouting activities we also have our Troop SwEng Dutch project. This is a joint programme with a Swedish and a Dutch Scout Troop which sees us sharing one or two events a year in each country. Earlier this year we were in Sweden for cross country and downhill skiing; snowboarding, Ski-dooling as well as taking part in activities in the to-

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Len Ayris is famous for his guided river tours...



*Even if it's becoming hard to think of them that way, here are our Juniors battling it out at Rutland in March. Wilsonian SC has a presence on several class circuits these days, with little negative impact on home turnouts it seems
Photos by Tom Gruitt of fotoboat.com*



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Race Management

Recently we had an issue where a course was changed for quite sensible reasons, but unfortunately some people had already gone afloat, with no method of notifying all competitors.

This was a clear failing from the race organizers point of view. May we remind Race officers in particular, but also competitors to learn what flag 'L' means.

Race Officers, having changed a course on the board MUST bring it to the attention of everybody by flying Flag 'L' accompanied by a sound signal, warning competitors that either the course has been changed on the board or there is some sort of change to the sailing instructions.

The Sailing Committee

Medium Handicap Report

We must congratulate Gordon Belcher on winning the Ice Breaker Race.

The season started well, but missing many old faces lost to the Laser 2000 fleet.

We have just finished the Spring Points Series with a good turnout in the earlier weeks but lost some interest by the end.

Congratulations to Neil Lamprell for winning the series from start to finish.

My only advice is: - Start well, get in front of Neil and stay there.

With this year being the 50th Anniversary of the Wilsonian Sailing Club can I suggest we all try to make the Medway Regatta an enjoyable one.

Please return your Entry Forms early to assist club planning and get a reduced entry cost of £16 (£4 savings) by the 27th June.

I apologize for mixing up the my port and starboards, just a senior moment I hope !!

If you are busy on Sundays, the Club offers good sailing on a Wednesday Evening 18.25

On Saturdays you can join MYC Wayfarers at 14.10 start time

Bob Dutton
Kestrel 1616

Miracle Fleet Report

It's been a great start to the new season. The wind strength in the last race of the Spring Points series came as a bit of a shock after the balmy conditions of the previous days and only Colin and Maureen ventured out in it. There has been some good racing with 5 or 6 boats sailing in most races, an improvement on last year. Let's hope that we can encourage more boats out for the next series. Martin and Mike won the Spring Points with Colin and Maureen as runners-up.

Four new Miracles have joined the fleet this year, with the possibility of a fifth shortly. We look forward to seeing the more recent new members, Sam Cooper and Justin Plumpton and his family, joining us on the water.

The Club Open Day on 27th June will be very special this year, marking the club's 50th anniversary. Then, on July 11th and 12th it's the Medway Regatta. I hope to see lots of Miracles taking part in this event this year. Do try to come even if you can only make the Sunday. [Class prizes if six or more boats are entered by the second race on Saturday. Ed.]

The Miracle Nationals are in Ullswater from 2nd to 7th August. Currently there are 3 or 4 boats going and it would be great to have more, not only for the great sailing experience, but also because it is a good week socially and it really doesn't matter how experienced you are.

On the social side of things, Ben organized a really interesting cycle ride on Saturday 9th May, which the 11 participants really enjoyed.

Lesley O'Rourke

Miracle 3722

Miracle Fleet Circumnavigates the London Docks

Relinquishing their tillers in favour of handlebars and using their leg muscles for motive power instead of for maintaining stability, eleven members of the Miracle Fleet, with bicycles varying in age and condition almost as much as their dinghies (and the riders), manoeuvred for the tactically favoured starting position in the car park of the Thames Barrier at Woolwich at 10.00 on Saturday 9 May. After a short postponement the starting bell signalled the first short leg of the course to the Woolwich Free Ferry, where a detour via the pedestrian tunnel was necessitated by both boats being out of service for maintenance.



The course then followed quiet roads and cycleways past the London City Airport and Royal Albert Dock, where some paused to watch the rowing at the London Regatta Centre, to the Beckton Alps where we joined the Greenway, an elevated cycle path above the line of the main trunk sewer, and followed this westwards to Stratford where we admired the progress of the main Olympic site, made all the more remarkable by the level of site activity visible from our vantage point! Leaving the Greenway, our route then took us past Bow Locks and along the towpath of the Limehouse Cut to a well earned lunch stop in a riverside pub.

Suitably victualled, the fleet re-embarked via a series of roads and riverside paths towards the Greenwich foot tunnel and were amazed to discover that Ben Brooks, the expedition organiser, had arranged for HMS *Illustrious* to honour our trip by anchoring near the old Royal Naval College and laying on demonstrations of low level helicopter flying. Unfortunately, a number of other people had evidently got to hear of this master stroke leading to considerable congestion in the tunnel and on the first part of our subsequent route down river along the south bank and thence back to the Barrier with time for a cup of tea in the café before the car park closed.

Many thanks to Ben for planning the route and making all the arrangements for a most enjoyable cycle "cruise in company" with many interesting sights and events along the way.

Keith Jeremiah

Miracle 3738