

## Calendar

Date	Time	Event	Contact/Notes
20-Dec		Final Winter Series Race, Prizegiving & Xmas Dinner	Jayne Lambert or Jane Drummond
01 Jan	11:55	Chilly Willies Open Handicap Race	
Sat 9 Jan	09:30	Winter Work Party (Sumames S-T)	Roy Winnett
Sun 10 Jan	09:30	Winter Work Party (Sumames I-L)	Roy Winnett
Sun 17 Jan	09:30	Winter Work Party (Sumames G-H)	Roy Winnett
Sat 23 Jan	09:30	Winter Work Party (Sumames M-O)	Roy Winnett
Sun 24 Jan	09:30	Winter Work Party (Sumames P-R)	Roy Winnett
Sat 30 Jan	09:30	Winter Work Party (Sumames U-Z)	Roy Winnett
Sun 7 Feb	09:30	Winter Work Party (Sumames C-F)	Roy Winnett
Sat 13 Feb	09:30	Winter Work Party (Sumames A-B)	Roy Winnett
Sun 14 Feb	10:25	Warm-Up Series Starts	
Sat 20 Feb	09:30	Final Winter Work Party (Volunteers & Defaulters)	Roy Winnett
Sat 27 Feb	10:40	Hoo Freezer Practice Race	
Sun 28 Feb	10:55	Hoo Freezer	
6/7 Mar	10:00	Dinghy Show at Alexandra Palace	<a href="http://www.dinghysailing-show.org.uk">www.dinghysailing-show.org.uk</a>
Sun 28-Mar	13:55	Ice Breaker Season Opener	N.B. BST begins!

**Winter 2009**  
Issue 95

# 31½

*The Wilsonian Sailing Club Magazine*



# Editorial

**Tony Hunt**

Clearly, it goes against the grain for a 3000-sailing editor to feature a Buzz on the front cover, but it's such an excellent shot by our Cherub-sailor-on-RIB-duty Roland Trim of Stuart & Zoe, that I had to do it. It's the sort of photo we'd all love to have of our boats, caught at just the right moment; mind you, Roland did take a lot, and a lot are good; see more here: <http://picasaweb.google.co.uk/roland.trim/>

This shot is great. It is of the Novice/Im-provers' racing that takes place on the mornings of Commodore's Race days but looks like class racing. Actually, it shows Simon Pugh's Comet Trio (I gather he's now wisely switching to an L2k) ahead of Steve James' much smaller Comet Versa. Telephoto effect using a standard lens!



Can you send copy for the next issue by 15th March 2010, please?

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

Telephone: 01634 727217 E-mail: [tonyhunt@waitrose.com](mailto:tonyhunt@waitrose.com)

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

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<b>SAILING SECRETARY</b>	tba	

## Laser 2000 Fleet (15 entries)

1st	22111	Tony Hunt/Brian Lamb	S Hall/J Tyler/Bobbie Burnell/Peter Heyes	7
2nd	2643	David Vettergreen	Janice Smith	8
3rd	21782	Roy Winnet/J Hewat	Martin Smith/Geoff Lambert	12
4th	22258	Colin Treadwell	Lauren Treadwell	22
5th	21405	Nina Wallis/John Hewat	Sue Hannant	23
6th	2306	Nik Antonlades	Cathy Evans	24
7th	22115	Brian Warwick	Derek Cummings	36
8th	21314	Jayne Lambert	Paul Thorpe	37

## Miracle Fleet (9 entries)

1st	3738	Keith Jeremiah	Christina Jeremiah	4
2nd	3796	David Hudson	Jackie Hudson	6
3rd	3722	Lesley O'Rourke	R Eades/Trevor Debourne	9
4th	1808	Paul Nudds		18
5th	2421	Bern Copper	Robert Spenser	21
6th	3737	Martin Smith	Nike Groom	24
7th	3553	Adrian Totton	M Wade	28
8th	3205	Justin Plumpton	??	29

## Fast Handicap (22 entries)

1st	Contender	Martin Jones	993	5
2nd	Laser 4000	David Mason	908	10
3rd	3000	David Penach	984	13
4th	3009	Martin Brown	984	23
5th	Laser 5000	John Tinnins	848	23
6th	59ER	Tim Kilt	908	24
7th	RS 800	Ian Paris	822	25
8th	Osprey	Paul Heather	940	26

## Medium Handicap (23 entries)

1st	Phantom	Ned Lamport	1043	5
2nd	Blaze	Matthew Lowe	1047	10
3rd	Laser Radial	Martin Vinton	1101	16
4th	Kestrel	Len Ayris/Ian Wyatt	1038	19
5th	Laser	Richard Aylard	1078	22
6th	Laser	Graham Jenkinson	1078	33
7th	Laser/Radial	Gordon Belcher	1078	34
8th	Kestrel	Bob Dutoit	1038	38

## Late Summer Series

## Laser 2000 Fleet (13 Entries)

1st	21231	J Schofield/Adam Birmingham	A Birmingham/J Schofield/et al	14
2nd	22131	Paul Rodgers	Gordon Wallace/John Tyler	16
3rd	2305	N Antoniadou/J Hewes/T Lambert	C Evers/T Lambert/J Hewat	25
4th	22115	Brian Warwick	Derek Cummings/Peter Warrham	32
8th	21792	Roy Winstett	Geoff Lambert	41
6th	21314	Jayne Lambert	Paul Thorpe	45

## Miracle Fleet (10 Entries)

1st	3737	Martin Smith	Mike Groom	7
2nd	3738	Keith Jeremiah	Christina Jeremiah	10
3rd	3722	Lesley O'Rourke	T Osborne/R Eades/A Randall/et al	16
4th	1808	Paul Nudds		19
5th	3838	Ben Brooks	Jack Brooks	39
8th	2421	Sam Copper	Richard Nelson	46

## Fast Fleet (26 Entries)

1st	Vortex A	Mike Gower		937	13
2nd	29ER	Aaron Smith	Alex Rodgers	924	14
3rd	RS 400	Chris Ashby	Mick Smith/Katie Paris	952	18
4th	Laser 4000	Stewart Robertson	Sorja Riley	908	21
5th	RS 800	Ian Paris	Hany Coulson	822	25
6th	59ER	Tim Kilt	Jo Wicken	920	25
7th	Musto Skiff	Grahame Smith		875	28
8th	3000	Merlin Brown	Mas Causton/Amanda Randall	984	28
9th	3000	David Fenech	Alison Williams	984	31
10th	29ER	Colin Higgs/Alex Benfield	Alex Benfield/Nicola Smith	924	57

## Medium Fleet (24 Entries)

1st	Merlin Rocket	Ian Foxwell	Hannah Foxwell	1014	8
2nd	Blaze	Matthew Love		1047	12
3rd	Phantom	Nell Lamprell		1043	39
4th	Laser	Graham Jenkinson		1078	39
5th	Blaze	Peter Homer		1047	49
6th	Laser	Gordon Belcher		1078	51
7th	Phantom	Jeff Collins		1043	62
8th	Blaze	John Payer		1047	69
9th	Wayfarer	John Goudle	Suzanne Hall/Paul Rodgers	1099	64
10th	RS 200	Steve Offer	John Shenton	1059	93

## From the Commodore

I have been very proud of the members this year, with very good turnouts for all events. The club has been represented at many class opens, National, European and World events. We have had some very good results especially with the Juniors in their 29ers. The quality of our fleets is respected by other clubs, and this not just limited to local neighbours.

Jayne and I have had less time on the water this year due to building an extension to the house but we have had some of the best sailing this year and look forward to next season. As discussed at the 2000 fleet evening we are looking to take part in some open events, and having been to a couple this year it certainly sharpens the skills. Broxbourne was well attended again and Wilsonian was well represented in the results.

The club has been successful in following the club plan to modernise with the next major project being the installation of a new generator for 2010. Tim has done much research and the committee has given the go ahead to purchase one before the VAT increases. This installation will give extra power to run some extra appliances if required for future projects. Importantly it will give us power to install a burglar alarm to protect the site. Brian has done a good job on working out the electrical consumption of existing equipment and the possible future requirements for electrical power.

There will be a small increase in membership fees this year and this is due to the club having to have contract cleaners in to clean the club once a fortnight. They have been very good in listening to us with our requirements, I would ask if the CDO does put up a sign no wet gear upstairs we do our best to comply. This means we can do our bit in helping to keep the club clean.

Winter work parties on the way, I would like to thank everyone for taking part in the voluntary time given to the club. There has been much work taken on this year and many people have given many hours to achieve a smooth running of club activities. Every duty has been covered and the members have shown true commitment in performing the duties required as members. This has been seen as a strong attribute by outside bodies such as local schools and Medway council whom we have worked closely with.

The RYA inspected the club at Junior week, Tom, Brian and Peter have

put in a lot of work to maintain our training status without any observations that we needed to improve on. Our instructors have been busy this year not only with people new to sailing or improving but also we now have several newly qualified dinghy instructors. This has enabled us to train many people this year including holding an after school club and four sessions for the Medway Sports Volunteers. Our statistics that we have to send to the RYA to show that we are operating as a training centre are very healthy well done to all involved.

On a personal note Tom has made us all proud with his RYA Community Award and this will be presented to him by the Princess Royal on 19<sup>th</sup> of November. Today he has also received a letter from the RYA awarding him South East Regional Young Sailor of the Year, and this will be presented to him at the London Boat Show. You might see him on the water next season but don't blink, he has ordered a Foiling Moth.

The House Committee have produced some excellent social evenings this year and have plans for the last day of sailing this year with a Christmas Dinner. I believe they are planning some more events for next year starting with the Dinner and Dance on the last Saturday in January. I would like to thank them all for all the work they have done and offering so much variety during the season with the dish of the day.

During the first part of the year the Ball Committee was established and had a short time to organise our 50<sup>th</sup> celebration. This was a very well organised event and successful; thank you to all involved.

I would also like to thank the Regatta Committee for all of the work they have put in to represent the MYA at Wilsonian, with a special thanks to Ann for making sure all runs smoothly. Ann also is the organiser behind Junior week and has made it a fabulous week for all of our youngsters as well as a social event for the parents.

I now have a sad part of my report to write as most will know of John Talbot's death a few weeks ago. John was a gentleman who was always keen to see people at the club, being a long standing member many of us had time to speak to him about many topics. I personally will miss him at the club, Jean the whole club joins in with your loss.

My time as Commodore has almost run its two years and I believe we have achieved a lot in that time. I would like to wish you all a Merry Christmas and a Happy New Year.

*Paul Thorpe*

## Early Summer Series

13

### Laser 2000 Fleet (16 Entries)

1st	22115	Brian Warwick	Derek Cummins	8
2nd	2306	Nik Antoniadis	Cathy Evans	15
3rd	21792	Roy Winnett/John Hewat	Geoff Lambert	19
4th	22258	Colin Treadwell	Lauren Treadwell	21
5th	21914	Andy Hockey	Lucy/Felix Hockey/Louise Somers	21
6th	22111	Brian Lamb	Bobbie Bunell	23
7th	22131	Tim Kilt/Paul Rodgers	John Hewat/Steve Bridges/J Drummond	25
8th	21405	Nina Wallis	Sue Hannant	26

### Miracle Fleet (11 Entries)

1st	3795	David Hudson	Jackie Hudson	7
2nd	3738	Keith Jeremiah	Christina Jeremiah/Felix Hockey	8
3rd	3722	Lesley O'Rourke	Natalie O'Rourke/Trevor Osborne/M Wade	12
4th	3836	Ben Brooks	Tom Brooks/Peter Matthews	12
5th	3737	Matin Smith	Mike Groom	22
6th	1806	Paul Nudds		28
7th	3705	Justin Plumptre	Robert Spencer	29

### Fast Fleet (28 Entries)

1st	RS 800	Ian Parris	Sam Proctor/Tom Lambert/H. Couson	822	12
2nd	RS 400	Chris Ashby	Mick Smith	952	15
3rd	Musto Skiff	Grahame Smith		875	24
4th	Opsey	John Shorton	Steve Offer	940	28
5th	25ER	Aaron Smith	Alec Rodgers	924	29
6th	Laser 4000	David Mason	Stuart Mason	908	29
7th	3000	David Fenech	Alicia Williams	974	29
8th	Canoe Int	Mark Goodchild		905	33

### Medium Fleet (24 Entries)

1st	Keetrel	Jeremy Drummond	Jane/Ian Drummond	1038	13
2nd	Merlin-Rocket	Malcolm Levey	Sarah Wyatt/Tony Hunt	1024/1014	13
3rd	Blaze	John Player		1047	30
4th	Laser	Graham Jenkinson		1078	30
5th	Phantom	Noel Lamprill		1043	31
6th	Keetrel	Bob Dutton	Jeremy/Ian Drummond/Rich Nelson	1038	32
7th	Phantom	Mark Bew		1043	33
8th	Laser	Gordon Belcher		1078	47

## Leigh Trophy (34 entrants)

Despite a hopeful forecast, this was a woefully light airs affair, and few could not recount how they had been well-placed, only to be engulfed by the fleet arriving with new wind. For most, however, the main memory will be of being frozen despite the sunshine.

1st	RS 400	Chris Ashby	Mick Smith	952	03:01:00
2nd	Laser 4000	David Mason	Stuart Mason	908	03:12:36
3rd	Wayfarer	Brian Lamb	Tony Hunt	1099	03:15:28
4th	Wayfarer	John Goudin	Jim Tyler	1099	03:16:31
5th	Osprey	Chris Saunders	Steve Offer	940	03:16:22
6th	Merie-Rocket	Ian Foxwell	Hannah Foxwell	1014	03:17:51
7th	Laser 5000	John Tinnams	Steve Tinnams	846	03:23:23
8th	Laser 4000	Stewart Robertson	Jo Wicken	908	03:27:35
9th	29ER	Paul Smith	Nicola Smith	924	03:28:54
10th	Kestrel	Bob Cutton	Chris Godber	1038	03:29:55
11th	Kestrel	Ian Wyatt	Len Ayris	1038	03:33:08
12th	Vortex A	Mike Gower		937	03:33:51
13th	Buzz	Peter Homer	David Brooker	1005	03:38:44
14th	Laser	Gordon Belcher		1078	03:38:54
15th	RS 800	Sam Proctor	Ian Paris	822	03:44:51
16th	Musto Skiff	Grahame Smith		875	03:47:05

## Laying-Up Cup (8 entrants)

While this event took place in lively winds, it was at least comfortably sailable, whereas the preceding morning's race had been somewhat more than most sailors wanted to take on at the end of the season. Accordingly, the turnout was unusually low. Mark Goodchild stomped round in fine form as is his wont, to take the trophy, while many others sunned, fed and watered themselves on the club balcony.

1st	Canoë Int	Mark Goodchild		905	0:32:24
2nd	RS 200	Mark Heather	Lucy Heather	1059	0:35:46
3rd	Vortex A	Phil Harris		937	0:36:22
4th	Laser 2000	John Howat	Geoff Lambert	1089	0:38:29
5th	Europe	Andy Pickrell		1139	0:38:48
6th	Laser 2000	Nik Antoniadis	Cathy Evans	1089	0:39:12

## CHICKEN SHED WINTER BOAT STORAGE 2009/10

If you wish to store your boat in the chicken shed please ensure that you complete an application form held at the club and send with your cheque payable to WSC for the appropriate amount to Trish Ayris. The rent is due from the day your boat is put into the shed.

The rent is not income for the club but is collected on behalf of our landlord Mr Brice who kindly provides this excellent facility for members. Thankyou.

*Trish Ayris*

Hon Treasurer

## Winter Work Parties

### Please make a note of your date

The following dates have been set for the 2010 winter work parties:

Date	Surname Initial
Saturday 9 <sup>th</sup> January	S - T
Sunday 10 <sup>th</sup> January	I - L
Sunday 17 <sup>th</sup> January	G - H
Saturday 23 <sup>rd</sup> January	M - O
Sunday 24 <sup>th</sup> January	P - R
Saturday 30 <sup>th</sup> January	U - Z
Sunday 7 <sup>th</sup> February	C - F
Saturday 13 <sup>th</sup> February	A - B
Saturday 20 <sup>th</sup> February	Clear-up with volunteers



**John Howard Talbot**

3rd June 1948 - 24th October 2009

John was born in Black Notley, Essex, where his father was a policeman. His mother was a qualified nursing sister. When his father retired from the police force they bought a grocer's shop.

The family subsequently moved to the Isle of Wight to be closer to Mrs Talbot's parents - where they purchased a bakery. Following his father's death his mother took a position as matron at the Royal Lancaster Grammar school.



After leaving school John started work in a local photographic shop, and it was here that he learnt the photographic trade and photography became a lifetime hobby.

John then moved to Kent to take up a position of apprentice photographer for a local newspaper. From there he went to work for a photographic shop in Baker Street, and then to Gordon Audio Visual, where he was instrumental in expanding the business and eventually became a director of the company. Unfortunately after 29 years the company was sold and John was made redundant. However John showed his resourcefulness and changed career to become a civil servant for the Department of Work and Pensions in Beckenham and then in Bromley.

John joined Wilsonian in 1982, purchasing an Enterprise from an existing member. He sailed the same boat until 1996 when he purchased a Wanderer, which he and Jean sailed at WSC and many open meetings in the south of England. Both his boats were named after the boats his maternal grand parents sailed in the Solent. John became Exhibitions Secretary, using his experience in the audio visual industry to set up many WSC stands at the dinghy exhibitions at Crystal Palace, Pickets Lock and Alexandra Palace. After WSC stopped attending the Dinghy Show he applied his skills for the benefit of the Wanderer Association.

While Jean was living in Oxford he purchased a Freeman 26 motor cruiser on which they enjoyed pleasant holidays cruising the upper reaches of the River Thames. John was also a great supporter of flotilla sailing holidays in the Mediterranean, the last such holidays he and Jean enjoyed were with members of the Wanderer Association.

**Three Race Regatta**

This was run in good winds, but what with shifts and tide across the course, required some thought, as well as slick boat handling on the short course. Quite a turnout, with 39 entries.

	Class	Helm	Crew	PY	R1	R2	R3	Total
1st	Canoe Int	Mark Goodchild		905	1	1	3	5
2nd	Merlin-Rocket	Ian Foxwell	Hannah Foxwell	1014	7	3	2	12
3rd	Wayfarer	John Goudie	Suzanne Hall	1099	8	5	1	14
4th	Wayfarer	Brian Lamb	Bobbie Burnell	1099	2	10	5	17
5th	Vortex A	Mike Gower		937	4	6	9	19
6th	RS 200	Lucy Heather	Kate Paris	1059	6	13	4	23
7th	29ER	Aaron Smith	Alex Rodgers	924	13	4	11	28
8th	Laser 2000	Colin Treadwell	Lauren Treadwell	1089	14	12	7	33
9th	3000	Martin Brown	Max Caston	984	11	11	13	35
10th	Laser 2000	Roy Winnett	Geoff Lambert	1059	12	16	10	38
11th	Laser 4000	David Mason	Stuart Mason	908	3	2	40	45
12th	RS 800	Ian Parfitt	Harry Coulson	822	16	15	17	48
13th	RS 400	Kevin Harvey	M. Jarron	952	17	9	23	49
14th	RS 600	Steve Timmins		920	28	7	20	55
15th	Blaze	Matthew Love		1047	24	21	12	57
16th	Vortex A	Phil Harris		937	26	17	15	58
17th	Laser	Gordon Belcher		1078	20	22	16	58
18th	Phantom	Neil Lambell		1043	5	14	40	59
19th	Laser 2000	Jayne Lambert	Paul Thorpe	1089	15	26	18	59
20th	59ER	Tim Kift	Jo Wicken	908	32	24	6	62
21st	Laser 2000	Paul Rodgers	Peter Hayes	1089	38	18	8	64
22nd	Musto Skiff	Grahame Smith		875	36	8	22	66
23rd	Keelie	Jammy Drummond	Jane Drummond	1038	19	28	19	66
24th	3000	David Fenech	Alison Williams	984	9	19	40	68
25th	Miracle	David Hudson	Jackie Hudson	1178	18	30	24	72
26th	Blaze	Peter Homer		1047	31	27	16	73
27th	Laser 2000	Nina Wallis	Martin Smith	1089	27	29	25	81
28th	Laser 2000	Brian Warwick	Derek Cummings	1089	23	20	40	83
29th	Osprey	Chris Sauter	Shaun Heam	940	21	23	40	84
30th	Musto Skiff	Tony Coulson		875	35	32	22	89

## 2009 Pursuit Races

"They who simply turn up also serve", and thus it is that Roy Winnett and Geoff Lambert win the Pursuit Race series overall by scoring a 2nd in the second race after deciding not to start in the less well-attended first race.

Unlike the first, which started in a near calm, the second race looked as if it would be too lively, but immediately after three competitors retired, the wind eased - totally contrary to the forecast - to give the remainder a pleasant sail. Brian Lamb and Bobby Burnell took the lead early on, only to lose it briefly, while 2nd, 3rd and 4th places were clear only in the last minute.

	Helm	Crew	Class	R 1	R 2	Aggr
1	Roy Winnett	Geoff Lambert	Laser 2000	DNS	2	8
2	Tom Lambert	Nicola Smith/Paul Thorpe	Laser 2000	2	7	9
3	Tim Kift	Jo Wicken	L 2000/59er	1	9	10
4	Brian Lamb	Bobbie Burnell	Wayfarer	DNC	1	16
5=	Graham Turner		Laser	3	DNC	18
5=	Ian Foxwell	Alison Williams	Merlin Rocket	DNC	3	18
7=	John Goudie	Robert Spencer	Wayfarer	4	DNC	19
7=	Andy Hockey	Jovita Serprnickaite	Laser 2000	DNC	4	19
9=	Peter Belcher		Laser	DNC	5	20
9=	Grahame Smith		MPS	5	DNC	20
11	Lesley O'Rourke	Trevor Osborne	Miracle	DNC	6	21
12	Celidh Higgs	Alex Benfield	29er	DNC	8	23
13=	Paul Nudds		Miracle	DNC	DNF	28
13=	Robert Spencer		Laser	DNC	DNF	28
13=	Bob Dutton	Richard Nelson	Kestrel	DNC	DNF	28

John had a great sense of humour, even when the humour was at his expense. He had a replacement hip operation over 20 years ago and a replacement knee operation in January this year. He recovered so well from that operation that he was able to go on a yachting holiday in Greece in June.



Wilsonian Juniors Tim Butler and Adam Birmingham finished respectively 1st in the 8-12 year old group and 2nd in the 13-16 year old group at the Regional Final of the Honda Rib Challenge held at Bewl Water on 25th July.

WANTED.....as donation or for modest cost: a surplus ..wet suit...and sailing clothing for 5-6 year old... Attempting to interest grandson in sailing next season....Paul Nudds....Miracle 1808....020 8859 1255 or paul@thill@btinternet.com

## Laser 2000 Fleet Captain's Report

We've had an absolutely terrific season. There have been enough decent wind days to help blank out those days when the wind strength has been frustratingly low. As for the days when we have had a good blow, the 2000 has shown what a brilliant boat it is. I haven't sailed a great number of different boats so I don't have much to compare with but the feeling when the boat gets up on the plane and scorches along on a reach is second to none. In fact for me it just about makes up for those times sailing back upwind when the rest of the fleet has caught up with and then overtaken us!



This has been our first season as a fleet with our own start and I think we have achieved enough in our inaugural year for me to be able to say that we have a lot to build on. There was an enthusiastic turn out at the fleet evening where there was an interesting exchange of thoughts for developing the fleet both on and off the water next year. Thanks again to the catering team for tasty food and plenty of it.

This is your fleet. It can be as much or as little as you want it to be. I've said some of these things before. I think that our bit of the Medway is a wonderful sailing area and our boat is a superb boat to enjoy sailing there. But it doesn't end there. As we get to know each other we become friends and that can lead to socialising off the water. As for on the water, there are loads of opportunities to try sailing in different places with the Laser 2000 Association, which I recommend all fleet members to join. We've only travelled to one 2000 event this year but it was a real eye opener for us as upwind/downwind racing requires different skills. Some of you may want to go on cruises, and for something completely different there's the annual Isle of Sheppey race. I think I've done it six times now and I still think it's a brilliant event. It's the longest dinghy race in England and has a variety of conditions all in one race. Nothing compares to surfing down the rollers at Garrison Point! Specialist training will be available from Jonathan who is an RYA coach and an excellent teacher and communicator. If anyone has any other ideas do make suggestions and have a go at helping organise events.

The fleet evening was a great occasion to say hello to some old friends, John Parsons and Brian Dunmall, who no longer sail but are still going strong and feel to me like part of the fleet as they were always there with a useful tip or an encouraging word while Cathy and I were still

## Grand Prix

This year's Grand Prix began in planing winds and finished in conditions which occasionally saw people going backwards on the tide. Patchy winds and huge frustrations abounded. Next year must be better!

	Class	Helm	Crew	Elapsed	Corrected
1	Musto Skiff	Grahame Smith		01:52:53	02:09:01
2	RS 800	Ian Parris	Sam Proctor	01:52:00	02:16:15
3	Wayfarer	Roger Gibbs	Matthew Claridge	02:29:48	02:16:18
4	3000	Tony Hunt	Suzanne Hall	02:17:46	02:16:24
5	Wayfarer	Richard Stone	Catherine Gore	02:29:58	02:18:27
6	Wayfarer	Phil Stacey	Dave Landers	02:32:55	02:19:08
7	Wayfarer	Brian Lamb	Geoff Lambert	02:33:16	02:19:28
8	3000	Martin Brown	Max Gosford	02:23:54	02:22:29
9	Wayfarer	Steve Wilder-Davis	Barbara Wilder-Davis	02:37:29	02:23:18
10	Wayfarer	Andrew Pearson	Stan Benwell	02:38:16	02:24:01
11	Wayfarer	Brian McKenzie	Elizabeth McKenzie	02:38:48	02:24:30
12	Blaze	John Player		02:34:49	02:27:52
13	Contender	Martin Jones		02:26:56	02:27:58
14	RS 400	Chris Ashby	Mick Smith	02:22:51	02:30:03
15	3000	Peter Hayes	Adam Birmingham	02:32:59	02:31:28
16	50ER	Ten Kift	Jo Wicken	02:20:58	02:33:13
17	RS 400	Michael Jonman		02:26:00	02:33:22
18	Laser 4000	David Mason	Stuart Mason	02:19:56	02:34:07
19	29ER	Ian Foxwell	Hannah Foxwell	02:22:30	02:34:13
20	29ER	Aaron Smith	Alic Rodgers	02:22:34	02:34:18
21	Laser 4000	Stewart Robinson	Sonja Riley	02:20:16	02:34:28
22	RS 600	Michael Iszat		02:22:18	02:34:40
23	Vortex A	Mika Gower		02:25:31	02:35:18
24	29ER	Tom Lambert	Nicola Smith	02:27:21	02:39:28
25	RS 800	Steve Tinnams	Steve Tinnams	02:12:18	02:40:57
26	29ER	Alexander LeGassick	Edward LeGassick	02:29:14	02:41:30
27	Laser 2000	Jonathan Schofield	Andy Pickrell	02:57:10	02:42:46
28	Laser 2000	David Vettergreen	Janice Smith	03:01:58	02:47:06

## Commodore's

### Commodore's 1 - Longer Course (21 Entries, 6 with 3 or more results to count)

1st	RS 400	Chris Ashby	Mike Smith/Sam Proctor	952	4
2nd	Laser 4000	David Mason	Stuart Mason	908	11
3rd	RS 800	Ian Parris	Sam Proctor/Hary Coulson	822	12
4th	Laser 5000	John Tinnams	Steve Tinnams	846	13
5th	3000	David Fenach	Alison Williams	884	18
6th	Laser 4000	Stewart Robertson	Sonja Riley	908	21

### Commodore's 2 - Shorter Course (47 Entries, 10 with 3 or more results to count)

1st	Buzz	Stuart Bailey	Zoe Noble	1005	3
2nd	Vlyafarer	Brian Lamb	Bobby Bumell/Brian Warwick/Jim Tyler	1099	5
3rd	Laser 2000	Cathy Evans/Nik Antonalides	Nik Antonalides/Cathy Evans	1089	13
4th	Laser/Radial	Gordon Bekcher		1076	17
5th	Kestrel	P Hayes/J Ramsden/B Turner/Bob Dutton	J Hayes/Ron Ramsden/Bob Dutton/Lesley	1036	27
6th	Laser 2000	Roy Winnett/John Hewat	Geoff Lambert	1089	27
7th	Laser 2000	Jayne Lambert	Paul Thorpe	1089	31
8th	Laser 2000	Nina Wallis	Sue Hannant	1089	32
9th	Blaze	Peter Homer		1047	39
10th	Laser	Graham Jonkinson		1076	42

### Junior Fleet (5 Entries)

1st	RS Vision	Max Caston	Matt Sheham	1080	13
2nd	RS Feva	Nina Colcham	Elle Kiff	1189	13
3rd	3000	Max Caston	Martin Brown	984	13

### Ladies' Fleet (8 Entries)

1st	Laser 2000	Jayne Lambert	Tom/Paul Lambert	1089	6
2nd	RS Vision	Jo Wicken	Tim Kiff/Alex Leonard	1080	7
3rd	Laser 4000	Sonja Riley	Stewart Robertson	908	13

### Novices' Fleet (8 Entries)

1st	Comet Duo	Steve James	Cathy Evans/Tony Hunt	1175	6
2nd	Laser	Graham Turner		1076	12
3rd	Miracle	Peter Warnham	Peter Hayes/Lesley O'Rourke	1176	14

Photo: Roland Trim



finding our water wings in our early days at the club.

On that theme, what a fleet for experienced sailors helping the rest of us! Your words of wisdom have all been gratefully received. And those of us who have benefitted from this help are very happy to pass on the benefits of what we have learned to make the learning curves of newcomers steeper.

Congratulations to Roy and Geoff and their partners (in crime?) John Hewat and Martin Smith on winning the Laser 2000 Trophy 2009. Roy and Geoff are a very experienced 2000 team but this is John's first season as a 2000 sailor and he has taken to it like a duck to water. His name also appears in several other boats' results with considerable success. I should also mention that John and Geoff, as well as Nina and Sue, another pair of newcomers to the 2000 had a successful and

exhilarating time at the nationals this year. Well done them.

A troll through the club results shows what a competitive fleet we have. We've had races with as many as nine boats – surely a record to break next season? Many fleet members have won at least one race. Individual race winners have included Paul Rogers and Gordon Wallace, Brian and Derek, Roy and Geoff, Colin and Lauren, Dave and Janice, Brian and Bobbie and Nina and Sue. Sorry if I've missed anyone out. Many more have appeared in the top three in individual races, including both newcomers to the fleet, newcomers to racing and some seasoned campaigners. I can recall several incredibly close finishes. Experienced sailors new to the boat have frequently appeared in the results. The racing has been thrilling and competitive. For me that makes a race, even in very light winds, where inching to the line in a close finish is just as exciting, if for different reasons, as blasting down on the plane.

But let's not forget that it's not all about winning. I still remember the first time we finished a race. It felt as good as winning. I'm sure the newcomers to racing as well as to the fleet enjoy the same feelings and if Cathy and me can get to the point where we have won a couple of races after just a few seasons then there's no reason why any other newcomer can't win as well. And in the mean time you're enjoying being out on the water sailing a fantastic boat. It's been good to see newcomers Kevin, Andy, Mark, Ian, Dave, Jim and Ian and their crews start to learn these things for themselves.

We still have the winter series. I'm afraid I'll have to miss out a couple of weeks but am looking forward to ending the year and the season with some more exciting sailing.

On a personal note, some of you know that Cathy and I plan to be away next year so we won't be seeing you from the start of next year. I know that the next fleet captain will fulfil the role with enthusiasm. I wish you all a wonderful sailing season next year and I'm sure that the fleet will flourish.

I can't complete this report without mentioning Derek Cummings. He had not long returned to sailing after injuring himself in a fall on the slipway when he was involved in a terrible road accident. I understand that he does not seem to have suffered any serious injuries and I'm sure we all wish him a speedy recovery. Derek has been very kind to me when he has been in the dinghy park while I have cack-handedly tried to do some boat maintenance.

*Nik Antoniadis*

ping at her heels. On the final lap Goldsmith/Stonehewer-Smith overhauled the leaders and at the line finished half a boat length ahead of Piper-Brown for second and third places, as Wauchope recorded another win and Wicken a fourth. Fenn won a close contest with Sebastian Hansell by just a few inches on the line.

#### Overall Results and Prizes

- 1<sup>st</sup> Laser 161799 Elliot Piper-Brown (Minnis Bay SC) 1st single-hander handicap
- 2<sup>nd</sup> Byte CII 2632 Elizabeth Wauchope (King's SC) 1<sup>st</sup> Girl & 2<sup>nd</sup> single-hander handicap
- 3<sup>rd</sup> Laser Radial 192800 Stephanie Wicken (Wilsonian SC) 1st Laser Radial
- 4<sup>th</sup> Laser Radial 193760 Richard Thomas (Broadstairs SC) 2<sup>nd</sup> Laser Radial
- 5<sup>th</sup> Topper 44942 Charlotte Fenn (Pevensy Bay SC) 1<sup>st</sup> Topper
- 6<sup>th</sup> Laser Radial 178493 Tom Goodey (Broadstairs SC) 3<sup>rd</sup> Laser Radial
- 7<sup>th</sup> 420 51049 William Goldsmith/William Stonehewer-Smith (King's SC) 1<sup>st</sup> Double-hander handicap
- 8<sup>th</sup> Laser Radial 77515 Greg Fowler (Pevensy Bay SC) 4<sup>th</sup> Laser Radial
- 9<sup>th</sup> Laser Radial 191694 Hannah Golton (Herne Bay SC)
- 10<sup>th</sup> Optimist 4535 Ben Gray (Wilsonian SC) 1<sup>st</sup> Under 14 & Prelude Plaque





## Miracle Fleet Report

I'm really amazed at how quickly this sailing season seems to have sped past and I find it hard to believe that the time has come to start packing boats away again for the winter [Wot, no Winter Series, Lesley? Ed].

It has been great to see a few new faces in the Miracle fleet this year. In addition to those mentioned earlier in the season, Richard Nelson has bought Nina's boat and is keen to start sailing it, although the weather hasn't been too kind to him as yet. Gary Mills, who joined 2 years ago for a very short while, has made a surprise re-appearance and has bought Peter's Miracle. Sue Hannant has kindly donated Miracle no. 36 to Trevor, so I'll be looking for a new crew next year again.

Altogether, the turn-out in our fleet seems to have improved from last year, with an average of 5 to 6 boats each week. Martin and Mike are to be congratulated for winning the Late Summer Series, and Keith and Christina for winning the Autumn Points. It's been good to see some of

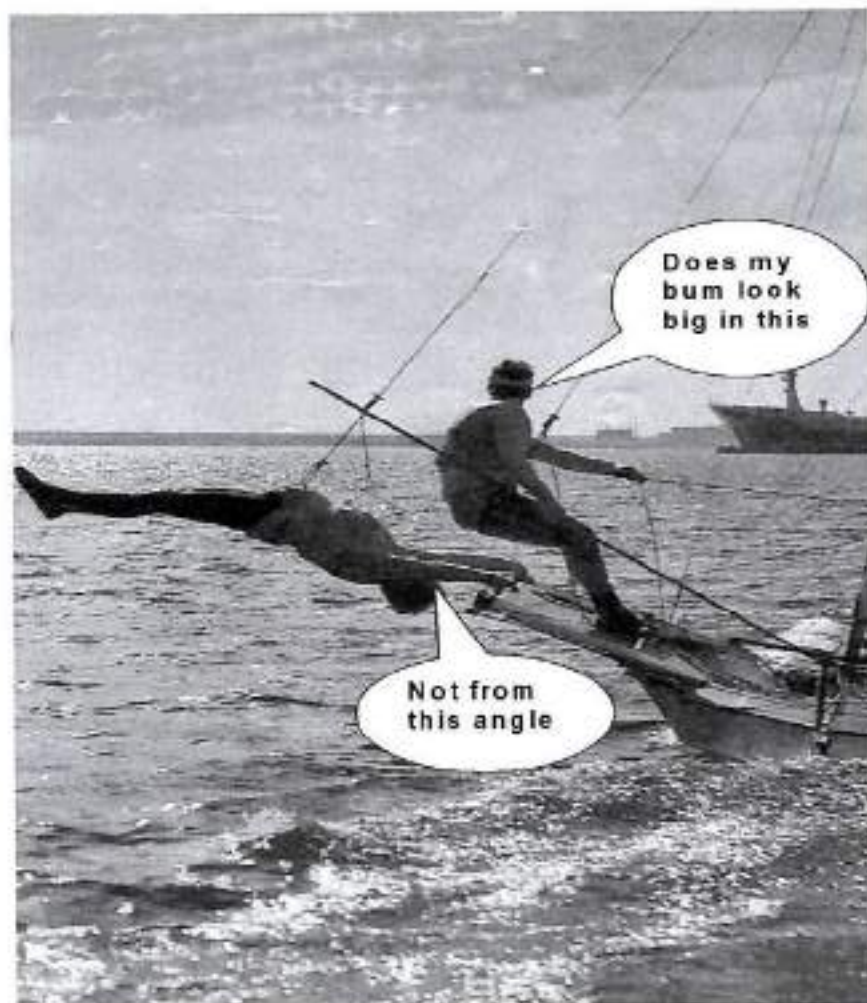


Prize-haul from the Miracle Ullswater Nationals

Photo: Lesley O'Rourke

one as well. We got off the ferry and headed for Ian's house because my mum's car was there. I don't remember the way back until Ian's because I was sleeping. We got to Ian's, picked the car up and in a short time we were home and all I wanted to do was go to bed.

Well that concludes my journey to Italy I like it a lot and hope I can do it again.



The day will surely come, when our Juniors trade their 29ers for more adult boats such as the 49er... [thanks to Paul Nudds]

we then had to pack up the boat. I would usually end up going to get the pasta which I did not mind doing at all. Once this was all done we would go back to the campsite and go for a swim in the pool; we always had enough energy for that and we would always come out refreshed and ready for pizza which was only down the road. The next day was again scheduled for four races but again we only got three. As usual the wind was up and very steady - a lot different to what we are used to. In the first race we got a 29th again, then in the second race we got a 37th and to balance all that out we got a 50th, this we would use as our discard. On the last day they sent gold and silver fleets out because the wind was not too good. The bronze and emerald fleet had a lot of time on their hands so we went for a swim in the lake which was nice and cold as the lake is up to 300 meters deep in places. Later on we went out sailing but there was hardly any wind which is not our best conditions, we did pretty badly taking home a 46th. After that race we came in and packed the boat up for the trip home, this took about half an hour which was not bad. This left us more time for relaxing; we got some money and took out a pedalo with a couple of people. That night we all went out for a meal in a restaurant and then afterwards went and sat on the beach for a bit.

The day after we packed all of our tents up and got ready to leave for Germany. On the way to Germany, the route that we took was into Austria which took about forty five minutes, then into Germany and onto the autobahns up to Stuttgart and into the Black Forest. We got there quite late and all of the restaurants were closed, so we went to bed feeling hungry. In the morning the campsite owner prepared breakfast for us; it was interesting because she could not speak a word of English so my sister Nicola had to translate for everyone, we were in quite a rural part of Germany, so not a lot of people at all spoke any English. We had a walk around a little town which was just down the road from the campsite; we were actually looking for a bank to get us back through the French tolls and for some food. Later on, at about midday, we went for a walk in the Black Forest it was quite nice, but there was a lot of little beetles flying about and dead on the floor; we saw some horses and cyclists that didn't even shout when they wanted to come past, later in the day we went for dinner in a little restaurant in the village; instead of having Italian pizza that we had been having the previous day, we had a German one. I personally didn't think there was much difference but obviously there is. In the morning we got up very early and left for England. I was very happy and could not wait to get home for once, it seemed to take absolutely ages. We crossed the Rhine back into France, and then we eventually reached the ferry. It was a pleasant day and we didn't wait long for our ferry and we were allowed on the earlier

Scenic sailing at Ullswater in the Lake District

Photo: Lesley



the new faces joining in the races.

A small group of Wilsonian-connected sailors entered the Miracle Nationals at Ullswater at the beginning of August. The wind was very kind to us until the last day when it disappeared completely, allowing us to complete two races on each of the other days. Colin and Maureen were the highest placed Wilsonian boat, finishing 24<sup>th</sup> and winning the trophy for the highest placed married couple. My daughters, Natalie and Sarah won the trophy for the highest-placed siblings. Sarah had just dyed her hair pink .....and her face and hands.....and wasn't looking for publicity! Martin Lown and his crew won the trophy for the highest placed juniors. It was a great week socially as the Miracle sailors are a friendly bunch and we certainly had a great time! Next year's Nationals will be returning to Beaumaris on the Isle of Anglesey.

I hope to see some of you on the water over the winter [Ah, that's better. Ed]. Although the evenings are drawing in, it's not often all that cold on the water!

*Lesley 3722*

## Gillingham Marina, Prizes etc.

As many of you will be aware, we are again issuing vouchers for Gillingham Marina along with your certificates as prizes this year. If you didn't collect your prize at a fleet evening, it will be available at the club. "Am I eligible for a prize?" - well, most people are, it seems, so it's worth checking.

Whether or not you receive a prize voucher and the accompanying discount on whatever goods you put the voucher towards, Gillingham Marina are offering a huge discount of 20% off all general chandlery items bought at their Christmas Party between 17:30 and 20:30, on 2nd December, along with refreshments. Sounds like a great opportunity to stock up on Xmas presents (possibly to yourself!)

## Sailing Committee 2009 Review

A new syndicate successfully took over running the Warm-Up Series from the series' originator, Ian Parris. Because it has not been adopted by the duty list (which already struggles to keep the duties down to two per member per year) the series requires duty input from competitors and volunteers, and that input needs drumming up and organising; so thank you to the organisers. While such an arrangement has worked well for the Warm-Up Series, a comparable solution for the much longer Wednesday Series has yet to be arrived at.

In view of the size and number of barges moored on the, now, two Pinup buoys, it was decided that Pinup could only be used as a course mark if it was certain that the relevant buoy was unoccupied. So far, since the decision was taken in February, they have never been empty!

It was discovered that RIB crews were unaware that each boat's equipment includes bivvy bags, and as a result at least one rescued crew had got considerably colder than necessary. RIB equipment check lists are now prominently displayed, and crews are urged to consult them. RIB crews had also come in for criticism from competitors when they displayed flags C & S at a penultimate mark and gave competitors verbal instructions rather than standing by the intended last mark before the finish line. It was concluded that RO's need to brief RIB crews precisely and in detail when the course is to be shortened.

Furthermore, RO's who change the course should formally inform competitors by flying the 'L' flag and sounding the horn (once).

We tried to do this but it didn't work every race as we were pushed out by other boats. This left us with a 17<sup>th</sup>, a 29<sup>th</sup> and a 37<sup>th</sup>. However the first discard was allowed so we discarded our DNF and our place came up to 124<sup>th</sup>. We still wanted more.

The final day of qualifying had lovely breeze and we set out determined to lift our place. We wanted another three 17<sup>th</sup>s. The day didn't quite go to plan with a 29<sup>th</sup>, 24<sup>th</sup> and 21<sup>st</sup>. Still, these were good results and with another discard brought in, our overall position rose to 109<sup>th</sup>! This was more like what we wanted but we decided that we wanted top 100

by the end of the week. After that day the fleet was split into fleets for the final series; Gold would be the top 25, silver up until 85, bronze to 135 then emerald for the rest. This left us in bronze fleet to reach top 100 we needed to average a result of 19<sup>th</sup> this was going to be hard as the fleet would be more competitive and around our standard.

As of this point the racing then started to heat up; we were sailing with people who were either at the same ability or better than us, we then saw this will become quite hard to get to the top one hundred but we thought we could do it. The racing for the first day was scheduled for four races but it ended up as three because we ran out of time. The first race we got a 32nd, which was not too bad. The races were about an hour long; this was good because we were able to get into the race. The second race we finished 29th; that we liked because it levelled out our next place which was a 43rd. When we went in we would usually go into the little harbour that they had; it was very good because you were able to stand up in it and it was sheltered from the wind. As usual at this point we were absolutely exhausted and just wanted to go to sleep but



*The real reason Aaron & Alec wanted to go to Garda*

immediately thankful that our cars had air conditioning! It was so hot! We had one more interesting decision from the Sat Nav where ours decided to take a different route to Grahams! Luckily we found each other and carried on.

Once we arrived, we pitched the tents and then went for a swim in the campsite's pool; this was much needed and turned out to be a relief that was much used throughout the week. Just before we entered the pool, the next part of our group arrived: Tom, Nicola's helm and family and Ed and Alex, two other 29er sailors.

The next day we got the boats measured to confirm all the parts and sails were in line with ISAF standards and we would be allowed to race with them. Once this was done we went sailing. The "Ora" which is the thermal wind that fills in on Garda for the afternoon if the heat difference is sufficient between the plains and the Alps was already in and the sailing was awesome! Sadly it did die off later into the day before we came in but it was still great!

The next day it was time for the practice race to see how the starts were going to be run and to see how hot the competition actually was here. For the purpose of this race the whole fleet sailed together - all 185 boats that had turned up. They set a massive start line, easily the biggest Aaron and I had ever seen! We could not see the end of it. At this point to save damage we decided to start 30 seconds behind the main fleet to see how we did. The one thing the race proved was how immense the competition was. We later found out that almost 30 boats throughout the fleet were semi-professional! And that 60 were non-youth, so over 21, which kind of explained why we didn't achieve what we set out to do.

The next day was the first day of racing and the fleet had been split into four different flights. There would be two flights on each race course and they would change course throughout the racing, and each day the flights would be re-sorted. We were in green flight so we launched after yellow had completed their first race and our first start was after yellow's second race. We ran three races before coming back in and we were drained - it was hard enough to sail in around 18 knots of breeze but in a fleet this competitive! It was amazing. We got timed out in the first race but countered that with a 29<sup>th</sup> and a 24<sup>th</sup> out of the 50 odd boat fleet. We were happy with these results but wanted better as they left us at 136<sup>th</sup> overall.

The next day the breeze came in stronger; this time we were in yellow fleet so we were out first on course B, the further out course. The tactics were simple: hit the cliffs on the left hand side as soon as possible.





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One RO had cancelled the morning race and abandoned all racing for the day at 13:50, whereafter the wind had filled in sufficiently for boats to sail to 23 and back. The Sailing Committee agreed that no final announcement to abandon racing should be taken before 15:00, even if consideration of abandonment could be given earlier.

Also observed, was that if as a result of an error in his timing, an RO wished to interrupt the start sequence, he had the option of signalling either a general recall which, according to the club SI's now requires that the fleet concerned will go to the back of the queue, or a postponement, which leaves the starting order unaffected.

Thanks to Bob Dutton, the brick-paved path in the dinghy park that runs parallel to the river now displays painted markings which indicate distances typical of three boat-lengths, so that we have a constant reminder of the approximate size of the 'zone'.

In view of the rising age profile of the average club member, it was decided to raise the lower age limit for the Crundwell Cup (awarded for results in the Commodore's Series) to 65.

The Fallout Trophy, formerly presented to the top performer in Junior racing on Commodore's Series race days, is now awarded on the basis of performance on Junior training days and during Junior Week.

Uniquely in the club's history, the handicap of the V3000 has been re-assessed by reference to the results obtained in club racing; that assessment is ongoing to the end of the year. A similar approach was not adopted in the case of the 59er, as it was recognised that feedback on a single boat would result in the derivation of a purely personal handicap; instead, a figure was calculated based on the boat's basic specification, subject to later review.

Documents were approved providing guidelines for fleet captains and for the preparation of open meetings.

Boat washing in the dinghy park had again become a problem with regard on the one hand to queues forming by the Blockhouse, and on the other to erosion of sand from the block paving. The Committee re-stated that boats should be washed by hose only on the beach, and under no circumstances should the gateway be obstructed. This is now confirmed by a sign on the Blockhouse.

The 30-minute race time limit 'tail', which had been previously introduced to ensure fairness to the slower-rated boats in handicap fleets, proved to be a problem for class racing, so that the Laser 2000 and Miracle fleets have reverted to a fixed time limit for all boats.

## 29er World Championships-Riva Del Garda

by Alec Rodgers and Aaron Smith, 29er GBR 342

This year Aaron and I went to the 29er world championships; we decided to go when we found out they were at Lake Garda, Italy. We had heard that this was an awesome sailing venue, the best in Europe! Furthermore it was quite nearby - only a two day drive! So obviously we wanted to go and with a little persuasion our parents agreed to brave the hot Italian weather to let us sail there.

After a lot of planning it was decided Aaron and I would travel down in the company of our respective Dads in cars, Graham and Aaron towing my Dad's Laser 2000, which they hoped to use during the week for some relaxing sailing, my Dad and I towed both our 29er and Aaron's sister Nicola's 29er. The rest of the families would fly down later while Nicola's helm's family would drive down separately with another family and meet us down there.

The drive itself we did in three parts, the first started at around 7 am on the Wednesday morning and led us down to Dover where we quickly boarded the ferry to Calais. Even on this short leg of the journey the Sat Nav managed to get itself confused trying to take us to the opposite end of Dover to the ferry terminal. But with some quick thinking and sign following we caught our ferry and departed to a foreign land. Once in France we had to complete 400 miles of our journey to the hotel we were spending the night in before setting out again to complete the journey. This passed reasonably well with the French drivers keeping the motorways relatively clear for most of our voyage. The only issue was the huge tolls we were amassing; by the end of the next day the tolls would be above 150 euros!

We stayed at a Formula 1 hotel, which consisted of the most basic but clean rooms you can get, with self cleaning toilets that weren't too popular. But it didn't really matter. We had dinner in a nearby restaurant and in the morning set out to complete the next 450 miles to Riva Del Garda. These also passed well until we hit the Mont Blanc tunnel; we had decided to avoid the excessive toll for Switzerland by using the tunnel. This was a bad move. As we queued under the mountain we waited and waited and waited, until finally we were let through the 10 km tunnel. When we emerged the traffic changed. We went from the peaceful French roads to the havoc that was Italian driving. Somehow we avoided being cut in half by the drivers and made our way past Milan and onto Garda. Near Milan we got out at a petrol station and were

in for the day as the wind had got up so much, so we had to go in and wait to see if we could go back out, unfortunately we couldn't so we waited for the next day to bring even more wind.

Wednesday came and it dragged on until the afternoon, everyone thought we were not going to go out but the wind dropped to just under our limit so we were sent out to go and sail inside in the harbour as out in the bay the wind was still way too windy and the waves were so big that we would not have got out there. So the race came, and like the first day we had a general recall, but no black flag, they started the start sequence and Tom and I looked at the course and saw that there was more wind on the left hand side of the course, on the pin end of the line, this would mean we would have to port tack the line. We talked about it and decided we had nothing to lose and that it was the best thing to do, so we port tacked the line, there were 48 29ers coming at us on starboard, but we held our ground and we kept going and crossed the front of the fleet and tacked and we were in front of most of the fleet, we rounded the top mark in around 10<sup>th</sup> position we were very pleased with the decision we made. The wind was due to get up at four pm so they wanted the race to be finished by then. Four pm came and went and the wind didn't seem to get up, but suddenly the wind came from nowhere, we were so close to the finish line, literally we were so close and we were in about 14<sup>th</sup> or 15<sup>th</sup> position and suddenly the boat started to head up into wind violently, with me still hooked on, on the trapeze with the kite and Tom still holding on to the tiller extension, we capsized I pulled the kite down and went round to help Tom, I passed the rudder, I had to do a double take, the rudder had fallen off! The split ring had fallen out and was held in there by half of the pin sticking out of the hole. We tried to fix it, but we couldn't - everything on it was too bent, so we had to give up all hope of finishing the race and get help for the rescue boat the wind had got up to 30 knots and gave us no sign of dropping off, we had two rescue boats trying to help us, but there was no way of there being any way to get the boat upright, so we dropped all the sails and I had to pull them down in the water and pass them to the rescue boat, they tried and failed many times to get the boat up, so they took Tom and I on to the rescue boat where I was getting colder and colder and was shocked at what had just happened, so they took us back to shore and we let the rescue boats get the boat back in. When finally they saw our boat coming in, some of the 29er fleet had helped and we were very grateful. But we looked up to the spreaders and had a shock, one of the spreaders was twisted and bent, so my dad had to bend it back into shape, we were hoping that there was not going to be too much wind the next day so not as much pressure would be put on the spreaders.

For the first time, the club hosted the KSSA Regatta, and this was highly successful from the points of view both of the club and of competitors (and their parents). The later 29er open meeting, while it had been run very successfully, had suffered from a lack of entries.

The Interclub Challenge Finale was rightly cancelled for lack of wind. Over the course of its life, the Finale has been consistently dogged by bad wind - too much or, more often, too little, despite shifting the date from July to September. The quiz and meal were very successful, however. It was agreed to discontinue the Finale in the future, and to base the Challenge result on the results of the Grand Prix, Marathon and Dinghy Regatta. It is intended that the quiz be continued, hosted by alternating clubs as a winter evening activity.



*Mike Gower, leader of the Warm Up Series' organising syndicate, heads towards buoy 30 and a new landmark in Gillingham Reach: the new block of flats just along from Gillingham Marina.*  
Photo: Roland Trim

## 29er National Championships

By Nicola Smith

On the 22<sup>nd</sup> of August 2009, we set off for Hayling Island for the 2009 29er national championships. The 2 hour journey went quickly and soon we were there, we got there late on the Saturday night after junior week so we quickly set up our tents and went to sleep.

We got up early and went down to the sailing club on the Sunday morning to go and register and set the boats up for a jam packed week full of sailing. We had the job of making sure we had all the right sails and equipment for the week to make sure we could accommodate for any breakages, once we had done this we registered and stuck the sponsors stickers on the sails and we all pondered on whether to go sailing to get used to the venue, we decided against the idea of going out for the pure fact that we could see all of the other boats that had gone out for a sail drifting backwards. We all hoped the next day's sailing was going to be a bit more inspiring than what we saw!

That evening we were all excited for the week and what Hayling Island had in store for us, Monday couldn't come around quick enough and as soon as we thought it we were getting up and taking our kit down to the sailing club, we were all excited.

On Monday the start wasn't until the afternoon because the 49ers were finishing off their racing, so we set up the boats and put the sails up and went on the water, there was hardly any wind when we started off to the race area an hour and a half before the race was scheduled, but luckily as we made our way out to the race course the wind started building and was a good breeze when it was finally time for us to start racing. The signal went up for the 5 minutes, all of the crews on the 49 boats set their watches for the count down, it was tense, looking for the right position on the line and where the line bias was, it was a tantalising 5 minutes. 5, 4, 3, 2, 1 GO I said, and then a hooter went off we all looked around and saw the general recall flag! And again this happened but this time the a black flag was put up, we were all going to be careful this time, after this the first race half of the fleet were black flagged and were given BFD, we managed to get a 12<sup>th</sup>, wow we thought, we can do it! So for the next two races after this the fleet were more cautious about being blacked flagged, but not as cautious as they could have been and again a few people were black flagged and we managed to get a 21<sup>st</sup>, we were doing well, so the next race came and



*The two boats featured in these articles, seen in much lighter winds during the Warm-up Series*

again the black flag was up and again people were over the line and also some were black flagged and didn't stop racing and carried on the race and finished and were given a DNE, meaning they could not discard this place. The third race we gained a 20<sup>th</sup> so we were pleased with our day, and we were lying 10<sup>th</sup> out of 49 boats after three races. Everyone was looking forward to the next day and what it had in store for us.

It was Tuesday and everyone was looking forward to at least getting in 2 races so the discards could come into play, so all was to play for. The first race came and ended as the wind came up we got a 26<sup>th</sup> so our results were pretty consistent in comparison with some others, we were looking forward to the rest of the races that day so we could try and keep our position, so race two started and we were doing really well the wind was getting up though and we had a few capsizes and unfortunately I hit my back as the nose dug into the front of one of the waves and I catapulted forward into the side of the boat, so unfortunately we couldn't finish the race as we were timed out as we did not finish 15 minutes after the first boat, but we were so close, yet so far. We came