

Calendar

Date	Time	Event	Contact/Notes
28-Mar	13:55	Ice Breaker Season Opener	N.B. BST begins!
04-Apr	10:55	Spring Points Begin	
18-Apr	11:00 14:00	Ladies/Novices-Improvers/Juniors Commodore's 1	
01-May	14:10	MYC/WSC Series begins at MYC	
02-May	11:00 14:00	Ladies/Novices-Improvers/Juniors Commodore's 2	
05-May	18:30	Informal Wednesday Series Begins	
Sat 15-May	10:00	Junior Racing Begins	
23-May	12:50	South Kent Long Distance Race	
30-May	11:00	Early Summer Series begin	
Mon 31-May	13:15	Pursuit Race 1	Tony Hurt
05-Jun		Club Cruise (also pos. 6th)	David Wraight
19-Jun	18:30	Open Day, BBQ & Evening Race	J&J Drummond
20-Jun		MYC Medway Marathon	No club racing
27-Jun	11:55	WILSONIAN GRAND PRIX Open Handicap Race	
11-Jul	11:00	Medway Dinghy Regatta	
12-Jul	10:00		
17-Jul		Club Cruise (also pos. 18th)	David Wraight
25-Jul	11:00	Late Summer Points Begins	
17-21 Aug		Junior Training Week	Ann Heather

Spring 2010
Issue 96

31½

The Wilsonian Sailing Club Magazine



On the Cover: Wilsonian - the club's new committee come rescue boat that ticks all the boxes: large and comfortable enough for boat-starts, fast enough for rescue and small enough to man-handle ashore and fit in the cage. The team that chose her have certainly excelled: well done!

Editorial

Tony Hunt

Another Warm-Up Series has drawn to an end and we'll soon be into the season-proper; hopefully April will match its form of recent years and provide one of our best month's sailing.

Novices & Improvers: please remember that there is racing specifically to enable you to dip your toes in the racing waters under extra-friendly conditions on the five mornings preceding Commodore's Series racing. We'll be delighted to fix you up with a coach if you wish, who will be happy to helm or crew yours or a club boat you've hired, whichever you prefer; just let the Editor know your requirements as soon as possible before the date.

The Editor himself feels, however, that he has exhausted his powers of imagination and that **31½** deserves some fresh blood at the helm. Fortunately, a candidate has been identified and proved willing. I'll leave you in suspense for now as to his identity to allow him a short time longer in peace, so please continue to send submissions to me until further notice.

Can you let me have copy by 15th May, please?

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

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SAILING SECRETARY tba

Nuttal (Merlin Rocket) who had travelled the furthest.

Hoo Freezer Cup and Gun Wharf Cup

Simon Allen (Hayling Island SC)

Hoo Marina Cup (Highest placed Youth Sailor)

Aaron Smith/Alec Rodgers (Wilsonian SC)

Highest Placed Class Team: Scorpions

Tim/Sarah Parsons (Lyme Regis SC)

Janet/Alan Ritchie (Chipstead SC)

R Wolfenden/M Titmarsh (Chipstead SC)

	HELM	CREW	BOAT CLASS	CLUB NAME	CORR TIME
1	Simon Allen		INT CANOE	Hayling Island SC	01:03:02
2	Neil Ashby	Sam Proctor	RS 800	Bough Beech SC	01:03:58
3	Steve Hall	Simon Haighton	LARK	Northampton SC	01:08:28
4	Tim Parsons	Sarah Parsons	SCORPION	Lyme Regis	01:09:40
5	Martin Brown	Max Caston	V3000	Wilsonian SC	01:10:14
6	Janet Ritchie	Alan Ritchie	SCORPION	Chipstead SC	01:10:19
7	Gareth Davies		INT MOTH (foil)	Blackwater SC	01:11:47
8	Aaron Smith	Alec Rodgers	29er	Wilsonian SC	01:12:04
9	Richard Whitworth	Oily Turner	MERLIN ROCKET	Hollingsworth Lake	01:14:51
10	Mike Gower		VORTEX spkr	Wilsonian SC	01:15:03
11	Brian Lamb	John Goudie	WAYFARER	Wilsonian SC	01:15:19
12	R Wolfenden	M Titmarsh	SCORPION	Chipstead SC	01:15:29
13	Thomas Lambert	Grahame Smith	LASER 2000 spkr	Wilsonian SC	01:16:26
14	John Hewat	Jo Wicken	LASER 2000 spkr	Wilsonian SC	01:17:08
15	Simon Gilwe	Fiona Brett	SCORPION	Chipstead SC	01:17:49
16	Marinus Zivold	Julie Nuttal	MERLIN ROCKET		01:18:19
17	Chris Swinchatt	Nicky Marsh	SCORPION	Chipstead SC	01:19:46
18	Edward Lowes	Rob Spaighton	TASAR	Whitstable YC	01:23:23
19	James Bottoms	Anne Hulbert	GRADUATE	Tudor SC	01:26:17
20	Glen Bolton	Adam Sykes	FIREBALL	Datchet Water SC	01:31:52
21	Chris Bolton		LASER	OMSC	01:32:14
22	Ceilidh Higge	Alex Benfield	29er	Wilsonian SC	01:32:17
23	Laurence Trim	Robert Myers	WAYFARER	Bough Beech SC	01:33:03

2010 Hoo Freezer by Roy Winnett

The customary format is a practice race on Saturday and the Hoo Freezer on Sunday, but regrettably Sunday's race had to be abandoned. A north-westerly gusting over 30 knots and a prediction of strengthening gave grounds for the Coast Guard and Medway Ports to advise that the race should not be held, therefore Saturday's results were used to determine the Hoo Freezer prizes. The long-range forecast for gale force winds over the weekend probably accounted for just 39 pre-entries.

Saturday dawned with overcast skies and a shifty force 3 – 4 south-westerly creating tricky conditions for the 29 boats that ventured out with 8 failing to get a finish.

There were two starts, fast handicap PY less than 1000 and medium handicap PY 1001 – 1160. The Course were set to make full use of the river over top of the tide and give a variety of leeward, windward and reaching legs.

Neil Ashby/Sam Proctor (RS 800), after a hasty replacement of a faulty rudder just before the start, took an early lead of the fast handicap fleet with Simon Allen (Int. Canoe) in hot pursuit. Gareth Davies (Int. Moth foil) closed up on the leaders on the homeward leg, however on adjusted time Allen claimed victory to lift the Hoo Freezer Cup and Gun Wharf Cup with Ashby/Proctor runners-up, while Davies was relegated to 7th on corrected time. Meanwhile after several place changes, Steve Hall/Simon Highton (Lark), Tim/Sarah Parsons (Scorpion), Martin Brown/Max Caston (3000) and Janet/Alan Ritchie (Scorpion) led the medium fleet home for third, fourth, fifth and sixth prizes respectively.

Juniors Aaron Smith/Alec Rodgers (29ER) and Richard Whitworth/Olly Turner (Merlin Rocket) were also up with the leaders but an unscheduled swim for the youngsters held them to 8th overall and the highest placed youth sailor while Whitworth/Turner missed out a rounding mark, had to retrace their course but still picked up 9th prize on handicap. Mike Gower kept his Vortex powered up to be rewarded with 10th prize. Wilsonian's Brian Lamb/John Goudie (Wayfarer) and Grahame Smith/Tom Lambert (Laser 2000) battled for honours but finished outside the prizes at 11th & 13th respectively. Whereas a 12th place for R Wolfenden/M Titmarsh helped the Scorpions secure the highest placed class team prize.

Tom Sims awarded the Race Officer's prize to Marinus Zilvold/Julie

From the Commodore

Final the chances of snow are fading – that means the sailing season is almost upon us. Of course, for some there is no season and they are remaining active in the Warm-Up Series thanks to Mike Gower and his team. The Hoo Freezer has been and gone supported nobly by many club members on and off the water.

I took over as Commodore at the Annual General Meeting at the end of February. On behalf of the whole membership, I would to thank Paul for his sterling efforts to continue to improve and sustain the club during his tenure. We have completed almost all the items in the Club Development Plan he produced in 2008 and I look to continue this planning process. I would personally like to welcome Christine Godber as Rear Commodore and look forward to benefiting from her wise counsel.

An important decision taken by the General Committee and the AGM is for the club to apply for the RYA's Onboard status. This is a programme to improve junior participation and then enthuse their parents. It is expected to help us get a better chance of funding for equipment and training. A key element is the new Saturday racing club being organised by Jayne Lambert and Peter Horner, which starts May 15th. This is specifically designed to encourage Juniors to continue sailing after they have developed new skills in the various training programmes. The RYA are very keen to support this and buying new club boats for young Juniors with their help will be part of the new club development plan. You do not need to be a dinghy instructor or coach to support this. We need volunteers to support the racing activities and engage with new parents so we can create a sustainable future for the club. Please let Jayne and Peter know when you could help.

Our juniors have a fantastic role model in Tom Lambert who was recently awarded RYA South East Region Young Sailor of the Year award for all the efforts he has done in connecting Wilsonian with the community and raising money. Tom received his award from none other than Ben Ainslie at the London Boat Show. This follows on from the RYA community award he got late last year this time from Princess Anne.

A more mundane but crucial matter is the fact that the club have been throwing money down the drain recently (literally) due to a problem of a leak into the cesspit. It has had to be emptied several times this winter despite the minimal use of the clubhouse. As I write this, it is believed that the problem has been identified through the sterling efforts of Brian Warwick and Roy Winnett and their maintenance team. They are doing

some final checks and do not be surprised if some of the ground is dug up in front of the clubhouse in the next few months.

The winter weather severely disrupted the work party schedule. Despite this Roy Winnell and his team achieved many important improvements. We are indebted to Tim Kift and his helpers for installing the new generator and building the cage. Bernie Smith has spent many hours putting in the new security system. At a week's notice the team also organised the boarding of the boat 'cage' following another break in. All key holders and CDO's need to be trained on the new security system so please ask if you need it. Leaving the system off when the club is shut up is not an option as it will invalidate our insurance.

Financial pressures on the club continue to build in an environment where general economic conditions are not likely to improve. Our landlord is enacting his right to push through a rent review, which will see it double in the next four years. We are also now having the club professionally cleaned on a regular basis and this means we need to find another £4,000 a year just to stand still. The best way to combat these costs is to attract new members so I would ask all readers to think of ways they can encourage family and friends to come and learn about our exciting sport at WSC.

There was a successful Annual Dinner and Dance in January at the Birchwood Golf Club, which attracted 70 members. This year the event is going to be held earlier on November 20th so please put the date in your diary. We look forward to seeing you there. The house committee have already booked the Hog Roast for the Medway Regatta on July 10th.

As the season starts, look out for the new look website. Jason has spent many hours making the last version attractive to visitors and members. It has become clear that the site lacked flexibility and it is important that a variety of members can add content. To this end Jason has produced a new version which aims to be much more interactive with up to date reports, news and events. The website is already linked to a Wilsonian Sailing Club Facebook page. Why not join the Facebook group and see what people are talking about? *[I gather that you don't need to actually register on Facebook just to view this page. Ed.]*

To finish on an optimistic note: the sun is shining through the window and I am excited about the new season. I hope you are too. We look forward to seeing a strong Laser 2000 fleet led by Colin Treadwell alongside the Fast, Medium and Miracles. I think we are developing good plans for winning the challenge of re-establishing a vibrant Junior

For us it was a great chance to try different boats like the 800 and XX, Hannah got to try helming more and enjoyed her time in the 200... We even got to spend some time windsurfing.

Evenings were spent at Marga's, the local Steak and Pizza restaurant, when we were tired or a walk into Fomells or over the hill to the next bay along the coast when we were feeling fitter or a little more adventurous. Both are only about 20-30min from the hotel and although this was our honeymoon we met so many lovely people, and made so many great friends that we almost never ate alone!

All in all a great holiday that, although more expensive than some you will find, is thoroughly recommended. The combination of a perfect piece of water (that even the Spanish aren't allowed to use when the holiday centre is operating!) so much good quality equipment, a well staffed and friendly team of instructors in a warm, breezy and sunny location is hard to beat.

Ian Foxwell



Minorca sailing, our opinion

If you're stuck for somewhere to go on holiday next year and fancy doing some sailing while you're away, can we suggest Minorca Sailing. Hannah and I had the pleasure of two weeks with them and can thoroughly recommend it.

Based just outside Fornells at the north of the island, it is geared up for people who put their sailing first and their laying in the sun or sightseeing second. That's not to say that you can't have what my mother would call 'a normal holiday', just that it's focused on sailing. They have the complete range of boats from RS, the 29er, 29erXX, 59er, Musto and 49er from Ovingtons, along with boats like the Pico, single-handed Lasers, Vago and 4000 from Laser. And there are so many of them that you never had to wait for anything. If we wanted to try a boat they would rig it there and then and we would sail it... although we did go when the kids were back at school so it may be different at peak season!

The sailing water itself is a natural bay that has a relatively small entrance to the Mediterranean but which opens up into a vast natural expanse of water. It's just the right size. Big enough for all the different groups and classes to have their own space but not so big that any significant waves build up or that safety is ever a factor (there were probably 6-10 ribs out on the water most of the time)

We chose to stay at the hotel which was the perfect compromise between, smart, clean and comfortable but without the need to feel guilty about walking in with a wetsuit on when returning for lunch or at the end of a wet day's sailing. It was only a one-minute walk from the water as indeed were pretty much all the various different accommodation options, which included some very nice villas geared up for all different sizes of groups and/or wallets. Next time (and we enjoyed it so much I'm sure there will be a next time) we will probably get a group together and hire some of these self catering villas.

The days themselves were well organised. They encourage you to sign up to a group at the start of your week to give it some structure but the choice is yours. We joined the advanced asymmetric group the first week but in the second week Hannah moved to the beginner Laser course in the mornings to improve her helming. All the courses were well structured, but informal, so if you wanted to go and do your own thing you could. There were races each afternoon for those who wanted to compete, along with a video debriefing and GPS debriefing one evening each week.

racing fleet with the help of their new fleet captain Ed LeGassick, the training team and the Saturday club.

See you on the water.

Jeremy
Kestrel 1510



The Commodore caught on camera. The Editor hesitates to comment, but Mr Drummond points out that (a) it was some time ago, (b) nobody had told him that heeling a boat over was 'slow', and (c) he was leading the race at the time. Photo: Grahame Smith

MINUTES OF AGM ON 20TH FEBRUARY 2010 AT 19.00 HRS

Paul Thorpe (Commodore) chaired the meeting. 37 members were present.

1. Commodore's Opening Remarks:

The Commodore welcomed members to the 51st Annual General Meeting of Wilsonian Sailing Club. He said the 50th anniversary year had been successful with increasing membership and the completion of year two of the Club Plan. The latest investments included a new generator and the addition of "Wilsonian", the new committee boat, which he looked forward to seeing at the start of many races. He thanked all those who had given their support to achieve the Club's goals. He anticipated that 2010 would have its difficulties owing to the financial climate, and there was a possibility of a decline in membership of up to 15%. The Club was faced with a real review and further financial pressure had been caused by the recent break-in during which the controls of two boats had been stolen. This had prompted the enclosure of the cage. The work had been undertaken within a very short time and he wished to thank all those involved for doing such a fine job.

The Commodore said that the Merlin Chalice had been awarded to Ann Heather in 2009 for her continued hard work organizing and running the annual Junior Week. Additionally, a Commodore's medal was presented to Roy Winnett for the amount of work he had undertaken for the Club over the years.

2. Apologies for Absence:

Apologies had been received from K Cruadwell, B Dutton, D Fenech, N Fenton-Jones, M Fish, J Goudie, M Gower, P Horner, J Lambert, E LeGassick, L LeGassick, P Nudds, I Parris, J Ramsden, J & J Shenton, G Smith, P Smith, C Stevens, G Warwick, I Wyatt.

3. Minutes of 2009 Annual General Meeting:

On a proposal by B Warwick, seconded by M Vinton, and carried unanimously, the minutes of the 2009 AGM were confirmed as a true and accurate record, and signed by the Commodore.

4. Matters Arising:

None.

Secretary's Report:

Membership had continued to grow in 2009 and at the end of December stood at 218. 34 new members had joined during the year including a number of Juniors.

For a year-on-year comparison:

YEAR	2003	2004	2005	2006	2007	2008	2009
MEMBERSHIP	184	189	209	202	203	208	218
NEW MEMBERS	26	32	39	21	26	26	34



The pictures below, taken on Friday 4th Dec with mobile phone camera, show a lorry that was to empty the cesspit but was unable to round the lower hairpin and slid to the inside of the track. The driver contacted his office who sent a heavy duty rescue vehicle and eventually were able to tow him back onto the trackway. The driver said he hadn't done this, (our) particular job before and that the office should not have sent him in his large lorry, it should have been done with a smaller vehicle. However all ended well and he was able to drive out under his own steam.

How do we know all this? Roy Laphorn and I only went down to move our Wayfarer to the chicken shed and got stuck in the carpark for two and a half hours on the wrong side of the lorry.

Dave Burfoot



The 50th anniversary year had been marked in several ways – from social events, investment to improve Club facilities and documentation of the Club's history. It had been particularly pleasing that a number of former members had returned to the Club for the Open Day, a very successful event much enjoyed by those who attended. The House Committee was thanked for organising such an excellent day.

The Committee had been particularly delighted with the publication of Wilsonian Sailing Club – the First Fifty Years, researched and compiled by Martin Smith. The combination of the insight into the early days of the Club, the photographic record and anecdotes from members past and present made the book a fascinating read and a fitting tribute to the Club's first fifty years. Thanks and appreciation were expressed to Martin.

Meanwhile the Club had continued to support Junior events over and above the usual Club programme. In March a weekend of RYA SE Topper Zone Squad training was hosted, in September the KSSA Annual Regatta had been held, and in October, a 29er open meeting. Several of the younger Junior sailors had taken part in the KSSA regatta; for some this had been their first taste of racing.

The Club continued to maintain strong links with the Medway Council Sports Development Team and had also established a link with Thomas Aveling School, providing 6 weeks' training in May & June. The benefits of these additional efforts would be outlined a little later in the presentation about the RYA Onboard scheme.

Finally, the Committee wished to congratulate Tom Lambert who, in September, had been the recipient of an RYA Youth Community Award and in November had been chosen as the RYA SE Regional Young Sailor of the Year. Many members were already aware of the dedication and achievement of Tom over the previous few years. As Junior Fleet Captain he had helped raise money for Children in Need, secured grant funding for the Club training boats and had taken a leading role in establishing the link with Thomas Aveling School as well as assisting with training.

6. Treasurer's Report:

T Ayris said 2009 had been a challenging year in which much money had been spent. Although expenditure had exceeded income by £16849.89, the balance remained sound. There had been the following capital purchases during the year:

New Kitchen	£11725
New Generator	£ 9660
Committee Boat	£ 6500
Total	£27885

When the capital purchases had been taken out of the equation the Club achieved a surplus of £10936, compared with £10262 in 2008. After allowing for depreciation of £8204, fixed assets had increased by £23744.

Over the previous few years a good reserve had been built up. This had now been spent which was the correct thing to do because members would then see the benefit of their subscriptions. However, the Treasurer said she would not wish to see the current reserve further reduced.

At the end of the year the key fund liability had been reduced as seventeen Dinghy Park keys had been written off since they had either been reported lost or had not been returned by members leaving the Club.

It had been agreed that the new generator would be depreciated at a rate of 15% per annum allowing for a life span of 5-7 years and £1500 would continue to be set aside annually to cover future replacement costs.

Jane Drummond and Jayne Lambert and their team had achieved a good result with the kitchen and bar despite increased expenditure, with a surplus of £6664 (36%).

The new kitchen had been put to very good use for the excellent Christmas lunch organized by the House Committee along with additional helpers. This had been enjoyed by more than 60 members and family.

The kitchen and bar income was critical to the success of the Club being the second most productive income stream after subscriptions.

General running costs had been on a par with 2008 but cleaning had been a new expense. The figure of £1821.60 represented only part of the year, the annual cost would be approximately £4000. Owing to the greatly reduced bank interest rates, the interest earned on the reserve account had been derisory. Fuel costs had been down but this trend was not expected to be continued in 2010.

From a budget of £1500 for the expenses involved in the 50th anniversary activities, £1270 had been spent on the subsidy for the Summer Ball, prizes for the 50th anniversary race and printing the Club history.

Gift vouchers from Gillingham Marina had again been awarded as prizes at a cost of £850. Vouchers needed to be redeemed by 31st May 2010.

In December 2009 the Club had been informed by the landlord that the rent would be increased over the following three years from £4112 to £8040. Whilst the sum might have appeared shocking at first, it had been noted that the rent review was overdue by several years and when that was taken into account the increase had been in line with what had been anticipated. A contingency totalling £2000 had been set aside in the accounts since 2008 and this would cover the increase of £1888 in 2010. There would be further increases of £1000 in each of 2011 and 2012.

For the previous two years the accounts had shown a surplus in excess of £10000. The increased rent together with the cost of Club cleaning might result in this figure being greatly reduced in future years. In the event of a struggle to meet these additional costs the Committee would need to consider where to reduce outgoings, the most obvious

Medium Handicap Fleet Report

The sailing season is with us again and I wish you all good sailing.

I am pleased to announce that Graham Jenkinson has agreed to be the Medium Fleet Vice-Captain and, just to recall, Graham won a bottle of wine in 2009 for the best race attendance.

The latest news is the club is having The Dinner and Dance on the 20th November 2010 and the Sailing Committee has agreed to Award all the remaining Medium Fleet

Silver Ware at the Fleet Evening. It was felt that the Club is losing its History and Pride in sailing events and all Silver Ware should be seen by Members.



Both Merlin Rockets and Kestrels featured strongly in the Medium Fleet in 2009. Here Malcolm Levey and Bob Dutton jockey for position pre-start

These two decisions mean that the Fleet Evening will be in December 2010 or January 2011.

The Fleet Prize winners for 2009 were:

Spring Points	Saltpan Cup	Neil Lamprell
Early Summer Points	Reflection Cup	Jeremy and Jane Drummond
Late Summer Points	Erica Cup	Ian and Hannah Foxwell
Autumn Points	St Mary's Cup	Neil Lamprell

Please note all winners must return the silverware to Ian Parris by October 2011 to allow four weeks for the engraving to be done.

Bob Dutton
Kestrel 1616

Fast Handicap Fleet Report

As this is my first report I would like to start with a big thank you to Sam for the excellent job he did last year as fast fleet captain; I'm sure you will all join me in wishing him all the best in his exploits with those magnificent men in their flying machines.

I am writing this having just had the first proper "spring sail" with a warm (well compared to how it has been) wind, of just the right strength to keep you on your toes but not so much as to threaten capsizes all the time and a lovely sunny day; ah the joys of the Warm Up Series, no moored boats to get in the way and very little traffic on the river although we did have a large flotilla of motor boats through the course this morning.

Everyone came in with a big smile so lets hope this sets the trend for the rest of the year!

I am looking forward to more strong turnouts in the fleet this year; our 29ers especially continue to go from strength to strength, seems as fast as they disappear off to University more come in to replace them. They are certainly learning quickly whilst attending Open meetings and training weekends especially Aaron and Alec who seem to go increasingly quick especially in a breeze.

I am not currently aware of any boat changes or new faces appearing in the fleet; I am hoping that there will be at least 3 Vortexes out on a regular basis and I know there are others interested; if anyone wants to try the Vortex you are more than welcome to have a go in mine in the lunch break. I'm sure we will have all the usual suspects out in RS800's, RS400's, Steve and John in the 5000 causing massive wind shadows as they fly past and hopefully a few more 4000's appearing as well. So it should be an exciting prospect with competition all around the fleet. Perhaps someone will be able to catch Mark in his super fast canoe this year?

Let's keep our fingers crossed for sunny days and a wind that somehow makes every leg one that requires the kite [I can hear Canoe, Contender, RS600 and non-kite Vortex sailors spluttering even as I cut-and-paste. Ed].

Mike Gower

Vortex 1013

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place being Club cleaning. Spending would continue to be monitored very closely and ways of increasing income would be investigated.

The Committee had agreed to increase the emergency fund from £7500 to £10000. When the key deposits liability, the rent contingency, the boat fund and generator fund were added, it could be seen that a reserve of £18715 needed to be maintained before considering further expenditure.

Subscription and dinghy park fees had held up well in 2009 but it was felt there was a need to be prepared for subscription income to reduce in 2010. In view of the financial climate, the increase to Full membership subscriptions for 2010 had been kept to a minimum and dinghy park fees had remained unchanged.

Members were asked to encourage friends and colleagues to come and see what the Club offered. Continual recruitment was essential for the Club and consideration also needed to be given as to how to retain new members since year on year a considerable number of new members did not renew.

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

On a proposal by D Vettergreen, seconded by B Smith, the accounts were adopted unanimously.

7. Sailing Report:

The Warm-Up Series had looked to be in some doubt for want of an organiser, but a syndicate headed by Mike Gower had been put together and the series had run with its customary smoothness, though it had still been cold. Mike and the team were back in business for the 2010 series.

For the Hoo Freezer the Sailing Committee had encouraged Hoo Ness YC to allow longer courses to be set should weather conditions permit, to better show off the sailing waters. This had been done in 2009, to very good effect, with a course going downstream to 22, and the same criteria were in place for the current year's race.

Supremos had been appointed for open events, to ensure that all essential safety and organisational points were taken into consideration. Subject to better definition of the Supremo's role this appeared to be a good way to proceed so as to ensure that all aspects had at least been correctly delegated, the Supremo being credited with an extra day's duty-done to allow for preparation before the big day.

A decision had been taken not to use Pin-Up buoy as a racing mark because it was habitually occupied by moored barges. There were now two Pin-Up buoys, usually both occupied, that presented a real hazard on windy or very light-air days; members were advised to keep well clear.

Equipment check lists for the RIBs were now in place after it transpired that some crew members had been unaware that certain life-saving equipment was onboard. Crews were asked to consult the list and check that everything was present and correct before

Miracle Report



At the time of writing this, we're nearing the end of a long and bitterly cold winter, or so I keep telling myself. We can look forward to those warm, balmy summer days that we'll spend sailing on the Medway. Forever an optimist! It may be that the cold weather has prevented you from doing the work you intended to do on your boat over the winter, but do remember that the main sailing season starts on the 28th March.

It has been great to see a number of new Miracle sailors joining the fleet over the past two years, and most of them have young families. The Miracle fleet was family orientated until all the children grew up, so we can now look forward a new influx of junior crews. Gary Mills has re-joined the club this year, intending to sail with his son Adam. Hopefully he'll make good use of Miracle 3805. Andrew White has recently acquired Merlin and hopes to sail with his daughter.

Early in the season, I hope to arrange for some training mainly for the newer sailors in the fleet, but of course, anybody will be welcome. By the time this is printed, this training will probably already have happened.

The Nationals are being held at Beaumaris, on the Isle of Anglesey this year, from 8th to 14th August. It would be great to see some of the newer members joining in. It's a really good experience, whatever your level of sailing. Details of this and other Open events can be found on the Miracle website www.miracledinghy.org and you can also print off an application form to join the Miracle Association.



Peter Warnham enjoying one of the Novices' Races in 2009

Photo: Roland Trim

Lesley 3722

ranged by the club's cruising secretaries. That way, we support their work and the club, and benefit from the safety cover they've arranged

Training

We will be arranging a number of training sessions for the Fleet, including boat set-up and tuning, heavy wind sailing/gybing/tacking, racing rules and helm/crew swapping for anyone who may be interested.

Social events

I feel that fleet social interaction and enjoyment onshore helps to foster better on-water activity and turnouts. We are currently considering a mid-season Saturday day trip by coach to Bruges or France, a mid-summer BBQ at the club after one of the training sessions and ending the season with a tenpin bowling outing. If anyone has any ideas or preferences for social activities, and better still if anyone is happy to arrange something on our behalf, please do let me know. Again, please keep a close eye the noticeboard at the club and your email inbox.

Mast-head floats

It was agreed at the recent Fleet evening that, when conditions were such that capsizes were quite likely, we would all aim to fly mast-head floats to help in avoiding total inversion and the associated risk of a damaged mast. This would also help those who may be inclined not to take such a sensible precaution for possible fear of looking ridiculous, and would particularly help our less experienced colleagues in the fleet. It may even help to achieve a better result! Clearly, this idea will not be mandated, but your co-operation would be welcomed. On the days in question, the course-setters will write on the course board something to the effect of "Mast Head Floats recommended for this race"

Finally

Finally, please allow me to remind you to join, or to renew your membership of, the Class Association if you haven't already done so. Whilst you may not necessarily benefit directly if you don't intend to race in open events, the Association, offers loads of available help, useful tips and information on the boat itself and/or sailing/racing her. Also without the Association, the class would simply die altogether as a result of the second hand values plummeting. Membership is just £15 per year.

I hope you all enjoy your 2Ks in a great season ahead. Fingers crossed for some decent weather and happy sailing for 2010.

Colin 22258

hitting the water.

The Wednesday Series had again run successfully, thanks largely to a few willing volunteers. More volunteers were needed to help with the organisation and in particular someone prepared to oversee the Series' duty list to ensure all duties were filled.

The Juniors' Fallout Trophy had been re-designated, owing to poor support for Junior Racing on the mornings of Commodore's Race days. Instead, the trophy would be presented to the aggregate winner of racing on Junior training days and Junior Week.

At the other end of the age scale, the Crundwell Trophy was now awarded to the person over 65 who had the most points in Commodore's racing.

Guidelines both for Fleet Captains and for the organisation of open meetings had been approved.

Club cruises had once again been a feature of the sailing calendar, including a trip to Whitstable, thanks to joint Cruising Secretaries David Wraight and Derek Zobel. Cruises to Leigh on Sea and Queenborough were planned for 2010.

The Club, in common with many others, had begun making weekly returns of racing results to the RYA in order to assist better updating of the national Portsmouth Yardstick system. As a spin-off from this, the RYA provided clubs with data showing the PY's achieved by the various classes sailed within the club. As a result, it was possible over the course of the year to establish a Club yardstick for the V3000, the handicap number of which was allowed to float until the end of the year. It would in future be reviewed annually.

The Club had again successfully organised the Medway Dinghy Regatta, this time with 89 entrants and no significant problems.

Likewise, the KSSA regatta had gone very well, with competitors and their parents leaving happy despite a less-than-ideal wind.

The 29er open, by contrast, despite first class organisation had suffered from a lack of visitors. One conclusion was that to have a reasonable hope of adequate attendance, an open must be on the class's travellers' points-earning circuit.

The Inter-Club Challenge Finale with MYC has itself been challenged by inadequate or excessive winds throughout its history, and 2009 was no exception when the racing had to be cancelled for want of wind. It had since been decided not to hold a Finale, but instead to extract the results of the challenge from those of the Marathon, the Grand Prix and the Regatta. It was still hoped to hold a social evening, probably in the winter.

Boat washing in the dinghy park had again been a problem, in particular because in addition to blocking the passage of others, the washing could tend to erode sand from the block paving. Members were reminded that boats should be washed only on the beach and notices to that effect had been placed.

Finally, for the Winter Series a further mark to be used, namely MYA1, had been established to ensure that adequate safety cover could be provided in the cold conditions.

8. Committee Reports:**Bosun**

A new Committee Boat had been purchased and Puffin had been sold. One of the tubes on Kittiwake had been punctured by the bolts on the boat house door. The bolts had now been removed and a patch fitted on the tube. Care was required when putting the boats away to avoid damage.

Unfortunately, the cage had been broken into a few weeks previously and the engine controls, a radio and an echo sounder had been stolen. It was, however, anticipated that the boats would be repaired in time for the Hoo Freezer. The cost of the break-in amounted to almost £1000 and the cage had since been reinforced. There was a possibility that equipment could be marked with Smart Water.

One handheld radio (No.2) was missing.

Club Dinghies:

After the mast foot and deck on one of the old Lasers had failed, the Club boats now comprised two Lasers, two Visions, two Fevas and five Toppers. It was hoped to renew some of the older boats in the forthcoming year, should funds permit.

Training:**Power:**

Two Powerboat Level 2 courses had been scheduled. The first in the early part of the season attracted several members who had completed the RYA Club Race Coach course, but did not have the required powerboat accreditation, and newer members wanting to gain RIB driving experience.

The second course in June had again been well-supported by members wanting to gain the certificate in order to qualify for the Safety Boat course later in the year.

Two Safety Boat courses had been held. One PB2 certificate holder from Chipstead had attended to gain his tidal endorsement but after experiencing strong wind over tide conditions and being assured by the Chief Powerboat Instructor that the safety boat crews regularly dealt with difficult lee shore conditions to assist dinghies, he realized that his boat handling skills, whilst adequate for inland lakes, required fine tuning for tidal waters, so he subsequently signed up for the Safety Boat course.

The Club again ran RIB training sessions for Juniors with a view to participation in the RYA Honda RIB challenge. The days were enthusiastically attended by so many Juniors that it became necessary to hold an in-house mini championships to select the entrants for the regional final at Bewl. At the latter event Tim Butler won the Junior section and Adam Birmingham controversially missed out on first place in the U16 category by one second. Tim went on to represent Wilsonian SC and the SE Region at the final at the Southampton Boat Show.

Sailing:

In March ten new Dinghy Instructors were trained and in April, four members com-

May 30/31 - Open meeting at Bough Beech

June 26/27 - Open meeting at Weymouth (on the 2012 Olympic waters)

October 16/17 - Open Meeting at Rutland Water

There are plenty of other excellent venues to be found on the Association's web-site, and on our new noticeboard in the clubhouse.

In addition to the formal Association events, do please remember the Medway Regatta on 10/11 July. We had an excellent turn-out last year and it would be great to see a repeat or even an improvement this year. What a sight it must be if we can get 15 boats out over the weekend!

Finally, on 4/5 September we have the Broxbourne Regatta, which is always a thoroughly enjoyable weekend away – just ask John Hewat, Jonathon and Ann-Marie, Paul and Jayne, or Roy and Geoff. I would recommend it to anyone who's not been before. The 2K is an ideal boat to take, and it's a good venue for sharpening your boat handling.

Nationals

This year's Nationals are to be held at Sidmouth, a beautiful spot on the South Devon coast, from 22nd to 27th August. I understand a good contingent of WSC 2K's are intending to come along. If anyone would like more details on the event or local accommodation, please let me know.

Course-setting

I am very keen to ensure we have a good variety of courses, and would actively encourage anyone who fancies taking a turn at setting a course to do so. All I would ask is that you bear in mind the following points:

- ensure you get your course up early, so that other fleets have to work around our course rather than vice versa
- if other fleets have already put up a course, please ensure you don't end up rounding marks in the opposite direction to that fleet(s)
- consider the conditions and the capabilities of all those racing, particularly the weather in relation to any less experienced competitors
- consult one of the more experienced racers in the Fleet, or indeed the race officer, if you have any concerns or doubts
- you set a course. that you would like to sail

Cruise

A good number of people have expressed an interest in a fleet cruise and, to that end, it would make sense to join one of the club cruises ar-

LASER 2K FLEET REPORT

I would like to begin this, my first, report by once again saying a big "thank you" to Nik and Cathy for their stewardship of the 2K Fleet last season. They will indeed be a very hard act to follow.

I would like to welcome Jo Wicken to the Fleet, and look forward to seeing her 2K when Tim allows her time off from the 59'er.

I feel I must make an apology to Paul Thorpe, and hope that by so doing I don't cause Paul any undue embarrassment. At the formal fleet evening back in November, Paul kindly agreed to stand as vice fleet captain, along with Roy. Unfortunately, Paul's name didn't make it into any of the AGM paperwork and thus was never made public; I sincerely apologise personally to Paul for that oversight.

For my part, it feels really great to be part of the 2K Fleet, and I am really enjoying my sailing at the Club once again. Having moved from handicap racing, albeit entailing fast and sexy sailing, I find myself once again doing what I love most – single-class, boat-on-boat racing followed by a good old laugh in the bar afterwards without anyone feeling hard done as a result of PY equitability or the prevailing conditions being advantageous or otherwise to one boat or another.

While I've been part of the Fleet for less than a year, it seems much longer than that, and I really would like to say a second "thank you" to all members of the Fleet for making Lauren and I feel so welcome.

We enjoyed an excellent pre-season get-together on the Saturday prior to the Ice-Breaker, with a satisfying meal followed by some excellent discussion, resulting in a number of good ideas for class development.

We have a new noticeboard in the clubhouse, situated to the left of the upstream patio doors. I will keep you posted of thoughts and plans both there and by use of e-mail, so do please take a regular look. I can assure you that this will not just sit idle with notices left on display long after their sell-by date.

Open Meetings

Whilst I always enjoy open meetings, I always find it so much more enjoyable to attend with other club members, creating comradeship and better social enjoyment. Here are some events that I intend to go along to and hope that some of you may wish to come along and join me:

April 10/11 - Laser 2000 Training at Grafham Water

May 1/2 - Open Meeting at Lee-on-Solent

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pleted the RYA Club Racing Coach course. Fourteen members qualified as First Aiders in March and April.

Dave Halley gave a presentation on the changes to the Racing Rules 2009-2012.

Three training sessions were held for the Medway Sports Development group and six sessions for pupils from Thomas Aveling School. Thirty-two youngsters attended a very successful Junior Week.

Two days had been arranged by request for basic skills practice and as a refresher but these had been poorly attended. In October & November a Level 2 course was held.

In 2010 sailing training would again be offered to the Sports Development group and Thomas Aveling School. Additionally a Start Racing, Level 1 and Level 3 course was scheduled. There would be seven Junior sailing days, six Honda RIB training sessions and a KSSA training in October. One Advanced Powerboat, two Safety Boat and two Powerboat Level 2 courses would be held.

One of the biggest constraints in providing the youth training was the lack of RYA Senior Instructors. There were presently three – Peter Homer, Brian Warwick and Tom Sims. An SI was required to be present for any training and this had proved difficult for the school's training because this took place on a weekday afternoon. For the new Junior "Saturday Club", however, no SI would be required since this involved racing rather than training.

House:

The beginning of the year had been dominated by the purchase and installation of the new kitchen. It had been a great improvement and certainly provided a worker-friendly environment for the kitchen staff.

There had been a good turnout for the 50th anniversary Open Day. A barbecue had been served at lunch and proved very popular with the many visitors.

The 50th Anniversary Ball, attended by 150 people, had been held at Oakwood House in Maidstone. This had been a great evening. Thanks were expressed to all those extra Ball Committee members who had assisted in the organization of the event.

The Regatta weekend had inevitably been a very busy time for the House Committee, requiring much organization to ensure sufficient food to feed all the guests, and enough helpers to keep everything running smoothly. It was felt that a few additional helpers in the kitchen would improve the running of the event in 2010.

At the end of the Winter Series, a three-course Christmas dinner had been served to more than sixty members and guests. This had been a very successful event.

The annual dinner and dance, attended by 70 members, had been held at Birchwood Golf Club. The meal had been good and the band had managed to get most people up on their feet!

The House Secretary said the Committee was keen to encourage members to come forward with any suggestions for improvements and alternatives to the weekly menu. Any

17 July – Cruise to Queenborough, or

17-18 July - Cruise to Leigh on Sea, with overnight stop.

Please email David at DWWraight@aol.com or phone 01634 295440 with your preferred options if you would like to join a club cruise in 2010.

David Wraight and Derek Zobel

Joint Cruising Secretary and 38th&40th Strood Sea Scouts.

Junior News

On Saturday 15th May 2010, Saturday Skimmers will be launched.



It's a new Saturday morning junior racing series for all junior members, just come along 10:00am to 1:00pm. You do not need to own your own boat, we have club Toppers and Fevas, new sailors can team up with experienced racers. We need parents to help set things up and get our club race-tuned.

Juniors now have their weekly event, racing and training with Peter and his team of instructors (see the sailing calendar for training details).

Any club members who are able to help on any Saturdays, please contact Jayne Lambert on 01634 713859, email jayne.paul@fsmail.net.

CLUB REGALIA

DO YOU NEED A NEW SWEATSHIRT FOR THE 2010 SEASON?

I will be placing an order with our clothing supplier very soon. If you need anything please contact me as soon as possible.

Tel 01634 251446 or e-mail gwarwick@tiscali.co.uk

Thank you

Gill Warwick

Cruising News

Cruise To Aylesford 2009

For many years I have heard older club members talking of past club cruises to Aylesford and while our Scouts have done a few up river cruises, including some with overnight camps, we have never made it to Aylesford. So, 2009 and time to both renew a club tradition and for the Scouts to enjoy a new cruising experience. On the 9th May 2009 following some very careful calculations by Derek Zobel to ensure both maximum tidal flow to Rochester Bridge and sufficient clearance under Rochester Bridge a small flotilla of Scouts and club members set off to meet the challenge.

With a steady following breeze the boats made comfortable progress to just outside of Aylesford when a drop in the wind meant a brief tow for the last nautical mile or two. The unique collection of Neolithic monuments suggests occupation of the area before the building of Stonehenge and our steady progress, always accompanied by the flora and fauna rich chalk downland rising out of the Medway's classic meandering valley, allowed the observation of historic landscapes and buildings from the earliest times, through to the 17th century developments in the cement and brick industries - developments which resulted in Kent's own dark satanic mills until the beginning of the 20th century. The more modern Aylesford paper mills and a drop in the wind brought an end to such relaxed reflections but a quick tow was rewarded by the picturesque medieval village of Aylesford and a nicely kept pint from one of the village's fine pubs. A couple of passers-by were interested to see the dinghies this far up river; it is more the territory of canoeists (occasionally including our Scouts), rowing sculls and the uncertain capabilities of the motor cruiser.

After a pleasant lunch and tow back past the paper mill we found that wind had turned and we now had a following, if light wind, for the journey down river. Progress on the return journey was slower but after an eight hour day of easy and relaxing sailing we arrived back at the club.

For 2010 we have a number of cruising options for club members to consider:

5 June 2010 – Cruise to Queenborough, or

5-6 June - Cruise to Leigh on Sea, with overnight stop.

ideas for future social events would be welcomed. One member had offered to cook a Thai meal and it was hoped to arrange this in the spring. It was planned to have a hog roast at the 2010 Regatta and if anyone had any contacts who could help they were asked to let Jane Drummond know.

Finally, an appeal was made to any cake bakers in the Club. Home made cakes had proved a popular item and anyone who could help or knew someone who would be happy to bake for the Club was asked to let Jane know. Expenses for ingredients would of course be paid. It would be great to be able to offer more home-cooked food.

Duties:

Grahame Smith had completed the duty roster but there were still 50 slots vacant. Members were asked to consider how these duties could be filled without requiring everyone to undertake more than two duties. The Duty List would be issued at the beginning of March in the yearbook, but an up-to-date list would be maintained on the website, thereby notifying any swaps by members or vacancies subsequently filled. The yellow blocks on the website list indicated vacancies. Anyone who felt they could fill one of these was asked to contact the Duty List Secretary.

Publicity:

J Ramsden had put a content management system in place that would enable others to update the website. This was due to be implemented the following month when training would be given to key personnel.

Maintenance:

The refurbishment of the kitchen, purchase of a new generator and committee boat had necessitated the curtailment of some of the winter work projects until the following year. This included the levelling of the soil and laying planings/crushed concrete in the car park and south-east corner of the dinghy park.

The good fortune with the weather, experienced in previous years, had deserted the Club this year. The first weekend had had to be cancelled; 6 – 8 inches of laying snow, forecast of more to come, sub-zero temperatures, gale force winds plus the Maintenance Co-ordinator being unable to get out of his drive.

A high tide midday the following Sunday prevented the preparation of the shuttering, so the plan to repair the pathway above the upper slip on the 23rd had had to be abandoned for 2010. However, it turned out that this was probably for the best, as the ducts that drained the water from the base of the seawall would have been covered up. It was now planned to install a drainage system on the Dinghy Park side of the sea wall, that would be taken through the wall, prior to making any improvement to the path.

After lengthy investigation the problem of ground water getting into the cesspit had not been resolved and this was proving costly to the Club. Further investigation was ongoing.

Misfortune continued when the boat cage was broken into and Bluebird and the new committee boat were vandalized. It was agreed that added protection of the boats was

urgently required. Under the supervision of Brian Warwick the walls and doors of the cage were covered with Stirling Board and reinforcing mesh fitted under the roof covering, as well as other security improvements.

Despite these setbacks a new fence had been erected along the western boundary and rear of the Clubhouse, the potholes in the top track had been filled with planings, Blockhouse had been cleared out and the race box door repaired. The slipways had been pressure washed, leaves and moss cleared from the gutters and roof and drainage ditches cleared.

Additionally a new generator had been installed and the cage extended, the cold water header tank had been removed, the balcony doors had been repaired and fireproof plasterboard had been fitted in the cleaning cupboard. Finally a security system had been installed.

Thanks were expressed to all those members who had turned out to help along with the House Committee who had kept everyone well watered and nourished.

However, in alphabetical order, extra thanks went to: Duncan Griffiths, Tim Kift, Brian Lamb, Geoff Lambert, Tom Sims, Bernard Smith, Colin Treadwell, Brian Warwick, Jo Wicken and Ian Wyatt.

The Commodore thanked all those who had given reports to the AGM and said these showed just how much had been achieved during the year.

9. Amendments to Club Rules:

The amendments to the Rules had been prompted by the General Committee's desire to clarify the existing Rules to better comply with the Community Amateur Sports Club (CASC) requirements and to clearly define a workable appeals procedure.

On a proposal by T Sims, seconded by D Tozer and agreed unanimously, Rules 10 (c), 22 and 25 were amended to read as follows:

10.(c) The General Committee may refuse membership, or remove it, only for good cause such as breach of any Club Rule(s) or conduct or character likely to bring the Club or sport into disrepute. Appeal against refusal or removal may be made to a minimum of two Flag Officers and two Trustees. An individual whose membership has been removed or refused shall not be permitted to participate in open events held at the Club nor be introduced to the Club as a guest.

22. Any Officer of the Club or any other person who has received the authority of two members of the General Committee may expel temporarily or permanently any person who has the right to use the Club premises under Rule 21 and/or Rule 25.

25. Any member may introduce as his or her guest any person providing that the member so introducing enters the name and address of the said guest in a book kept for such purposes and at no time leaves the Club premises while the said guest is thereon. No member may introduce more than four guests in any one day. No person may be introduced as a guest more than six times between 1st January and 31st December in any one year other than for social events. No member may introduce any person who, to

- Additional support for our junior programmes

To get Onboard accreditation we have to fill out a form and outline the programmes we already have planned:

- The Thomas Aveling After-School programme – Tuesday's in May and June
- The Sports Leader Development programme – Friday evenings from April 30th
- Junior training programme including Junior week.
- The new Saturday morning Junior racing club starting May 15th

So what can you do? We need volunteers to support all the above programmes. You do not have to be a dinghy instructor or coach. We need you to help with the racing and enthuse visitors with the excitement of sailing. Please come along and help or talk to Jayne Lambert, Peter Horner or a Flag Officer if you want more information.

Calling all Cake Bakers



The House committee would appreciate any volunteers who can help make cakes for Sunday sailing on any week of the season.

All expenses paid.

Just let us know when you could bring them in.

Please contact Jane Drummond: 01732 840830

RYA Onboard – What is it and why bother?!

RYA Onboard is an initiative to get more Juniors sailing regularly and to improve the sustainability of local sailing clubs. In these uncertain economic times we must ensure we are taking all opportunities to maintaining our membership numbers in all age groups.



The current economic climate means that people are continuing to be more discerning about how they spend their money and leisure time. We have had some notable successes with Juniors recently;

- Alec Rodgers and Aaron Smith finished 14th in the 29er British Nationals
- Tom Lambert was presented with the RYA South Eastern Region Young sailor of the Year at the London Boat Show by Ben Ainslie
- Steph Wicken was 4th U17 girl in Laser Radial Worlds in Japan
- Tim Butler represented WSC in the Powerboat driving championship at the Southampton Boat Show

.....and yet we currently have no regular Junior-focused racing.

Juniors are crucial to our future and if we can get more Juniors sailing regularly perhaps we can encourage some of their parents to join us too. The more members we have the less pressure there is on duties and club finances.

The RYA Onboard initiative is aimed at getting more Juniors sailing regularly, in particular, those with no current connections to sailing. The objective is to connect local sailing clubs up with community groups and schools. A key element to getting accreditation is that clubs have a plan for Juniors to continue sailing after their initial taster sessions. If you want to know more please go to www.rya.org.uk/programmes/onboard

Key benefits to WSC of getting the accreditation from the RYA are:

- Additional funding streams available
- Make our funding applications more attractive
- More publicity

their knowledge, has been refused membership of the Club, or whose name has been struck off the list of members for any other reason. No guest may bring a boat to the Club other than to participate in an open event held by the Club.

10. RYA Onboard Scheme:

J Drummond gave a presentation about the RYA Onboard Scheme – a programme devised to encourage youngsters aged six to eighteen into sailing. At present the Club had a stable membership, although it was always looking to fill the duty list. A full training programme with a number of school/youth connected programmes was offered but there was no regular Junior racing. Onboard was a nationwide programme, supported by the RYA, with a target to attract 10% of those introduced to sailing through the scheme into regular participation in the sport, and secondly, to attract their parents into sailing.

The RYA offered support to Onboard clubs through access to their development officer who would be able to make links with schools and offer practical on-site assistance. There was the opportunity to share ideas from other clubs for capturing new members and stabilising the junior membership plus increased opportunities for funding, both from the RYA and outside organisations. Additionally there would be increased publicity through having Onboard status.

In order to investigate the possible benefits, three Committee members had attended a presentation by the RYA in October. Then, in February, the regional RYA representatives had visited the Club and discussed the opportunities available with members of the Committee and instructors and the General Committee subsequently endorsed the proposal to join the scheme.

The question was how should the Club take this forward? About 95% of the criteria were being met already through links with the Scouts, Thomas Aveling School and the Medway Volunteers. Key points that arose from discussions with the RYA were that the final training sessions of the above programmes should be integrated into regular Club training. The three actions for Wilsonian SC were to involve participants in the proposed Saturday morning racing, find easier ways for parents to support their children, for example by offering some sort of "Guardian" membership, and to apply for more grants.

In joining the Onboard programme the Club would be looking to gain consistent junior participation, additional funding from grants, and ultimately, a sustainable club with the culture and opportunities that were valued by all.

On a practical level members could support the Saturday morning racing sessions and/or the afternoon and evening sessions with Thomas Aveling School and Medway Volunteers/Sports Leaders. It was emphasized that there was no requirement to be an instructor, just come along and help.

On a show of hands, these present gave their unanimous support to the proposals.

It was pointed out that, with three universities on the other side of the river, there was another potential source of members. Tentative enquiries had been made by some students from Greenwich University in November but they had then failed to attend the

arranged meeting at the Club to pursue the options. However, J Drummond said he would go back to the RYA and ask for their ideas on encouraging students into Clubs, although their age group was outside the Onboard scheme.

T Sims informed members that one of the key points raised during the recent RYA presentation was that the Club had not been charging enough to participants. The RYA recommended a charge equivalent to the cost of a Junior membership. Then, on completion of the training programme, the youngsters could continue as Junior members and integrate into the Club's junior programmes. The biggest obstacle was seen to be how to make the opportunities for the children easy for their parents and this would probably involve devising a new category of membership. Overall, the target set by the RYA was to retain one in ten of the participants in the sport.

POSITION	NOMINEE	PROPOSER	SECONDER
COMMODORE	Jeremy Drummond	P Thorpe	G Lambert
VICE COMMODORE	Paul Thorpe	M Vinton	A Heather
REAR COMMODORE	Christine Godber	J Drummond	R Winnett
SECRETARY	Jo Wicken	P Rodgers	C Godber
TREASURER	Trish Ayris	R Winnett	J Wicken
HOUSE SECRETARY	J Lambert	B Warwick	C Treadwell

GENERAL COMMITTEE (6 places)

Roy Winnett]		
Brian Lamb]		
Colin Treadwell]	A Heather	P Horner
Martin Vinton]		
Paul Rodgers]		
Tom Sims]		

HOUSE COMMITTEE (6 places)

Jayne Lambert &]		
Jane Drummond]		
Carole Johnson]		
Sandra Smith]	B Lamb	M Vinton
Carol Rodgers]		
Alison Williams]		
Derek Zobel]		

BOSUN	Geoff Lambert	T Sims	B Lamb
SAILING SECRETARY	VACANCY		
AUDITOR	Ken Crundwell	T Ayris J Wicken	
TRUSTEES	Martin Fish, Bernard Smith, Roy McLeod, Dave Vettergreen		

CLASS CAPTAINS

FLEET	CLASS CAPTAINS	VICE CAPTAINS
Miracle	Lesley O'Rourke	Paul Nadds
Handicap (Fast)	Mike Gower	Alison Williams
Handicap (Medium)	Bob Dutton	Graham Jenkinson
Laser 2000	Colin Treadwell	Roy Winnett/Paul Thorpe
Handicap (Juniors)	Edward Le Gassick	VACANCY

The above were all elected unanimously.

T Sims said that not having a Sailing Secretary in a racing club such as Wilsonian was an abomination.

12. Any Other Business:

J Treadwell asked the Committee to come up with some way of dealing with the problem that after a social event there was a mass exit with no one undertaking to lock up. She asked for a named person to be allocated to this task for social events.

P Thorpe said that his two years as Commodore had now come to an end. Much had been spoken of the various concerns affecting the Club, but the very fact that people were being informed showed the Committee had a good handle on matters. He said the commitment of volunteers and the way they contributed their time to the Club was brilliant, and the envy of other clubs—the achievement was apparent all around. He thanked everyone for their support during his time as Commodore, and to those present, for coming to the AGM.

13. Closing Remarks:

The new Commodore, Jeremy Drummond, thanked P Thorpe for the leadership he had shown. Paul had initiated the concept of a Club Development Plan and, with the support of members, had achieved everything set out in it, resulting in improved facilities for the Club. The Commodore said he hoped to continue that improvement and match the achievements of past Commodores. He looked forward to working with the Committee, using his strengths to bring the Club forward, and drawing on the assistance of others to cover weaknesses.

Finally he welcomed Christine Godber as the new Rear Commodore.

Meeting closed 8.41 p.m.