

HELP OUR
HOUSE
COMMITTEE

2014
the year of
the
Blaze?

31 1/2
Spring 2014

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Welcome to the Spring edition of 31 ½!

I hope you are all looking forwards to another year packed full of sailing. The season is already well underway for some (and not stopped for others!). There has been a busy pre-season of inland sailing, Hoo Freezers, dinghy shows, fleet dinners and warm-up series. It certainly seems that everyone is looking forwards to the rest of the year. I for one am really looking forwards to racing my new streaker this year!

There have been some changes over the winter, with new fleet captains and committee members and I have had a go at reformatting the magazine!

This edition is packed full of reports and articles and the minutes of the AGM. Please do keep sending in your articles and pictures throughout the year, it would be especially good to see some more articles about our boats. See Stewart's 'Why I Like the Blaze' for some inspiration. Next copy date is June 14th - pop it in your diaries!

Good sailing!

**Amy
Streaker 1675**

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Front page: Chris Ashby takes part in the Wednesday Evening series in his RS100.



From the Commodore...

I have come back from a week of sunshine on the slopes of Courcheval to a busy week. Medway Regatta planning meetings are underway, only to find out today that the Admirals Cruise is the same weekend and also the Medway River Festival, the only thing that doesn't clash this year is the Medway Keel Boat Regatta run by MYC.

retirements, with some new members as Flag officers and on the General Committee. Tom Sims, Peter Horner and Trish Ayris all retired from their significant roles, having done 53yrs between them.

Tom Sims has been Training Principal for 25yrs, a position that had to be approved by the RYA to oversee the Training Safety and Powerboat Instruction. The Principal holds overall responsibility for compliance with the recognition of guidelines, which primarily covers standards of safety and instruction during RYA training. We wish him well and thank him for all his hard work and dedication. On Tom's suggestion Paul Thorpe has stepped into Tom shoes and I wish him well in his new role.

Trish Ayris has been looking after our accounts so diligently for 13 years with a short career break in between. She has guided us in the right direction with our accounts, paid our bills, handed out budgetary advice and also made us aware of how we should budget and control the club money. This has kept us on a sound footing through difficult economic climate. Trish will be ably taken over by Alan Bailey and good luck to him too.

Peter Horner has been Chief Sailing Instructor for 15yrs and has organized RYA 1 2 and 3 courses for many years. He

I've just taken a telephone call from Jeremy in New York letting me know that the 'Inspired Facilities Grant' Application for £44,000 from Sport England has been granted to us, this is truly great news.

This grant is to repair the upstream slipway, that at present is too hazardous and steep to use and partially eroded due to tidal action. Therefore it is off putting to anyone to use especially our younger groups! The repair of the slip would enable us to get boats in and out of the water more quickly and stop congestion at the other slipway. It would also save wear and tear in the our downstream slipway against tidal erosion.

This is truly an inspired bit of grant applying by Jeremy who put many hours into the application and got letters of recommendation from Vaughan Hewett (the past Mayor of Medway) and many others. Thank You Jeremy you will be remembered for this.

Kent Schools Sailing Association had planned to host a coaching day at Downs SC on 22nd March, as part of the Winter Training program leading into the National Schools Sailing Association Regatta there in July. However, Downs SC is currently having significant work done to the building, which will not be completed in time, so they needed another tidal venue to host the event. We were asked by Sam Rowe are regional development officer if he could relocate the event at WSC. I was very keen to help out as it meant that some of our Juniors could take part.

Our new enthusiastic Training Team rallied together to provide safety boat cover and food, so we are hosting the coaching for about 33 juniors at WSC this weekend along with KSSA qualified volunteers for coach and other safety cover .

The AGM on February 22nd saw in quite a few changes and some significant

has presented hundreds of figures to the RYA to ensure we stay a recognised RYA training establishment and he has also organized instructors for 15 Junior Weeks. Peter's role has been taken over by Tom Lambert and it is good to see some of our younger members taking on some of the club roles.

I also welcome Jayne Lambert onto the General Committee with an extended view for her to take on a Flag Officers role later. Last but not least Martin Vinton was voted in as Rear Commodore. As one comes, another one leaves, and we wish Mike Gower and Theresa all the best in their new venture in Norfolk.

We are, however, still

desperate for a House Secretary and House Committee members so if anyone feels they have some spare time please get in touch with me, Carol Rogers, Nina Wallis or Derek Zobel.

We welcome Richard Tutt as our new Junior Fleet captain, Rachel Sheridan as the 2000 representative and Stewart Robertson as Blaze Class Rep.

The Adult Improvers proved to be quite a success last year. We managed to get 3 half days of coaching with Andy Kerr, which proved very beneficial to all and are currently having discussions with Sam Rowe (our regional development officer) to see if he can give us the time again. We have also safety boats courses at the end of April

and are introducing modular sailing sessions to be run for RYA level 1 & 2 courses. These have been encouraged by the RYA regional development officers.

I hope you might also notice the new Signing on Board that Bob has made to go outside the Block house! He took endless hours getting the strips of lines straight, bearing in mind he only has one good hand, and it adorned our lounge floor for about 2mths so do take a look!

Wishing you all a very good season

**Christine Godber
Commodore WSC
Hartley 12 1214**

ADULT IMPROVERS SATURDAY MORNING COACHING

with RYA COACH ANDY KERR

5th JULY, 2nd AUGUST AND 27th SEPTEMBER 2014

SKIMMERS STARTS 5th APRIL

ADULT IMPROVERS STARTS 24th MAY

OPEN DAY 17th MAY

JUNIOR WEEK 19th - 23rd AUGUST

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Hoo Freezer 2014



Medium Fleet Report

As I write this it is just 2 weeks to the start of the main sailing season and I am starting to think about getting the boat ready, especially as the weather has (finally) started to look and feel like my sort of sailing weather. I have already spring cleaned my sailing bag and cleared out all the old gloves, T shirts etc – together with a few rotten apples.

Last year we had 40 boats sailing in the Medium Handicap Fleet some time during the season and had 13 in one of the class races – although a maximum of only 10 during the Spring Series. Pleasingly all these numbers were all up on 2012.

Unfortunately, towards the end of last season some bad weather deterred some of us from sailing, with numbers sailing the Autumn series down by a third on the previous year.

The Medium Handicap Fleet is flourishing and the prospects are for some good competitive sailing in 2014. Al Cook has been very successful getting some of our younger members sailing Lasers on Sundays (although

when he sails he has a tendency to forget to sign on!). Also growing numbers are sailing Blazes. If these trends continue we are looking at the possibility of having additional Class prizes for Lasers and Blazes in 2014.

We had our fleet evening in the Club House early in February. This seemed to be a



success and the cooks did well (Al Cook for his meatballs, my partner April for the veggie Lasagne and myself for the puds). I would welcome comments and ideas for what you would like next year. If you haven't yet had your certificate and prize vouchers please ask when you are down as they are available to hand out.

I have been persuaded to serve for another year as Class Captain but am definitely looking to pass on the baton in

2015.

See you on the water soon.

Graham Jenkinson
Laser 191856

Pursuit Races 2014



If you read your Sailing Programme carefully, you will see a couple of pursuit races tucked away on the mornings before the Grand Prix and Leigh Trophy. As many if not most of you will know, pursuit races are ones in which boats start in reverse order of their speed, the winner being determined by who is in the lead when the allotted finish time is reached. This means that from the off you are racing on the water, and there are no handicap adjustments to be made after the finish.

In recent years at WSC, this

has meant that the slowest boat – typically a Miracle – sailed a race of somewhat under two hours, and started up to an hour before the last, fastest RS800 got underway. By comparison, this year's pursuits are sprint races, with the slowest boat sailing for about an hour and a quarter, the fastest for about 40 minutes, so you should have plenty of time for lunch, and energy for the afternoon races.

Given decent wind, courses are likely to be down to 23, maybe a very short loop downriver, then back to the

area of the club where you'll finish, ready for a quick sail ashore. The finish may be at a mark, or if the leg involves sailing in a straight line between marks, e.g. on a reach, the finish can be as you pass a RIB between marks.

Obviously, given the fixed times of racing, choosing the course on the day involves a bit of crystal ball gazing to guess how quickly competitors will sail it to bring them back on time, and will usually involve a short lapping section at the end being set, just in case you are quicker than anticipated! Old hands will be able to vouch, however, for some well-timed finishes in the past.

The general approach is very informal, with boats starting individually, held by their crews by the shore until their start time has arrived, then a good shove off, jump aboard, rudder down (don't forget like some!) and away. None of the usual jockeying for position on the start line that can be intimidating for novices. Indeed, as an extra incentive for novices and to provide a closer finish, start times are adjusted according to your usual level of success in racing, and for your boat's strengths and weaknesses in the wind on the day.

Pursuit races are fun; give them a go whatever your standard.

Junior Fleet



Pre Season Junior Get Together

Saturday 15th March saw 16 of the juniors and three older members at Hollywood Bowl Rochester to start the junior sail season. After everyone had paid and collected their attractive bowl shoes they divided up across 3 of the lanes and chose their bowl names.

Everyone was buzzing and eager to start, the competitive nature of everyone was clear to see. The first bowls commenced and well done to Ellie Kift, Roo, Oliver, Ellie

Harris and James Downard who won a game.

Unfortunately James Downard had broken his leg so had to master the art of bowling with crutches which was interesting to see, but clearly this did not hinder him. Everyone was very talkative catching up from the winter months, as no one had really seen each other since the last season. After the bowling everyone headed back to Jaynes for something to eat, lots of pizza, wedges, crisps and cakes which finished the evening perfectly.

Thank you to the coaching

staff for coming along and everyone that turned up last night I had a great time and I hope you did too. A special thanks to Jayne and Paul for opening their house to us all.

Just a reminder that Skimmers restarts on the 5th April, and I hope to see you all there. If you know of any junior that would be interested in sailing, encourage them to come along and have a go!

Rich Tutt

Fleet Captain

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Why I Like the Blaze

I like the Blaze because it suits the Medway.

As Ian Foxwell so succinctly put it the Blaze is not a thoroughbred. If you were to compare it with cars you would not choose a Ferrari - they might be likened to the RS300. No the Blaze is more like an American muscle car, say a Ford Mustang. Its all power and not much sophistication.

That power comes from a large sail area and lots of leverage. The hull is rather blunt and there is very little rocker from bow to stern and it quite flat and wide at the aft end. That's because the shape is that of a International 14 from the 90s. All about planing and not much about pointing. That has some advantages, it makes it a very stable platform - quite unlike the RS300.

I have nothing against the RS300, in fact I love them but not on the Medway. On the Medway its advantageous to have a pivoting board and because the Medway can be a wild and windy place with scarce rescue cover, its nice to have something stable. The Blaze is well behaved, it will sit head-to-wind whilst you sort yourself out. Its easy to right and comes up slowly - probably because it has a wing deep down in the water. The mast is sealed and so the Blaze takes a long time to invert.

I hope this doesn't make the boat sound too dull, it isn't, 10sq

metres of sail means there's plenty of performance, couple that with a hull that is designed for planing and that's just what it does. It planes upwind at modest wind speeds as long as its not too choppy, and when its rough it bashes and smashes its way upwind. This is when the comparison with American muscle cars is most appropriate. Its very noisy, not very pretty but effective because its hugely powerful.

Let's examine that power, yes 10 sq metres, that's half as much again as the Laser but unlike the Laser the helms feet are on the gunwale not on the centre-line that gives tremendous leverage (a Blaze is 2.8m wide). It has another rather nice effect. In a Laser, if you take a bit of a breather and ease off by 5% the boat slows by 20%.

The Laser requires eye popping grunt to get it upwind in any sort of a breeze, I know I've campaigned one on the open meeting circuit. But in a Blaze if you ease off by 5% and you will go slower - by about 5%. Now isn't that sensible!

I must just mention reaching in a breeze. These are seriously fast boats when reaching. There's lots of power there and there's lots of leverage and its all sitting on a hull which was designed for fast sailing. Its a scarily fast experience for a boat which is only 14 foot long.

What are its weaknesses? Well its hard to sail a Blaze up to its handicap in lighter winds. That flat aft end and lack of rocker means it sticks at low speed. Granted its a big sail but its made from stiff Mylar and difficult to read and so unless you get enough breeze to get you out on those wings its not as fast as its handicap. If you can't get the thing planing its not much faster than a Laser or a Wayfarer.

If like me you've come from a fast, skiff type boat you might think downwind might be dull. Far from it, downwind with no spinnaker means a wide range of angles are available and the river is not flat - there are all sorts of waves and wakes to surf and get a few feet over your competitor. When its blowing you have all those 10 sq metres pressing the bow down and at the gybe well, you have to get all 10 sq metres from on side to the other! Just as well its such a benign machine once on its side.

Yes the Blaze is a good boat for the Medway and its a good boat for the sailor who can't spend a few hours in the gym each week. Its fast, safe and in a breeze a scary beast, you should try one.

Stewart, Blaze 609



Laser 2000 Report



Thank you for supporting me as new 2000 Fleet Captain with Roy Winnett and David Vettergreen as my two Vice Fleet Captains at January's 2000 Fleet Annual Lunch. In particular, I would like to express my thanks to Colin Tredwell who has always made me feel very welcome as the 'new girl' at the club and I hope to be able to continue the great work he has put in place as Fleet Captain. The most important advice from Colin was to go sailing and I have certainly tried so far in my new 2000, although to quote Tony from the Winter Warm up Series 'its not Sunday swimming lessons Rachel!'

We had three 2000 Fleet entries for the Hoo Freezer in February 2014. I must admit the weather for the practice race on Saturday felt like hurricane force and racing was abandoned; it was a relief

that it was better on Sunday. I entered the race with my son, Richard, and I was very excited as it was the first time I sailed my new boat. Nik and his crew had a couple of near misses going round the course and Andy and his crew had some confusion over the finish line!! There's a good write up in Yachts & Yachting.

I have attended a couple of the Sailing Committee meetings and it looks like we have a great year of sailing ahead, weather dependant of course. There has been some minor update of the Sailing Instructions and I am sure details will follow. Our new PY is set at 1100.

The Winter Warm Up Series had three 2000 Fleet entries, with a mix of helms and crews including Lesley O'Rourke with Lucy Hockey/ Anna Crane, Jayne Lambert and Paul Thorpe, and myself with

Richard Seabrook/ Nina Wallis. We seemed to have all four seasons on the last day of racing, including hail stones! Can I also point out that there were 7 lady sailors as helm/ crew and we all looked great after our 'exfoliating' sail. The results are on the website.

As a gentle reminder can I please ask 2000 Fleet to check they have renewed their Class Association membership. I think there may have been some confusion with the database.

I understand the new 2000 Class Flag will be hoisted soon; thanks to Roy for organising this.

My main ambition for the year would be firstly to focus on participation in sailing the 2000 Fleet and secondly to encourage racing so we have a good turn out of the 2000 Fleet. I will try to sail most weekends and would gladly welcome crew/ helm, so please let me know or tell a friend.

Lets go sailing!!

Rachel Sheridan

House Committee Report



Carole Johnson for taking on the Medway Dinghy Regatta with me.

Our efforts not only provide you the sailors with hot drinks on a cold day, lunch to fuel the afternoon sail and home-made cakes for that first thing in the morning or end of afternoon sugar rush, but they also contribute significantly to the club's finances while keeping the cost to you to a minimum. We have made great efforts over the last two years in particular to price fairly while still keeping Tricia happy with the profit margin. If it wasn't for the kitchen profit the club would either have to limit some of what it spends money on or increase the membership fees.

The House Committee is down to three people – me, Nina and Derek. Without additional help we cannot continue to provide the service that we have in the past. And without a House Secretary at the helm we are rudderless. I would appeal to anyone out there who has the time to do an extra shop 4 or 5 times a year, enjoys the challenge of catering on a large scale and the social aspect of working in our kitchen and attending up to 6 meetings a year to consider joining us. Your club needs you.

Thank you.
Carol Rodgers (NOT the House Secretary)

rodgerspcag@btinternet.com
janinakepa@hotmail.com

Let me start by thanking last years House Committee.

The seven of us: me, Carole Johnson, Nina, Derek, Jayne Lambert, Jane Drummond and Alison, took on the task of providing food and refreshments to the club without the benefit of a House Secretary. It did not go as smoothly as previous years – as any sailor knows you need someone at the helm.

Despite this we provided food and hot drinks for:
8 working parties
37 Sundays of sailing
30 people for the Laying up supper and

60 people for Christmas lunch.

In addition we catered for:
The Ice-breaker and
The Medway Dinghy Regatta.
We also assisted Gill Warwick with catering for the Open Day.

Some events were delegated as we couldn't as a committee cover everything that had to be done.

My thanks to:

Jane Drummond for organising the Committee Dinner
Jane Treadwell and Carole Johnson for organising the prize-giving dinner

Wednesday Evening Sailing



Sailing is not just something you do at the weekend!

Throughout the late spring and summer, Wilsonian Sailing Club offers the Wednesday Evening Series. This is a rather informal race series, starting at 6.30 each Wednesday starting on the 23rd April and finishing at the end of August. Over the years this series has provided some of my most enjoyable sailing experiences.

The river (and the club) are quieter than at the weekend, the races are rather less formal (sometimes you have to record your own finishing

time) and it is such a great way to break up your working week. All classes and abilities are welcome and Wednesday evenings always have warm sunshine and moderate winds.

Last year we trialled a simplified arrangement whereby most races were run from the safety boat (weather permitting). Together with the fact that we had a regular volunteer (Steve Hoy) driving the safety boat, this meant that the need for the rest of us to "do a duty" was kept to a minimum.

This arrangement worked very well and Steve is joining us again this year, so please

don't be put off sailing by the thought of extra duties, and if you do volunteer of course that counts as a race win.

So come along and join us for a sail and a drink in the bar afterwards. It's more relaxed than Sunday racing, you'll be refreshed and it's only an evening so won't cost you so many brownie points.

FIRST RACE 23rd APRIL

(PS This item may contain a deliberate untruth)

Peter Heyes

KSSA at Wilsonians, 22nd March



Lunch, well that was something else! Beforehand Jayne had been saying she thought she'd do this, and that, and something else and... What a fantastic choice of food for all the sailors, parents and helpers! You could not have got a better spread at a restaurant. We even heard that some visitors dispensed with the sandwiches they'd brought when they saw what was being served. And then there were all the cakes, courtesy of Jayne and the Tutt family.

Conditions improved a little in the afternoon, maybe two or three knots less wind and the sunshine helped. The focus of the sessions was race starts and in the video debrief at the end of the day, the improvement from the morning starts to those in the afternoon was considerable. (NB, I can recommend listening in on these debriefs – you can pick up a lot of sailing tips! Using them effectively might be another matter, of course.)

Anyway, thanks to the terrific support of our 16-strong team of volunteers, the day proved a success and we look forward to the return of KSSA to Wilsonian, this time for a regatta, on 20th September.

And in the meantime, best of luck to those Wilsonian juniors aiming to be part of the Kent team at the National Schools Sailing Association Regatta this July.

Jo Wicken

It started with a phone call one evening at the end of February from our Commodore. “Hi, I’m at Newport Pagnell Service Station...” Er, yes, not sure how I can help there, I thought to myself... “The thing is Sam Rowe has just phoned – KSSA urgently need a replacement venue for their March Kent Team training, what do you think?”

Well, within two hours we had the basis of a volunteer team together, the next week the General Committee gave the go ahead, and on 22nd March the glorious spring weather changed back to winter.

And so twenty-six boats turned up to brave the strong

winds and accompanying chilly conditions.

It must have been Al’s dream come true to see so many Lasers at the Club; other boats included a fleet of Toppers, a couple of Fevas, a 200 and an Optimist. Richard, Ben and Sean represented Wilsonian.

The coaching was led by Mark Heather, and after the introduction the sailors were split into groups with their respective coaches for the first on-water session. The strong winds proved challenging and quite a few sailors capsized. The fleet endured hailstones but most managed to battle on despite the bitter winds.

Wilsonians, Scouts and Coronation Street

Most members will be aware of the Historic link with Wilson's Grammar School and old boys old boys association known as the Old Wilsonians. They may even be aware that all three share the black, white and gold colours but I suspect none will be aware of the links in the title.

The link is Ernest Stafford Carlos and while he was only a pupil at St John's School, Camberwell his three brothers from 1902 were pupils at Wilson's Grammar School. Ernest became a professional artist and was very involved in the early Boy Scout movement, including founding the Carlos Troop in 1914 which is still running as the 21st Camberwell today.

He was commissioned to undertake a number of paintings of those early days. Google Ernest Stafford Carlos pictures and you will find most of them. Unfortunately like so many of the early pioneers of Scouting Ernest died during the First World War - South of Ypres on 17 July 1917. One painting in particular "The Pathfinder" resonated not only with the Scout movement but with a wider audience and became a popular print of the time decorating many a front parlour.

That painting takes us to our last link and the need to create an authentic room for the first episode on 9th December 1960 of what was to become the World's longest-running soap. What better than a popular reprint of the time and therefore a sepia print of the "The Pathfinder" appeared on the wall of Albert Tatlock's house in Coronation Street.

In the series he left it in his will to his nephew Ken Barlow and it continued to hang on an interior wall of Ken Barlow's home until the suspension of the actor playing the role last year.

"The Pathfinder" is now owned by the Scout Association and details can be found at <https://members.scouts.org.uk/supportresources/1729>

David Wraight



| Day | Date | Tide | Ht. | Notes |
|-----|--------|-------|-----|----------------------------------------------------------------------------------------------|
| Sat | 5-Apr | 17:16 | 5.6 | Skimmers 09:30 |
| Sun | 6-Apr | 11:36 | Low | Spring Points 1 + 2 |
| Sat | 12-Apr | 11:58 | 5.5 | Skimmers 09:30 |
| Sun | 13-Apr | 12:38 | 5.7 | Spring Points 3 + 4 |
| Sat | 19-Apr | 16:15 | 6.0 | Skimmers 09:30 |
| Sun | 20-Apr | 10:56 | Low | Spring Points 5 + 6 |
| Mon | 21-Apr | 11:36 | Low | No Organised Club Sailing Easter Monday - no duty crew |
| Wed | 23-Apr | 20:01 | 5.1 | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 26-Apr | 11:20 | 5.9 | Skimmers 09:30 / MYC/WSC Series Begins (14.10 at MYC) |
| Sun | 27-Apr | 12:15 | 6.1 | Spring Points 7 + 8 |
| Wed | 30-Apr | 20:48 | Low | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 3-May | 16:13 | 5.8 | Skimmers 09:30 / MYC/WSC Series Race 14.10 |
| Sun | 4-May | 16:46 | 5.6 | COMMODORE'S 1 (1st w. sig. 13.25) Novices/Masters/Ladies & Juniors a.m. |
| Mon | 5-May | 17:24 | 5.3 | No Organised Club Sailing Bank Holiday Monday |
| Wed | 7-May | 19:03 | 4.8 | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 10-May | 16:19 | Low | Skimmers 09:30 / MYC/WSC Series Race 14.10 Scouts Topper Day |
| Sun | 11-May | 11:09 | 5.3 | Spring Points 9 + 10 |
| Wed | 14-May | 13:20 | 6.1 | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 17-May | 15:20 | 6.2 | Skimmers 09:30 Club Open Day |
| Sun | 18-May | 16:03 | 6.1 | COMMODORE'S 2 (1st w. sig. 13.25) Novices/Masters/Ladies & Juniors a.m. |
| Wed | 21-May | 18:38 | 5.5 | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 24-May | 15:54 | Low | Skimmers 09:30 / MYC/WSC Series Race 14.10 |
| Sun | 25-May | 10:56 | 5.8 | Early Summer Points 1 + 2 |
| Mon | 26-May | 11:51 | 5.9 | No Organised Club Sailing Bank Holiday Monday |
| Wed | 28-May | 19:45 | Low | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 31-May | 15:17 | 5.9 | Skimmers 09:30 / MYC/WSC Series Race 14.10 |
| Sun | 1-Jun | 15:51 | 5.8 | WILSONIAN GRAND PRIX (Pursuit Race a.m. from 10:30) (GP 1st w. sigs. 13.25, 13.55, 14.25) |
| Wed | 4-Jun | 17:39 | 5.3 | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 7-Jun | 13:57 | Low | Skimmers 09:30 / MYC/WSC Series Race 14.10 |
| Sun | 8-Jun | 15:10 | Low | SOUTH KENT (1st w.sig. 11.50, 12.20, 12.50) LW Sheerness 15.00 |
| Wed | 11-Jun | 18:22 | Low | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 14-Jun | 14:25 | 6.2 | Skimmers 09:30 / MYC/WSC Series Race 14.10 |
| Sun | 15-Jun | 15:09 | 6.3 | COMMODORE'S 3 (1st w. sig.13.25) Novices/Masters/Ladies & Juniors a.m. |
| Wed | 18-Jun | 17:30 | 6.0 | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 21-Jun | 14:07 | Low | Skimmers 09:30 / MYC/WSC Series Race 14.10 |
| Sun | 22-Jun | 15:18 | Low | Early Summer Points 3 + 4 |
| Wed | 25-Jun | 18:38 | Low | Informal Wednesday Evening Race (1st w. sig. 18.25) |
| Sat | 28-Jun | 14:25 | 5.9 | Skimmers 09:30 / No MYC/WSC Series Racing Wayfarer Easterns at MYC |
| Sun | 29-Jun | 14:59 | 5.9 | COMMODORE'S 4 (1st w.sig. 13.25) |

WILSONIAN SAILING CLUB

MINUTES OF ANNUAL GENERAL MEETING ON 22 February 2014 AT 19.00 HRS.

Christine Godber (Commodore) chaired the meeting. 40 members were present.

1. Commodore's Opening Remarks:

I would like to welcome members to the 55th Annual General Meeting of the Wilsonian Sailing Club and to what would have been my 2nd and final year as Commodore but it now appears I have gained another year.

As you can see by list of officers I am losing Mike Gower to pastures new to Norfolk. He has given up his business and wishes to retreat from London and I am sure we all wish him well and thank him for the last 2yrs as Rear Commodore and all his support.

I would also like to thank Jeremy Drummond for his term of Office as Rear, Vice and Commodore. Also his tireless work with the New Lease which has taken many hours and discussions with solicitors. He has brought in vast amounts of funding for the club and hours of work spent getting quotes and letters of support for the Inspired Facilities Grant for Upstream Slipway improvement scheme for which we have just applied.

He also found time to coordinate the Adult Improvers from June throughout the year till October.

Last but not least he has kindly stayed on as Vice Commodore to give me support until he takes a well earned holiday travelling around the world with Jane in June.

Please can we all wish him well and give a round applause for all his hard work.

We find ourselves this year with host of new Volunteers for some vacancies which is refreshing for which we will have to vote and some officers you will see that have moved positions.

I think this has been inspired by the Vacancy Board that has been in the Clubhouse which has been caringly overseen by Geoff Lambert with announcements given at work parties as to whether anyone would put themselves forward for a position.

We will receive reports shortly from the various Club officers however there are vacant positions that we still need to fill very desperately.

House Secretary and 2 members for the House Committee

If any one feels they could take on these roles please see one of the Flag officers at the end of the meeting.

If we do not get people to fill these roles I think it will seriously impact on the way we deal with our food and what we serve on Sailing Days or whether we have hot food at all.

We regained our RYA Champion Club status in March 2013 last year without the Volvo bit (Volvo are now sponsoring other RYA events) which means that we access the benefits, including funding of the RYA. So we can continually introduce sailing to young people and encourage them to progress via race training in a safe and fun environment

There are several people whom we have to say Thank You tonight

I would like to thank Alan Wynn who is retiring from being Auditor

I would also like to thank Carole Johnson, Jane Drummond and Jayne Lambert who are stepping down from the House Committee after years hard work on the House Committee and in the kitchen helping week to week with the shopping and all the major events preparing the food: we shall miss them all very much.

There are 3 People here tonight that need special recognition and are retiring this year who have done an untiring roles spent hours of voluntary time and have been cornerstones of this club which in total is 53yrs altogether

This has been pure dedication and been a life's work and I think we owe them special thanks

Trish Ayris who has been looking after our accounts so diligently for 13yr with a short career break in between. Guiding us in the right direction with our accounts. Paying our bills, budgetary advice on

membership fees and food to keep them in line with inflation but also making us aware of how we budget and control the club money keeping us a sound footing through difficult economic climate.

Peter Horner who has been Chief Sailing Instructor for 15yrs has organized RYA 1, 2 and 3 courses for many years.

He has had the responsibility for the standards of training, equipment maintenance and well-being of the students and instructors.

Monthly he has presented hundreds of figures to the RYA to ensure we keep an RYA training establishment and last but not least organized instructors for 15 Junior weeks.

Tom Sims who has been our Training Principal for the last 25yrs and, in a position that has to approved by the RYA, has overseen the training of the sailing and the safety and powerboat instruction.

The Principal holds overall responsibility for compliance with the recognition guidelines which primarily covers standards of safety and instruction during RYA training. We are indebted to him for his dedication to this role.

I would just like to mention some of our Achievements this year –

Roll of Honour

- National 3000 Champion 1st for 2nd Year
- Peter Heyes and Amy Adams
- 2000 Millennium Series 10th out of 46
- Andy Hockey and Lucy Sweet/L Somers
- Hoo Freezer 2014 Winners
- Brian Lamb and Sam Pygall
- Vortex Open at Grafham 1st Mike Gower

Sailing

- Medway Regatta with 73 + boats some from 19 outside clubs
- Race management for nationally recognised Hoo Freezer with 23 entrants in 2014
- Sail for Gold Open Day – 100 visitors
- WSC Junior Open Regatta with 31 boats
- Racing February to December
- First Cruise of the Year to Queenborough

Sponsorship

- Free T-shirts for all entrants of the Medway Regatta from MTS
- Gift prizes for Medway Regatta – Harken and Hyde Sails
- National/ EON New Feva
- 5 Optimist and 1 Topper Trolley – Peninsula Ward Mayor of Medway for Junior Week
- 1 Topper Trolley and 2 wheels from P&O Dev Fund administered by Kent Sports Partnership .

Publicity

- WSC Open Day featured in local paper before and after the event
- Medway Regatta reports in Yachts & Yachting
- Hoo Freezer 2014 reports in Yachts & Yachting
- Key club events reported in local paper
- New Web Page
- Medway River Festival boat on MSBA stand

Training

- Successful Skimmers Junior club every Saturday from April to October
- Adult Improvers every Sat from June – September averaging 14 per session with 3 sessions of RYA coach training

- Over subscribed Junior Week – 40 participants
- 8 adults trained on Powerboat courses
- Hosted local and regional Scout events

Boat Statistics – Junior Skimmers

- 36 Racing Attendees
- 25 Beginners Group
- 12 Junior own their boats; others use club boats
- Sponsored Endurance Sail to acquire equipment

Current Challenges

- Converting Junior parents into sailors and active members
- Club officer succession planning
- Static full memberships
- Maintaining availability of SI and DI's
- Attracting 18 to 40 age group
- Use of upstream slipway and seawall integrity
- Targeting Schools for New Juniors
- Maintaining Volunteer Duty List
- Security

Help needed from RYA to -

- Get more adults on the water
- Retain new members to sustain the club
- Encourage new volunteers to play active role in running the club
- Increase junior participation in RYA squads
- WSC remains a sustainable friendly club in the community

Can I mention that you cannot vote on any issue unless you are a fully paid up member

Rule Change

The make-up of the General Committee had expanded exponentially in recent years had to co-opt assistant officers and has now more people than the General Committee and Flag Officers themselves almost.

I'm not even sure that it was intended that assistants "officers" should have had a vote even if they attended General Committee for their specific business or they just wished to attend

The wording in the AGM agenda states that we are taking away voting rights but in actual fact I'm not sure this was in the case in the first place and this issue as in the current Rules lacks a degree of uncertainty as to who was or was not entitled to vote at general committee meetings.

Therefore the General Committee want to clarify this point and remove any possibility of vote-manipulation at general committee meetings

Terry does 40 + safety boat duties in a year and we couldn't run some events without him - many thanks.

We introduced an Adults Improvers to run concurrently with the Skimmers which started in June after the Open Day

2. Apologies for Absence:

Apologies have been received from M Fish, M Groom, C Stevens, A & C Wyn, P Horner, T Simms, Tim Kift, C Grindley, G Smith and Ray Craddock.

3. Minutes of the 2013 Annual General Meeting:

On a proposal by M Vinton, seconded by T Ayris, and carried unanimously, the minutes of the 2013 AGM were confirmed as a true and accurate record and signed by the Commodore.

4. Matters arising:

None.

5. The Treasurers Report:

It may seem strange for me to say that I am pleased to report a small surplus of £431.35 at the year end.

Whilst this is greatly reduced from 2012 £4560 in effect we have paid for the refurbishment of Kittiwake £4170 and a new engine for Bluebird £6250 from income without the need to transfer funds from our reserve.

We also purchased 3 Oppies from RYA Youth Fund at a cost of £750.

We successfully applied for sponsorship:

National Grid £1600

E'ON £1600

These funds enabled us to purchase a Feva sailing Dinghy further increasing our fleet of club boats.

We received £825 from Medway Council Peninsular Ward Communities fund, for the purchase of 5 Oppy trolleys' and one Topper trolley total cost £927

The Car park was improved and extended at a cost of £1692

Taking into account these additions--- we sold a club boat £1800 less depreciation for the year £10874 our fixed assets increased by £4285 to £129441

We also received grants from RYA £760 for Junior and Adult Skimmer training and to assist with our Volunteer development plan

Junior Skimmers had a terrific response to their sponsored race at the end of their season and raised £654 --£500 of which, is to be matched by HSBC via Charities Aid Foundation thanks to the good offices of Steve Offer Manager HSBC

These funds were received January 2014

Unfortunately further issues prevented the completion of our new lease and negotiations are still ongoing.

I am assured that these should be resolved and the lease completed in the next few weeks.

Consequently we did not pay increased rent. We did pay further Solicitors fees £913 in October 2013 relating to 2011-2012

Funds have been set aside to cover the outstanding rent and further fees in drawing up the new lease. Brice contingency

I wrote off 4 dinghy park keys which had not been returned by members leaving the club reducing the Key Fund liability.

Allowing for our Emergency Fund £10,000 Key Deposits, Brice Contingency, Generator fund, £28990 needs to be allowed for before considering any capital expenditure 2014

I have reduced the Boat Fund to nil following the aforementioned expenditure. No funds have been accrued from 2013

Medway Regatta

We held a successful Medway Regatta even though entries were fewer than 2012

Juniors

Junior week was another resounding success both on and off the water

Kitchen and Bar

Income and Expenditure were down surplus at end year £5725 35% (£6217 34% 2012) a slightly higher profit margin was achieved.

As well as the Kitchen and Bar being a valuable source of Income after Subs and DP Fees it is also the hub of the club and meeting point for our members and it would be a sad loss to all of us if we can not keep this going

We were without a House Secretary for a second year. It is disappointing that we have not had a volunteer coming forward to cover this pivotal role, the lack of which, puts increased pressure on the house committee.

Fuel

Fuel costs were down. Diesel costs reducing from 2012 and the cost of petrol was less per litre, although we used more. Bottled Gas remained constant having increased quite considerably in previous years. The cost of petrol is partially off-set by the Excise Duty Refund

Cups and Prizes

Expenditure here was less than 2013, as we did not need to purchase any New Trophies. Also the prizes for the series racing --£10 vouchers to be spent in the Kitchen and Bar total £650 will be debited as they are used.

Water Waste Sewage

Costs were up by 19%. This occurred because we had 18 disposals of sewage in 2013 as opposed 13 in 2012 at £105.50 per load + 9% increase in waste disposal

Insurance

Increased by 14%. Apart from the general annual increase we have expanded our fleet of Club Boats which has increased premiums

Membership

Subs held up well as we attracted some new members and this together with the increase in DP Fees helped to make up the shortfall on reduced membership fees being offered before the end of January. We try to keep our Membership fees competitive and again this year the increase in Membership fees has been kept to the minimum to ensure the cost of keeping the club open, some £2000 per month is maintained. However if Membership numbers continue to fall we may have to look at increasing fees by a greater margin or making reductions in expenditure. The obvious saving would be to not have professional cleaners to clean the club house.

As well as attracting new members we also need to ensure that we look after our existing members by having an attractive sailing programme to cover all abilities which will hopefully have the knock on effect of increasing Kit and Bar income.

Increasing Social Events is, I appreciate, difficult in our current situation so Sundays are a priority

Thankyou to everyone who works so hard to keep this club so successful.

My thanks to Alan Wynn for auditing the accounts all be it a short tenure.

After 11 years as Treasurer I decided to stand down this year.

It has been a privilege to serve as an officer of Wilsonian Sailing club and I hope the new Treasurer will find the role as interesting and enjoyable as I have.

It goes without saying that I will support our new Treasurer in any way that I can

6. Secretary's Report:

Pleased to say that one less vacancy appears on the list of officers, as Trish Ayris has agreed to be the club auditor and has been proposed by the Commodore and seconded by myself.

The membership statistics are remarkably good, considering the recession, but I think the club needs to look behind the numbers and consider the future impact. A couple of examples of the need to look behind the figures are - the Juniors are holding up well and probably 2/3 of them are sailing on a Saturday thus better than figures suggest, however of the 130 boats in the dinghy park it would be surprising if a quarter were on the water for one weekend – the converse of the Junior situation.

Clearly the requirement for the club to be financially stable requires full memberships to remain stable or increase but the slow decline continue. More importantly, the family membership has dropped significantly. The club will have to consider how to manage this, not just from an income perspective but from a duty perspective as each loss of family membership equates to 4 duties. The options of reducing the sailing programme or increasing duties would almost certainly exacerbate things so some more creative solutions will need to be sought.

| WSC Membership Statistics | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|
| Year | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| Members | 202 | 203 | 208 | 218 | 223 | 215 | 224 | 221 |
| New Members | 21 | 26 | 26 | 34 | 36 | 37 | 44 | 41 |
| Single | 94 | 96 | 89 | 90 | 99 | 91 | 84 | 90 |
| Family | 72 | 69 | 74 | 69 | 59 | 51 | 57 | 48 |
| Total Full memberships | 166 | 165 | 163 | 159 | 158 | 142 | 141 | 138 |
| Hon & life | 10 | 10 | 11 | 10 | 10 | 11 | 10 | 10 |
| Associate | 9 | 12 | 10 | 15 | 13 | 10 | 8 | 9 |
| Country | 3 | 2 | 6 | 4 | 4 | 4 | 4 | 3 |
| Junior | 3 | 5 | 7 | 15 | 22 | 23 | 31 | 30 |
| Student | 6 | 4 | 2 | 7 | 8 | 7 | 6 | 3 |
| Postal | 5 | 3 | 3 | 3 | 3 | 4 | 4 | 5 |
| Support | 0 | 1 | 3 | 3 | 3 | 2 | 1 | 3 |
| Group | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 1 |
| Guardian | 0 | 0 | 0 | 0 | 0 | 10 | 18 | 19 |

7. The Sailing Secretary's Report:

Entries - These were broadly consistent in 2013 with 2012, except for the Autumn points series, which was markedly down on entrants. This was probably due to the adverse weather experienced. However, it's worth noting that numbers are substantially up in the Junior series that takes place on Commodore's days.

Regatta - The Regatta was a success with 73 boats entering, 44 from WSC and 29 visitors. These figures are broadly consistent with previous years, despite the less than ideal sailing weather.

Prizes - The sailing committee decided to change the prizes for Club racing from china mugs printed with the Club name and flag and a map of the river to Club bar vouchers with a value of £10. These were presented at the fleet evenings and appeared to be warmly received.

Fleets - Turnout across the fleets was broadly consistent with last year, except for the Autumn series as already mentioned. There has been a resurgence in Laser sailing within the medium fleet which is expected to keep on growing and Blaze numbers are similarly on the rise.

Sailing arrangements for 2014 - The entry age for the Masters series has been reduced to 60 to increase catchment while still being an appropriate lower age limit.

It is hoped to further boost the numbers of juniors sailing on Sundays, and also their parents, this is something the Skimmers team is working really hard at and for which they deserve our thanks.

Laser and Blaze results are going to be extracted from the Medium fleet results to provide them with class fleet competition and hopefully build on their fledgling fleet status, as happened with the 2000 fleet.

The Club has signed up to Bart's Bash, a mass participation event taking place on 21st September intended to encourage participation in sailing racing and to set a new world record for the largest ever sailing event.

Thank you – The Sailing Secretary would like to thank all those Club members who have given assistance to him and the Sailing Committee over the last twelve months in a myriad of roles, whether administrative or practical, their help is very much appreciated.

The Sailing Secretary would like to remind members that all are welcome to attend Sailing Committee meetings to raise any issues or concerns they may have.

8. Committee Reports:

Bosun's Report

A brand new outboard has been fitted to Bluebird, Bluebirds engine has been moved to Wilsonian (yellow Committee boat) so I hope I will not have to spend so much time in keeping Wilsonian going. Two of the RIB launching trolleys have been de-rusted and painted and the Wilsonian boat trailer has been modified so that launching and recovery is easier.

During the summer the Skimmers did a sponsored sail and raised enough money to purchase a second 10HP outboard so they can use the Janneau and the Dory as safety cover in addition to the RIBs.

Club Sailing Dinghies.

We have 4 more sailing dinghies this season, a Feva purchased with a grant from EON and National Grid and a Topper, Pacer and Gull were all donated to the club. We were also able to purchase 6 light weight launching trolleys for the Optimists and Toppers with a grant from the Mayor of Medways Sports fund.

Unfortunately Andy Pickerell is unable to continue helping me look after the club dinghies but Alan Cook has agreed to take over from Andy. I bet Alan does not realise how many shackles and split pins we get through in a season!

Training Report

Sail Training Report for AGM Feb 2014

2013 has been another busy year. On the youth front the Saturday Skimmers has continued very successfully. The team of instructors organised racing with coaching throughout the season for the more experienced sailors as well as very successful training for the less experienced/confident and for beginners. Many weeks have seen very testing weather and I have been amazed that on only a very few days has sailing had to be abandoned. It was good to see greatly increased help from parents in the race box, on the water and in the kitchen. With several having gained powerboat qualifications, they have been able to help with safety boat cover and this has taken a lot of pressure off the instructor team.

August saw another very successful Junior Week with 40 participants ranging from complete beginner to competent racer. Just a few weeks before the event I was very worried that I did not have enough instructors, coaches and helpers to run a good enough quality and safe week. However, by the start of the week we were OK – just! So I am extremely grateful to all the instructors and helpers who gave so much of their valuable time. The Scouts deserve a special mention as they came up trumps again with extra helpers and safety boats. Also Medway Yacht Club helped by loaning us six Optimists. Without this help from the Scouts and MYC we would have had to greatly reduce the number of participants and disappointed many children. I must also mention Ann Heather, who despite having moved down to Devon, again did all the course administration and organised all the catering and the kitchen duty rota. If I had to worry about any of that, Junior Week would not happen.

For adults we ran a beginners course (RYA Levels 1 & 2) in May/June and this was followed by the start of a new initiative which became popularly referred to as Adult Skimmers. Starting out as a proposal to give non-sailing parents of the juniors a sailing taster, it developed into a regular Saturday morning session which in addition to these taster opportunities, enabled people who had learnt the basics the ability to go afloat and practice with the comfortable knowledge that safety cover was

provided. There were always a few instructors and experienced helms available to jump into boats to help when required. This has proven to be very popular and I would like to thank Jeremy Drummond for taking the main responsibility for organising these days.

Our Club Bosun, Geoff Lambert, has been a star. Without all his hard work and that of his assistants to maintain both the safety boats and all the club dinghies, it would be next to impossible to run such a busy training programme.

Finally, I have stated my wish to step down from the Chief Sailing Instructor role. I have enjoyed my many years doing it but there comes a time when one doesn't have the same energy to do the role any more and I think it will be good to have somebody new with fresh energy and ideas to take over.

Thank you for all the support I have had from all the other instructors and coaches and from the General Committee and I am sure the club will continue to enjoy a busy and active sail training programme.

Power Boat Training Report

First course of the season was Safety boat run in April to SB qualify members who had passed the Powerboat level 2 courses at the end of 2012. Three members attended all passed and were added to the club RIB drivers list.

Due to concerns regarding insufficient qualified RIB drivers to cover the number of duties needed for a full season the General Committee felt that it was necessary to try to increase the overall number of drivers available to the Duty Secretary. To achieve this special one off reduced course fee for both PB and SB would be offered with the proviso that once qualified an extra duty would be required to offset the fee reduction.

As requested by the Committee a special set of courses was organised with a PB in May attended by seven club members, all passing and a SB in October with six attendees all passing.

The six were added to the club RIB driver list and extra duties were generated for the duty list.

A seasons total of nine qualified SB helms is a step in the right direction a reduction in membership has made filling the duty list difficult, to be able to crew two safety boats every weekend is a big strain on resources, offering reduced fee courses may be a way of encouraging members to become qualified RIB crew it is true that the club will lose revenue from training fees but this will be offset by a positive increase in availability to the duty list, it definitely worked this time.

House Committee report

Given by Carol Rodgers who wishes to make it very clear she was NOT the House Secretary.

Let me start by thanking last years House Committee. The seven of us: me, Carole Johnson, Nina, Derek, Jayne Lambert, Jane Drummond and Alison, took on the task of providing food and refreshments to the club without the benefit of a House Secretary. It did not go as smoothly as previous years – as any sailor knows you need someone at the helm.

Despite this we provided food and hot drinks for:

8 working parties

37 Sundays of sailing

30 people for the Laying up supper and

60 people for Christmas lunch.

In addition we catered for:

The Ice-breaker and

The Medway Dinghy Regatta.

We also assisted Gill Warwick with catering for the Open Day.

Some events were delegated as we couldn't as a committee cover everything that had to be done.

My thanks to:

Jane Drummond for organising the Committee Dinner

Jane Treadwell and Carole Johnson for organising the prize-giving dinner

Carole Johnson for taking on the Medway Dinghy Regatta with me.

Our efforts not only provide you the sailors with hot drinks on a cold day, lunch to fuel the afternoon sail and home-made cakes for that first thing in the morning or end of afternoon sugar rush, but they also contribute significantly to the club's finances while keeping the cost to you to a minimum. We have made great efforts over the last two years in particular to price fairly while still keeping Tricia happy with the profit margin. If it wasn't for the kitchen profit the club would either have to limit some of what it spends money on or increase the membership fees.

The House Committee is down to three people – me, Nina and Derek. Without additional help we cannot continue to provide the service that we have in the past. And without a House Secretary at the helm we are rudderless. I would appeal to anyone out there who has the time to do an extra shop 4 or 5 times a year, enjoys the challenge of catering on a large scale and the social aspect of working in our kitchen and attending up to 6 meetings a year to consider joining us. Your club needs you.

Thank you.

Duty Secretary Report

Just for information the Duty list so far for the main season requires 17 more duties to complete. The most important is we need 4 more rib drivers which we may get from late memberships however the frost bite has NO DUTIES Allocated at this time. I think the committee may need to start to making some decisions on this before we get much further.

Maintenance Report.

The events that were acted on over the year 2013.

- Cesspit cover was fixed with lockable lid instead of the loose fitting frame
- and a log which held the lid closed.

- Hillside soil was removed from the waste water inspection cover which was allowing
- land water to get into cesspit.

- Problems with tanker driver not bring a key to access the site and the wrong size
- tanker that could not get down the track safely due to the bottom bend being to
- narrow. The track at this lower bend has now been widened recently to
- overcome restriction on the size of tanker that can get on site.

- The Juniors caught me out when they managed to fill the pit in just a few days
- during the Junior week.

- Ladies toilets had problems with their flushing units.

- Ladies wash basins taps were changed.

- New clothing hooks were fitted in the ladies showers and changing room.

- There was a Break in through the car park gate the hinges were cut.
- The perimeter fence by the club and the upstream gate was cut through.
- The thieves moved a Medway boat off its moorings and stole its engine using
- WSC as an escape route.

- Dish washer problem early in the season was due to a to sensitive thermostat
- this was reset to a higher level of trip.

- The tea urn had its heater replaced.

- The fire extinguisher had there annual check.

- The Club Electrics had there annual checked and passed by Andy Hockey.

Finally I wish to thank Stan Sprot for his full support, especially when arranging access to the club for the tanker driver who had forgotten his key, with out which I would have struggled to for-fill this duty.

Winter Work Parties 2014 – Roy Winnett

The work parties started last June when crushed concrete was laid in the car park. What seemed to be the hottest day of the year, Duncan was assisted by Bob Dutton, Alan Cook and me

We were fortunate that the rain held off for most of the winter work parties apart from Sunday 26th January. Most of the scheduled work was outside this year, so the extremely wet conditions made work very unpleasant, especially the laying of crushed concrete in the road trailer compound. However, members worked well to get most of the scheduled work completed.

Maintenance works included:

- Potholes in the top track filled with crushed concrete and compacted with roller
- Roy Laphom and David Burfoot carried their annual clearout of the gutters
- Brian Warwick fitted new shelving in the former food store and a replacement cupboard near the fire door
- Lauren Campbell and Carole Johnson cleaned the kitchen and Paul Thorpe the bar area.
- David Vettergreen and Mike Groom striped the paint off the balcony wall with the help of blow torches. To be painted later in dryer conditions.
- The track was widened at the first bend with concrete to allow easier access
- Crushed concrete laid over a geofabric membrane in the road trailer compound
- Cement filled sandbags and crushed concrete laid along fence between slips
- Block paving relayed at top of slip near blockhouse
- Tiling was replaced in men`s showers
- Additional coat hooks in ladies changing room
- The area of the dinghy park along the seawall was levelled with crushed concrete
- Two RIB launching trailers painted and the RIBs spring cleaned.
- Slipways pressure washed
- Ian Wyatt annual cleaning of the extractor fans
- Martin Jessop annual check of all the electrical equipment
- Andy Hockey fitted new extractor fan in ladies changing room
- David Wraight cleared the drainage ditches at rear of clubhouse
- Lesley O'Rourke sorted & tidied clothing store
- John Muster to repair door & frame of Bosun`s store
- Tim Kift serviced the generators & winch
- Martin Brown replaced the taps in gents changing room & other plumbing jobs

Thanks to:

- All the members who turned up and got the work done effectively in spite wet muddy conditions
- Derek Zobel, Nina Wallis, Jean Whittaker, Christine Godber, Jayne Lambert, Jane Drummond and Alison Williams who supplied and prepared much appreciated food for lunch and regularly provided tea/coffee

Extra thanks to:

- Duncan Griffiths especially for organising the hire of equipment, procurement of materials and supervising the work in many areas.
- Brian Lamb for taking charge of work groups, especially the clearing and laying of crushed concrete in the road trailer compound in extremely muddy conditions
- Geoff Lambert especially for work involving the RIBs and launching trailers
- Brian Warwick especially for fitting the new shelving in old food cupboard and new cupboard
- Colin Treadwell especially for the insurance of the hire equipment and driving the dumper truck.

A vote of thanks was passed for Roy, not just for the hours put in this year but also for all the previous years.

9. Election of Officers:

The following nominations had been received –

| <u>Office</u> | <u>Nominee</u> | <u>Proposer</u> | <u>Seconder</u> |
|--------------------------------------|------------------------|---------------------|----------------------|
| <u>Committee and Officers (2014)</u> | | | |
| <u>Office</u> | <u>Agreed to stand</u> | <u>Proposer</u> | <u>Seconder</u> |
| Commodore | Christine Godber | Trish Ayris | Jeremy Drummond |
| Vice Commodore | Jeremy Drummond | Trish Ayris | Martin Smith |
| Rear Commodore) | Lesley O'Rourke | Rachel Sheridan | Lesley LeGassick |
|) | Martin Vinton | Colin Treadwell | Trish Ayris |
| Honorary Secretary | Martin Smith | Dave Vettergreen | Grahame Smith |
| Honorary Treasurer | Alan Bailey | Trish Ayris | Christine Godber |
| Sailing Secretary | Matt Love | Jeremy Drummond | Trish Ayris |
| Bosun | Geoff Lambert | Jeremy Drummond | Brian Warwick |
| House Secretary | VACANCY | | |
| GCM (6 members) | Zoe Bailey | Grahame Smith | Jo Wicken |
| | Jean Whittaker | Dave Vettergreen | Penny Turner |
| | Brian Lamb | Brian Warwick | Martin Smith |
| | Paul Rodgers | Christine Godber | Grahame Smith |
| | Jo Wicken | Lesley LeGassick | Christine Godber |
| | Jayne Lambert | Lesley LeGassick | Christine Godber |
| House Committee 1 | VACANCY | | |
| 2 | VACANCY | | |
| 3 | Nina Wallis | Christine Godber | Paul Thorpe |
| 4 | Carol Rodgers | Trish Ayris | Christine Godber |
| 5 | VACANCY | | |
| 6 | Derek Zobel | Paul Thorpe | Christine Godber |
| Auditor | Trish Ayris | Christine Godber | Martin Smith |
| | | | |
| | | | |
| <u>Fleet Captains</u> | <u>Captain</u> | <u>Vice Captain</u> | |
| Handicap Fast | Peter Heyes | | |
| Handicap Medium | Graham Jenkinson | Stewart Robinson | Blaze representative |
| Handicap Slow | VACANT | | |
| Laser 2000 | Rachel Sheridan | | |
| Junior | Richard Tutt | | |
| | | | |
| <u>Appointees</u> | | | |
| Assistant Sailing Sec | Tony Hunt | | |
| Dinghy Park Sec's | John Shenton | | |
| Duty List Sec | Grahame Smith | | |
| Memb Renewals Sec | Trish Ayris | | |
| Membership Sec | Lesley O'Rourke | | |
| Training Principal | Paul Thorpe | | |
| Chief Sailing Instructor | Tom Lambert | | |
| Website Manager | Jason Ramsden | | |
| Editor 31.5 | Amy Adams | | |

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|-----------------------------|----------------------------------|--|--|
| Publicity Officer | Jason Ramsden | | |
| Trophy Secretary/DBA | Ian Parris | | |
| Youth Co-ordinator | Jayne Lambert | | |
| Parent Liaison Officer | Kevin Downard | | |
| Chief Power Boat Instructor | Brian Warwick | | |
| Site Services Manager | Ray Craddock | | |
| Dep site Services Manager | Stan Sprot | | |
| Sales co-ordinator | Jean Whittaker | | |
| Site Dev Officer | Duncan Griffiths | | |
| Maint Co-ordinator | Roy Winnett | | |
| Cruising Secretaries | David Wraight and Derek Zobel | | |
| Club Boat Manager | Alan Cook | | |
| Bosuns Assistant | Elliot Eyre | | |

Trustees: Martin Fish, Roy McLeod, Bernard Smith, Dave Vettergreen

The Commodore requested the approval of the meeting to elect those posts with only one candidate en bloc, which had no objections. The then thanked again those willing to stand giving more than 1 candidate for the post of Rear Commodore, remarking that it was refreshing change. A vote was then held at which Martin Vinton was elected to the role of Rear Commodore.

10. Honorary membership Award:

The meeting was invited to endorse the award of Honorary Membership to Terry Eaglestone for all his numerous additional duties over the years which have contributed greatly to the safety of members and the duty rota and did so with no dissent.

11. Rule Changes:

Members were then asked to approve the following rule change proposed by Christine Godber, seconded by Geoff Lambert as outlined in the Commodores opening remarks -

The changes are deletions marked by strike through and additions in italics –

Rule 2(c) No member shall be eligible for election to the office of Vice-Commodore or Rear-Commodore unless they have been a member of the General Committee, *or served as an Assistant Officer appointed by General Committee*, for at least 12 months during their membership.

Rule 2 (e)

(e) The General Committee of the Club shall consist of Officers, ~~ex-officio~~ *the Training Principal*, the House Secretary, the Sailing Secretary, the Club Bosun and six members of the Club elected by the Club in General Meeting to hold office until the conclusion of the next Annual General Meeting, but shall be eligible for re-election. Six shall form a quorum. (No Flag Officer shall be eligible for more than three consecutive years in the same position.)

Rule 2 (g)

(g) The General Committee shall have the power without reference to a General Meeting to appoint Assistant Officers if necessary. ~~They shall be ex-officio members of the General Committee.~~

This suggested change generated considerable discussion from the floor with no less than 12 members speaking against the proposal or raising issues which needed further discussion. At this Geoff Lambert withdrew the proposal and agreed with the view that a sub committee should further consider the issues raised.

12. A.O.B.

A discussion took place re the suggestion by Bob Dutton and Dave Vettergreen that –

The current club burgee be replaced by a flag as the present burgee is inadequate as the RYA flag flown on the mast over powers the club burgee. The proposal is to change the club burgee to a flag and, to further promote the club, reinstate the initials “WSC”.

The club colours originated from Wilsons School and consisted black, silver and gold. The Old Wilsonians subsequently changed the colours to black, white and yellow and carried the letters OWSC in black in a square formation. The club retained the colours but, as a cost saving exercise, the letters were omitted.

An initial design is displayed in the club but is open for discussion and change.

The suggestion generated considerable discussion. It being suggested that –

- The etiquette of flying the correct flag depending on which flag officer was present be considered
- A small version for dinghies be made available – the Treasurer pointed out that this had been the case but cost became prohibitive
- A flag was considered desirable, especially to emphasise W.S.C. , but the burgees were considered less so.
- A sub committee be set up to produce a costed design
- Tom Lambert offered to co-ordinate the project and his offer was accepted – rapidly!

Closing Remarks:

The Commodore commented that it was good to have a healthy debate at an AGM and thanked everyone for coming closing the meeting at 9.20.