



KSSA  
Regatta  
pg 15.

# 31 1/2 Autumn 2014

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## Welcome to the Autumn edition of 31 1/2!

As the clocks change, it is time for us to dig out those steamers, drysuits, hats and thermals! Or maybe not quite yet. I for one have certainly been enjoying the unseasonal warmth for this time of year and am sticking with my summer wetsuit for as long as possible. However, I am looking forwards to the start of the winter series, the prize giving dinner and the always delicious club christmas dinner (3 spaces for me please!).

The autumn edition is always an interesting one, most of the major events have just come to a close so a good time to reflect on our sailing so far. The dark evenings also means plenty of time to read 31 1/2!

I hope you enjoy reading through the articles, we have a nice selection of articles from the Juniors this time round (pgs 13-18) and a really interesting report about the Wilsonian Cruise on pg 17. A particular favourite of mine has to be 'Wild Sailing' on pg 11. This brought back many memories of 'that' marathon about 10 years ago. At least this years seemed to not suffer so many broken masts, but I'm glad I didn't try it in my little Streaker!

The year of the blaze certainly seems to have dominated the Medium Handicap pg 7. Certainly us other single handers have our work cut out to beat them!

As the last edition before the AGM I ought to note that if anyone is interested to take over the editing of the magazine do feel free to come forwards, but I am happy to continue if you are all happy with me to do so! The magazine has been in the new format for a little while now and many of the earlier teething problems of downloading it seem to have been resolved. However, if you do have any comments or suggestions then feel free to send them my way and if I can fix them I will.

**Amy  
Streaker 1675**

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Front page: KSSA Regatta



**For me this is quite an interesting and different time since the last issue in June.**

After 42 years at Great Ormond Street Children's Hospital and 49 years in the NHS, I am about to retire.

I had the most touching leaving presentation and some of my patients even came to my "Do". It has been very rewarding for me to see patients from birth, through their formative years as adults and then some of them coming back with their own children

A time never to be forgotten.

Medway Regatta was held this year on the 12th and 13th July. Although the number of entries were rather low at 62 boats, a real achievement was that 16 of these were Juniors, a far higher than average number. 11 different clubs participated, with the furthest travelled being Steven and Lynn Worf with Nick Ireland from Southampton.

The low entries could have been due to the forecast. The wind was not kind to us with very light airs that became almost nonexistent on the Sunday. That said, the race officer still managed to get in three races over the weekend.

Our thanks goes once again to MTS for providing the maroon shirts and Harken and Hyde Sails for Tally winners prizes.

## From the Commodore...

This year we have had three coaching sessions with RYA Coach Andy Kerr on the 5th July, 2nd August and 27th September. These were well attended and enjoyed by all. The wind conditions varied throughout the course, on one day it was so windy we needed to reef and on another it was so light in the morning that we had a land based session. This session was very useful and Andy used a boat on its side to show how the shape of the sail changes when different controls are used.

At the end of August, the club was taken over by 35 enthusiastic children for our annual Junior week. An ever successful week, this year it was organized by our stalwart leader Ann Heather, our Training Principle Paul Thorpe and Senior Instructor Tom Lambert who led the older group in racing. The week culminated in the Junior Regatta on the Saturday with a BBQ and Prize Giving in the evening.

Wilsonians also hosted the KSSA Annual Regatta in September. This was organized by Jo Wicken, with help from volunteers to run the safety boats and food. Youth sailors from schools for all round the county came and our own member, Quentin Bes-Green was overall winner.

WSC and myself finally made it onto You Tube this year! On the 15th September Tracey Crouch MP for Chatham and Aylesford, and Sport England Parliamentary Fellow, came to try her hand at sailing. Andy Hooper, our Regional Development Officer, suggested that we might be willing to host this event so I accepted. Tracey was collected by Martin Smith on the rib from Chatham Marina and brought ashore to be greeted and by myself and all the officials from the RYA and Sport England.

Tracey was then duly shown the Upstream Slipway by Zoe Bailey and Keith Jeremiah who explained what was going to happen to it and how it was going to be repaired.

This slipway repair has been funded by Sport England Inspired Facilities Grant.

Next, she then changed into a wetsuit provided by the RYA and Sam Rowe took her sailing in the Clubs Wayfarer (also funded by Sport England!). The weather was sunny and the winds were kind. A pleasant sail was had by both. After lunch there was a talk by Gus Lewis, RYA Head of Government Affairs, and Duncan Truswell, RYA Sort Development Manager. Then it was back to Chatham in the rib.

All good publicity and will help with lease for

the slipway for WSC.

The Winter Series will soon be with us and then Work Parties to repair the club and to lay the final part of the track in the dinghy Park all good stuff.

Happy winter sailing.

**Christine Godber  
Commodore WSC  
Hartley 12 1214**

Images: Below winners of the Medway Regatta and Toppers at the KSSA Regatta



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**3D TENDER**

# Medium Fleet Report

I am writing this shortly before the end of the main sailing season. Some of the last few Sundays have been notable for their lack of wind. The 28 September was also foggy leading to the postponement of the morning starts until we could see the other end of the start line. As the fog cleared we could also see the aftermath of a dredger charging down river in the fog creating devastation among the Medway Yacht Club moorings with broken masts etc. I know someone who works for the dredger company and he reports that the captain is likely to be sacked.

I have had a look through the winners of our series and recorded them below.

The Autumn series is now underway and there is clearly a challenge to all the non Blaze sailors to knock them down from the winning places. It very clearly has been the year of the Blaze with more being sailed and being sailed well. (One might wonder about their handicap but they clearly have been successful. The Laser sailors such as me can only watch them disappear into the distance down the course.) It is now almost certain that Chris Saunders will win the season's Medium Handicap trophy – well done Chris.

We have again had more people sailing in the Medium Handicap Fleet for most of this year with a slight dip during the late summer series. The growing number of Blazes and the good weather probably lie behind this very pleasing trend. Even with the good weather we have mainly had some good sailing winds with fewer races abandoned. We have also had a pleasing number of Lasers in some races with the Skimmers gaining enough confidence to join in.

The Sailing Committee will shortly be discussing the organisation of the sailing in 2015. We will be looking at the statistics to check the organisation of fleets for next year. The growth of the Medium Fleet has to some extent been at the expense of the Fast Handicap Fleet which has seen lower numbers.

Hope to see many of you on the water in what is left of the main season. Chris Saunders has provisionally agreed to take over as Class Captain – but if anyone else is keen to set the courses they want then please speak to Chris or me. We are making plans for the Handicap Fleets' evening this winter. Provisionally we will run it ourselves again in the Clubhouse but that needs volunteers to help set up and wash up. Happy to have views and offers of help - my number is in the handbook! The provisional date is 7 February 2015 so pencil this in your diaries and look out for your invitation later.

## **Graham Jenkinson Laser 191856**

Results so far...

### Spring

- 1st Chris Saunders - Blaze
- 2nd Andy Pickrell - Blaze
- 3rd Martin Jones - Blaze

### Early Summer

- 1st Chris Saunders - Blaze
- 2nd Amy Adams - Streaker
- 3rd Stewart Robertson - Blaze

### Late Summer

- 1st Chris Saunders - Blaze
- 2nd Matt Love - Blaze
- 3rd Stewart Robertson - Blaze

# News from the Sailing Committee

## **New Starting Sequence Timing**

It happens not infrequently that ROs and AROs run into problems with the present 5-4-1-Go countdown sequence, especially with four different starts in normal class series racing. Moreover, having five minutes between starts means that the Slow Handicap fleet has 15 minutes less than the Fast to fit in their racing before the time limit.

Accordingly, for 2015, subject to a trial for the Frostbite Series 2014, for Class Series Races it is planned to use a 3-2-1-Go countdown sequence, with a sound signal and a flag-board change every minute. In order to give the first-starting Fast Handicap fair warning, it is intended to hoist the Number 6 pennant six minutes before the start (thus giving them and everyone else an extra minute compared to now!). This sequence will be trialled at the Frostbite Series, and it is also intended to use it in the Warm-Up Series, when time spent racing up and down the start line in cold and blustery conditions is perhaps best minimised.

All other racing, Commodore's, one-off races etc., will continue to use the 5-4-1-Go sequence, which members will often encounter at open events.

## **Individual Recalls**

Probably most of us will have suffered an anxious race after hearing a double-hoot indicating that somebody was over the line, or returned to recross the start

line unnecessarily, when our start had in fact been good. Nine times out of ten, individual recalls are made as a result of people who are either still rigging in the water by the beach at the start or else are fully aware of their plight and are already heading from the on-course side (OCS) towards the correct side. Accordingly, as of the Frostbite Series, it is intended to give a second sound signal only when the Individual Recall concerns a boat crossing the line from the pre-start side towards the on-course side. The X Flag will continue to be shown on every occasion, however, being removed either when all OCS boats have crossed completely to the pre-start side, or one minute before the next start, whichever is the sooner.

## **Commodore's Format 2015**

Sailors of slower boats have complained that there is nothing on offer for them on the afternoons of Commodore's Series days, as both courses are too long. Accordingly it has been decided that the Commodore's race will be a single race over a long course, while a shorter, lapping course will be set for competition for the Bosun's Trophy. It is also planned to schedule the race starts well before high water so that no boat should have to face an ebb tide at Mears, notwithstanding that the lack of water will mean that the committee boat start cannot be held in Hoo Bay.



## **Prize Giving Dinner!**

**This year's prize giving dinner will be on Saturday 29th November. Keep your eyes peeled for more information at the club.**

## **Christmas Dinner**

**The club's annual Christmas dinner will be held on Sunday 21st December.**

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# Wild Sailing on the Medway

Stewart - Blaze 609 – my story of the Medway Marathon 2014

Totalling about 26 miles from Medway Yacht Club down river to the South Kent buoy just inside Garrison Point and back again taking in a few creeks on the way. About 50 boats entered, nearly all dinghies but a couple of Sonatas and even a Dragon in the fleet.

It was windy, not a gale but real hard wind and gusty. I hadn't seen the forecast but it turned out to be 20 mph and gusts up to 30. We also had a squall with hail and then it might well have been a six or a seven – who knows. I have a rule, if I can hear the wind whistling in the rigging of nearby boats, it's probably too strong for me. Today the wind was whistling in my own rigging and I had miles to go before the finish, little did I know I had the squall to come too.

Great start for me, pulling clear of the pack at our downwind start and it was going to be downwind for most of the next two hours. It took about a mile, 10 minutes at the most, for a Buzz (Stuart Bailey and Zoe) and plus a couple of other asymmetric caught and passed me. I thought at the time it was more like cycling than sailing, frantic steering to keep the rig above the boat, just pull in the main and steer low in the gusts and ease it back out and head up a little higher in the lulls. In this way I pulled well clear of the only other Blaze – Chris Saunders in 679. The 2000s and just about everything else was behind, and in front was a fleet of Wayfarers who had started 15 minutes before us.

Hardening up to a fetch around Bishop buoy no 16 there were shallows requiring a slipping off to leeward and then later hardening up to try and lay the Otterham Fairway buoy. I had to tack a couple of times to get round and as the other Blaze was behind I played safe and “wore round” onto the next leg which was a broad reach

back along the same wide Half Acre Creek. Where this met the main channel it was frightening, the chop was developing. It was very broad so I sat almost in the boat but the mainsheet strop prevented me from getting right aft. Several times flying down waves the boat submarined and all I could do was drop the main to keep control – I was not getting the best out of the Blaze but at least I stayed upright. I had hoped to catch the Wayfarers on this leg but the only ones I caught were those that were capsized. In fact there were several boats around the next mark No 13, so again I played safe and wore round. The next leg was hardly any better and now I was approaching the furthest marks of the course and still Chris was behind me until another “wear round” dropped me in as I bore off and I went in to windward. You know what it's like, a windward capsize can be a hard and long one to recover from, and as I looked around there was Chris sailing by.


However, things picked up, Chris was heading for the wrong mark and I got to the furthest mark of the course (South Kent for those of you with charts) ahead of him, but I was tentative and a 2000 drove at speed right over the top of me and rounded the next ahead and with two other 2000s in close attendance. It was clear the wind and waves were now so strong and choppy that the Blaze was terribly overpowered and required careful handling whilst the 2000s with their small sail area and beefy crews could drive at maximum speed.

I struggled up the next beat, surrounded by 2000s. “That's not good for my handicap”, I recall thinking and it was not good for my position with the other Blaze, he just powered away from me. I was just surviving and was getting tired but the weather improved - the wind dropped to a proper sitting out breeze and I began to drive the boat well and eat into the 2000s.

A couple of tacks later I was heading down another straight part of the river called a Kethole Reach but it was no reach, it was hard on the wind and into quite a chop. This is where I noticed the whistling in the rigging and another noise from the rear – a lot of turbulence. I could see no debris on the rudder but stopped and briefly raised the centreboard and groped around the rudder – nothing, so I continued on but noticed quite a lot of water coming up through the case. Clearly the slot gasket had come loose, strange because it had been fine for the last couple of years, but then has the boat ever been over 20 knots before and today it may well have done?

The wind was strong, the chop was violent and the sky was turning black. I'm sure the slot gasket was causing drag but I kept a couple of 2000s behind me, there were a couple well ahead and no sign of the Wayfarers. Occasionally a RS800 or similar came past (they started a half hour later than me). The pounding the boat was taking was bad and I was feeling the strain of three hours in the boat, the last 90 minutes hard on the wind with an ever increasing chop as the tide flooded into the teeth of a westerly.

I must confess to moments where I just sat on the side of the racks and didn't hang on the toe straps just to give my aching hips a rest from being bounced up and down with the weight of my body cantilevered out over the side.

Eye popping tension on both the kicker and the downhaul meant the boat was manageable if not fast and every tack had to be a carefully judged manoeuvre least it go wrong and I end up swimming. But I was getting there - until the black cloud came over. A sudden header had me in backwards and righting the boat had it blow straight back over again. "Could I raise the strength to right it one more time?" I questioned myself. "Well, I have too", was  answer and I did. I sat in the bottom of

the boat, grabbed the helm and made sure the main was off, then looked around. I couldn't see far, the water was light grey with bright white crests blowing off down the river and that stinging sensation I realised was hail. It all looked so bright against the black sky – moments like this are a spiritual experience - although I'd have rather done without it at the time. It was seriously windy, but what can you do but pull in that mainsheet and point the boat upwind? I kept to the left because I knew there is a buoy ahead which must be passed to starboard. I couldn't see it and I battled on.

I realised I must be well down the pack now and the 2000s almost all ahead, but one might as well finish with only a mile to go and no more turning marks. Gradually the boat felt strange – sort of underpowered, and so it was, an ease of the kicker and the downhaul, restored a better feeling in the boat (if not my legs) and 10 minutes later I crossed the Medway Yacht Club line.

Reaching forwards to get my banana I slowly capsized again but bugger it, I ate my banana whilst laying back in the water in a most relaxed position! Eventually I thought I'd better get the boat upright and get back to Wilsonian SC. I swam around the boat, managed to get up on the board and looked around – I was surrounded by safety boats! Most other competitors were by now ashore and so one boat laying on its side (for the time it takes to eat a banana) obviously attracted a lot of attention from power boats with not much else to do.

I'm not sure exactly where I came but found out later that half the fleet had retired. Brian Lamb in his Wayfarer won, and was in fact the first boat home. You would have thought that a Blaze or a Buzz starting only 15 minutes behind would have caught and passed them but perhaps that is a measure of just how rough it was.

# NSSA

This year's national youth regatta kicked off at Downs sailing club, Deal on 21st of July, with the club hosting 267 boats from 19 counties. Ben Gray and I represented Wilsonian sailing club in the Kent team. Training for the event was organised by the KSSA and took place through the winter months at clubs all over Kent in various temperatures.

The nationals consisted of an intense week of sailing, spending all day on the water, not coming back to land till tea time; which did mean having to have lunch on the water (thanks Nicola Smith the Jaffa cakes work).

The week was split into four courses for each fleet, as my first nationals I was expecting to be in the intermediate group but to my surprise the organisers thought the best place for me was in the main fleet against people that had been sailing for a lot longer than me; but by doing this I was able to pick up new skills and make a new network of friends within the group on the water.

It was good to have the opportunity to represent Kent because it gave me the chance to progress from the river to a wider range of sailing with a lot more competition and pressure. The week was very busy with the radial fleet being the biggest for the week with a start line of 71 boats so a bit crowded.

The organiser tried for 4 races each day but Tuesday was cancelled due to strong waves making it too dangerous to launch the boats in the strong swell.

The week has given me lots of confidence on the water, I do recommend trying the KSSA event when they appear because the coaching is great and you can progress massively. I finished 47 out of 71 in the main fleet and Kent one the overall championship.

Richard Tutt

Images: NSSA Regatta (c) Sam Chick



## NSSA Continued...

This year the regatta took place at Downs Sailing Club on the Kent Coast at Deal over 20th-25th July 2014.

While Wilsonian Sailing Club had agreed to provide a RIB for safety cover five years ago - back in the early stages of planning this major event - it looked like crewing the RIB might not be possible but fortunately the club's 38th & 40th Strood Sea Scout Group were able to cover this with Martin Vinton, David Wraight and Explorer Scouts Ciaran Buesnel and Steven West.

Steven and Ciaran had received their powerboat training earlier in the year at WSC and they certainly demonstrated the quality of their training during the week and were from time to time asked to supplement crews in other boats. With 270 boats, 320 competitors, 32 safety boats, four committee boats, 329 individual volunteers and four operating areas spread along the channel coast from Deal to Kingsdown the organisation required a little more than a Sunday racing day but DSC and the NSSA certainly rose to the challenge.

Camping facilities at a nearby school were well organised with good facilities and a fast track for safety boat crews at breakfast. There was a full briefing for crews before each day and then plenty of time to get afloat and lay courses prior to racing.

## Junior Regatta

Once again junior week was a long, enjoyable week of hard sailing, testing our boats and skills on the water, and camping skills in the top field.

The final day, race day, gave the junior fleet the chance to test their skills and on a short start line the race officer and scribes watched the carnage unfold. We managed to get two good races in before lunch when the conditions on the water, wind wise, were perfect, for fast starts and strong downwind sections but I'm

Getting afloat was again a little different with safety boats launching on plastic rollers on a steep shingle beach straight into the surf, Steven and Ciaran made it their job to ensure that there were always sufficient well placed rollers to protect the hull of Kittiwake both launch and recovery.

Monday saw a late start and an extra race squeezed in before the wind dropped requiring most of the boats to be collected and towed in. Unfortunately the conditions on Tuesday resulted in the cancellation of the days racing but an extra race was inserted in the Friday programme. While Kittiwake mostly covered the handicap fleets (fast and slow down at the pier end) we could often be found helping out elsewhere.

The NSSA and DSC were enormously welcoming and for anyone considering helping in future years we would certainly recommend the experience.

A full report of the regatta can be found at <http://www.yachtsandyachting.com/news/178017/NSSA-National-Youth-Regatta-at-Downs> and the results at <http://www.nssa2014.downssailingclub.co.uk/pages/Results%20page%20background.htm>

David Wraight

sure everyone would have enjoyed a bit more sunshine to bring up the temperature.

Two more races were completed in the afternoon, but with gusting winds and a falling tide, the final race was cut short to avoid getting the fleet stuck on the mud! It was good to see so many competitors on the water of similar ability, including 9 boats from 4 other clubs.

Ben Gray who has only sailed his new laser for a week; after moving up from an optimist did

very well, winning the event, well done to Ben.

With almost a clean sweep for Wilsonian, the remaining results were as follows:

2nd Sean Irving, fresh from the Laser Nationals on the Clyde, scoring the same points as Ben Gray

3rd Richard Tutt

4th Lucy Hockey

5th Miles Eason

6th Henry Jones (Medway Yacht Club)

Many thanks to all the organisers, trainers and volunteers for a great week.

Richard Tutt

## KSSA Regatta

Thirty-four junior sailors from schools and clubs across Kent (including eight from Wilsonian) descended on the Club on 20th September for the premier event in the KSSA programme – the Annual Regatta.

The forecast was dire with just 4 mph winds predicted, but the sailors were undeterred. The morning began with the presentation of County Colours and the Chairman's Cup by the Chairman of Kent County Council, Mr Peter Homewood.

Colours were presented to Julia Judd, Girls' Team Captain for Kent and Max Taylor-Nobbs, the crew of the winning team in the prestigious Mount Haes Trophy at the National Schools Sailing Association Regatta hosted in Kent in July. Wilsonian member Michael Calvert, on his way to Plymouth University that very day, was awarded colours in absentia as winning helm in the Mount Haes Trophy.

Mr Homewood presented the Chairman's Cup to Mr Chris Shelton for his role as organiser of the NSSA Regatta at Deal, an event that attracted more than 300 sailors from all over the country, and was two years in the planning. The Regatta had been a great success, run entirely by volunteers from Kent and the Kent Team were the overall winners too!

Back to the events of the day – the programme was for two back-to-back races in the morning and the same in the afternoon. Race Officer, Dave Ellis, set a triangular course in Hoo Bay for the morning session, to take advantage of

weaker tides, especially given the light winds. It was quite a struggle to get to the starting area in those conditions but fortunately, a gentle breeze filled in, sufficient to get racing underway. Wilsonian sailor Quentin Bes-Green in his Laser set the standard early on with a commanding lead in both races. The duo of Julia Judd and Mark Lightbody in an RS200 came in second in both races. Sean Irving (Radial) secured a 4th and 7th.

As the sailors enjoyed the excellent spread for lunch provided by Jayne and her team, the wind vanished altogether. Meanwhile the tide had turned and was now ebbing at a fast rate. There was no immediate prospect of further racing and a decision time of 2.30 p.m. was set unofficially to determine whether to abandon further racing. Then just a few minutes before the deadline, a tranche of wind filled in across the river and the call was given to tally out and proceed immediately to the race area.

Against the odds, a third race was run, between 31, 30A and a club buoy down river. This time Julia and Mark won with Quentin 2nd. With just three of the four planned races run, all results counted for the series.

At the prize-giving, overall winner Quentin Bes-Green, thanked KSSA and Wilsonian Sailing Club for hosting the event, and in particular the many volunteers for manning the safety boats, the race management and the catering.

Prize winners:

1st overall (Royal Temple YC Trophy)  
Quentin Bes-Green  
Wilsonian SC

2nd overall  
(Marsh Trophy – 1st double hander)  
Julia Judd & Mark Lightbody  
Downs SC

3rd overall (Borough of Deal Cup – 1st Radial)  
George Hyett  
Downs SC

1st Topper (Steed Cup)  
Pierce Seward  
Broadstairs Sailing Club

All Girls trophy  
Julia Judd  
Downs SC

1st U14  
(Hampton Pier Shield)  
Peter Freeland  
Downs SC

1st new racer (Prelude Plaque)  
Ryan Winter  
Dover Pirates

1st school boat (Cranbrook Trophy)  
Richard Stonehewer-Smith  
King's Canterbury & Kyle MacFarquharson

1st School Team (Whitstable YC trophy)  
George Hyett & Max Taylor-Nobbs  
Sir Roger Manwoods

Images: Below Clockwise; Ben Gray at the Junior Regatta, Robert Crane enjoys a sweet break!; RS Feva at the KSSA Regatta; lasers at the KSSA Regatta



# Wilsonian Sailing Club Cruise 26-27 July 2014

...and David Beckham

A mix of Scouts from our clubs 38th & 40th Strood Sea Scouts and club members assembled at 07.00hrs on a bright Saturday morning to start preparing their boats for the cruise and after an 08.00hrs briefing the fleet set off at 08.30hrs sailing in company to Queenborough.

Our fleet consisted of two support craft a small cabin cruiser and a yacht, provided by the Sea Scouts, and a Drascombe Longboat, a Wayfarer and two Lasers. A promising initial wind dropped as we sailed down the Medway and after lunch on land at Queenborough Park. Just up the road from the park is 76, Church House is believed to have been the home of Emma, Lady Hamilton and no doubt the scene of many a meeting with Nelson who's attendance was regularly recorded as taking communion at the nearby church.

After lunch the lack of wind resulted in the decision to take the fleet in tow and proceed down The Swale - the forecast for the following day promising an opportunity to sail back over the Cant. With a leisurely tow and the need to wait for the raising of the old Kingsferry Bridge the crews had time to take in historic points of interest and the seal colonies. Coming out the Swale and passing the Pollard Spit buoy there was the opportunity for the fleet to sail to Whitstable although the Whitstable chop made for a bouncy ride.

Arriving at 18.30hrs the Lasers were carried up the shore for safe storage and the remainder of the fleet was secured to the Whitstable Sea Scout mooring buoys or anchored in The Swale.

Our advanced party of helpers from the 38th & 40th Strood Sea Scouts had prepared the Whitstable Sea Scout Headquarters for us and after a fish and chip supper it was time to watch the sunset, the headquarters is set directly on the beach with splendid views across the bay and out into the North Sea, or join the Whitstable Oyster Festival before an early night in the headquarters.

Unfortunately many of the noisier celebrants of the oyster festival seemed to walk past the building on their home but I think we got some sleep.

Up at 05.00hrs for a warm but slightly overcast morning and a good supply of tea and bacon sandwiches it was time to prepare the boats and close up the headquarters before an 07.30hrs sail. Unfortunately promising early winds meant the fleet was taken in tow off Warden Point just up from Leysdown-on-Sea. Slightly further offshore was the site of the 1912 Leysdown Tragedy.

After a tow into the Medway, passing the wreck of the second World War ammunition ship SS Richard Montgomery, lunch was taken afloat in the shelter of Grain power Station and we were joined by a porpoise. After lunch the fleet sailed with an occasional tow back to Wilsonian Sailing Club arriving at 15.30hrs. We hope the two Lasers sailing through the Commodore's race the wrong way did not confuse the race officer too much.

Overnight kit had been transported to the club for collection by the Scout advanced party and after packing the boats away a tired but happy fleet made their way home having had a great cruise.

## 1912 Leysdown Tragedy

At around 14.00hrs on the 12th August 1914 a 32 foot naval cutter belonging to the 2nd Walworth Scout Troop, London was seen to be hit by a squall two miles off Warden Point and to then capsize and overturn.

The cutter was capable of carry of carry 40 armed men and a crew of 12 crew and was well suited to the four adults and twenty-four Scouts on board who knew the boat well and had spent a year perfecting their sailing and swimming skills before the trip to join the Leysdown Scout Jamboree.

Help rushed from the shore but despite the best efforts of the adults on board and the rescuers eight scouts and one trainee from the training ship Arethusa, then based at Greenhithe, lost their lives.

The national press published the disaster and along with the Scout Association a fundraising drive was set up. The bodies of the deceased were carried to London by HMS Fervent and then on to the church of St John the Evangelist, Larcom Street, Walworth, London. Over 100,000 people passed through the church before the funeral on

the 10th of August. Nunhead Cemetery was closed for all other funerals and a million mourners lined the streets, despite a downpour, to witness the funeral procession of horse drawn hearses, four large vans carrying floral tributes and hundreds of wreaths carried by Scouts, members of the armed forces, the police, river pilots, the Nore Defence Flotilla, coastguards. postal workers and others.

Sir Giles Gilbert Scott (designer of the K2 telephone box, Liverpool Anglican Cathedral and many other commissions) designed the memorial erected in Nunhead Cemetery. The memorial consisted of a life size bronze statue of a Boy Scout with bowed head in front of a stone plinth. Even after the cemetery closed Scouts maintain a monthly cleaning of the site but in 1969 the statue was stolen; hacked off at the ankles presumably for scrap - in fact the accompanying bronze memorial inscription was discovered in a scrap merchants in 1997.

... and David Beckman? David, himself a former Scout, is the great grandson of Edward Beckham one of the two Beckham brothers who survived the tragedy; the third brother William perished.

### Winter Work Party Dates

Saturday 10th / Sunday 11th January,  
Saturday 17th January,  
Saturday 24th/Sunday 25th January.  
Sunday 1st February,  
Sunday 8th February,  
Saturday 14th February

# Club News

## Miracle Nationals at Hunstanton

David Hudson was presented with a Senior Helm Trophy, while all Jackie got was a, bash to the face, from the boom and a large flesh wound to the right leg, after nasty capsized, in the 8 points Race.

With Jackie in the sea with 3-4ft waves, waving her arms to stop the rest of the Fleet hitting her.

Jackie ended up later in the Sailing club with a silver blanket wrapped a round her, looking like a Turkey at Christmas .

Andrew and Theo did very well to sail most Races in strong winds and large waves and manage to miss Jackie bobbing about in the sea ending the week with a good sail and one broken rudder.

The last race on the Friday with light winds for the first time but we had to watch from the shore with Jackie looking like a poor Botox job.

The Hudsons

Image: Right, David with the Senior Helm Trophy

## WANTED Someone to Share an Alto.

I'm interested in the Alto Jo has just brought down from Orkney and is sorting out, so I need either one or two other people to share it with.



That would bring us up to 5 Altos at Wilsonian – almost a fleet...

If you want to chat this through or meet up for a trial sail please contact me any time

Peter  
020 7243 0789  
07445 996 047  
Peter@Cyriax.me.uk

## Mount Kilimanjaro

On the 25th of August at 8:15am, I successfully summited Mount Kilimanjaro, the Highest point in Africa! Thank you to everyone at sailing that supported this charity event by buying cakes on a Saturday morning. Overall you helped me raise just over £300, which was a fantastic contribution towards my £2650 total.

As many of you know this money went towards Childreach International. During my trip I was lucky enough to visit a school funded by this charity. I've never seen a group of children that are so genuinely happy to be in school! They love to learn! All of the money we raised goes towards helping these children have a better education! Visiting Tanzania was the biggest eye opener, and meeting these children made every step of the climb worth it! So thank you again to everyone that supported and donated...because this is the difference it makes!! :)

Jessica Tutt

Images: Left Jessica at the summit of Mount Kilimanjaro; with children in Tanzania

## Dates For Your Diary!

Day	Date	Tide	Ht.	Notes	
Sun	02-Nov	14:16	Low	Frostbite Series 1 + 2	
Sun	09-Nov	13:39	6.3	Frostbite Series 3 + 4	1st warning signal 11:15
Sun	16-Nov	13:13	Low	Frostbite Series 5 + 6	
Sun	23-Nov	13:01	6.1	Frostbite Series 7 + 8	
Sat	29-Nov				Prizegiving and Dinner
Sun	30-Nov	12:37	Low	Frostbite Series 9 + 10	
Sun	07-Dec	13:01	6.1	Frostbite Series 11 + 12	
Sun	14-Dec	11:18	Low	Frostbite Series 13 + 14	
Sun	21-Dec	11:58	5.9	Frostbite Series 15	Prizegiving Christmas Dinner
Sun	21-Dec				
Thu	01-Jan	15:47	Low	Chilly Willies Handicap Race	1st warning 11:55
Sat	10-Jan			Work party 1	
Sun	11-Jan			Work party 2	
Sat	17-Jan			Work party 3	
Sat	24-Jan			Work party 4	
Sun	25-Jan			Work party 5	
Sun	01-Feb			Work party 6	
Sun	08-Feb			Work party 7	
Sat	14-Feb			Work party 8	



**As a RYA Champion Club, we enjoy the support and help of the RYA including:**

- Recruitment of sailors into the sport;
- A safe training and racing environment;
- Increased parental volunteer support;
- Class Open Training programmes;
- Securing financial support;