

LAZE

08
807

Find out what
is on at WSC
in 2015!

31 1/2 Spring 2015

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Welcome to the Spring edition of 31 ½!

If you have not already been racing all winter or joining in with the warm up series it is time to dust down your wetsuits, get out your sails and get down to the club for another year of sailing!

This edition is full of details of what to expect at WSC this year, from adult skimmers to the new improved Commodore's Race! Also more details on DutyMan, race timings and club events. Ian Foxwell's interesting article on his take of old versus new boats is well worth a read. It certainly made me miss the days of team racing Fireflies, my uni team dreamed of owning the Rondar Fireflies - the best boats in the world for roll-tacking (in my opinion!).

Sadly this is the last edition of 31 1/2 I shall be editing. Apparently opening a new museum is taking up more time than I first anticipated (who'd a thought it!). So I shall be taking a break as editor to focus my efforts on assisting my Director to get the newest museum in Kent up and running!

As yet a new editor has not stepped forwards so I would like to take this opportunity to make a call out for one of our members to take over the mantel. Do drop me an email to amyclareadams@hotmail.com or speak to one of the committee members if you are interested in this role.

All the very best for a good year of sailing and see you on the water soon!

**Amy
Streaker 1675**

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Front page: Ian Foxwell in Blaze 807

From the Commodore...

By Martin Vinton, your new Commodore

Winter work parties are now completed, with many improvements to the changing rooms, lobby area, blockhouse, committee room clear out, balcony wall, drainage ditches plus all the regular annual maintenance tasks – track, slipway, gutters and kitchen deep clean.

Many thanks to Roy Winnett for organising the work parties, Duncan Griffiths for his expert guidance and all members for their hard work.



We have been very fortunate with good winds for the Warm up series this year and only one day cancelled due to very strong winds. Thank you to all the volunteers for their help in running the series.

Duties are now all on Dutyman, accessible via the club website. Using Dutyman should make it much easier to update personal details (email address, phone numbers) and also contacting other members with similar duties to try to swap duties. [see page 13 for more details]

At this winters RYA Club workshops it has been very reassuring to find out that we are already providing lots of key activities, with only a few areas for possible improvement.

Hopefully the weather will start warming up soon, we have good weather this year and I look forward to seeing you at the club and on the water.

Martin Vinton Laser

Top 15 finishers of the Warm Up Series:

Rank	Class	SailNo	HelmName	CrewName
1st	BLAZE	807	Ian Foxwell	
3rd	BLAZE	719	Stuart Bailey	
2nd	Alto	120	Grahame Smith/Tom	Tom/Jayne Lambert/Jo Wicken
4th	2000	2229	Richard/Rachel Sheridan	Rachel /Lisa Campbell
5th	LASER 3000	3504	Roo Coward	Lucy Hockey/Bert Searle
6th	2000	2924	Darren Horton	Ken Jarrad
7th	2000	22115	Lesley O'Rourke	Adam Hampton/Peter Woodroof
8th	LASER	159343	Neil Lamprell	
9th	Alto	111	Andy/Nik Antoniadides	Nik /Andy Hockey
10th	BLAZE/FIRE	732	John Hewat	
11th	STREAKER	1675	Amy Adams	
12th	BLAZE	634	Martin Jones	
13th	STREAKER	1439	Amanda Randall	
14th	2000	2586	Rachel Sheridan	Anna Crane
15th	LASER	160567	Graham Turner	

Wilsonian Juniors

Saturday Skimmers is back!

Our programme runs every Saturday from 4th April - 17th October except for the Medway Regatta weekend (18th/19th July) and the Junior Regatta (29th August).

We plan to run the usual racing group (4 series during the year and the Pursuit Race) plus an intermediate group and beginners group.

09:30 Club open

10:00 Race briefing

10:30 Launch safety boats

10:55 First race warning signal

12:45 Boats ashore

Beginners and intermediate sailors, please arrive no later than 10:00.

We rely very much on the support of parents/guardians and Club members to run Skimmers each week. This includes assisting the kitchen team, helping with launch and recovery of boats, timing the racing in the Race Box (good view of all the action!), and if qualified, driving the RIBs. Your support is very welcome. Please come and speak to any of the Skimmers Team.

KSSA Regatta at Medway Yacht Club

On Saturday 25th April, racing for the Skimmers will be part of the KSSA Opening Splash, just up the river at Medway YC.

This will mean an earlier start at Wilsonian SC as we will need to sail up to MYC in time for the briefing there at 10 a.m. All our racers can launch at WSC and sail up together, accompanied by our RIB that will be supporting the event all day.

Racing starts at 11 a.m. with two back to back races, ashore for lunch, then two back to back races in the afternoon.

It is a great opportunity to race with other sailors from across Kent and the events caters for those who have only just started racing through to the experts! Part of the event includes on water coaching support for those who are less experienced.

The Skimmers Team encourages anyone who currently races at Skimmers on Saturdays to join in. Results from this event will also count for our Spring Series.

To assist event planning, participants are asked to pre-register at www.kssa.co.uk. The cost for the day if pre-registered is £10 for single handers and £12 for double handers.

If you pre-register but then find you are unable to sail on the day, you won't be charged. Please speak to your Junior Fleet Captain and Kent County Sailing Team member, Richard Tutt, about sailing with KSSA.

2000 Fleet Report

I am pleased to say, with some pride, that the 2000 Fleet have had a good season in 2014 and it's been a real pleasure for me to be 2000 Fleet Captain and I look forward to continuing this role for a second year. I knew I had a big task ahead as I was stepping into Colin Treadwell's shoes and he has been a great support to me; I am also grateful for the support from Roy Winnett and David Vettergreen as my two rear fleet captains. Moreover thanks the fleet for their support and encouragement, both on and off the water, as well as putting up with my rambling fortnightly email updates and some one-tack wonder course settings!

The 2000 Fleet activities outside of the club in 2014 included a number of entries to the 2000 Class Association events including Weir Wood SC Open, Bough Beech SC Open, Welsh Championships at Cardiff Bay, Grafham Millennium Series Inland Championships and Inland Championships at Northampton SC. There were 4 boats competing at the National Championships in August 2014 at Exe Sailing Club and a Wilsonians boat was the proud winner of the prestigious 'Pecker' Award - its a little joke amongst the fleet as its awarded at the Nationals and its the prize no-one wants to win!!

The 2000 Class Association set a target for 'Barts Bash' on 21 September 2014 to have 2000 x 2000 unfortunately they didn't quite make it but there were 233 on the water, equal 12th on the list of classes! I met up with James and Jenny MacGregor 'Naiad 2272', the Class Association Sailing and Membership Secretaries respectively, at the Dinghy Show in February 2015 and they have laid down the gauntlet to enter every Millennium Series Race plus Open events, Inlands Champs and Nationals for this season.

At the club, sailing amongst the Fleet has been very active; we have new members and new boats on station making a total of 16 boats plus the club 2000 which has been hired on a regular basis. There have been 2000 entries in every sailing event in 2014 and we have a mix of sailors which includes ladies, juniors, novices and masters. New sails have been purchased and there is discussion about

which is best design - old or new? It would be difficult to name the top sailors and I wouldn't want to miss anyone but there has certainly been some very exciting fleet racing at the club, as well as some delicious food! Moreover one of our 2000 sailors, Roy Winnett, was awarded the RYA Lifetime Commitment Award in October 2014.

For 2015 season, we have at least 7 boats intending to go to the National Championship (9th - 14th August 2015 at Abersoch SC in North Wales). I am trying to persuade a few more members so we may make double figures.

There's a tempting offer from Broadstairs SC who are hosting the Millennium Series 1 on 2nd/3rd May 2015 for Saturday night curry. I'm sure Dave Adams will be keeping a watchful eye open for the Pecker! The full list of events can be found on the club noticeboard or the 2000 Class Association website www.2000class.org - you can also count how many times 'Skies on Fire' seem to be in the photos.

Looking though the 2014 seasons results has highlighted one of the strengths of the 2000 Fleet at Wilsonians; the willingness to give advice to others, to take out new sailors, to swap boats/ helms/ crew, to swap boat spares and sails (thanks again to Roy for lending me his main sail) and the general friendship amongst the fleet, particularly if you're feeling tired after sailing and face hauling your boat and trolley up the beach, there always seems to be a welcome party to help. I was also struck by the friendliness of the 2000 Class Association when 'Team Wilsonians' entered the Nationals and other class events.

So despite sailing different boats whilst I have been on holiday with Minorca Sailing and I am very glad to be a 2000 sailor and look forward to a good season racing for 2015.

Rachel Sheridan
2000 2229

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Medium Handicap Fleet Report

By Stewart Robertson your new Fleet Captain.

The season beckons and no doubt hardier souls than myself will be out there flexing their muscles. I relish the thought of the coming season but first a look back at what occurred.

Firstly I must introduce myself as the old geyser who sails the red Blaze 609. Rarely a winner, but often just behind the leaders with such consistency I sometimes win the odd trophy. A couple of years ago I volunteered to assist Matt Love (our esteemed Sailing Secretary) with his role and soon found myself as Blaze representative. Now due to the lack of anybody worthy of replacing Graham Jenkinson as Medium Fleet captain I have found myself here. Thanks to Graham for representing us for a number of years and organising a number of things in his quiet and thorough manner - I hope I can do half as well. What I do intend to do is represent you with enthusiasm but for the non Blaze sailors in our fleet this will be difficult without your participation. It would be easy for me to only put forward the Blaze point of view but I am conscious that there are keen Wayfarers, Lasers and others in our fleet. Please let your opinions be known.

So looking back we had Chris Saunders who was dominant in the Blaze fleet and rarely challenged by other Blazes but often given a hard time by Brian Lamb in his Wayfarer, not to mention John Goudie and Bob Dutton. Sadly Chris has gone to pastures new, and Brian is still around! Still it was Blazes in the first 5 places for the Spring Series. For the Early Summer Series Amy made an impression in 2nd place but there were still 3 Blazes in the top 4 places and Gordon Belcher is always close at hand and came 5th. The Late Summer Series was a similar story with the top 3 places filled by Blazes.

Something happened in the Autumn Series and Brian Lamb won it with Quentin 2nd and then myself heading up the Blaze challenge with Neil Lamprell in 5th. Clearly Chris Saunders was not around in his Blaze.

So looking forward the Blaze is at a serious disadvantage since its handicap has been cut yet again, to 1021. Neil Lamprell and Quentin in their Lasers will be pleased and this is an even greater incentive for Amy to sail her Streaker in our fleet. Technically the Streaker should be in the slow handicap, but I for one welcome her as she can cause us a real headache in the light breezes and of course that other headache, the Wayfarers, will be there as before. Let's hope we get more boats out this year but as far as the Blazes are concerned we have lost Chris but gained Ian Foxwell so there are 11 Blazes in the club and I'm confident we will get 6 to 8 out on occasions.

Just to keep you informed the dividing line between the Medium handicap and the Fast handicap has been tweaked to include the Fireball in the Fast and keep the Merlin Rocket in the Medium. You may say why bother but the Sailing Committee has to get these things right so that events like the Medway Regatta work well. This year in our series racing we will be starting behind the Fast Handicap as before, and using the 5 minute intervals rather than the 3 minute interval we experimented with in the later part of 2014.

So let's go for it this year, non Blaze sailors should be encouraged by the Blaze handicap and the Blaze sailors race amongst themselves anyway, so it hardly matters. As you can see I'm a "Glass half Full" sort of guy, see if you can match my enthusiasm with some racing and some suggestions for things we can do as a fleet.

Stewart Robertson
Blaze

News from the Sailing Committee

Countdown Sequence

Some of you will be relieved to learn that it has been decided to retain the 5-4-1-Go countdown sequence for the 2015 season, at least until an automated starting system is available. The 6-3-Go sequence was not popular and ideally required acrobatics on the part of the ARO juggling three boards at once, while a 3-2-1-Go procedure, while very easy for competitors with a hoot every minute, required frantic levels of activity from the race crew who then had little or no time to check what was happening on the water.

Race Box Automation

The aim is to completely automate the starting procedure – timing, sound and visual warning signals, so that errors can be reliably avoided and the race crew have more time to check goings on on the water. Stewart Robertson and Rob Abraham are currently working on a cunning scheme, and would welcome input, especially practical. Ultimately, the more people who understand the workings of the final version, the better.

Commodore's/Bosun's

Just to repeat last issue's information about the series: this year, competitors will have the choice between a long Commodore's course downriver, which should take about 2½ hours for the median competitor, and a shorter, lapping Bosun's Trophy series which will return to the club line once per lap. Start times have been brought forward compared to previous years, so that, hopefully, nobody should have to face a return to the club around Mears point against an ebb tide. The sequence will be Slow/Medium Comm's competitors, followed 15 minutes later by the entire Bosun's fleet, then after a further 15 minutes the Fast Comm's fleet.

South Kent Race

There has been some dispute in past years about the optimum start time for this event, and so the decision has been taken to allow competitors to choose their own start time within certain constraints. Thus there will be starts at 15 minute intervals from 11:30 to 13:15, low water Sheerness being at approximately 14:27. Starting and finishing will be at the club line unless the course is shortened. Not exactly an innovation this, as it was the strategy used to start the race in 1980. A chance for the long-term members to wallow in nostalgia!

Portsmouth Yardsticks

There has been a lot of movement in these in now that the RYA has introduced a system whereby clubs can make their returns weekly to a special PYS website (to which WSC contributes thanks to Roy Winnett). As a result, the PY splits of the Fast/Medium/Slow fleets have had to be changed. The intended effect was to keep our racing 'as was', despite e.g. the Radial dropping to 1135 and the RS100 rising to 983. Check the numbers in the latest club Sailing Instructions when they appear in the printed Sailing Programme.

Individual Recalls

The Individual Recall procedure will be amended as follows. The sound signal accompanying the display of flag X will only be made for boats sailing from behind the line to the on-course side. This is to avoid the confusion caused by sounding the horn for boats that are still rigging on the beach or clearly trying to reach the correct side of the start line; sailors who have legitimately started have in the past often been left in doubt or have even returned unnecessarily if they could not immediately see the cause of the second, recall sound signal.

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Old boats against new, the things I've learnt

I taught myself to sail back in March 2002 at Chipstead sailing club. In brief the first thing I did was buy an end of line, 2 piece Musto dry suit for £90 (which was money well spent) and then I blew £200 on an old Firefly that was providing a good home to the local wildlife, flora and fauna etc in the Chipstead boat park and to be frank, at £200, it was over priced! But it came with everything I needed and once I'd fixed the holes and screwed it back together it not only floated but sailed.

So during that first year the weather conveniently warmed up at a similar speed to my dry suit testing, and by the time the weather was too hot for me to wear it I had just about mastered the art of keeping a boat up right... well most of the time.

Back then Chipstead had a small but good fleet of Fireflys and most of us sailed single handed. They were a really friendly bunch with a couple of quick boats. They had all been sailing for years they were all good enough to win on their day. I on the other hand hadn't, couldn't and didn't... but I did enjoy myself and on the windy days when it was going to be too much for me, I'd crew for one of the others.

Racing back then was also an adventure. For example, on Wednesday nights the others would be ashore, changed, packed away and stood at the bar with a pint in their hands watching me as I came ashore... literally. The one big advantage to

this was that everyone would then help me pack away as they all wanted to lock up and go home! But I got better and by the time the next year came around I was pretty much with the fleet... all be it last... but I was at least in touch.

That spring a great bloke named Neil Banks took pity on me. Neil sailed one of the quick boats, he had been sailing Fireflys for years, had one of the then new, Rondar boats with which he would do the circuit. Any way he gave me a set of sails. I was kinda happy with what I had as I could still see all the mistakes I was making and the things that I could do better, but I was getting frustrated by things like the sail controls not doing what they all told me they should, just because my sails were so blown out and baggy, and to be honest green! Even a clean in the washing machine couldn't shift the grime.

So Neil gave me some sails. Lets be clear about one thing, they weren't new by any stretch of the imagination but he had a new set himself, had an old set for the windy days... then he had another old set for the really windy days... and then he had the set he gave me. He figured he would never use them again and that they would be better off with me, and they were loads better than what I had.



This story actually has a fairy tale ending as in my very first race using these blown out, knackered and discarded sails I won!!! Now to be honest it wasn't all down to the sails, it was a very light wind day in which I got lucky with the last puff of the race and just lead the pack over the line. But the fact is, I very much doubt that I would have won without them. This taught me however that the time I had spent with my old sails, trying to make them do what I wanted or at least learn ways of getting around the problems that they gave me, was time well spent. In many ways sailing with a good boat and a good sails is easy. You can read a book, set the boat up as the class tell you to and it will do what its meant to. Sail an old boat with knackered sails and you can throw the rule book out the window. Understanding the fundamentals and working out yourself how to make things happen is often the only way to get the best out of imperfect gear.

So bringing this right back up to the present day, Hannah and I have been sailing old boats now for years, in fact with only a couple of exceptions all our boats have been old and knackered when we get them. Our current 12 is a 15 year old build of a 25 year old design and it races off a handicap that is adjusted every year the wrong way because 12's are a development class and keep getting better. But it is still a fantastic boat, great fun and fast enough to win when things go right. Before that we had a 35 year old wooden 12, and then of course there was Uncle Fungus our 29er. This was one of the very first made and when we bought it there was a hole in the bottom. We had a great time in this boat and won many a race still using its original 10 year old sails. But following 2 weeks at Minorca sailing and having the chance to play in a pretty much brand new boat, with new sails (I don't think your average Minorca sailing visitor is either up to, or wants to sail a 29er) we very quickly realised just how soft our hull had become and how much better a new boat with new sails was. This boat was appreciably quicker on all points of sail.

But now I have a nearly new boat with a nearly new sail and I'm looking at things from the other side.

Blaze 807 is a great boat. To start with its been built down to weight unlike the earlier Topper boats so is probably a little lighter than the older boats, and it then gains even more of a weight advantage as the older boats will have absorbed some moisture by now. It has a carbon mast that the books will tell you offers some advantages although I'm not convinced that for the average to large sailor that the advantages are that great, but for a light weight like me, its much better. Then there is the sail. I don't know if I got lucky or if all the North sails are this good but this one sets on my mast perfectly.

So does this make my boat any better? You bet ya. I doubt the advantage is as much as people might think but it is real.

Do you need a boat like this to win? not at all but it does help.

Is it more fun? Well that's a yes and a no. It is great to sail a boat in which everything works as it should and where you don't have to compensate for anything but then again there are no excuses, it does everything its meant to so if things go wrong there really is only one reason. And lets face it I was having just as much fun in my £200 Firefly you just adjust your goals to suit the situation.

But you know me, I doubt I'll keep this boat for ever so what will I replace it with when the time comes? Well to be honest I don't know but the chances are it wont be another new boat no matter how good this one is but more likely I'll find something lying in a field unloved, covered in green mold and with a hole in the bottom. But you can be sure that I'll have just as much fun sorting it out and sailing it again than I'm having now... I'll just set myself different goals to achieve.

Ian
Blaze 807



Adult Skimmers

Want to improve your sailing skills?

Want to practice your RIB driving?

Happy to help others get on the water?

Then come and join us at Adult Skimmers Afternoons...

After the success of last year's Adult Skimmers Afternoons, we are again running a programme during the season, starting 16th May, the week after the Open Day.

Adult Skimmers is a chance for you to come and sail and improve your skills without the pressure of Sunday racing but with safety cover support on the water. You can use your own boat or one of the Club dinghies (subject to availability).

Sessions start at 1.30pm, but please be changed and have your boat ready by then so we can get on the water promptly. Please speak to Paul or Jayne if you would like to use a Club boat. Members... can you offer one or more afternoons to take out someone for a sail?

And for RIB drivers and PB2 holders, why not come and support a Saturday afternoon and have a chance to refresh your own RIB skills?

More details to follow nearer the time, but please contact Jo Wicken jo@wicken.net to register interest – sailing, helping with the sailing or driving a safety boat.

Duty Man

As almost all of you will have noticed, we are now using the DutyMan website to handle our duties. Judging by the activity log, lots of people are already using it to swap duties for those on more convenient dates – something that is appreciably easier to do than it was in the past.

It is also possible to volunteer to do extra duties, filling vacant slots in, for example, the Frostbite Series. Usefully, we are also able to use DutyMan to handle Wednesday Evening duties, although it is not possible to swap between Sunday and Wednesday duties. This is deliberate, in that Sunday duties are mostly allocated, whereas Wednesdays are voluntary.

If you have any queries on how to use DutyMan, please contact duties@wilsoniansc.org.uk; this does not apply to arranging swaps – that is up to you!

This year, the duty list was drawn up in the time-honoured fashion. Looking to next year, many clubs release a blank duty sheet and let members choose their own duty slots, the sheet being rolled out first to those in a position fill key posts. Most duties can be performed by any member who either has the experience or is prepared to get up to speed on the skills needed; safety boat driver, however, is one which requires formal qualifications. Anyone booking themselves into a slot for which they clearly cannot fulfil the duty can expect themselves to be summarily removed! It is as yet undecided which approach the club will adopt next year, so after you have had some experience of the system, feedback would be appreciated as to which system set-up arrangement you'd like to see in place.

Dates for your Diary

Wilsonian Sailing Club Events

Push the Boat out Open Day	9th May 2015
Friday Fun Sailing Starts	15th May 2015
River Festival	7th July 2015
Medway Regatta	18th 19th July 2015
Junior Week	26th -29th August 2015
Barts Bash	20th Sept 2015

RYA Instructor Training Days with Andy Kerr

Saturday	27th June 2015
Saturday	8th August 2015
Saturday	26th September 2015

WILSONIAN SAILING CLUB

MINUTES OF ANNUAL GENERAL MEETING ON 21 February 2015 AT 19.00 HRS.

Christine Godber (Commodore) chaired the meeting. 29 members were present.

1. Commodore's Opening Remarks:

I would like to welcome members to the 56th Annual General Meeting of the Wilsonian Sailing Club and thank you for attending. Please ensure you are a fully paid up member to enable you to **VOTE**.

The AGM is important event in the WSC Calendar as it is where you the **Members** of the club have your say in how the club is organized and functions by appointing Flag Officers and Committee members to make decisions on club policies and practices on **YOUR** behalf.

This is my 3rd and Final Year as Commodore having done an extra year whilst Martin had a year on Committee as Rear Commodore as determined by club rules to enable him to be Commodore this year I will continue in the Vice Commodore role to support Martin as much as I can.

Jeremy has asked me to thank the Flag Officers General Committee and the other officers for all their and support and help during his term of office, as do I also do.

I certainly couldn't manage without all your advice especially our Honorary Secretary Martin Smith who was always there for me.

I would also like to thank Jeremy for stepping in and doing a 3rd term as Vice Commodore he especially has been a huge support for me.

We find ourselves this year still looking for new Volunteers for the General and House Committee and to do Special Food Functions throughout the year such as Medway Regatta , Open Day and Evening Race and Indeed will be looking for a New Treasurer and Hon Sec later this year.

The Vacancy Board that has been in the Clubhouse again this year which has been caringly overseen by Geoff Lambert and he has given announcements at work parties whether anyone would put themselves forward for a position.

If any one feels they could take on these roles please tell us now or 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 the club is run and its functioning.

We kicked off 2014 a little shakily with the Hoo Freezer on the 15/16th February 2014 hosted at Medway YC for practical reasons. It was transitional year from being hosted and run by Hoo Ness Yacht Club who could no longer keep it functioning because of problems with access through Hoo Marina

Chaired as always by Sue Worthington from Hoo YC who solely gained the all sponsorship and a small committee from here with WSC liable for any loss of monies. Although it didn't make loss sadly the Committee felt that they didn't want to support the Freezer again and would prefer to do another event sometime in the year.

At the end of February and before the start of our Main Season in March I had one desperate phone call from Sam Rowe our RYA Sailing Development Officer asking if we could host the KSSA training day at short notice on 22nd March as part of the Winter Training Program.

It was meant to be at Downs SC but some building work hadn't been completed

One phone call to Jo from the M1 motorway service station travelling from Chesterfield as It would have been too late when I got home to phone. It was all sorted within 2hrs before I actually got home CDO. Food. Safety Cover and volunteers to help. Great Stuff and 26 boats out on the water.

Since then we hosted the KSSA regatta on the 21st September with some 22 schools and 29 entrants being represented.

This event was already in our Calendar ! and was headed up by Jo and numerous other volunteers thanks everyone.

We still participate in the On Board Scheme and Sam Rowe talks to school assemblies in our area ie St Marys Island School to encourage sailing and especially to come to our club.

Skimmers Junior Week and Junior Regatta continue to expand the numbers

Skimmers run by a loyal band of instructors makes Saturdays much busier than Sundays sometimes

Junior week organized as always by Ann Heather thanks to her once again prospers in numbers and Junior Regatta excelled this year under the guidance of our Junior fleet captain Richard Tutt.

Something new on the Sailing Programme last year was Bart's Bash some of you may recall Andrew (Bart) Simpson was fatally trapped under an Americas Cup 72 foot cat whilst training in 2013.

In his memory and to raise funds for his charity and also in a Guinness record breaking attempt most clubs around the country were racing simultaneously.

Wilsonian SC signed up for this event to be part of the largest sailing race in the world to qualify for the World Record we needed 25 boats signed up we got 30 well done and raised some money.

The Land Lease and Rent Adjustment has now been completed on 14th November 2014 and was signed by our Trustees and Mr Brice our Landlord. The document is almost ready to go the Land Registry but there is a slight inconsistency with the review date that the landlord's solicitors are querying which should be every 5yrs but the good news is lease lasts until 2038.

The Slipway Lease the Port Authority Peel Ports have put forward their lease document and it is being reviewed by our Solicitors Ian Pentecost db Chatham.

The Land and Water company assigned to do the construction of the Slipway have put forward a sub contractors document which has been reviewed by Peter Warnham and Graham Gibbs and with the help of Keith Jeremiah are taking this forward and we are having a meeting tomorrow.

I would like to thank Zoe Bailey with Project Managing of this work and for all her hard work with the acceptance forms have been done and the work proposals we are hoping to co-opt Graham Gibbs to continue with this work.

The CASC (Community Amateur Sports Club) consultation document has now been reviewed and approved by HMRC Her Majesty Revenue and Excise with some rule changes and criteria trying to make it more straight forward for clubs to apply as it has been unclear in the past.

It is supposed to make it easier for hard working volunteer club and establishments to understand their obligations. CASC enables volunteer clubs to generate more Tax Free income. The government believe that participation in sport should be based on enthusiasm not income in doing so clubs have to make themselves accessible to all walks of life and at local levels. We believe that WSC still meet and maintain the new criteria.

We had some excellent Publicity this year when Tracey Crouch MP for Chatham and Aylesford decided that as she is Parliamentary Fellow for Sport England she would like to "Have a Go at Sailing".

She wanted to see the impact that Wilsonian SC, Sailing's national governing body, the RYA, and Sport England is having on providing grassroots sailing opportunities for the local Kent community.

Sport England is Highly Important to the RYA as that is where the majority of their funding comes from and is reviewed every 4yrs.

She channelled her request through the RYA and Andy Hooper our Regional Development Officer – South & South East suggested to the RYA that our club WSC would be the right place hold this event.

So on Monday 15th Sept Tracey visited WSC with special guests from the RYA And Sport England.

Tracey had 1:1 sailing lesson from Sam Rowe in our Sport England Small Grants Wayfarer and luckily had light airs to make it an enjoyable day for her.

Needless to say on packing the Boat away I made her wash it down saying we have to look after our boats we don't always funding.

She also surveyed the planned site of the club's slipway, funding by a £50,000 Sport England Inspired Facilities grant, which will replace our existing steep and uneven slipway and improve water access to give even more local people the chance to enjoy upgraded sailing experiences at the club.

Thanks to Martin Smith Martin Vinton and Mike Groom who kindly came to support me and collect and return Tracey to Chatham Marina in the RIB.

This Is my 1st and probably last experience of being on YOU TUBE !! with Tracey or anyone.

Roy Winnett has also been in the news he received the RYA Community Award from HRH Princess Royal at the RYA AGM on 21st November 2014.

The press always wanting to interview him and the event meant that he was covered in most if the local news papers.

Well done Roy and thank you for all your support to the club and the winter work parties.

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

Trish Ayris who is relinquishing her role as Renewals Secretary after 4yrs

Amy Adams who wishes to give up publishing the 311/2 after revamping the style so well and giving it a new outlook after 3yrs.

Paul Thorpe who has taken on his new role as RYA Principle Training Officer for the 1st year

A role taken on from Tom Sims with such gusto and revamping and updating all the Policies Health and Safety Child Protection and checking the Race Box paperwork.

Jayne and Paul for hosting the Laying Up Supper and Prize Giving Dinner what seemed to be single handily and with the Christmas Roast Dinner all superbly delivered making funds for the club.

Last but not least Stan for making us excellent new gates at the slipways.

There is always some sadness through the year but especially this year when on the 7th January Mike Groom a long standing and dedicated member of 35yrs in the club died quite suddenly in hospital.

It was General Committee night and Martin sadly gave the announcement in his secretarial section and I was devastated and had a job to concentrate on the rest of the meeting.

Mike as you know was my Assistant CDO on as many Medway Regattas as I can remember he was supportive informative and anything he did was quite meticulous.

He is and still will be missed very much.

Tom Sims is now in a care home quite poorly he doesn't leave his room and doesn't want eat and is a shadow of his former self. He has visitors from the Club and MSBA formally MYA but is looking quite sad

Our thoughts go out to both families .

Just to complete my report we Do Need you help in running the club it is vital and if there is any role that you feel you could do especially on General Committee or taking on a Rear Commodore role the Flag Officers and the committee would be grateful .

We do need to encourage new members to join, so are club survives financially and well as help the club function. We are realising yet again it will be difficult to fill the Duty List even for our club year March to October. So it's up to you to help.

And something to reflect

You our Members make the rules to be able to Organize and Run the Club as it deems fit with help from the Flag officers and the General Committee that you appoint.

If the Club is not being run as the Rules deem then the Rules really may have to be changed.

I wish Martin Vinton all the best in his Role as Commodore

Thank you

2. Apologies for absence.

Apologies were given for – Ken Crundwell, Trish & Len Ayris, Jean Whittaker, Amy Adams, Brian & Jill Warwick, Peter Horner, Paul & Carol Rodgers, Chris Stevens, Richard Seabrook, David Wraight, Duncan Griffiths (though still doing work party jobs before meeting!), Jayne Lambert, Bob Dutton, Ray Craddock, Tim Kift, Clive Grindley, Adam Gray and Claire Perkins .

3. 2014 Minutes

On a proposal by Bernie Smith, seconded by Christine Godber the 2014 minutes were accepted without dissent.

4. Matters arising.

There were no matters arising from the minutes.

5. Audited accounts and Treasurers report presented by Alan Bailey.

AGM 2015 Treasurer's Report.

At first sight it may look as though we have made a loss of nearly £4,000 pounds in 2014. In fact it is not as bad as it looks because we have paid off £7,000 of the back rent that we owed to Mr Brice. The new lease has finally been signed and it is now on its way to the Land Registry, but we still owe about £5,900 in back rent. This has been retained in the Brice Contingency Fund. Related to the new lease are the Solicitor's fees of £2,411.80, and there will be some more to pay in 2015 but hopefully this will be the end of this expense. We will now have to pay the increased rent of £7,200 per year.

A more important figure to look at, than the surplus of the income over expenditure is the increase in net current assets on the second sheet. This has increased by £345.03, not too bad.

A big expense in 2014 was Dunlin's engine. This gave problems at the beginning of the year and several attempts were made to fix it unsuccessfully. The repair costs were mounting up so it was decided to replace it at a cost of £4,000. As a result the Boat Fund remains at zero. The cost of boat maintenance has increased significantly this past year £3,648.91 (£1,271.48 in 2013); this is partially as a result of the problems with Dunlin's engine. Also, we now have 6 outboard engines and the cost of their annual service was £1,074. Our increased number of higher performance rescue boats is resulting in this increased cost of maintenance.

Site maintenance also increased to £6,568.90 (£5,107.56 in 2013). The alternator on one of the generators had to be replaced at a cost of £1,344. I have therefore only increased the Generator Fund by £200.

The Medway Regatta and Junior Week were very successful although Medway Regatta entries were down on 2013. The cost of Cups and Prizes was higher than in 2013.

Kitchen and bar surplus was £5,985.38 (£5,724.68 in 2013) with the profit being 37% of income (35% in 2013). The only external function that we had this last year was the Committee dinner which cost the club £254.08 (£253.95 in 2013). The Laying Up Cup, Prize Giving and Christmas Lunch were held at the club and made a total profit of £871.08. These are included in the kitchen and bar figures. The kitchen and bar is a valuable source of income for the club, it is also the heart of the club and a meeting point for our members. It is important that we keep this going and it is excellent news that we now have a House Secretary to keep the kitchen and bar running smoothly.

Income from subscriptions and dinghy park fees increased slightly in 2014 to £34,811.50 (£34,059.00 in 2013). This is due to the increase in the membership fees. The number of members has again decreased by about 1%. For the coming year we have kept the membership fees and dinghy park fees substantially the same in the hope that this will help to maintain the number of members.

Fuel costs were down but Telephone, Water, Waste, Sewage, Electricity and Club Cleaning have all increased by about 12 or 13 percent. Insurance has increased by 8%. This is in spite of inflation being about 2% in 2014.

Allowing for our Emergency Fund (£10,000), Uncleared Cheques, Key Deposits, Brice Contingency and Generator fund, £25,435 needs to be allowed for before considering any capital expenditure. Our total at the bank was £44,943 so we have a reserve of £19,508.

As I have previously mentioned, in 2014 our Net Current Assets have increased slightly. In 2015 we have not significantly increased our membership fees, if membership numbers continue to decrease and our expenses continue to rise above inflation we will have to use some of our reserves to keep the club running. It is important that everybody does their best to do all they can to encourage new members and minimise our costs as much as possible.

Thank you to everybody who works so hard to keep this club running so successful. Very many thanks also to Trish Ayris for auditing the accounts and for guiding and advising me throughout the year, her help and patience has been invaluable.

The Treasurer also provided the report in tabular form as follows –

Report for Year Ending 31 Dec 2014	2014	2013
<u>Income</u>		
Kitchen, Bar and Functions	£16,135.28	£16,459.42
Clothing etc. Sales	£38.00	£36.00
External Functions	£275.00	£2,162.00
Advertisements	£600.00	£600.00
Subs/Joining/Dinghy Fees	£34,811.50	£34,059.00
Sale Club Hire Boats		£1,800.00

Club Boat Hire	£400.00	£260.00
HNYC Fee	£316.00	£316.00
Donations/Sponsorship	£882.00	£4,067.00
Excise Duty Refund	£758.22	£715.00
Medway Regatta Entries	£950.00	£1,198.00
Race Entries	£99.00	£107.00
Training	£4,861.95	£5,797.45
Key Deposits	£180.00	£180.00
Chicken Shed	£2,504.55	£1,810.00
Chickenshed overheads	£131.95	
Sundry Income	£100.00	£30.00
Bank Interest	£22.46	£21.25
Skimmers		£654.21
RYA Grants		£760.00
Total Receipts	£63,065.91	£71,032.33

Expenditure

Kitchen, Bar and Functions	£10,149.90	£10,734.74
Clothing etc. Purchases		£75.65
External Functions	£529.08	£2,415.95
Training	£2,382.70	£2,638.32
Telephone	£360.21	£321.50
Subs/Donations/Licenses	£912.43	£1,030.12
Rent & Rates	£11,740.60	£4,860.60
Boat Maintenance	£3,648.91	£1,271.48
Site Maintenance	£6,568.90	£5,107.56
Insurances	£5,189.05	£4,825.65
Cups & Prizes	£1,278.60	£789.35
Regatta Prizes	£723.10	£845.17
Printing/Postage/Stationary	£1,043.93	£761.84
Membership/Sty/Labels		£787.20
Water, Sewage, Waste and Elec.	£3,821.95	£3,406.43
Fuel	£5,380.31	£5,857.22
Radios Maint. New	£175.00	£248.35
Chicken Shed	£2,534.55	£1,790.00
Chicken Shed Refund	£20.00	£20.00
Key & Subs Refunds	£282.00	£230.00

Sundry Payments	£38.14	£2,128.00
Club Cleaning	£3,528.73	£3,110.40
Boats/Engines - New	£4,000.00	£15,267.45
Road/Car Park/Dinghy Park		£1,692.00
Locks & Keys - New	£262.20	£180.00
Vlntr Devpt Fund		£206.00
Solicitor Fees	£2,411.80	
Total Payments	£66,982.09	£70,600.98
Surplus Income/Expenditure	-£3,916.18	£431.35

**The Balance Sheet at 31 December 2014
was -**

Current Assets

Cash at Banks	31-Dec-14	31-Dec-13
Barclays Current A/C	£3,921.07	£3,606.71
Barclays No.2 A/C		
Barclays Saver A/C	£41,022.46	£45,021.25
Total at Banks	£44,943.53	£48,627.96

Stock at Cost	£2,481.07	£3,089.29
Petty Cash	£110.90	£141.47
Total Assets	£2,591.97	£3,230.76

Current Liabilities

Uncleared Cheques	£1,345.86	£1,114.11
Brice Contingency Fund	£5,900.00	£11,000.00
Key Deposit Fund	£1,990.00	£1,990.00
Boat Fund		
Generator Fund	£6,200.00	£6,000.00
Total Liabilities	£15,435.86	£20,104.11

Difference

Net Current Assets	£32,099.64	£31,754.61	£345.03
Fixed Assets	£121,792.00	£129,441.00	-£7,649.00
Total Assets	£153,891.64	£161,195.61	-£7,303.97

Following this presentation a number of questions were raised –

Tony Hunt suggested that more income could be raised from the chicken shed which was full at present. The Treasurer responded that the charge was to be increased by £1 but he would consider whether this might be increased in future.

On a proposal by Colin Treadwell, seconded by Jo Wicken the audited accounts were accepted without dissent by the meeting.

6. Sailing Secretary's Report for the 2014 Season presented by Matt Love.

Entries – Total entries for all spring, early summer, late summer and autumn series for all classes were 5.5% lower in 2014 than 2013. While this represents little change in numbers compared to the previous season it is still a fair bit down when compared to earlier years.

Open meetings - The Regatta was a down on numbers this year with 62 boats entering, 38 from WSC and 24 visitors, compared to 78 total, 46 WSC and 32 visitors last year. It's likely that the drop in numbers is down to the poor weather forecast for the weekend and lack of wind as this event has always been well supported in the past. Despite the lack of wind the RO still managed to run 3 races and it was an enjoyable event, many thanks to the organisers.

Prizes – The sailing committee decided to return to the china mugs printed with the Club name and flag and a map of the river as the keepsake prizes for Club racing as the bar tokens presented last year weren't as successful as hoped. If any members would like to see different keepsake prizes awarded for 2015 then suggestions are welcome!

Fleets – In the series racing the Fast fleet has dropped in terms of number of races entered and boats competing to 75% of last year's numbers, the Medium fleet had 10% more races entered by a comparable number of boats, the 2000 fleet 8% fewer races entered by a comparable number of boats and the Slow fleet had 20% more races entered by 16% more boats. The Junior fleet still seems to be struggling for numbers on Sundays which is a shame when Skimmers is such a success.

Sailing arrangements for 2015 – The Commodore's races will be one long course with two starts half an hour apart. Slow and Medium handicap boats will start first, followed by the Fast fleet. The shorter Commodore's course is being replaced by a lapping course for members who wish to sail a shorter race, these are called the Bosun's races and will start quarter of an hour after the first Commodore's start.

The scratch races that take place on the mornings of Commodore's race days will now form a short series with a trophy to be awarded.

The South Kent race has a new start format; the start shall be from the Club line and competitors may choose their start time from ¼ hour staggered intervals using the standard 5 minute start sequence, this system is designed to add an extra element of navigational skill for competitors as it requires good judgement of their arrival time at the South Kent Buoy for the weather conditions. It also adds a pursuit element to the race. Competitors shall sign on for their chosen start time.

Thank you – I would like to thank all those Club members who have given assistance to the Sailing Committee over the last twelve months and to all those whose efforts make racing at WSC possible.

I would like to remind members that all are welcome to attend and take part in Sailing Committee meetings which take place on the third Wednesday of most months.

The meeting showed their appreciation of the report with a round of applause.

7. Committee Reports:

Bosun's Report – Geoff Lambert

Geoff commented that he had not got a lot to report this year but –

we purchased a new engine for the small RIB "Dunlin", which runs smoother and more powerfully than the old engine. We also got a second engine for the Dory which the Juniors raised the money for, so that we can use both the Dory and the Janeau. All the engines were serviced at the beginning of February.

During the season "Bluebird" needed a new steering wheel and I was caught by a couple of members sawing off the steering wheel as it was rusted on, but I managed to obtain a new system so the boat was only out of action for one weekend.

"Kittiwake" had to have new gear and throttle cables during Junior week as they were seizing up.

Most RIB trailers have had to have new wheel bearings during the season – I now have a stock of spare bearings for the new season!

One RIB had to have a new radio but a member repaired another radio for the other RIB.

Pleased to report that we put "Bluebirds" old engine on the Committee boat it has not given any trouble during the season.

Club Boats – Geoff Lambert.

All of the Club boats have been used a lot during 2014 and, as a consequence less parts seem to go missing.

Some of the Toppers and lasers are past their best but keep going. I think their time is limited and they will need replacing soon.

The Feva's have been well used by the Juniors on Saturday mornings and the Laser 2000 and

Wayfarers have been raced on Sundays as well as used for Adult training on Saturday afternoons.

Training Report - Paul Thorpe, Training Principle

This is my first year as Training Principle for the club, I feel very honoured that Tom nominated me to take over this important position that he had successfully managed for many years at WSC. The RYA have been very supportive and offered material and financial support to the club to help provide training sessions.

Although we did not hold any formal RYA level 1 or 2 courses this year the club did provide training for adults and juniors on a regular basis.

The informal training sessions held on Saturdays were popular with adults looking to improve sailing and racing skills. I was pleased to see that these new skills evident in Sunday racing, along with enhanced enjoyment for those members who came to the sessions on Saturdays. The RYA helped funding for 3 coaching sessions these were well supported by the members.

The Saturday Skimmer sessions grow year on year and have encouraged new members to take part in the racing sessions.

Junior week was excellent again and many certificates were issued to the 36 participants.

The power boat training team put on PB 2 and Safety Boat courses throughout the year, with newly qualified members taking part in the safety cover.

The Club had its RYA inspection in September, by Dave Radford he was most impressed by the junior sailing that was taking place. He was especially impressed with the Oppis being out in the blustery conditions (F5-6).

All of the documentation was reviewed against the latest RYA guidance notes all of which were accepted by the RYA. This job was made all the more easier by the fact that Tom Sims had a full range of documents for the training centre already in place.

The inspection was very successful with only a couple of minor issues, we agreed a time table and the issues were cleared within the month.

Looking forward to 2015 we will be running a dinghy instructor course the RYA have agreed some funding for this. The club needs to increase the number of instructors so we can be more flexible in providing level 1 and 2 courses as well as many other RYA certificated courses to attract more members.

We will also look into running a Power Boat Instructors course again to provide flexibility in the power boat team.

The club will continue to run the Saturday sessions for both Adults and Juniors that have been so successful for the members of WSC.

Junior week has been set for the last week of August (25th – 29th) volunteers for the week will be gratefully received.

House Secretary report – given by Derek Zobel on Nina's behalf.

The House Committee lost both Carole Johnson and Carol Rodgers as regular helpers. Although, they have both offered their time and cooking skills in helping at events for which we are grateful.

Myself and Derek Zobel would like to say a big thank you to all the help offered by club members who

brought the food to the club during 2014.

Paul Thorpe continues relentlessly to provide the club with the stock for the galley, bar and cleaning materials.

Well done Jayne Lambert for the culinary skills and smooth running of the 2014 Events!

A rota was organised to supply food for the Work Party and the Cleaning of the Galley. The galley is looking clean and tidy. Well done Team!

To ease the work load for members, we tried to get Tesco to deliver provisions to the club. Firstly, we did not have a postcode so they were unable to deliver. We did manage to acquire a postcode (this will hopefully help with access, especially in case of emergencies). The Tesco delivery idea was scrapped as members not keen to hold a Tesco debit/credit card as too risky.

The new plan is for the House Committee to act as 'Victuals Coordinators'. We hope to recruit new members too. Their role will involve:-

Contacting the AHO and CDO each week informing them of the changes

The AHO will be given a shopping list (a reduced list as Paul has offered to increase the stock from Bookers)

Each AHO will be asked to complete a dreaded tick list with regards to the setting up and closing down of the galley.

The CDO needs to ensure that it has been filled in (there will be a section for AHO comments ie. need more stock, problems with equipment etc)

The AHOs will be asked to contact and feed back to coordinators after their shift.

The Victuals Coordinators will ensure feedback is passed onto appropriate persons to be actioned.

Derek concluded by emphasising that the galley does make money but that any help would be much appreciated.

Duties, Publicity and Web site. –

No reports were given and no issues raised.

Maintenance Report – delivered by Stan Sprot (in inimitable style!) for Ray Craddock.

Cesspit access road improvement completed last year's work party helped the Sucklift driver with his hill climb.

The Club mooring buoys became detached from the old ground chain therefore 2 new sinkers were made with some lorry tyres steel and concrete These can be raised and inspected in future without the use of Divers.

The tea urn's faulty heater and thermostat were replaced.

The gas water heaters in the Gents had new thermostats fitted and all the gas appliances have been serviced and a new contract set up with British Gas

The Oven had to be cleaned after Junior week

The Juniors also managed to use over 5000 gallons of water that week filling the cesspit which was emptied before the week started.

The Club electrics kept tripping and the fault was traced to the toaster which was full of raisins from the tea cakes.

The Toaster needs to be turned upside down after each weekend and the raisins knocked out thus preventing the elements from shorting out.

The 24 kW Generator had to be replaced as some of the winding insulation overheated. This was done by Tim Kift with some help from myself Stan and Joe.

The Fire extinguishers were serviced and a number replaced due to there age and some faults. The extinguishers were also fixed to the wall and should be left in these permanent locations.

I wish to thank Stan for his assistance though the year which made the job a lot easier.

Stan was applauded for his delivery and additional comments which would have befitted an after dinner speech.

Winter Work Parties 2015 – Roy Winnett

Although we suffered some strong winds and low temperatures they so did not prevent us from completing most of the scheduled outside work. This included the construction of a raised area outside the blockhouse to make it safer for course setting and signing off. The priority of the inside work was improvement of the entrance lobby and refurbishment of the committee room for use as a classroom as well as a race office.

As always Duncan insisted the work was carried out to a high standard and he finished off the work in the entrance lobby during last week.

Maintenance work included:

Access tracks

- Top track - potholes filled in with crushed concrete and compacted
- Track swept from car park to clubhouse

Clubhouse outside

- Clear out of gutters etc
- Paths swept and leaves removed
- Balcony wall treated with PVA and painted
- Wooden racks pressure washed and treated
- Gas cylinder cages painted

Clubhouse inside

- Kitchen and bar area cleaned including extractor fan and walls
- Ladies toilets and showers – ventilation duct fitted, toilet flushing controls replaced, tiles cleaned and walls painted.
- Ladies changing room – extractor fan fitted and clothes rack varnished
- Entrance lobby – light fitting replaced, walls and ceiling painted, doors painted and door furniture replaced
- Committee room – old cupboards removed, new wall cupboards fitted, ceiling and walls painted
- Gents showers – tiles cleaned and light fittings replaced.
- Gents changing room – walls painted and clothes rack varnished
- Permanent light in loft
- All electric equipment checked
- Stairs cleaned

Dinghy Park

- Litter and rubbish pickup
- New gates for downstream and upstream slips
- Area raised outside blockhouse in front of course board, brick paving to door relayed, railings along side and front fitted, door and railings painted, guttering fitted along roof.
- To accommodate new downstream gate the water tap was moved to the other side of slip and replaced with two taps
- Brick paving relayed upstream slip
- Outside toilet – unwanted items removed and battery operated automatic PIR LED fitted
- Tree felled at bottom of track and others trimmed
- Winch – plywood replaced
- Outside store tidied and sorted
- Petrol storage container painted

Bosun's Store

- Tidied and cleared out

Slipways

- Downstream slipway pressure washed

Generator cage

- Battery operated automatic PIR LED fitted

Other

- Cleared out drainage ditches rear of clubhouse and dinghy park

Thanks to:

- All members who turned up and got the wok done despite the cold and windy conditions
- Martin Brown for plumbing work
- Neil Potts for Tree surgery
- Brian Warwick for fitting wall cupboards in committee room
- Roy Laphorn and David Burfoot using their expertise in cleaning out the gutters
-

And especially

- Andy Hockey with help from Lucy and Felix for all the electrical work done over several weekends
- Stan Sprot for all the welding work; making new upstream and downstream gates and the railings for raised area outside blockhouse, done over many weeks
- Nina Wallis, Jayne Lambert, Bobby Burnell, Claire Perkins, Christine Godber, Jean Whittaker, Derek Zobel and Janice Smith who supplied and prepared much appreciated food for lunch, regularly provided tea or coffee and frequently made homemade cakes. And in their spare time cleaned the kitchen
- Geoff Lambert who contributed supervising and helping to ensure the work was completed
- Duncan Griffiths for supervising all the work and procurement of materials.
- Martin Vinton and Brian Lamb who were always on hand to supervise and to carry out work as necessary. Also after the last work party cleaned up the clubhouse including pressure washing the floors and stairs

8. Election of Officers:

The following nominations had been received –

<u>Office</u>	<u>Agreed to stand</u>	<u>Proposer</u>	<u>Seconder</u>
Commodore	Martin Vinton	David Vettergreen	Martin Smith
Vice Commodore	Christine Godber	Rebecca Franklin	Fay Constantine
Rear Commodore	VACANCY		
Honorary Secretary	Martin Smith	Christine Godber	Geoff Lambert
Honorary Treasurer	Alan Bailey	Roy Winnett	Christine Godber
Sailing Secretary	Matt Love	Roy Winnett	Christine Godber
Bosun	Geoff Lambert	Jayne Lambert	Grahame Smith
House Secretary	Nina Wallis	Martin Smith	Martin Vinton
GCM (6 members)	Jo Wicken	Martin Smith	Brian Lamb
	Ian Sanderson	Christine Godber	Martin Vinton
	Brian Lamb	Jo Wicken	Geoff Lambert
	Paul Rodgers		
	Rachel Sheridan	Christine Godber	Martin Vinton
	VACANCY		
House Committee 1	Derek Zobel	Martin Vinton	Alan Bailey

2	VACANCY		
3	VACANCY		
4	VACANCY		
5	VACANCY		

There being no more nominations than vacancies the meeting voted for the nominations without dissent and re appointed the Auditor and Trustees. The Commodore appealed for volunteers during or after the meeting for, Treasurer (Alan Bailey expects to re locate in the autumn), magazine editor, duty secretary, house committee and general committee. I am pleased to say that Brian White volunteered to fill the sole vacancy on the General Committee after the meeting.

9. Honorary membership Award:

The Commodore asked the meeting to endorse the award of Honorary Membership to Ian Wyatt to recognise his decades of work for the club and in particular the work on the design and construction of the club house without which the club would have had great difficulty in moving to a shore base. The meeting did so unanimously and showed their appreciation.

10. A.O.B.

a) MV summarised the results of the sub committee work on club structure as follows –

During the year many meetings and discussions have taken place within the General Committee and with club members to consider whether changes are required.

Various changes were considered to Club Committee structures and Rules.

We have a club structure and rules that have served the club very well for many years.

Many hard working volunteers in important roles make sure that the club functions efficiently and is well maintained.

After long and careful consideration the General Committee have recommended that there is no benefit in changing the rules, or the structure of the club. We haven't identified any significant problems with the structure or rules that any changes would improve and we could risk making things worse."

After some discussion those present agreed that the agenda would be sent out as above and that club structure statement covered the mater. On going discussions were taking place with various members to fill the gaps.

b) Tom Lambert reported that the "re branding" exercise including updating the clubs flags had not been concluded as both himself and Jason had changed jobs during the year which impacted on the work. He hoped that this would be concluded in 2015 and added that any help would be gratefully received.

c) Martin Vinton described the trial of "Dutyman" for the year which was a secure web based programme which should enable easier swaps with correct skills once set up. The system was in use at many clubs , however, while the system was being set up by a volunteer another volunteer was required to undertake continuing maintenance and scheduling as Duty Secretary. Martin also stated that the warm up series started tomorrow and that the club was looking to automate the race box and members with electronic backgrounds were asked to assist.

Colin Treadwell outlined the need to phone round which MV made clear was still an obligation. It was stated that the system worked well for Erith and cost around £100 per year. MV responded to a question on usage of Dutyman that the best way to learn was to go on line and try it and then come back to the Commodore with any questions.

d) Brian White enquired if the club had a marketing strategy to which Paul Thorpe responded that some members had attended RYA workshops on this and the club was working with the RYA but no formal strategy was yet in place. Christine added that our RYA rep, Sam Rowe did go to local schools and the Open Day was one of the key activities.

e) The Secretary had no report as most matters were covered by the Commodore but asked for time to explain some of the bureaucratic restrictions on the club as official bodies appear to be getting more aggressive and officious so:

Could I ask that guest are signed in please?

This is essential to ensure our liabilities are covered by our insurance company.

It also keeps the licensing authority (Medway council), CASC (Community Amateur Sports Clubs which we are registered with HMRC) and other grant bodies vaguely on side or at least enables our defence.

We are licensed by –

Medway Council for the bar – drinks must be purchased by members only and those behind the bar should be members over 18.

PRS/PPL (Performing rights society – songwriters, composer and publishers and Phonographic performance limited – record companies and performers) for 6 events only – we cannot have recorded music, radio or TV outside this.

We do not have a TV licence

This is a particularly awkward and threatening organisation and we must not ever have a TV on the premises. As before PRS/PPL jump on this as well.

and finally following the club rules AGM notices have to be sent by post at cost of around £110 per shot. From next year a question will appear on the renewal form asking if email is acceptable but this year a circular email will be sent asking the same question – your responses are welcome and will save the club money!_

f) A question was asked as to whether the club would accept payment by electronic means noting the success of the fleet evening payments organised by Graham Jenkinson. The Treasurer stated that he was prepared to accept payment and some members did pay by this means and Martin Vinton added that Hoo Ness and other clubs do accept electronic payments. Tony Hunt commented that electronic payments worked for the 3000 association and Tom Lambert added that this was the case for the Moth class as well. Christine stated that this matter would be re visited by the GCM but that the number of errors on cheques and forms was high.

g) The Commodores closed by summing up some of the clubs achievements over the year which included –

Sailing -

- Race management for nationally recognised Hoo Freezer with 23 entrants in 2014
- KSSA Training Day March 2014 26 boats
- Medway Regatta with 62+ boats some from 11 outside clubs and 16 Juniors
- Push the Boat Out / Open Day – 70 visitors
- WSC Junior Open Regatta with 22 club inc 11 visitors boats
- KSSA Regatta 29 boats 21 Schools
- Barts Bash Charity Race 30 boats

Sponsorship

- Free T-shirts for all entrants of the Medway Regatta from MTS
- Gift prizes for Medway Regatta – Harken and Hyde Sails
- Community Award from the RYA for Roy Winnett presented by HRH Princess Royal at the AGM in November.

Publicity –

- WSC Open Day featured in local paper before and after the event
- Medway Regatta reports in Yachts & Yachting
- Key club events reported in local papers
- Tracey Crouch MP visit on 15th September on RYA Website and You Tube

Achievements -

- Successful Skimmers Junior club every Saturday from April to October in the morning
- Adult Improvers every Sat from June – September following on from Skimmers in the PM averaging 10 per session with 3 sessions of RYA coach training from Andy Kerr in July August and Sept
- Junior Week – 36 participants with an RYA Race Trainer
- 8 adults trained on Powerboat courses

- Hosted local and regional Scout events and Cruise to Queenborough

Where we are now with achievements and challenges -

- 36 Racing Attendees Skimmers
- 25 Beginners Group
- 12 Junior own their boats; others use club boats
- 10 -12 Adults
- 4 Adults own their own boats and others use club boat after Skimmers
- Converting Junior parents into sailors and active members some happening now
- Club officer Succession planning
- Static full memberships - encourage new Members
- Maintaining availability of SI and DI's
- Attracting 18 to 40 age group
- Targeting Schools for New Juniors
- Maintaining Volunteer Duty List which is lacking this year .

And how we are working with the RYA to –

- Get more adults on the water
- Retain new members to sustain the club
- New volunteers to play active role in running the club
- WSC remains a sustainable friendly club in the community
- Visits to more schools to encourage more juniors

The Commodore was then presented with a bouquet of flowers by the club in recognition of her time in office including putting in an extra year and thanked members before closing the meeting at 8.55 p.m.