



Members of Wilsonian Sailing Club flying the flag at the 2000 Nationals this summer.

31 1/2 AUTUMN 2016

Welcome to the autumn edition of 31½

Gosh, almost another year gone and so much to do. As well as the usual reports of activity over the summer we have Andrew Clarke giving us a timely guide to repairs for wooden boats and Brian White providing some useful advice on dealing with the cold.

David Wraight

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Contents
2. From the Commodore
3. 2000 Fleet Report
4. 2000 Class Association National Championship
5. Tony Slade Trophy
6. Blazing The Way - Sheppey
7. Support Members Appeal
8. The Story of a Wooden Boat Repair
9. Now the Weather has Turned... Watch Out for the Cold

From the Commodore...



We have had a great summer and autumn, with lots of good sailing and kind winds. Very few days have been too windy, or no winds, plus not too much rain. Junior Skimmers and Adult Skimmers have continued to be very popular, thanks to lots of willing volunteers. Racing also continues on Sundays, with more sailors towards the end of the period, perhaps due to late good sailing weather. Junior week was a great success with 48 juniors taking part, developing their skills, plus lots of volunteers helping with the event.

During the year the slow fleet has been growing in numbers, with lots of Streakers regularly racing. The Blaze numbers are gradually increasing, with the numbers in the medium fleet increasing. Don't forget, you don't have to join in the fleet that your handicap suggests. This year many boats have joined a shorter course fleet than their handicap guide, to give a chance to gain experience.

The new race starting lights have been used during the summer. A few improvements are planned, including spreading the lights further apart and a louder horn.

We have noticed a gradual decrease in membership numbers in recent years, especially family and single members. We are looking for ideas on any improvements we can carry out to keep members and encourage new members. All suggestions are very welcome on how we can retain members.

The winter series has now started, with good turnouts, especially in the medium and lapping course fleets.

Paul Thorpe is arranging Powerboat training courses, plus starting to plan for next year. Please contact Paul if you are interested in Power or Sailing courses.

After Christmas, we will be carrying out the winter work parties. This is the time when we carry out lots of major maintenance projects to keep the club in good order.

Following the winter work parties, the Warm Up Series starts, until the clocks go to Summer Time. If you would like to help in the galley or Safety boats, please contact Martin Vinton. We have now agreed that there will be no charge to enter the Warm Up series next year.

Do you have any ideas for changes to the programme next year? All ideas welcome.

I look forward to seeing you out on the water or at the club.

Martin Vinton

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Dinghy Park Secretary

I have managed to produce a Dinghy Park Plan for 2016, a copy of which is on the notice board, on the stair landing. If your boat is not on this, or you think that the number is not correct please let me know. The boats shown in red on this plan are boats that I have no information for. If any club member has information for these boats please tell me.

I would bring to the attention of all members item 4.5 of the Notes to the Sailing Programme (see your Sailing Programme and Duty List); also Bye-Laws 8, 10 and 14 in the Club Rules (available on the club web site).

Also please note that all Dinghy Park spaces are not the same size, and if you change your boat to a different class it might not fit your existing space.

There is a form to fill out to request a Dinghy Park space for boats changed or purchased during the year. This form is to be sent to Christine Godber who will then pass it to the Sailing Secretary for approval, which most of the time is a formality; it will then come to me for allocation of a space. If required an appropriate fee as agreed by the General Committee will need to be paid. Item b (insurance) of the declaration is important for the club, as it needs to know that the boat is insured. Forms are in the rack in the club house and I carry a few in my bag. Please fill out this form before you bring the boat to the club.

D.Vettergreen 2000—2643

2000 Fleet Report

I am delighted to be 2000 Fleet Captain for the third successive year and it is great to be part of the fleet as well as the responsibility of 2000 Fleet Captain. I was absolutely

speechless – for a change – at the 2000 Class Association AGM at the start of the National Championships at Castle Cove in August 2016 when I was nominated and subsequently awarded the Tony Slade Memorial Trophy for my role as Fleet Captain at Wilsonian Sailing Club. Thank you all very much.

It been great to see new members welcomed to have a sail in the club 2000 on Saturday afternoon Adult Skimmers and also learning to sail at the Level 1 and 2 course organised in June 2016. We have managed to coach a few to join in with Sunday racing. There has been a drop off in racing numbers across all fleets and the 2000 fleet is no exception. I have been sailing in the 2000 Class Association Millennium Series events myself but I am confident that we will still maintain our numbers in the future.

Looking back over this season at WSC: The Commodores/ Bosun Series have been very interesting! After Race 5, updated on 31 August 2016, Commodores Series have Andy & Lucy (21914) overall 6th place and Ken & Darren (2924) overall 15th place. However in the Bosun Series, it looks like Lesley is a one woman sailing enthusiast as she is currently 5th place in her Streaker, 6th place with Martin McKay in his Miracle, 7th place Lesley and Martin McKay (22115), 8th place David & Janice (2643), 9th place Paul & Paul (22131), 13th place Nina & Chris (21405), 15th place Ashley & myself (club boat) and 18th place Roy & Geoff (21792).

The morning races also have interesting results for Ladies Series 1st place Lucy & Andy (21914) and 2nd Lesley (22115), Juniors Series 3rd place Lucy & Andy (21914), Novices Series Ashley & me (club boat) and finally Scratch Race 7th place Ken & Darren in 4496....is that the correct boat/ number?? So I think it's fair to say that the 2000's have been racing in pretty much everything, even though our entry numbers may be low. Unfortunately I don't have the latest updated results to hand but I know

there have been a few 2000's racing across all series and races.

Also a quick update from Nik, as Andy and Nik sailed the Round the Isle of Sheppey Race on Saturday 3 September 2016...
Andy and I came 26th (almost dead mid fleet) in a smaller than usual fleet round the Isle of Sheppey. We were mid fleet relative to the other 2000's entered as well and there are a few pictures including one of Andy and me flying on the 'plane with the kite up on the results website...

Away from the club_the 2000 Class Association have the Millennium Series of 8 events across different clubs around the UK from Lee-on-The- Solent SC in the South and up to Carsington SC near Derby. I and various crew (2229), Andy and Anna/ Lucy/ Louise/ Felix (21914) and Colin and Lauren (22258) have travelled to some events and there are write up's on the Forum with the latest results. However my biggest boast is that both Andy and I are ahead of Rooster Sailing's Steve and Sarah Cockerell currently in 11th place. The 2000 Class Association very generously offered to pay for the 5th event for free, so there's a great incentive to anyone. We had 2 boat entries for Thorney Island SC MS6 on 17th & 18th September 2016 with Nina and I, and Andy and Felix. Just let's say it was VERY windy and Nina and I definitely don't need any more capsized practice; I've put a short write up on the Class Association website, here's the link <http://www.2000class.org/>

The season highlight was a great 2000 Nationals at Castle Cove in August 2016 and we had some brilliant sailing, and not so brilliant/ almost terrifying at sailing other times, with a good mix of social activities. Here's the website link www.2000class.org/content_topic.asp?c=resulsts&GET_ID=3629 and if you go to Forums, I did a daily update called Nationals Natter but the serious stuff is from Chris Jordan

under What's Happening. We were all in Silver Fleet and our results are overall:-

27th place David & Janice (2643), 28th place Andy and Anna (21914), 29th place Trevor and me (2229), 32nd place Colin and Lauren (22258) and 33rd place Adam and Claire (2350), 45th place Nina and Bernard (21405)

The National Championships for the 2000 class for the next few years have been booked in at different clubs spread all around the UK:

2017: East Lothian Sailing Club. August 6th to 11th 2017

2018: Royal Torbay Yacht Club

2019: Tenby

Looking ahead, **Christmas Lunch will be on Sunday 18 December 2016**, details to follow as I understand this will include the **Prize Giving**.

The Autumn Series starts from Sunday 6 November 2016 with races every weekend until 18 December 2016, so get your thick wetsuits or dry suits out of the cupboard and come sailing.

Please can you let me know any preferences you have for a 2000 Fleet evening. I am quite happy to do fish & chip lunch again on a non-work club day in January 2017?

My main ambition for next season 2017 would be to firstly to focus on participation in sailing the 2000 Fleet and secondly to encourage racing so we have a good turnout of the 2000 Fleet. I will try to sail most weekends and would gladly welcome crew/ helm, so please let me know or tell a friend.

Let's go sailing!!

Rachel Sheridan

2000 2229

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2000 Class Association National Championships

The Rooster sponsored 2016 National Championships for the 2000 Class Association hosted by Castle Cove Sailing Club in Portland Harbour started on Sunday 14 August 2016. Over 50 boats were entered, including 6 Wilsonian SC entries, the highest turnout for the National Championships for 6 years. The Rooster sponsored event can be watched online, using the SailRacer trackers in every boat. After terrible journey through Friday afternoon traffic, a lovely shake down sail on Saturday, **Day 1 Race 1** on Sunday got underway after a strict briefing from Sara Lloyd the Race Officer. We were postponed ashore for 45 minutes to allow the wind to settle in a southerly direction. Sitting on the shore, in the strong sunshine, it really did seem as though we were on holiday!

Day 1: A rainbow of coloured spinnakers sailing in Mediterranean like conditions marked the start of the spinnaker run for first race. Last year's National Champion Fergus Barnham and Serena De Nahik started near the committee boat and showing their skills at the front of the fleet. Unlike last year, he didn't manage to extend his lead, as his parents Jasper and Laura Barnham kept him in close sight all race. The wind surprised everyone by staying fairly consistent at about 8-10 knots, allowing Darren Roach / Jeremy Stevens to pull through to 3rd at the finish. Race 2 started but the wind died off it was abandoned which was a shame as it was a good start for us and other Wilsonian boats. The wind shifted 90" so the course was re-set for Race 3 but unfortunately it turned into a drift. So when your helm suggests a 'low soak' they don't mean a bubble bath, scented candles and champagne!!

The evening festivities kicked off with the **2000 Class AGM**. Particular note was made by Ian Yardley of the quality of racing within the class at the present time: with a large number of National Champions from the 2000 and other

classes all competing during the year and at the National Championships. But despite the sailing going really well, the administration of the class is being strained. There are never enough volunteers to keep the Association running, and a General Secretary is now required to help the committee keep it running smoothly. Guy Boswell (supported by Julie) has kindly volunteered to handle the Membership Secretary role. In order to keep the Association independent (rather than merging with the RS Class Associations) a number of new volunteers are still needed: e.g. for the Publicity Officer, Training Co-ordinator and Scottish Representative.

2015: 274 Members. Currently 266 Members (compared to 250 at this time last year). Financial reserves - about 2 years worth of expenditure is currently in the Association. Funded by memberships and sponsorships. Andrew Simpson Sailing Association: All association memberships received by the class between the Nationals and the "Barts Bash" weekend are given to the ASSA.

James MacGregor - Numbers growing each year at the National Championships. Great sponsorship by Rooster, Noble Marine (for youth entries), and RS for the sail deal and National prizes. National Championships next year are at East Lothian Sailing Club in Scotland near Edinburgh.

Tony Slade Trophy (the first chairman of the Class Association) for the person judged to have made a significant contribution to the Class Association: awarded this year to the fleet captain from Wilsonian Sailing Club - Rachel Sheridan.

Discussions were held around the proposal to link up with the RS Class Association. 8 different RS boats share the RS Class Association, while another 5 RS built boats are independent. The intention is to work closer together for mutual benefit. E.g. Noble Marine are willing to offer 10% off their rates for 2000 insurance, with access to the membership lists - and they are willing to share their lists of insured boats that are not part of the Association.

Current replies the Chairman has received around the proposal range from fully part of the RS Class Association, thru to remain completely independent! The trick is to keep the Class ethos, while reducing the burden of the admin of the Association!

AGM MOTION: The 2000 Class Association Committee will continue discussions and negotiations in order to become closer affiliated to the RS Class Association.

AGM Motion: The fees for the Class Association will need to rise, after 16 years of no change, in order to be prepared to pay for certain committee posts, if they are needed.

DAY 2: Monday - After the light drifting winds on Sunday, the 18-23 knot easterly that blew at the Rooster sponsored 2016 National Championships for the 2000 class was a big change - welcomed by many, but the large rolling waves and bright very strong sunshine also led to a few crews getting seasick and not enjoying it as much as they should. Most boats survived the two tough races out in Weymouth Bay, although torn spinnakers and jibs and a broken rudder were some of the casualties among the capsized boats. The waves were HUGE and there was a 45 minute sail to the race area. I wrote in my blog that etched into the chalk above Weymouth is The White Horse of Osmington Hill, quite honestly today's sailing felt like riding a bucking bronco!! I'm sure the loudest scream came from Jenny at the start of Race 1 on the first beat when Naiad was completely swamped by a wave!! I think we were one of the few boats who didn't capsize, much to my relief and a few boats retired. Fergus / Serena were determined to not let Darren / Jeremy out of their sights - and watching the close cover tacking on the second beat that was going on in the 20+ knot wind and big waves was very impressive. Jasper / Laura continued their great form with another 3rd closely chased by Rob / Sarah Burrige, with two 4ths on the second day. There was a misunderstanding of instructions between helm and crew with 'cleat off the jib' which caused a small pile up during the count down at the start of Race. Chris wrote that everyone thoroughly enjoyed the powered up conditions down-wind and superb surfing that was available. I'm not so sure about everyone! I said it was windy and I hear that Martin and

Dawn from Lilliput SC, at their first Nationals, set the speed record at 12.6 knots recorded on the GPS tracker We all came ashore safely, although I felt a bit seasick. Colin had a broken rudder on his way out to the race area but was able to get it repaired overnight. Chatting to Jasper afterwards he agreed it was 'a good day in the office'! No need for extra salt on my fish and chip supper tonight!

DAY 3: Tuesday - Sailing inside the harbour today in glorious sunshine F2 to F3, Race 1 was a short race then Race 2 was extended by a mile or more after the first 2 laps to almost the harbour entrance. There were some fantastic photos taken and we were joined on the water by foiling Moths and 49ers. Whoever wins the 2016 National Championships for the 2000 class will be a worthy winner, as the Race Officer Sara Lloyd from Castle Cove Sailing Club served up yet another, totally different, set of conditions for the 3rd day of the Rooster sponsored Championships. After the racing, there were smiling faces everywhere, as everyone had enjoyed the perfect sailing, and hot and sunny, conditions. Off the water after sailing we took our Team Wilsonian group photo which would probably have been more flattering if we had taken it at the start of the day!! The evening Curry Night was delicious and followed by Serena's high speed quiz. Thank goodness we had 2 avid Harry Potter wizards in our team otherwise it would be NIL points in that round. As Fleet Captain I volunteered for the final round of the fastest person to drink a pint of orange squash, some people on my team described me as a Game Bird but at least I tried to be lady like and held out my little finger!! I'm looking forward our rest day tomorrow.

Rest Day: Wednesday - For our rest day we decided to make a trip out to Portland Bill lighthouse this morning and quite a few other sailors had the same idea. A nice lunch in Weymouth and a look around the carnival with a fly past by the Red Arrows. Rested, relaxed and ready for action tomorrow. Wednesday was out traditional lay day but many were

frustrated as it was perfect sailing conditions as Thursday's forecast for Day 4 was light winds.

DAY 4: Thursday - On arriving at Castle Cove Sailing Club for a 12.00 start, the mirror-like sheen on the water indicated a long postponement. Sure enough, an hour delay was posted. But what surprised the fleet was that it was only an hour! However, after drifting out to the Committee Boat, a good 8 to 10 knots was blowing from the South East. The decision of go-right for the expected wind veer, or start at the pin for clearer air away from the hills of Portland Bill, was never quite resolved - as the first start was general recalled. The second start was also general recalled. And the postponement was raised instead of the 5 minute warning for the third start, as the wind had clocked right by 90 degrees to the South West. In general, that is where it stayed for the rest of the day, but it took 2 hours of waiting on the water before the wind settled in both strength and direction enough to attempt another start - which was also general recalled! But the black flag meant we all got away cleanly after that.

Steve / Sarah Cockerill took the left hand side of the long beat, and arrived at the windward mark in first place, and were chased all race, and eventually over-taken, by Fergus Barnham / Serena De Nahik who came from the committee boat end of the line. The wind of 6 to 8 knots was never quite strong enough for anyone's liking - occasionally the lighter crews could sit out on the beat, but it was difficult to get enough boat speed and clear air, and required lots of holding your nerve down wind.

Where Fergus / Serena had a "poor" day yesterday and Jasper / Laura Barnham had a great day, today it was the other way around! Fergus / Serena chased Mike Wood / Jonathan Hynes around in the second race, while Jasper needed to re-pin a loosely flapping disconnected leeward shroud down one of the runs! This puts the two Barnham boats from Snettisham Beach Sailing Club on equal points

as we wait for the strong winds expected on the final day of the week. Darren Roach / Jeremy Stephens from the Navy Sailing Association had an up-and down day, but hold on to 3rd place overall just ahead of Mike / Jonathan from the RAF who were the clear winners of the second race today. Ashore in the evening, the galley crew have been great all week and there was a tasty choice of pizzas at the club tonight and a few participants for the bar games. Last Nationals race day tomorrow and the forecast is wild, wet and windy!

DAY 5: Friday - Waking up to grey skies and windy weather for the final day of racing, where was that Mediterranean sunshine we enjoyed on Day 1? The fleet were ready for the early start and we launched from the slipway to wild, wet and windy weather, with gusts potentially up to 32 knots so Trevor and I made the decision to reef the main sail. There were a number of helpful comments about our sail, which did not shrink in the wash!! However I was very pleased to have the reefed sail for Race 10 when the wind really picked up as this was our best Nationals finish in 20th place!

The Race Officer very sensibly got the fleet out early, and race 9 kicked off cleanly, and then it turned into a tacking battle at the front end of the fleet in 15-18 knots - until the final 200 yds to the windward mark when the shelter from Portland Bill kicked in and the winds turned very shifty and much lighter. Again, the long port tack allowed Darren / Jeremy into the lead. Jasper / Laura in 2nd place were doing their overall points a lot of good, although Fergus Barnham / Serena De Nahik had dramatically caught up to 4th place after a poor (for them) start and first beat. A gybing battle between the 2 Barnham boats challenging for the overall lead

The final race of the week (is this the first Nationals when the class has managed to get all 10 races in, on the days specified, with no races postponed to another day?) was delayed while a ship slowly motored around near the windward mark. Once that obstacle was cleared, the fleet started - in the strongest wind of the week, with gusts to around 25 knots.

After sailing, there was frantic activity ashore getting boats onto road trailers, and then the sun came out so it was definitely beer-o- clock. The prize giving was a perfect time to showcase the brilliant week's sailing starting with Ian's champagne moments and fun prizes. A big thanks to Matt, who sailed with Gwen 3 days and Johnny 2 days, which is one of the strengths of 2000 Fleet and its family friendly racing. Castle Cove has been one of the best Nationals I've been to, and it's been great racing in such fantastic company. Thanks to Rooster for sponsorship. Many congratulations to Fergus and Serena our National Champions 2016. A great week of racing, in very varied conditions, with just one point, and the final leeward mark gybes, all that decided the overall results.

1st: Fergus Barnham / Serena De Nahik. Snettisham Beach SC.

2nd: Jasper / Laura Barnham. Snettisham Beach SC.

3rd: Darren Roach / Jeremy Stephens. Royal Navy Sailing Association.

4th: Mike Wood / Jonathan Hynes. RAF Sailing Association.

5th: Rob / Sarah Burrige. Weir Wood SC.

And finally.....Well, did you enjoy it?!! Great sailing, great class, very close and tough competition, friendly people on and off the water - and a great advert for the class you have chosen! Time to book holiday and accommodation for next year...

Rachel

2000 2229

Tony Slade Trophy

I'm pleased to add the citation delivered by Trevor Bradley, President of the 2000 Association on the presentation of this award to our own Rachel Sheridan (*Ed*).

I can see a number of new faces around the room and so I think it appropriate to say a few words about the source of this magnificent trophy. Our first chairman died of cancer six months into his first tenure. Tony Slade had been paramount in creating the Class Association, especially the writing of the constitution and the membership rules. Before his death he asked his widow to donate this magnificent trophy to the association. He asked that it be awarded annually to the person judged to have made a significant contribution to the Class Association. Since I was asked to take over the judging of the award from Tony's wife, Sue, the nominations have read like a list of the committee members. This year was no different, but there were a few additional nominations. Needless to say, the work of your committee is very important and judging by the nominations very much appreciated. However, this year I have decided to award the trophy to a class captain. As you will hear in the citation the class or fleet captain performs a critical role on behalf of the association at club level. Over the years there have been Class Captains nominations before but seldom with such high praise in the citation.



The citation reads: One of the most important jobs for 2000 Class is the fleet captains at each club. Without good fleet captains, the fleets at the club do not grow and with good 2000 clubs, the class will not survive.

Being a fleet captain is a difficult job, walking around the dinghy park looking at 2000s with brambles growing over them and wondering who owns them and how you can encourage them to get out for a sail. Eventually managing to get one of these boats to come out for a sail and then get a day with no wind or too much wind! Anyone who has been a fleet captain has been there – it's a tough job.

Without a strong and keen fleet captain the 2000 fleet within a club soon breaks up and stops sailing together and the fleet soon dwindles out.

I nominate the current fleet captain of one of the larger 2000 clubs- Rachel Sheridan.

Rachel took over the fleet captain role at Wilsonian Sailing Club in 2013 from Colin Treadwell. This is now her third full season in the role and in that time she has worked very hard in encouraging the Wilsonian Fleet members to take an active part in Club racing and travel to Open Meetings and Nationals, 5 last year and 6 this year. She always has a happy smiling face on and off the water, which is probably why she is such a good fleet captain.

It is her spirit and enthusiasm at Club level, which I believe has a knock on effect on attendance at Association events. She often finds herself without a crew, but that has never stopped her encouraging others to go to events or, indeed, even travelling to events herself without a crew, with a view to finding one at the event!

Rachel constantly encourages and cajoles her fleet members at Wilsonian SC which clearly gets positive results. She's very inspirational, and always looking to help others whenever she can. She makes a point of talking to sailors

from other clubs in other classes, and has been most influential in maintaining and increasing our 2000 fleet within the club.

She also works hard to ensure that all fleet members are kept fully informed of what's going on within the Club and within the Association, sending out regular emails and newsletters. This is also very important, of course, in helping people make that all-important transition from passive to active sailors and racers.

In essence Rachel Sheridan epitomizes the helpful and friendly nature of the 2000 Class Association. She is therefore awarded the Tony Slade Memorial Trophy for 2016.

Blazing the way - Sheppey

I haven't been around Sheppey for a few years now but as I'm back in a Blaze, and the Blaze fleet support the event, I thought I'd have a go. The decision was helped by the forecast which suggested that it would be a light to moderate SW to start with but quickly rising to a moderate to strong SSW as the race progressed.

It was also good to be able to race against a couple of the classes best sailors with Mike Lyons (past national champion) and Hugh Kingdon (who was 4th at the nationals I last attended, where I was 10th) Plus all round good guy Bob Yates who has been sailing Blazes as long as I have and who on his day can through in a few surprises.

The race started as planned with a light'ish broad reach down the north side of the Island. Mike pulled out a small lead, perhaps 20 sec, with the rest of us Blazes tripping each over trying to catch up.

30 min and as we approach the head land at Minster the wind starts to build, and I manage to get away from the chasing group and start to reel in Mike. I stay a little further out, in more tide but also in more wind and manage to

sail under Mike and get in front as we round the headland. We then have a 20 min reach down to Leysdown where I manage to extend a little but as we start to turn the corner and it turns into a fetch Mike starts to reel me back in. Once we get to the entrance to the Swale it turns into a beat with a very lumpy 'wind over tide' sea, and with 15+ knots of wind and Mike moves back in front.

At this point it's starting to get hard work, but I hang onto Mike maintaining the gap. Part way into the swale I have a near miss with a sand bank, Mike hit it so I tacked, and then soon after this we turn slightly to starboard and the beat turns into very long close fetch. It stays like this all the way up to the point at which the Swale narrows on the approach to the bridge. I struggled here, Mike started to pull away and Hugh closed in and sailed under me. I decided that as I couldn't match them for speed I would stay high, in flatter water, hoping that tactically it might give me some options but in hindsight I think I would have been better off just following. Although it was bumpy in the deep water there was also, obviously, more tide, but it's done now so we'll never know.

By the time we reached the narrow water I was a couple of minutes behind Hugh and perhaps 4 or 5 behind Mike. A little soul destroying but there was still plenty of sailing to be done and it's all the off wind stuff that I'm better at so I dug in and started working the wind that I had. Fortunately the narrow water also bought with it flat water, no more of that awful chop, so I could really get moving and started to close in on Hugh getting to within a minute of him as we approached the bridge.

I had a bit of luck at the bridge itself, I had just moved to the front of the gaggle of boats I was racing with so didn't have to worry about other boats around me but Hugh, the next boat in front of me, was at the back of his gaggle and lost a little time queuing. I actually slowed on the approach so that I could just sail straight up to the bridge and stop and it worked brilliantly.

In fact I came out the other side right behind Hugh and so the race was back on.

We had a long reach down towards Queenborough where I managed to get away from him and started to close in on Mike, a couple of gybes down towards the moorings and then a long run out past Queenborough docks to Garrison point and the final gibe for home. I pushed my luck on this run with the kicker well eased and the board well up, which in the breeze we had was taking a risk but it worked as I pulled well clear of Hugh and I closed right in on Mike. We both gibed as early as we dared cutting the corner as tight as we could then it was just a drag race for the line.

Unfortunately there weren't many passing opportunities and we crossed the line, line astern with pretty much the same gap as there had been at Garrison point which the time sheets says was 30 seconds but it felt much closer.

In the end, with very little to do in the way of tacks and gybes cats dominated the top of the score sheet with Mike finishing in 7th overall, me 8th and Hugh 9th but that didn't matter. I was chuffed. Raced some of the best Blaze sailors in the country and held my own against them, plus of course we had just sailed 40 odd miles in 3hrs 18 minutes which when you factor in the bridge and the long run down to minster on a bad angle for a Blaze and in lighter wind, shows just how fast we were going the rest of the time! Not a bad time for a single handed, single sailed hiking boat is it?

Ian Foxwell

Vantage Sailing

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LOOKING FOR MORE SUPPORT MEMBERS FOR 2017

As most of you are already aware, we currently have a shortfall in the number of members needed to fill the duty list for Sundays between March and December. For the past few years we have relied on a handful of people who, for a reduction in fees, have agreed to do more than the normal 2 duties a year. It would help the club if we could find a few more Support Members for 2017.

If you think you could be able to do a few more duties (usually around 6 to 8 – more if you wish!), then please let me know. You will still retain all the privileges of a Full Member, so you will be able to sail, keep a boat in the dinghy park, etc. You can choose which duties you want to do (CDO, AHO, RO, ARO, RIB Driver or Crew) and you will be able to choose your dates before anyone else. We will also make sure that you can access appropriate training where necessary (Powerboat, Safety Boat, First Aid, etc). You might not want to race in the Frostbite Series, but help out each Sunday instead, and so not affect the rest of your sailing season – and have the bonus of reduced fees!

If you are interested, or if you know of anyone else who might be interested, please get in touch with me (01622 741123 – blamb2410@talktalk.net), or talk to me at the club – I'm around most Sundays. You could also chat to one of our current Support Members (Robert Abraham, Ray Craddock, Derek Zobel) to find out more.

YOUR CLUB NEEDS YOU!

Brian Lamb

The story of a wooden boat repair

Introduction

This article is intended as an encouragement to anyone considering their own wooden boat repair for the first time and is written by a novice with no woodworking knowledge.

I “rescued” a wooden Miracle dinghy this year, knowing there might be problems as it had been stored outside with an inadequate cover. I knew there was a roughly 2 feet by 10 inch area of floor which seemed a bit soft. I optimistically thought I could get away with drying it out and painting it over with epoxy resin. However after a proper investigation (described below) it was clear some of the wood was not just damp but crumbly and soft. These parts had passed the point of no return and had to come out.

Identifying problem area

You need to have a good look to reveal the extent of the rot and if you know it is there, the paint on the outside and the inside of the boat will have to come off so you can see where it starts and finishes. The scraping and sanding is quite physical so get the boat resting securely on trestles or similar, with tyres or similar for cushioning and at a comfortable working height. I used Nitromors and a paint scraper at first but it was a slow process. A heavy duty wire kitchen scourer (as opposed to wire wool) was helpful. A hot air gun worked well and was quicker but carries the risk of weakening old resin joints and it is easy to get carried away and strip more than you need. Stubborn patches immune to hot air or Nitromors will have to be sanded or scraped off. It is worth revealing a wide area so you can properly see what has been going on.

The bare wood will need to be left to dry before any repair can be started and also to judge what is rotten and what is just damp. If the wood is just damp you would not want to cut it out unnecessarily. Areas which are or have been damp are easy to spot. To find the rotten

patches requires some prodding, like a dentist looking for tooth decay. The rotten wood feels soft and you can pick bits off easily with a screwdriver or even a fingernail. I did wonder what would happen if you thoroughly dried out a rotten patch and just applied large amounts of epoxy resin. I guess some would be absorbed and you might get away with it but you would have a brittle layer of epoxy over a rotten piece of ply so none of the strength of good wood and a risk of spread, so that eventually the epoxy strengthened rotten area would just pop out from the hull. Also you would not want to waste all that time stripping paint off the inner and outer surfaces, applying epoxy and finishing over a known rotten patch.

Cutting out old ply and selecting new ply

Get a second opinion on how much you are taking out. Then it can be cut out using a jig saw. Make the shape as simple and regular as you can so that the replacement piece of ply is easy to reproduce. A decision now has to be made whether to cut normally (i.e. with the blade at 90 degrees to the surface) or adjust the jig saw to cut round the hole at an angle. The purpose of cutting at an angle is to accommodate a new piece of ply which is cut at the same angle, so that when you place it in the hole it rests flat, rather like a big flat cork in the top of a biscuit barrel. However it is enough of a challenge to cut a new piece the right size let alone cutting the edges at 45 degree so you may prefer not to attempt this for large or complex shapes. If you do cut at 90 degrees the work piece will not rest in position during the repair (unless you have achieved an incredibly accurate and tight fit) and will need to be fixed in place by some means, as is described below. I chose not to go for a very tight fit, for reasons explained below.

New ply must be Marine Ply. It is available from Travis Perkins but only in large sheets and not necessarily in the thickness applicable to your boat. However you can measure the thickness using a gauge. In the case of my Miracle floor it was 6 mm. You can get smaller

pieces mail order from Robbins Timber
robbins.co.uk 0117 963 3136.

Forming the replacement panel and holding it in place

There is nothing for it but to measure and cut accurately but if you are not confident, err on the side of making it fractionally oversized as you can always file or plane it down to size. Once you have got it to the right size, the question is how are you going to hold it in place during the repair? In my case we had the complication that the new panel needed to bend slightly to follow the natural curve of the hull. The solution was to "sew" the panel in using twists of 1mm approx copper wire which can be extracted from heavy duty electrical cable. Drill tiny holes at intervals around the panel to accommodate the twists of wire. Here is a photo:-



What the photo does not show are the tiny wedges of wood inserted in key positions round the new panel to hold it flush with the surrounding surfaces and follow the curvature of the boat. Sometimes little wedges will not be enough and temporary blocks and screws, and/or rope or cord under tension fed through small temporary holes in the replacement panel may be needed. Fortunately we got away with little wedges which were a few minutes work to push up from underneath my upturned boat, with a friend above to guide and position them.

With the panel exactly in position, the epoxying can begin.

Stages of the epoxy repair - using West System 105 Epoxy and 205 Hardener

I started the epoxy stage of the repair from the outside, meaning I worked on the surface of the hull first as it was more important to achieve a perfect finish on the outside than on the floor, which was done after the repair to the outside had been completed.

The first stage is to apply epoxy around the edge of the repair. This is so as to seal the tiny gap between the new panel and the surrounding woodwork - and to hold it in place since the twists of wire and any other temporary fixings will be coming off in the next stage of the process. The initial sealing should be done with pure epoxy mix i.e. in liquid form rather than as a paste. Then it will seep down through the gap. However it will be necessary to tape beneath with masking tape to prevent it dripping out the other side.

The second stage is to apply fibreglass matting or tape around the new panel. This is what gives the repair its strength. We were worried that taping around the edges would look very obvious and be difficult to disguise on the smooth hull of the boat. So we opted to apply a single layer of fibreglass matting over the whole repair, which looked like this:-



A coarse mat was used, to be precise 330g/Sq m Powder Bound Chopped Strand Mat from Gillingham Marina Chandlery. The mat is cut to size and once in position liquid epoxy mix is applied using a "stippling" technique to push the liquid into the fibre so it soaks through and there are no air bubbles. A wooden decorator's

roller can be used after brushing just to make sure.

This is a satisfying part of the job because you now have a watertight boat again that you could go off and sail again if you had to!

However there is now a lot of sanding to be done to smooth down the coarse fibres and achieve a seamless finish between the surrounding wood and the now epoxied area. Any protruding copper from the twists of wire can be filed or sanded off. There is no need to remove any pieces that are embedded. I had to go over the area with an epoxy paste (that is epoxy mixed with West Systems 406 Colloidal Filler (Adhesive Filler)) pressing it down with a flat edge like a wooden ruler or baton to smooth over any odd pitting or unevenness. This may need to be done more than once and sanded again, to achieve a sufficiently smooth finish. Once that is done, the boat is turned over to complete the repair from the inside.

The floor was a much easier job as I was not worried about disguising the fibreglass tape. Turning the boat over, the wire twists, masking tape, bare wood and protruding wedges on the inside are still there- and somewhat in contrast to the lovingly finished surface on the outside. Hopefully the masking tape has done its job and the resin has set smooth and tidy. If not some filling may be necessary before the tape is stuck down. The copper wire will need filing down smooth and some of it will probably be loose, meaning there are some small holes to fill again with epoxy paste (there should be no voids left in the epoxy repair). Then it is a case of laying the tape around the new panel and "stippling"/rolling down the epoxy mix onto the tape so that it soaks through and sandwiches the new panel in place from above and below.

As epoxy resin does degrade in UV light so you should finish it with paint or varnish on top rather than just leaving it exposed, even though it does look extremely smooth and durable. Therefore once fully dry ("cured"), it should be lightly sanded to create a key and either varnished or painted over.

Ribs and Floor Batons

To complicate matters my rotten patch included a length of baton, which is a standard

feature of a Miracle floor. It had to come up and be replaced which was going to be tricky due to the need to glue the new baton down firmly with no gaps or void onto a slightly curved floor. I applied resin to the receiving area of the floor and to the bottom of the baton having firstly pre positioned 3-4 holes in the baton above pre positioned "holes" in the floor. I say "holes" but in fact these were just little indentations made using a pointed bradawl rather than a drill so as not to risk accidentally drilling through the floor. I placed tiny brass screws in the baton before laying it then it was easy enough to feel where the indentations were and to screw the baton down in place – not too tight- but just enough to hold it down snug to the floor.

I had an accidental stroke of luck in that I could not find a strip of the right thickness so had to buy two thin layers instead. This meant it was much easier to bend them, the disadvantages being the need to marry them up exactly and go through a second stage of gluing. I used strips of hardwood from Sparks at Singlewell for the batons.

Painting and Finishing



With the hull already sanded down smooth and wiped over with white spirit to remove dirt and dust, a primer will need to be applied. I used 2 coats of Hempel Underwater Primer as shown in the above photo. That needs a light sanding and a wipe before applying a suitable undercoat, in this case International Pre-Kote in blue grey to match the hull colour approximately. You can apply 1-2 coats again lightly sanding and wiping before applying a topcoat. My research indicated a good exterior

gloss like Dulux Weathershield would do fine but I felt happier using International Toplac even if it is expensive. What you cannot do is use a one pack undercoat and then apply a two pack topcoat. As for the inside I took the opportunity to paint the whole repaired area and surrounding bare patches with a layer epoxy resin. This should be allowed to dry and cure, then be lightly sanded to a key and either painted or varnished over. I went for International Interdeck non-slip deck paint to match the rest of the floor. Job done!

Andrew Clarke

Now the weather has turned... watch out for the cold!

The island on which we live has really turned on a great deal of excellent weather over the last few months, but it is now hard, not to notice that the temperature has remained in the low teens during the day with even a few scatterings of the wet stuff that falls from the sky now and then. Autumn has arrived and as we are all well aware, winter comes next.

This shouldn't mean abandoning the sailing scene altogether, being aware of the conditions, in particular the water temperature along with some awareness of your own strengths and weaknesses and physical health, winter sailing can be a great deal of fun. There are plenty of sunny days with good breezes to be had too.

Now, I would imagine a few reading this, instantly coming out with a well known phrase "*There are no bad days for sailing, just the wrong kit*" or some variance on the theme.

Over the last few years I myself, have had to deal with biblical rain, sleet, snow and some of the worst gale force conditions the North Sea and North Atlantic can muster, whilst circumnavigating Britain and Ireland, including the Shetlands, not by choice I might add, it was all in a day's work.

Taking amateur crews completely out of their comfort zones into these conditions, on countless occasions there have instances of people starting to feel the effects of

Hypothermia. The person has not been completely immersed in water and even during the summer months. Caught early this shouldn't cause any problem at all, but knowing what symptoms to look for and how to combat it is crucial so we can all deal with it affectively and quickly.

Let's look at the facts surrounding Hypothermia and then also think about it from a dinghy sailing perspective. I will cut through as much technical jargon as possible to ease the affects of boredom while you read.

Hypothermia is defined as a significant decrease of the deep body temperature from its normal 36.9 degrees to below 35 degrees. The only affective way to measure the body's core temperature accurately is not a pleasant experience and I am not sure any member would appreciate the safety boat crew inserting a thermometer where the sun doesn't shine. So it's probably easier, to be looking out for the following symptoms of a temperature drop in the body core and by this I mean the area around all the internal organs.

37 deg's	Normal Body Core temp
36 deg's	Cold Exhaustion SHIVERING (uncontrolled)
35 deg's	MILD HYPOTHERMIA - CONFUSION, MAXIMUM SHIVERING, DISORIENTATION

If the body's core temperature drops any further, it's time to call for an Ambulance!

34 deg's	AMNESIA, PAIN AND CRAMP
33 deg's and below	SLURRED SPEECH, SHIVERING STOPS, RIGIDITY, PULSE SLOWS, BREATHING IRREGULAR OR FAILURE.

Looking at the above, the next obvious question to ask is how long I have before uncontrolled shivering starts because as you can see, any person who has reached this state of lowered core temperature, if not reversing the loss and starting to get warmer, very soon, can find themselves in real trouble.

Everybody is different. If you are lucky enough, like me for example, to be carrying a good layer of natural insulation, whales call it blubber, it may take a little longer to feel the effects. If I add a dry suit, socks, jumper and onesie underneath, woolly hat and waterproof gloves, then I am definitely buying myself more time of exposure to the cold by reducing heat loss. Having said that, if your blubber or lack of it, is having an effect on your blood pressure you could find yourself in trouble far sooner.

It's all about the heart, when you start to feel cold the blood all moves inward to keep the core warm. A wetsuit or layers of clothing, assists by applying pressure to the extremities of your body, as is being in the water, helping the blood move inward. But if it's moving cold blood inward then the core is going to cool even faster, so the key to avoid any affects of Hypothermia is to stay warm, reducing body heat loss, by whatever means available.

If you have found yourself shivering when returning to the beach, secure your boat adequately and get under a warm shower. If you are wearing a wetsuit, leave it on while you warm up and get drier. Otherwise, there is a risk, that when the blood rushes back to your extremities, in a worst case scenario, blood pressure suddenly drops and the heart itself may stop or you may at least just collapse. Not a cheery thought I know.

Over the next couple of months right up to Christmas there are plenty of scheduled races and probably a few hardy souls enjoying a social Saturday knock about on the water as well. If you are going out, just be a little mindful of your own health and take due care with regard to the conditions. I look forward to seeing as many of you down at the club over the coming months as possible.

Brian White
Wayfarer / Pepper