

31 1/2

Summer 2019

## **Welcome to the summer edition of 31½**

As in the past few years weather has been variable but there have been opportunities to get out and sail, hopefully, we have captured those here, as well as sharing news of new events and an exploration out of the club's normal sailing area.

As ever, thanks to those fleet captains and others who regularly contribute to the magazine but also a warm welcome to those who would like to contribute; if you would like to share tips, stories of your experiences, local knowledge or anything else you might think to be of interest, please contact me.

This month the cover shows something different from our usual racing fleet but for more on HMS Shannon read on.

David Wraight

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**Copy to:** editor@wilsoniansc.org.uk

**WILSONIAN SAILING CLUB, Hoo, Kent**

**01634 250318**

**www.wilsoniansc.org.uk**

**COMMODORE** Bernard Smith 01689 835379 bernardsmith61@hotmail.co.uk

**SECRETARY** Rachelle Hopkins giggles\_xx71@hotmail.com

**SAILING SECRETARY.** Andy Hockey 07984 169762 wayfarer360@yahoo.co.uk

## **From the Commodore**

It is hard to believe that we are halfway through the year and well into our sailing season. Already we are looking at plans for next year's events and how we can improve upon what we have already done. So far, we have had three very successful events, starting with the Blaze/Musto Skiff open meeting which we hosted at our club. Unfortunately, the weather was against us on the Saturday but allowed for better sailing on the Sunday.

The Medway River Challenge in June took over from the Medway Regatta which over recent years has declined in the numbers entering. We were offered the opportunity to be the club running a new event for the Sail Juice Summer Series on tidal waters, which we successfully ran, over the 1<sup>st</sup> and 2<sup>nd</sup> of June. With good sailing, an enjoyable time was had by all. Hopefully they will pass on the welcome and hospitality that they received, to other sailing travellers, so that we get greater numbers for next year. In July we had our first Adult Week which was organised by Martin Vinton and was a great success. Everyone was able to sail, learn new sailing skills and enjoyed the company of all others there. Congratulations to all who were involved in the organisation of these events, the club has benefitted and learnt a lot about the needs and requirements for hosting these kinds of events in future years.

It has been very encouraging to see the number of members coming to the club over the weekends and we have been very fortunate with the weather, in not having many days when we have been unable to sail. There is still plenty of summer sailing in the programme, before the onset of Autumn and for those who have not been able to come to the club so far this year, please come down and join us for the remainder of the season.

Please support our House Committee events as it is a chance to socialise with others in the club and provides an opportunity for some of our newer members to meet and integrate with those who have been in the club much longer.

It is a great pity that the duty list is still incomplete and there are a number of weekends where we need additional help to keep the club running. This results in others having to give up their sailing for the good of everyone else so that the club can be kept open. Also if you find that for some reason you are unable to carry out your duty, it is the individuals responsibility to find a replacement and change it on Dutyman rather than leaving it at the last moment for the CDO to try and fill the space with someone else who has to forgo their sailing. The club is reliant on the support of all its members to help it run smoothly.

Enjoy the remainder of the season, but by the time you receive this copy of 31 1/2 many members will have been on holiday and you and your boat have been to many diverse places. Why not write in and tell us about some of the places you have visited and your sailing adventures.

Favourable winds and good sailing.

Bernard Smith

## **Adult Week**

Adult week was very successful, well done Wilsonian.

Each day started with a create your own breakfast in the clubhouse, followed by a sailing brief for the day.

Mornings on the water we did a variety of training exercises & fun games, figure of 8, follow my leader, cat & mouse, some others. This caused for some close call tacks, jives & spinnaker runs, which at times proved interesting (sometimes frustrating when the wind dropped to nothing). The roll tack was a new concept to some of us. We also practiced race starts, how to slow boats down & likewise gain speed.

All boats came ashore, then lunch time up in the clubhouse, another hands-on affair which again worked well. Everybody got involved throughout the week with either preparing the food & drinks, clearing tables or washing up & making good.

In the afternoons we set a course and raced, again with the lack of winds on a few days we could not put into practice the training taught; however, when the winds did pick up sailing was very much enjoyed by everyone. Some evenings we watched & chatted through photo & video footage of the days sailing events.

A duty board ran all week, so safety boats & galley evening meals all sorted. It was just great how everyone mucked in, did their bit to enable a smooth operational running of the entire week.

Wednesday evening, we took two of the club safety boats out for a local tour of the area and a stop off on one of the islands.

Thursday evening, we all went out for a meal at a local pub, good food, chat & company.

Friday, last day, our brief was to sail & enjoy, which we did, all a tad tired by now, but huge fun.

It was nice to socialize with club members and for Bernard & Martin to have the time to likewise enjoy just being with us all, without chasing down duties. It was nice too, to see Darren sailing his boat, enjoying his time on the water.

So, to conclude: We laughed, we certainly ate well, and we all learnt something perhaps to improve our racing or perhaps from sharing general sailing knowledge and all in a friendly & welcoming atmosphere.

Very much looking forward to adult week 2020.

Sue hart

## **Slow Fleet Report**

I can't quite believe how quickly the summer is going! Already mid-July! I had the feeling that the season had started slowly for us in the Slow Fleet. Indeed when I received the results for the early summer points I saw that, for the Slow Fleet, 21 boats participated in the series, (which had a total of 8 races) but only two boats did 6 races in total, 2 did 4 races and all the rest did 3 or less. You must admit though, that the weather hasn't been kind to us and there have been many other events which has kept us occupied in the form of duties. Or, if like me, patience is not your strongest point, you give up on the afternoon race because the wind was not the "right wind" in the morning, to be told the next day, that actually a nice steady sea breeze arrived later on in the afternoon and that I missed a great race!

To me, and I am sure the rest of the fleet will agree, the highlights of the year so far, has been the Open Day, Adult skimmers and Adult Week. What a great success these events have been. All three truly reflect the spirit of Wilsonian Sailing Club. A welcoming atmosphere from all members, (the “pros” and the amateurs alike), the incredible enthusiasm and passion for the sports and the willingness and eagerness to share the knowledge and help others improve. You are never made to feel small or inadequate at the club, just at a different stage. All these will benefit our Slow Fleet in the short and long term, and we will grow year on year. There’s still plenty of races to come and I can’t wait to see us all on the water.

Good luck everyone and let’s get sailing.

Isabelle Hill

Slow (and biggest) Fleet Captain (My boat is a Byte, she has no name, no sail number but has a beautiful bright pink colour sail that you can't miss, or you can find me crewing on Martin's Miracle, Sail number: 3829!)

## **Blaze report**

I’m pleased to report the Wilsonian Blaze fleet is doing well. We have thirteen Blazes at the club and regularly see 4 or 5 sailing on Sundays and occasionally more.

Welcome to Phil Cope who has bought Andy Pickerell’s Blaze. We look forward to racing against you Phil.

Colin Treadwell and John Goudie, both fairly new to the Blaze, are regular sailors and always a threat, particularly in the light, flukey (clever) stuff. Congratulations to Colin Treadwell for winning the Medium Fleet Spring Series.

Stuart Bailey has recently bought another Blaze and is going well (as expected) and Adam Hampton is putting the finishing touches to his recently acquired Blaze, so we can expect even more close racing in the Blaze fleet.

David Thornelow and Stewart Robertson are two of the most regular sailors, and David – whose enthusiasm knows no bounds - continues to improve. Congratulations to Stewart for winning the Medium Fleet Early Summer series.

Three of us went to the Nationals at Brixham where we experienced a range of conditions - very big swells on the first day, very big winds on the second day, and light & shifty winds on day three. It was an enjoyable event and I’m sure we all learned from the experience.

The Blaze is not a difficult boat to sail, and very rewarding, with good fleet racing. If you’d like to try one, I’m sure any of our Blaze sailors would lend their boat, so please ask.

Chris Saunders

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## The Medium Fleet Report, and the types of race held at Wilsonian SC

### Turnouts

The Early Summer Points has just concluded and now we are into the Late Summer Points. Medium Fleet turnout for the first series was good enough at 18 entries and although that is about half as much again as the Fast Fleet it just falls short of the Slow Fleet and so I would like to do better. I'm not expecting any special effort from members of the fleet. No, what I'd like, is to make the races more attractive and for that, I would ask you merely to make your preference known.

### River Challenge

This event has come and gone. It was windy on Sunday and pretty rough water too and so not as enjoyable as it could have been. It's a slightly different format to our old regatta and I'm sure would suit those used to starting from a committee boat some distance from home. That was the intention, to encourage visitors and make some money for the club. How was it for you, I'd love to know? Frankly, I was disappointed with the turnout of club members. If you didn't participate the Sailing Committee would love to know why.

### The Commodores

There will always be those that prefer the longer races of the Commodore's Series, and those that don't. The same goes for the Points Series races, these are shorter but still a challenge at about 75 to 90 minutes. But there are some other differences.

The Commodores is a series where the whole club races against each other. The Miracle or Tera is in the same race as the Must Skiff and the RS 800. The slower boats are given a half-hour start so that both types of boat sail in roughly the same wind and tide conditions. The elapsed time of each boat is adjusted by the handicap system, again so as to give equal opportunity for each boat to win. As it is the most experienced and fittest who sail the faster boats it is common for them to win but I can assure you that should one day a Musto sailor sail in a Miracle he/she will probably win.

### Points Series

The Points Series as you have probably realised uses fleets, so boats of roughly comparable performance sail against one and other. Hence the Miracle would sail in the same fleet as a Streaker, both being relatively low-speed boats. In the Fast Fleet its mostly RS 800s, Mustos and Altos. In the Medium Fleet we are blessed with a group of Lasers and a group of Blazes, so for many members of this fleet, we get boat-on-boat racing.

Boat-on-boat racing is the best and most demanding because not only do you have to make the boat go as fast as possible, you can (and should) use tactics to disadvantage your opposition and of course, all the boats are so closely matched every little nuance makes a difference. Speaking as a Blaze sailor we do sometimes finish within a few seconds of each other and the lead of the race can change and change again. The Laser is a very physical boat, and some have split off to have their own start and sometimes their own course, I encourage this because it is such an arduous boat to sail to its full potential. The 2000s also have their own start and course since they do like to stay closer to the club. Why not - it's what they want and that's what the club should provide. Both these classes would be in the Medium Fleet, but they have their own fleet racing.

### Three Race Regattas

We have other types of race during the year. We have the Three Race Regattas. Not one, but two this year. Here again the whole club races together with the fastest and the slowest but equalised by the handicapping system. Because the races all start one after the other it would be unfair if the fast boats did the same number of laps as the slow boats, so we use "Average Lap" racing. A fast boat might do 3 laps to a slow boat 2. This can all be equalised out by dividing the time taken by each boat by the number of laps it has done. This leaves the Race Officer with the average time it takes for each boat to complete one lap and then that is corrected by the handicapping system. This theoretically should make for an equal opportunity to win whatever class of boat you sail. In practice, stronger winds favour one type of boat and light winds another, but it is the best we can do.

### Pursuit Race

Yet another system is to apply the handicap before the boats leave the beach, rather than afterwards when they've finished. Or to put it a different way the slow boats are given a head start and that means the first boat home is the winner. Often a slow boat can be given such a head start the fast boats never quite catch up. This type of race is called a Pursuit Race and one is scheduled for July 21st. I doubt you'll receive this magazine before then, so look back on it and I'll describe how it works, just in case you didn't work it out.

In a pursuit race, the slow boats go first. How much of a start they are given depends on the length of the race so that must be defined first - typically, 100 minutes. A boat that is 20% faster than the first boat to start will have to wait until there are only 80 minutes left before the finish and then he can go. If he overtakes the slower boat he will have won, if he doesn't, he will have come second. But how does the Race Officer make sure the race finishes after exactly 100 minutes? There is only one way and that is to move the finish line so that the first boat crosses it after 100 minutes. He does this by motorboat, and driving in the opposite direction through the fleet, judging so that he passes the first boat at exactly 100 minutes from the first start, and he might even call out, "you are 1st and you are 2nd", and so on down the fleet until he has passed the last boat; therefore, you may start at the club line but you will be finished on the water.

### South Kent Race

This race on the 25th August is a race that is just a little bit like a pursuit race in as much the starts are staggered. You can start when you like, well not strictly when you like, but you can choose which of the starts you want to use. There are about 6 starts at 15-minute intervals. You pick your own. I know it sounds strange, but the South Kent buoy is well down the river almost at Garrison Point where the Medway meets the Thames. That is well over 10 miles away from Wilsonian. When you leave the club, the tide will be falling so you will have the tide with you. When you get to the South Kent buoy it would be nice if the tide turned and you had the tide with you all the way back. You should choose a start such that you will arrive at the buoy as the tide turns. Hence you have a choice of one of 6 starts. You will be timed, and your elapsed time adjusted according to the handicap system. Make the wrong choice and you'll be bucking the tide at some time during the race and that's not the way to win. It's your choice!

### Medway Marathon

The Medway Marathon (22nd September) is a long-distance race. It is designed to be the marathon length of 26 miles or 42 kilometres. That takes about 3 to 4 hours in a Medium Fleet boat. You are obliged to take a tow rope and I'd suggest you also take a drink and a bite to eat. It's organised by MYC and it starts from their club line. There is, therefore, no organised racing at Wilsonian. The course is patrolled by motorboats and there are observers in cruisers at each major turning mark. There is a cost to enter but when else can you go up some creeks and all the way to the South Kent buoy in such safety, so it's well worth doing? Only once have I been becalmed enough to be towed back. This is a race for all classes of boat and the results are equalised by the handicapping system. Many people travel to the Medway just to do this race and you will also see some Sonatas and Dragons participating. When else do you get a chance to race against keelboats? I wouldn't recommend doing this race in anything with less speed than a Miracle and such a boat should be prepared for a 6-hour excursion. The tides will be with you most of the time since you will start sometime between 10 and 11 and low tide is about 1 pm. So, you have 3 hours to get there before the tide tries to sweep you back home.

### Handicapping

I have mentioned several times the "handicapping system". For most races at Wilsonian, we use a table of handicaps published annually by the Royal Yachting Association. This table provides a number which when divided into your elapsed time will correct for the performance of your boat. This table for historical reasons is called the Portsmouth Yardsticks or PY for short. Slower boats have a higher number so when their elapsed time is divided by their PY this will give a shorter corrected time. Conversely, a fast boat will have a low PY and when divided into its elapsed time will make it longer. Ideally, therefore, a well sailed Miracle which would have a big elapsed time should end up with the same corrected time as a RS 800 which because it is faster would have a smaller elapsed time, i.e. they should come out equal if sailed equally well. It's not anything like as fair as that in practice, but it is the best we've got. At least a Miracle can compete against a RS 800 sort of, using this system.

Just roughly, a Musto Skiff is reckoned to be almost 20% faster than a Blaze, and a Blaze is just over 10% faster than a Miracle. If you have a look at the event results on the WSC website, you will see the PYs against each boat.

### The Medium Fleet

Our range of yardsticks means we take boats like the V3000, which would be our fastest through to the Enterprise, which would be our slowest. The 2000s would be in the Medium Fleet if they had not split off to race as a subgroup. We include the Wayfarer and the RS 200. The RS 400 would be in the Fast Fleet if we went strictly by PY but being strict in this case would not provide very good racing for a 400 and so we allow it to join in our fleet. We are here to provide enjoyable sailing not to uphold rules. Indeed, it has been policy to allow anybody who wants to join any fleet they like. A Miracle could join the Fast Fleet, the only proviso is that they cannot influence the type of course that fleet uses. It would be a foolish thing to do because the Miracle would still be sailing an hour after the rest of the Fast Fleet had finished and I don't think the safety boat crews would be very happy with that.

So, there you are, a brief rundown of our types of racing, surely something for everyone. Also, the Medium Fleet is the most popular fleet - even more so if we included the 2000s and the Lasers. In the Medium Fleet there is a boat for everybody. For example, the stable and non-technical 2000, the equally stable but in racing trim the technical Wayfarer. For something a bit more responsive than the 2000 you could try the RS200 and for outright speed the V3000. For class racing there is the 2000 and for single-handed class racing the Blaze is well established. I might add the Blaze fleet is growing in participation, with 4 or 5 boats on the water the rule rather than the exception. I can only see the Medium Fleet growing in coming seasons. Join us and enjoy racing on the interesting waters of the Medway.

Stewart Robertson

## 2000 Fleet Report

The 2000 fleet at WSC completed the Spring Points with 5 entries for 2000 fleet with the overall winners by just one point being David & Janice, with second place going to Nina & Chris. The Early Summer Point Series is underway and interspersed with some one-off races. There was some confusion in May 2019 as sailors arrived at the club ready for morning racing, as it was the first of the Three Race Regatta with 1pm start. The racing was good with a triangle course set up in Hoo Bay and lovely afternoon breeze. The weather in June has been very changeable – particularly with Creeks Race or should I say survival sailing. The second Three Race Regatta was dedicated to Bob Dutton and held on 30 June 2019. The race officer set another interesting course, almost a windward leeward course between buoys 29 and 26 to 27 however the tide was strong but not the wind although lovely sunshine, so the course was shortened. I'm sure that Bob was smiling down on Christine and I as we capsized in my 2000.



I would like to formally welcome John & Sue with their new boat to add to our 2000 fleet, so this makes a total of 14 boats plus 3 club training boats – come one everyone, let's go sailing as our fleet turnout has been falling at average only 6 entries.

We've had a busy start to the season at the club with Open Day on 18 May and Wilsonian River Challenge on 1<sup>st</sup> & 2<sup>nd</sup> June 2019, with 3 WSC (including two Rachels in a boat – see photo) entries in 2000 Fleet plus 1 visitor Richard Hudson and his son Ian, who went on to be placed 2<sup>nd</sup> overall. It was an interesting format with a pursuit race on Saturday and 3 very challenging races in heavy weather conditions on Sunday. Top lady helm went to Steph Wicken in her Laser, with Nina and Chris in second place and third place

The sailing programme at WSC continues with Summer Series Points Series and the 2000 Class Association <https://www.2000class.org/> has a busy calendar of events with 4 of the 6 Millennium Series taken place so far at Burghfield SC – lovely conditions, Rutland – very windy, Chichester YC – no wind, and Thorney Island – survival sailing, with the remaining events at Stone SC, Bough Beech and finally to round off the season the Inland Champs at Weir Wood on 19<sup>th</sup> & 20<sup>th</sup> October 2019. The highlight of season will be 20<sup>th</sup> anniversary National Champs in Tenby, first race starting Sunday 11 August with first warning signal at 11.55am and the last start will be on Friday 16 August 10.55 with 2 races planned, followed by prize giving meal.

Rachel Sheridan

22321 Lazy Grey

### **Wilsonian River Challenge - 1st and 2nd June 2019**

Warm southerly winds delivered idyllic sailing conditions for the inaugural Wilsonian River Challenge, and for Graeme Oliver's Musto Skiff in particular. With 44 boats competing in a mixed fleet handicap, the regatta took place on the challenging waters of the Medway Estuary.

Saturday's non-discardable, double-points Pursuit Race took place in a Force 2 to 3, just enough to get Oliver and the Musto Skiffs flat-wire trapezing upwind and planing fast downwind. "It couldn't have been a better course for me," admitted Oliver modestly. "There were a couple of reaches too, but it was light enough that we could fly the kite on those too. I probably got into the lead at about the three-quarters mark of the race, so it was pretty straightforward after that."

In the Slow fleet, Brian Lamb and Sam Pygall sailed their Wayfarer to the Pursuit Race win ahead of another Wayfarer sailed by John Goudie and Sam Boniface. Behind Oliver in the Fast handicap, a good mix of boats did well on the Saturday opener. Mick Greenland and David Downs were second in an Osprey, in third was Timothy Kift and Jo Wicken's Alto followed by the best of the Blazes sailed by Ben Harden.

The competitors enjoyed fantastic weather for the Saturday evening BBQ and some 'Real Barrelled' on the balcony of Wilsonian Sailing Club, replenishing their energy for Sunday's three back-to-back handicap races.

With the breeze blowing a good Force 4 on Sunday and the racing taking place on a square course, former SailJuice Winter Series champion Andy Peake raced his RS600 impeccably to score 3,1,1 across the three races. Unfortunately for him the lighter breeze and adverse current on the Saturday hadn't played to the windier strengths of the RS600 and his 13th place non-discardable score from the Pursuit Race pushed Peake out of contention for overall victory.

Meanwhile the reigning RS600 National Champion Richard Smith was racing an RS800 with his daughter Ellie for the weekend but had been battling with gennaker problems. It all seemed to have come good for the final race when the Smiths and Oliver were battling it out for the lead at the leeward mark. "We then had another snag with the kite halyard and couldn't get the gennaker down, which meant we were getting close to the shore and I had to capsize the boat," said Richard Smith. "Strangely Graeme was running into trouble when his main halyard snapped, so neither of us were able to finish the race. It was a great weekend though; we were so lucky with the weather and the race management was excellent."

Oliver, who was able to discard his final race retirement, echoed that sentiment about the race officer who had travelled to Wilsonian for the weekend. "Ian Bullock did a fantastic job, he's one of the best race officers that I've come across, so it would be great if we could have him back again."

So, Oliver won the fast handicap and the event overall, with Lamb and Pygall's Wayfarer winning the slow fleet. First lady helm in the Fast fleet was Jayne Thorpe in an RS200. First lady helm in the Slow fleet was Steph Wicken in a Laser Radial, Steph also being the daughter of Jo Wicken in the second-placed Alto. At the prize giving, club Commodore Bernard Smith declared himself delighted with the inaugural Wilsonian River Challenge and a date of 20/21 June is already in place for next year.

### Fast Fleet

Sailed: 4, Discards: 1, To count: 3, Rating system: PY, Entries: 23, Scoring system: Appendix A

Rank	Fleet	Class	SailNo	HelmName	CrewName	PY	Pursuit Race	R2	R3	R4	Total	Nett
1st	Fast	MUSTO	556	Graeme OLIVER		846	2.0	1.0	2.0	(24.0 DNF)	29.0	5.0
2nd	Fast	AltO	118	Timothy KIFT	Jo WICKEN	926	6.0	4.0	(5.0)	4.0	19.0	14.0
3rd	Fast	Osprey	1372	Mick GREENLAND	David DOWNS	936	4.0	(6.0)	6.0	5.0	21.0	15.0
4th	Fast	AltO	122	Chris ASHBY	Ian PARRIS	926	12.0	2.0	4.0	(9.0)	27.0	18.0
5th	Fast	Blaze	661	Ben HARDEN		1031	8.0	(12.0)	7.0	3.0	30.0	18.0
6th	Fast	Blaze	836	Malcolm HUTCHINGS		1031	14.0	(8.0)	8.0	2.0	32.0	24.0
7th	Fast	RS800	980	Andrew PEAKE		916	26.0	(3.0)	1.0	1.0	31.0	28.0
8th	Fast	3000	3605	David FENECH	Alison WILLIAMS	1007	10.0	9.0	10.0	(24.0 DNF)	53.0	29.0
9th	Fast	RS800	1200	Richard SMITH	Ellie SMITH	799	20.0	7.0	9.0	(24.0 DNF)	60.0	36.0
10th	Fast	Blaze	778	Chris SAUNDERS		1031	28.0	(13.0)	3.0	6.0	50.0	37.0
11th	Fast	Blaze	756	Stuart BAILEY		1031	22.0	10.0	(11.0)	7.0	50.0	39.0
12th	Fast	RS800	1126	George SMITH	Alice CRICK	799	18.0	14.0	(24.0 DNF)	24.0 DNC	80.0	56.0
13th	Fast	RS200	323	Tim TRUIN	Beth TRUIN	1049	16.0	18.0	(24.0 DNS)	24.0 DNC	82.0	58.0
14th	Fast	MUSTO	545	Nick LETT		846	48.0 DNC	5.0	(12.0)	8.0	73.0	61.0
15th	Fast	AltO	111	Andy HOCKEY	Felix HOCKEY	926	24.0	17.0	(24.0 DNF)	24.0 DNC	89.0	65.0
16th	Fast	Vortex	2014	Jonathan CARTER		917	34.0	11.0	(24.0 DNF)	24.0 DNC	93.0	69.0
17th	Fast	Blaze	609	Stewart ROBERTSON		1031	30.0	(24.0 OCS)	24.0 DNF	24.0 DNC	102.0	78.0
18th	Fast	RS200	936	Jayne THORPE	Paul THORPE	1049	36.0	19.0	(24.0 DNF)	24.0 DNC	103.0	79.0
19th	Fast	Blaze	679	Colin TREADWELL		1031	32.0	(24.0 DNF)	24.0 DNS	24.0 DNC	104.0	80.0
20th	Fast	Blaze	617	David THORNELOW		1031	38.0	20.0	(24.0 DNF)	24.0 DNC	106.0	82.0
21st	Fast	MUSTO	127	Steve TINNAMS		846	48.0 DNC	15.0	(24.0 DNF)	24.0 DNC	111.0	87.0
22nd	Fast	MUSTO	216	Martin JONES		846	48.0 DNC	16.0	(24.0 DNF)	24.0 DNC	112.0	88.0
23rd	Fast	Phantom	671	Brian WHITE		1002	40.0	(24.0 DNF)	24.0 DNS	24.0 DNC	112.0	88.0

### Slow Fleet

Sailed: 4, Discards: 1, To count: 3, Rating system: PY, Entries: 21, Scoring system: Appendix A

Rank	Fleet	Class	SailNo	HelmName	CrewName	PY	Pursuit Race	R2	R3	R4	Total	Nett
1st	Slow	Wayfarer	11170	Brian LAMB	Sam PYGALL	1102	2.0	(5.0)	3.0	2.0	12.0	7.0
2nd	Slow	2000	2374	Richard HUDSON	Ian HUDSON	1100	12.0	(1.0)	1.0	1.0	15.0	14.0
3rd	Slow	Wayfarer	11118	John GOUDIE	Sam BONIFACE	1102	4.0	6.0	(7.0)	5.0	22.0	15.0
4th	Slow	Wayfarer	10686	Brian MCKENZIE	Liz MCKENZIE	1102	8.0	(9.0)	5.0	4.0	26.0	17.0
5th	Slow	RS Vario	407	Luke FISHER		1093	10.0	2.0	6.0	(22.0 DNF)	40.0	18.0
6th	Slow	Radial	209949	Steph WICKEN		1150	16.0	(3.0)	2.0	3.0	24.0	21.0
7th	Slow	Solo	5715	Nick MARDEN		1152	14.0	4.0	4.0	(6.0)	28.0	22.0
8th	Slow	Wayfarer	10974	Richard STONE	Catherine GORE	1102	6.0	7.0	(22.0 DNF)	22.0 DNC	57.0	35.0
9th	Slow	Laser Radial	164918	John CANT		1150	24.0	(8.0)	8.0	7.0	47.0	39.0
10th	Slow	2000	21405	Nina WALLIS	Christopher WALLIS	1100	22.0	(11.0)	9.0	8.0	50.0	39.0
11th	Slow	Miracle	3461	Andrew CLARKE		1194	30.0	(14.0)	11.0	9.0	64.0	50.0
12th	Slow	Wayfarer	10508	Mark FOREMAN	Richard MIDDLETON	1102	26.0	15.0	10.0	(22.0 DNF)	73.0	51.0
13th	Slow	Streaker	1808	Peter HEYES		1155	20.0	10.0	(22.0 DNF)	22.0 DNC	74.0	52.0
14th	Slow	Streaker	1965	Martin JESSOP		1155	18.0	12.0	(22.0 DNF)	22.0 DNC	74.0	52.0
15th	Slow	Solo	5737	Stephen KNOWLES		1152	28.0	13.0	12.0	(22.0 DNF)	75.0	53.0
16th	Slow	2000	22321	Rachel SHERIDAN	Rachelle HOPKINS	1100	38.0	16.0	13.0	(22.0 DNF)	89.0	67.0
17th	Slow	Streaker	1680	George RAFELETOS		1155	34.0	19.0	(22.0 DNF)	22.0 DNC	97.0	75.0
18th	Slow	2000	21314	Philip COPE	Gavin COPE	1100	36.0	18.0	(22.0 DNF)	22.0 DNC	98.0	76.0
19th	Slow	Laser Radial	161799	Bobby DEARDS		1150	32.0	(22.0 DNF)	22.0 DNS	22.0 DNC	98.0	76.0
20th	Slow	Miracle	3737	Mike SURANYI	Matthew SURANYI	1194	40.0	17.0	(22.0 DNF)	22.0 DNC	101.0	79.0
21st	Slow	Feva	2081	Charlotte WHITE	Connie FOREMAN	1240	44.0 DNF	(22.0 DNF)	22.0 DNS	22.0 DNC	110.0	88.0

## Lights Update

You may be wondering what's happened to the starting lights. They are about to be replaced with a brighter, clearer and more weatherproof board. The lights will be much brighter and bigger. The board is in the very best quality marine ply and has been sealed with epoxy. The controller has been refined to provide and automatic "beep" when the Individual Recall is switched on.

The only trouble was this took longer than we expected, but it won't be long.  
Stewart

## Meandering upriver

For many members down river is the place to be with the occasional buoy just up-river for a race start or finish but why not take the time to explore further up-river, ever wondered where those Scotline ships come from or go to? Sail past the Chatham Historic Dockyard, Upnor Castle, Whitewall Creek and follow the river as it turns at Rat Island Pumping Station/Chatham Bus Station and there you will find on starboard the Scotline Terminal - <http://www.scotline.co.uk/medway/>

Once you have satisfied your curiosity why not go a little further and run down to The Railway Public House, Russian submarine and the disused Strood Pier. While the starboard side of the river is now mostly given over to an industrial estate in the past those old hards were a place of busy ship building with many a famous ship being built there. The first two names that spring to mind are HMS Shannon and HMS Bellerophon.

HMS Shannon (see front cover) was built in the Brindley yard, Finsbury. Laid down in 1804 and launched in 1806 she was a 38-gun Leda class Royal Navy frigate with a distinguished career in the artic and the tropics. During the 1812 war between the United States of America and the United Kingdom she gave chase to the USS Constitution, then one of the USA's super-frigates and now the oldest still active sailing ship in the world (incidentally, the 38th&40th Strood Sea Scout Group who operate at the club also sail from elsewhere the second oldest still active sailing ship in the world - ask them about it sometime).

Captain Broke of HMS Shannon was desperate to take on and defeat one of the USA's super-frigates and restore the Royal Navy's prestige, following a series of Royal Navy defeats in single ship combats His chance came in June 1812, realising that the newly refitted USS Chesapeake might sail after HMS Shannon was relieved from the blockade of Boston Harbour. Broke wrote to the Captain of the Chesapeake,

"As the Chesapeake appears now ready for sea, I request you will do me the favour to meet the Shannon with her, ship to ship, to try the fortune of our respective flags. The Shannon mounts twenty-four guns upon her broadside and one light boat-gun; 18 pounders upon her main deck, and 32-pounder carronades upon her quarter-deck and forecastle; and is manned with a complement of 300 men and boys, beside thirty seamen, boys, and passengers, who were taken out of recaptured vessels lately. I entreat you, sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeake, or that I depend only upon your personal ambition for your acceding to this invitation. We have both noble motives. You will feel it as a compliment if I say that the result of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced that it is only by repeated triumphs in even combats that your little navy can now hope to console your country for the loss of that trade it can no longer protect. Favour me with a speedy reply. We are short of provisions and water, and cannot stay long here."

Confident of victory the Chesapeake sailed out to meet the Shannon. The Chesapeake had a larger crew but the refitted ship was untried and the crew largely untrained and in eleven minutes of cannon fire and hand to hand fighting the Shannon, in what has been described as possibly the bloodiest battle in single contact during the age of sail, had taken the Chesapeake.

In November 1812 the Shannon arrived back in the United Kingdom to a hero's welcome and in 1845 the Admiralty, moving with the lightning speed of military administration, authorised the issue of the Naval General Service Medal with clasp "Shannon wh. Chesapeake" to any surviving claimants from the action.

HMS Bellerophon a 74-gun third rate ship of the line (known to her crew, who did not share their admiral's passion for classical names, as the Billy Ruffian) was built in the Edward Greaves and Co yard, close to the Brindley Yard. Laid down in 1782 and launched in 1786 she went on to take part in major fleet actions such as The Glorious 1st of June, The Battle of the Nile and The Battle of Trafalgar.



The Bellerophon launching at Frinsbury

At the Battle of the Nile, after weeks of hunting the French fleet in the Mediterranean Nelson's fleet finally found the French anchored in a secure line, with the shallow shore behind them, in a defensible bay close to Cairo. Napoleon's army meanwhile was on its way through Egypt having already passed Rosetta, and if that name is familiar it is because the Rosetta Stone, the key to deciphering Ancient Egyptian hieroglyphics (ironically discovered by the work by a French and an English scholar<sup>0</sup>, was part of the later peace settlement.

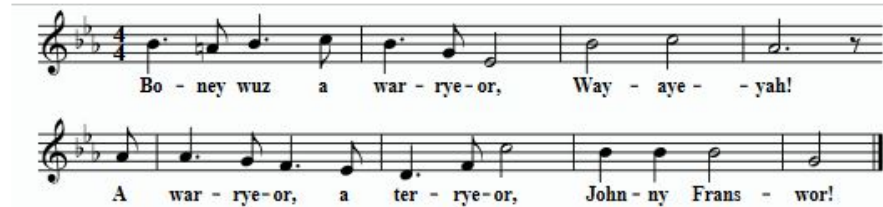
Meanwhile back in the bay, Nelson decided with that with the French ships lined up to deliver a broadside to any attack the best, and most risky option, was to attack at night with multiple cuts across the French line. During the action Bellerophon coming in to cut the line dropped anchor to turn and fire but instead found herself dragging anchor and soon alongside the three-gun decks and 120 guns of the French flagship L'Orient. As the Bellerophon came alongside, Commodore Casabianca (do not worry, we are coming back to him) ordered L'Orient to fire two broadsides in quick succession. Despite guns ripped from their carriages, losing much of the rigging and massive dismemberment of crew from close cannon as well as wounds from wood splinters, the Bellerophon held firm and responded with a rapid series of broadsides. The fight continued for over an hour when HMS Alexander sailed across the vulnerable stern of L'Orient and delivered a broadside that smashed through all the way to the bow. This started a fire in the aft quarters which quickly began to spread along the ship and to the magazine. The Bellerophon crew quickly realised the risk of explosion and jury rigged a spritsail to sail away. While the mast collapsed there was enough way to keep the Bellerophon moving away. On L'Orient with most of the officers dead or wounded Commodore Casabianca stood centre ship with his young son giving his final orders before, mortally wounded and with his son refusing to leave his side, they slipped into the water clinging to a mast before the devastating noise and light of the L'Orient lit up the night sky.

Commodore Casabianca and his son were lost but we remember them today, sometimes somewhat irreverently, as the tragedy inspired the poem Casabianca by Felicia Dorothea Hemans and, yes you do know it and many older club members would have been expected to quote it at school. It starts:

The boy stood on the burning deck  
Whence all but he had fled;  
The flame that lit the battle's wreck  
Shone round him o'er the dead.  
Yet beautiful and bright he stood,  
As born to rule the storm -  
A creature of heroic blood,  
A proud, though child-like form.  
The flames rolled on - he would not go...

By Trafalgar Bellerophon was back in action she and the French ship Aigle were so close together that gun crews on their lower decks were fighting hand to hand at the gun ports with grenades lobbed through the ports causing heavy casualties. One grenade thrown into *Bellerophon* exploded in the gunner's storeroom, blowing open the door but fortunately blowing closed the door of the magazine thereby preventing a catastrophic explosion

Bellerophon was known as a tough fighting ship and the Billy Ruffian's successes were celebrated both in literature and folk songs of the time; however, she is perhaps best known as the ship on which Napoleon surrendered on 15 July 1815 ending 22 years of war between France and the United Kingdom. A popular song of the time references "Boney" cruising on the Billy Ruffian.



Boney was a war-rye-or,  
 (Chorus: Way-aye-yah!)  
 A war-rye-or, a ter-rye-or,  
 (Chrus: Jonny Franswor!)

Boney beat the Prussians,  
 The Osstrye-ans an' the Rooshye-ans.

Boney went to school in France,  
 He learnt to make the Rooshians dance.

Oh, Boney marched to Moscow,  
 Lost his army in the snow.

Boney wuz a Frenchyman,  
 But Boney had to turn again.

He wuz sent to Elba,  
 Wisht he'd niver bin there.

He whacked the Proosians squarely,  
 He beat the English nearly.

We licked him in Trafalgar's Bay,  
 Carried his main topm'st away.

'Twas on the Plains of Waterloo,  
 He met the boy who put 'm through.

He met the Duke of Wellington,  
 An' then his downfall wuz begun.

The long-nosed Dook he put him through,  
 He put 'im through at Waterloo.

Boney went a-cru-sye-in,  
 Aboard the Billy Ruf-fye-an.

They sent him into exile,  
 He died on St Helena's Isle.

Boney was a war-rye-or,  
 He rorty, snorty, war-rye-or.

# Wilsonian Sailing Club

## Wilsonian Sailing Club Code of Conduct

It is the policy of Wilsonian Sailing Club that all participants, coaches, instructors, officials, parents and volunteers show respect and understanding for each other, treat everyone equally within the context of the sport and conduct themselves in a way that reflects the principals of the club. The aim is for all participants to enjoy their sport and to improve performance.

**Abusive language, swearing, intimidation, aggressive behaviour or lack of respect for others and their property will not be tolerated and may lead to disciplinary action.**

### Participants - young sailors, and powerboaters

- Listen to and accept what you are asked to do to improve your performance and keep you safe
- Respect other participants, coaches, instructors, officials and volunteers
- Abide by the rules and play fairly
- Do your best at all times
- Never bully others either in person, by phone, by text or online
- Take care of all property belonging to other participants, the club or its members

### Parents

- Support your child's involvement and help them enjoy their sport
- Help your child to recognise good performance, not just results
- Never force your child to take part in sport
- Never punish or belittle a child for losing or making mistakes
- Encourage and guide your child to accept responsibility for their own conduct and performance
- Respect and support the coach
- Accept officials' judgements and recognise good performance by all participants
- Use established procedures where there is a genuine concern or dispute
- Inform the club or event organisers of relevant medical information
- Ensure that your child wears suitable clothing and has appropriate food and drink
- Provide contact details and be available when required
- Take responsibility for your child's safety and conduct in and around the clubhouse/event venue

### Coaches, Instructors, Officials and Volunteers

- Consider the welfare and safety of participants before the development of performance
- Encourage participants to value their performance and not just results
- Promote fair play and never condone cheating
- Ensure that all activities are appropriate to the age, ability and experience of those taking part
- Build relationships based on mutual trust and respect
- Work in an open environment
- Avoid unnecessary physical contact with young people
- Be an excellent role model and display consistently high standards of behaviour and appearance
- Do not drink alcohol or smoke when working directly with young people
- Communicate clearly with parents and participants
- Be aware of any relevant medical information
- Follow RYA and club/class guidelines and policies
- Holders of RYA Instructor and Coach qualifications must also comply with the RYA Code of Ethics and Conduct
- Holders of RYA Race Official appointments must also comply with the RYA Race Officials Code of Conduct.

If you are concerned that someone is not following the Code of Conduct, you should inform your Club Welfare Officer or the person in charge of the activity.