



31 1/2

Summer 2020

Welcome to the Summer edition of 31½

It has perhaps been the strangest start to the new sailing year in the history of the club but sailing, albeit in a limited form, is now back on the agenda and it is good to see members just going out for a sail or returning to some racing. There has been a huge amount of work behind the scenes to ensure the club can open once again, but there remain conditions that need to be adhered to and members can see the latest guidance in this newsletter; however, it is always worth checking the website for any future updates.

I hope you all enjoy being back on the water and if you have any pictures or items you would like to submit for the autumn edition of the magazine, please email them to me by 15th October 2020.

David Wraight

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Learning to sail at Wilsonian or tales of an ancient mariner(?)

Your esteemed editor has asked if I could write a few memories of my early attempts at learning to sail (I will get the hang of this sometime or perhaps it is too late?) – clearly my memory is poor (not helped by a few encounters with various booms and A&E) but I will try.

I started sailing with an RYA course at Gravesend Sailing Club in 1971 where I survived and passed but was certain I would not sail there again! Why – well the boats were large and heavy clinker “Dayboats” (steel centre board designed to amputate fingers) and launched in to a very tidal Thames by means of a crane (manually operated by 2 people) involving a drop of at least 10 feet and worse at mid tide. One then boarded and landed by 2 vertical ladders, covered in Thames detritus, having to either remove or position stops. If you missed the ladders on return you had a choice of hitting the mud upstream or removing the mast on the road bridge over the canal entrance – the later event emptying the bar for the entertainment of all.

On mentioning the issues to a known sailor at work he suggested that the Wilsonian Club had access to the water at all tide states, did not require gymnastics to launch/recover and was cheap – I was convinced and was welcomed by members at a visit to the club stand at the Dinghy Exhibition in Crystal Palace. I filled in a form on the spot and was summoned to appear before the membership committee. In those days the club car park was on the upstream side of Hoo Ness where one parked, walked across an ancient “bridge” and along the beach to the club where one waited for the scow (a small motor boat) to take one across to the barge at the appointed time. As it was raining, I was rather dishevelled and, after a suitable wait, was given a chair in front of a group of 6 gentleman in immaculate blazers with gilt buttons, wearing WSC ties and was interrogated. In hindsight this was pure theatre (but terrifying!) as the Treasurer clearly had the casting and only vote. I then had to return to shore and walk back to the car park (tide was up so I had to find the path through the woods) to await the committee’s decision by post. This arrived after several weeks and I formally joined (thanks Ian for data base check) in April 1972. One useful bit of advice to which I stuck, was don’t buy a boat but go crewing in GP and Enterprise and see which one suits – there was then a lengthy debate within the panel, ignoring me completely, as each fleet argued its superiority.

Thus, I crewed, when spaces arose, for GP’s or Enterprises, though class captains of both fleets went out of their way to either give me a ride or ensure I was in safe hands. My most memorable sail was in the South Kent in ’73 when crewing for Tony (??) in a GP with a WOODEN mast. We came second in the South Kent, as a battered black mug reminds me. The South Kent that year was run as a pursuit race and arriving in Gillingham Reach, we could see 5 Mirror’s in front of us – we managed to pass 4 but failed to catch the last. Looking back, I have no idea who the race officer was, but they clearly did a brilliant job!

The Enterprise fleet was averaging around 15 boats per race, so fleets of 20 for a club race were not uncommon whilst the GP fleet was smaller and decreasing and I was told (by Enterprise helms) that GP was complicated with a spinnaker and Enterprises were stable, more responsive and much better in light winds. Being naïve I fell for the sales pitch which was correct apart from the stable bit and purchased an all glass Enterprise – no maintenance for me! What I failed to appreciate was that GRP was still in its infancy and a hard chine boat in GRP had not been mastered by boat builder’s – the fact that the rest of the club sailed wooden boats should have been a clue..... The photo below illustrates the point that if one capsized or it was rough the boat “worked” and the buoyancy tanks filled despite many hours blowing into the tanks with crew brushing soapy water followed by resin sessions.



My initial arrival with the Enterprise at the club was not my finest hour, to get to the club one parked by Hoo Ness and sailed the boat along to the club walking back to the car park for the trolley, trestle, cover and other bits which were dragged along the beach. The experts tied their trolleys on the deck, loaded as much as they could in the boat and left the crew to walk to the club (no room left in the boat) with nothing to carry. It seemed a good plan but it was not a good way to learn to sail an Ent as there was little room left to steer or move around and to my horror the boat came on the plane – luckily the gust passed rapidly but I had no sailing gear apart from a buoyancy aid, there was no safety cover as it was Saturday and I could not possibly have recovered from a capsize – I learnt from that!

Setting off on our first race we found this small yellow motorboat following us everywhere getting in the way – even through Hoo Creek (we should have course have passed Folly point to starboard but what was Folly Point?) At end of the second race we enquired of the crew of the yellow boat why they stuck so close to be informed that they were certain we would capsize as we appeared to have little control – they were of course quite correct as subsequent events proved.

We soon found that, in my hands, the Enterprise was not stable on a run and our record attempt early on in one race was 5 pitchpole capsizes on runs as the foredeck disappeared under water – I was slow on the uptake but it became clear that when the crew got the jib stick out they had to be quick and the helm had to sit on the transom. In fact, for the first couple of years we rarely had lunch as by the time we returned from race one we barely had time to go ashore, drain the buoyancy tanks and get the course before the second race. Our preferred capsize area was around 23 and, as the buoyancy tanks promptly filled with several gallons of water, we could practice capsizes anywhere! We still travelled to Open's!!

The obvious solution was to sell the boat to someone who sailed inland (Bough Beech) and acquire a wooden boat – success, after the inevitable capsize the boat was no less stable and by going on a broad reach and quickly moving back the boat was dry – till the next capsize. We did tend to stay upright more often and even started placing in races thanks to coaching by Peter Goodchild the class captain to whom I am incredibly grateful. Peter worked in Grain with an office looking out over the Medway and also walked the banks at lunch time studying every current and was thus able to move us from last in fleet to well in front (sometimes) by sailing a totally different course to the fleet to their amazement.

Martin Smith

A late start for the Scouts

Normally the Scouts based at the club would look to be getting back on the water in April and looking forward to a full sailing season, but this year has been quite different for all of us. However, having navigated our way through the Government guidance, the Scout Association guidance, the RYA guidance and the club guidance we are now back on the water. Currently a mix of furlough and schooldays has allowed us to sail mostly on week-days and after 14 weeks of near perfect lockdown weather we have had a range of perfect winds, rain all day, no wind, too much wind and thunderstorms and so, in that respect, much the same as a normal sailing year.

We have been using either the larger six person Drascombe Luggers, with two people, or single handed Toppers and Lasers, it doesn't look like we will have the opportunity to sail our other boats this season but I suspect many members are in the same position.

As well as sailing we have been using our boats for staging and recording different tea ceremonies afloat as part of Global Tea Scout project to bring Scouts all over the world together using tea and one of our tea ceremonies, anchored off Upnor castle, also featured in the recent UK Scouts Great Indoors Weekender – imagine a Scout camp taking in place in 600,000 homes at the same time. We also have a tea in space scout project and so linked with that we have our unit name booked on the Mars Rover due for launch in July 2026. We are making a claim to be both star sailors (astronauts) and sea scouts.

David Wraight

Poetry Corner

I recently came across two poems featuring the Medway, and anyone who gets in mentions for Atlantis, the walls of Zion and Babylon in relation to the Medway gets my vote.

They are taken from Donald Maxwell's, The enchanted road of 1927. Donald Maxwell was an author, poet, artist, and illustrator. A keen sailor, much of his early writing and illustrations appeared in The Yachting Monthly. For a time, he lived on a houseboat at Southend-on-Sea before moving to Rochester, then to Borstal and then on to East Farleigh. He died in 1936 and his grave, marked by a simple wooden cross, can be seen in East Farleigh churchyard. The Scouts based at the club have travelled by water all the way up to Tonbridge and have visited the grave. Incidentally, as you pass through East Farleigh lock you will notice some large stones on the opposite side of the bank from the lock, they are the remains of a Roman shipwreck. During the Roman occupation, the quarries above East Farleigh were the largest industrial site in Britain and there was nothing on that scale again until the industrial revolution.

MEDWAY HEIGHTS

There is magic in the Medway,
There's a spell upon the tide.
— O here, up here, is the place to be.
There's a glamour and a glitter
Where misty barges glide.
— O here, up here, is the place for me.
From Rochester to Maidstone
A golden glory thrills.
We have found the lost Atlantis
In the hollow of the hills.

There is magic in the morning,
There's a tang about the air.
— O here, up here, is the place to be.
The sun's right up,
But the world's not there!
— O here, up here, is the place for me.
We look upon a billowy lake
Of vapours, white as snow,
And gold-topped chimneys sticking up
From the busy world below.

There is magic in the noonday
And the tide is at the flood.
— O here, up here, is the place to be.
Cement is turned to ivory:
There's gold instead of mud.
— O here, up here, is the place for me.
I saw the marsh become a land
Where crystal rivers flowed;
And I've seen the Walls of Sion
From the top of Borstal Road.

ROCHESTER CITY

Rochester City, U.S.A.,
Is a damned fine place, I'm told,
The houses are high and the streets are straight
And everything in them is up to date
And everything's made of gold.
America loves to set the way
In a land that is dry—and free;
But as for Rochester, U.S.A.—
Well, I've never been there to see!

There's another Rochester down in Kent,
And, that I know full well;
There's mud in the water and smoke in the air
And a profitless castle all out of repair,
And a sort of cementy smell;
And the street where the traffic's jammed all day
Was old when Caesar came.
It hasn't got much of the Yankee touch,
But we love it, all the same.

And when I am travelling far from home,
With Arabs to pitch my tent,
The Medway shines as the sun declines
And I study the walls of Babylon's shrines,
Because they suggest cement.
And when the rush of the monsoon rain
Re-echoes from Delhi ridge,
I can hear once more the rumble and roar
Of a train upon Rochester Bridge.

David Wraight

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WCRG Update - Return to General Sailing

Dear Member,

The WSC Covid 19 response group (WCRG) have been working hard to create a risk assessment to aid with the implementation of a phased return to sailing. This is as always created whilst following the changing Government guidelines and considering the latest information from the RYA. The information shared in the below document is correct at the time of issue but must be considered an organic document that will change and grow in line with further advice or simply through knowledge gained whilst operating the new procedures.

Latest updates (24th July 2020):

1. Saturdays – Junior skimmers restarted
2. Saturdays – Adult rookies (Saturday afternoons) restarted.
3. Sundays – change to resume racing
4. Safety boats – risk assessments updated to include rope ladders, PPE and signature for Safety boat drivers acknowledgement.
5. Club boats cleaning (Power boats and Dinghies)

These policies and procedures are in addition to our normal club procedures.

In line with the most up to date guidance and as a result of extensive discussions with the RYA and other clubs around the country we are now ready with your support to implement the next phase: phase 2 at the Wilsonian Sailing club. You may be questioning how the new guidance will be enforced. This is as always, your responsibility. It would be inappropriate (and unfair) to expect members of the Committee to assume a quasi-enforcement role.

Any activity will still need to be alone or with members of a single household, and social distancing must be followed at all times.

Safety of our members remains our main priority. Please stay away from the club if you believe you or any member of your household have any symptoms of the virus and we urge you to let one of the Flag Officers know if you have visited the club within 14 days of becoming unwell.

We would like to remind you to follow social distancing and the relevant government guidelines at all times within the dinghy park

First Aid

Please see the links below for the latest updates from Resuscitation Council (UK) and St John Ambulance regarding First Aid:

<https://www.resus.org.uk/media/statements/resuscitation-council-uk-statements-on-covid-19-coronavirus-cpr-and-resuscitation/covid-community/>

<https://www.sja.org.uk/get-advice/first-aid-advice/covid-19-advice-for-first-aiders/>

A few key points regarding suspected Cardiac arrest (but please check full guidance on links):

- Early use of a defibrillator significantly increases the person's chances of survival and does not increase risk of infection. We have a defibrillator in the club lobby, so this should be used if you suspect an unconscious person isn't breathing (no harm can take place if using on an unconscious person whose heart is still working properly as the defibrillator does these checks).
- Recognise cardiac arrest by looking for the absence of signs of life and the absence of normal breathing. Do not listen or feel for breathing by placing your ear and cheek close to the patient's mouth. If you are in any doubt about confirming cardiac arrest, the default position is to start chest compressions until help arrives.
- Make sure an ambulance is on its way. If COVID 19 is suspected, tell them when you call 999.
- If there is a perceived risk of infection, rescuers should place a cloth/towel over the victim's mouth and nose and attempt compression only CPR and early defibrillation until the ambulance (or advanced care team) arrives. Put hands together in the middle of the chest and push hard and fast.
- If the rescuer has access to any form of personal protective equipment (PPE) this should be worn.
- After performing compression-only CPR, all rescuers should wash their hands thoroughly with soap and water; alcohol-based hand gel is a convenient alternative. They should also seek advice from the NHS 111 coronavirus advice service or medical adviser.

Guiding principles -Current position – Stage 2 – General sailing.

Outline – Our Sailing programme is returning to similar to last year.:

Saturdays – Junior Skimmers – please contact Jayne Lambert for details of times and to book.

Saturdays – Adult Skimmers Saturday afternoons – contact Darren Horton, or turn up on Saturday afternoon – usually starts around 1300.

Sundays – Racing, however you can also go sailing without taking part in the race.

Changing rooms, showers, Ladies inside toilet and clubhouse upstairs is closed **(please see note below)**.

Justification for using Safety Boats: Our club is based on a tidal river, with deep water, mud banks, areas that are not visible from the club and the potential for gear failure. We are intending to provide some Safety boat cover (volunteers permitting).

Volunteers -If you would like to volunteer and are a qualified club approved RYA rescue boat driver please contact one of the Flag Officers.

Key Points to note whilst in the dinghy park

- There will be a signing in system on entry to the dinghy park – We need to know who is on site for safety and as a tracking system for health and safety reasons. Likewise, we urge you to remember to sign out of the park.
- There will be a ‘signing onto/off the water system’.
- There will be a one-way flow through the gent’s toilets. Changing rooms and showers **ARE CLOSED**. Please do not use the toilets as a changing area.
- The outside disabled toilet will be the **Ladies only** toilet. Please do not use the toilet as a changing area. The ladies inside toilets/changing room/showers **ARE CLOSED**.
- **The remainder of the clubhouse is closed.**
- There will be sanitisers and hand washing facilities at strategic points. Please use disinfectant spray and blue roll before and after any contact with all surfaces. **PLEASE DO NOT flush blue roll down the toilets**
- Club boats are available for use by members of the same household.

	Outline	On-shore facilities	Sailing
General Sailing – personal dinghies	<p>Recreational sailing</p> <p>Outside sports allowed, but with strict social distancing.</p>	<ul style="list-style-type: none"> • Please sign in on arrival, so we can trace if anyone becomes infected. • Food/drink – bring your own food and drink. • Men’s toilet open – one-way system (in through front door, out by exit near Family changing room). • Ladies use outside toilet. • Outside toilet is for Ladies use only and not to be used as a changing room. • Remaining club house closed (showers, changing rooms and upstairs) 	<ul style="list-style-type: none"> • Strict distancing rule apply. • Duties voluntary. • Use signing-on sheet (at Blockhouse race board) for when you go on water and cross-off on returned to shore. • Safety boats single manned, or by single household (see full Safety boat instructions). • Recovering boats – use tow lines (4 x 5 metre yellow lines by blockhouse race board) if assisting members to pull boats up the beach. • Advice: <ol style="list-style-type: none"> a. Stay in areas covered by Safety boats b. Consider wind strength (met office inshore forecast for area with gusts expected over F5 may be too strong). c. Consider masthead floats

<p>General Sailing, - use of club dinghies</p>		<p>As above</p>	<p>d. Think about tide and wind direction.</p> <p>As General Sailing, plus:</p> <ul style="list-style-type: none"> • Dinghies used to be recorded on signing-in sheet. • Club dinghies (only single household in a 2 man dinghy) – steps <ol style="list-style-type: none"> 1. Club boats can be used – however only one person/household to use a dinghy (i.e. boat not to be used by 2 different persons/households during the day). • Note – virus normally dissipates after 72 hours, which is why club boat use is restricted to one person/household for the day. • Club clothing (buoyancy aids, clothing) – not to be used. • If a dinghy is used on a Saturday – cleaning needed (after use, and before use on Sunday) – <ul style="list-style-type: none"> ○ spray disinfectant, especially for control surfaces (tiller, rudder, daggerboard, mast ○ Ropes – dip in diluted disinfectant
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Club Safety boats guidelines (in addition to normal club rules for Safety Boats)

Safety boat guidelines	
Social distancing	Maintain social distancing at all times when preparing, launching, driving and recovering.
In charge:	Person in charge of the Safety boat to hold RYA Safety boat qualification and to be club authorised.
Manning	Single manning by <u>competent driver</u> , or single household members only. (Single manning is permitted by the RYA Safety boat handbook and has been confirmed by the RYA).
Boat Preparation	Cleaning – clean control surfaces – Saturday after using boat, Sunday before using boat. To include – engine lift switches, gearstick, steering wheel, isolator switch, kill cord, tow lines. Cleaning products include spray disinfectant, or in bucket of diluted disinfectant.
	Check the normal safety boat checklist.
	Small outboards (for Dorys). Yamaha outboards are heavy, so be careful if fitting them by yourself, as we need to maintain social distancing. Tohatsu outboard is lighter.
Launching	Double blocking of winch rope to move boats down ramp from boat house to blockhouse, to maintain social distancing.
Lunchtime	<ul style="list-style-type: none"> Boats to be put on buoys (to remove risk of boats grounding on the beach and needing multiple members to re-launch (causing Social distancing problems), or put Dory on launching trolley on shore. Use Rowing boat, SUP, Kayak or Dory between club RIB buoy and shore.
Recovery	<ul style="list-style-type: none"> Double blocking of winch rope to move boats from blockhouse to front of boat house. Blocks inside boat houses and tow lines, or front winch can be used to pull boats into the boat houses.
Rescues	<p>You should always consider your own safety when carry out any rescues, especially trying to maintain Social distancing. Consider:</p> <ul style="list-style-type: none"> Righting – flip mast up Tow lines – use floating tow line which has a clip and float at the end to simplify attaching tow lines. Tow astern instead of alongside. Inversions – use tow line with clip to port/starboard stay. If righting single handers at daggerboard, sailor to go to far side of boat and be scooped into boat. When you may normally help sailor to fix their boat afloat, you may need to tow them ashore. To help someone to get into the Safety boat from the water, 2 rope ladders are available (one for each safety boat). PPE – Face shields, masks and gloves are provided in each safety boat if you wish to use them
Justification for Safety boats.	To cover the area on the river which isn't visible from the club, including sailing near dockyard (e.g. buoy 29), tidal river, gear failure, deep water, river traffic.

As suggested by the RYA, please read the Safety boat guidelines above, and sign to acknowledge you have read the guidelines.

Date:		Name:		Signed:	
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Risk Assessment

This is a live document and will be updated as necessary.

#	Description of Hazard	Who is at risk	Safety Precautions
1.	General Risks		
1.1	Member develops Virus within 14 days of being at club	Members at club during the day	Members to sign in on arrival, so we know who was at the club on each day.
1.2	Duties – members feeling obliged or under pressure to do duties.	Members	<p>Members may feel obliged to do duties as published in DutyMan. There could be many reasons why a member doesn't want to do their duty (e.g. vulnerable group, living with vulnerable family members).</p> <p>Therefore duties will all be voluntary, not following the current Dutyman lists.</p> <p>A voluntary list will be maintained.</p>
1.3	Sharing clothing	Members	Club buoyancy aids may be used. To be dipped in diluted disinfectant after use. Clothing (e.g. wet suits, boots and waterproof jackets not to be used)
2.	Food and Drink		
2.1	Food and drink preparation	Members	No Food/drink provided by the club. Members to bring their own food/drink.
3.	Toilets, Showers and changing rooms.		
3.1	Toilets – one way flows	Members	<ul style="list-style-type: none"> • Men's toilets – one way system, in through main entrance • Ladies toilets – inside toilets to be blocked off. • Ladies to use outside toilet.
3.2	Changing rooms	Members	<p>As per Government and RYA advice, inside changing rooms not to be used.</p> <ul style="list-style-type: none"> • Changing to take place outside. • Men's Changing area to be marked off with hazard tape, permitting one-way traffic only. • Ladies changing area/toilets to be blocked off.
3.3	Showers	Members	As per Government and RYA advice, internal showers not to be used.

			Outside hoses have spray nozzles if you want to wash down.
4	Sailing		
4.1	Knowing whether all members have returned to shore.	Members	Members to use signing-on sheet (at Racebox race board) – as usually used for races, to sign on and off water.
4.2	Sailing outside area covered by Safety boats	Members	Members advised to sail within area covered by Safety boats.
4.3	Reducing risks to Safety boat crew if they need to rescue a member	Members	Members advised: <ul style="list-style-type: none"> • Sailing is at their own risk • Consider wind strength. • Consider whether to use masthead floats. • Consider tide times and direction. • Sail within area covered by Safety boats.
4.4	Use of Club sailing dinghies – risk of virus transfer (risk if used within 72 hours)	Members	<ul style="list-style-type: none"> • Only single sailors, or members of same household to use a club boat. • Club dinghy not to be shared within a day with a different single sailor or different household. • To be cleaned after use (if used on Saturday).
4.5	Members assisting others to pull dinghies up the beach (maintaining Social distance).	Members	4 x 5 metre yellow lines provided (near race box board) so members can attach these to trolley handles and maintain social distance.
5.	Safety Boats		
5.1	Social distancing	Members	Maintain social distancing at all times when preparing, launching, driving and recovering. Sections below provide further details on how this can be achieved.
5.2	Manning of Safety boats	Safety boat crew	Person in charge of the Safety boat to hold RYA Safety boat qualification and to be club authorised.
5.3	Social Distancing in Safety boats	Safety boat crew	Single manning by <u>competent driver</u> , or single household members only. (Single manning is permitted by the RYA Safety boat handbook and has been confirmed by the RYA).
5.4	Boats ready for use	Safety boat crew	Check the normal safety boat checklist.
5.5	Fitting outboards to Dorys.	Members	Small outboards (for Dorys). Yamaha outboards are heavy, so be careful if fitting them by yourself, as we need to maintain social distancing.

			Tohatsu outboard is lighter.
5.6	Launching boats – social distancing	Members	Double blocking of winch rope to move boats down ramp from boat house to blockhouse, to maintain social distancing.
5.7	Lunchtime - Risk of grounding boats and needing multiple members to relaunch the Safety boat.	Members	<ul style="list-style-type: none"> Boats to be put on buoys (to remove risk of boats grounding on the beach and needing multiple members to re-launch (causing Social distancing problems) or put Dory on launching trolley during lunchtime. <p>Use Rowing boat, SUP, Kayak or Dory between club RIB buoy and shore.</p>
5.8	Recovering Safety boats safely	Members	<ul style="list-style-type: none"> Double blocking of winch rope to move boats from blockhouse to front of boat house. <p>Blocks inside boat houses and tow lines, or boat winches (at front of trolley) to be used to pull boats into the boat houses.</p>
5.9	Maintaining Social distance when assisting sailing dinghies.	Members – Safety boat crew and sailing dinghy crew.	<p>You should always consider your own safety when carry out any rescues, especially trying to maintain Social distancing. Consider:</p> <ul style="list-style-type: none"> Righting – flip mast up Tow lines – use floating tow line which has a clip and float at the end to simplify attaching tow lines. Tow astern instead of alongside. Inversions – use tow line with clip to port/starboard stay. If righting single handers at daggerboard, sailor to go to far side of boat and scooped into boat. 2 x Rope ladders are provided (one for each Safety boat) to help if a person needs to get from the water into the Safety boat. When you may normally help sailor to fix their boat afloat, you may need to tow them ashore. PPE – Face shields, masks and gloves are provided in each Safety boat.
5.10	Why is there a need to provide Safety boats?	Members who experience difficulties when sailing.	To cover the area on the river which isn't visible from the club, including sailing near dockyard (e.g. buoy 29), tidal river, gear failure, deep water, river traffic.

Finally...

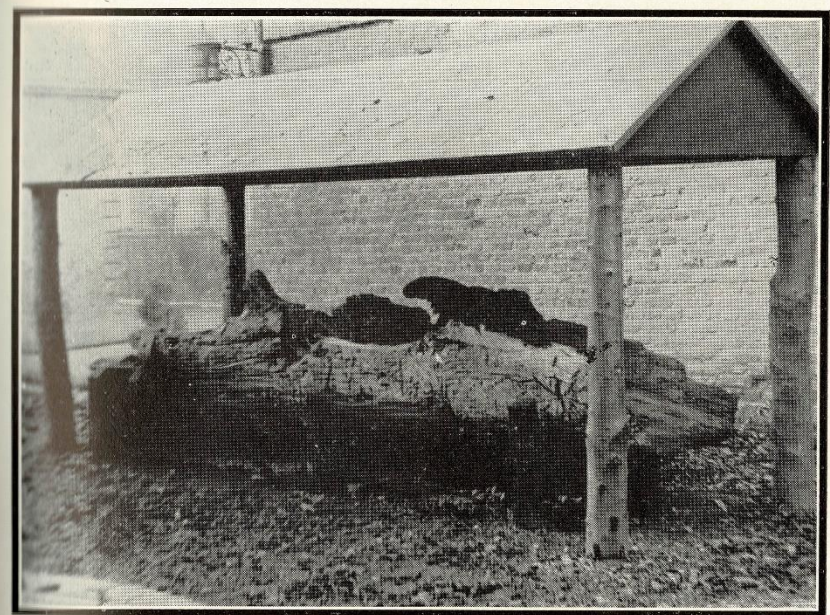
I noticed by the RIB sheds there is an International Canoe, that put me in mind of a far older canoe from the Medway. The pictures below show a prehistoric canoe being excavated from the early holocene deposits in Milton Creek back in 1924 and the subsequent display in the grounds of Rochester Museum (now Eastgate House, sans canoe).



By courtesy of

NEOLITHIC BOAT FOUND BURIED IN RIVER SILT (MEDWAY)

Mr. H. Boughton



Mr. H. Boughton

THE NEOLITHIC BOAT IN THE MUSEUM GARDEN, ROCHESTER

As we live through the current pandemic, we can but wonder at the changes this boat has seen and how dinghy design and mankind have managed to both persevere and innovate.