

Calendar

Date	Time	Event	Contact/Notes
09-july	16.00	Evening race and BBQ	
17-July	12.55	Wilsonian Grand Prix	
31-July	11.55	Late Summer Points begins	
28-Aug	11.25	Three Race Regatta	3 races back to back start down-stream
29-Aug	11.30	Pursuit Race	Bank Holiday Monday
11- Sept	10.55	Leigh Trophy	Kent Scouts/MYC Wayfarer Open
18-Sep	11.55	Autumn Points begins	
30-Oct	13.25	Laying Up Cup	
06-Nov		Winter Open Series begins	
26-Nov		Prize Giving Dinner Gillingham Golf Club	House Committee
Dec-18		Winter Open series ends with prize giving and party p.m.	
01-Jan	11.55	Chilly Willies Open Handicap Race	

Summer 2010
Issue 100!

31½

The Wilsonian Sailing Club Magazine



On the Cover: Cruise to Aylesford 2010 Photo: David Wraight

Editorial

Martin Smith

Apologies for late publication, my pc failed and backups are not much use without a pc! I think it is easier to change dinghy classes than pc's but thanks to Mike Groom for loan of an, up to date, laptop.

I have been repeatedly surprised when I have gone to the club mid week that someone is always there or turns up so I hope this issue will show newer members that WSC is not just a racing club. I have vague memories of one member who never sailed on Sundays because of his job, which seemed a poor excuse, even for a vicar.....



The channel off Hoo Island gets more clogged by junk every week. Ed & crew counting the rivets & failing to get out of the tide!

Photo: Dave Hudson

WILSONIAN SAILING CLUB Hoo, Kent 01634 250318

www.wilsoniansc.org.uk

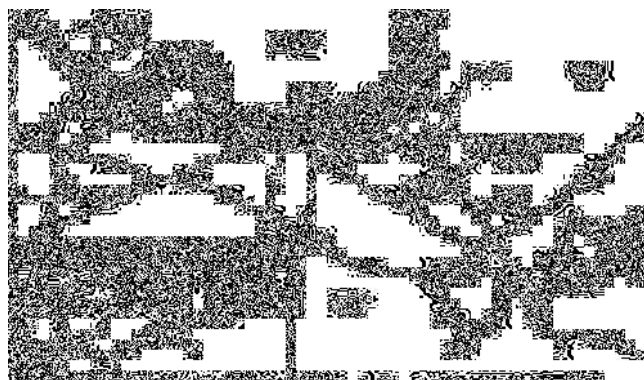
COMMODORE	Jeremy Drummond	01732 840830 jdrummond@tiscali.co.uk
SECRETARY	Jo Wicken	01474 822844 jo@wicken.net
SAILING SECRETARY	Matthew Love	mathewguylove@yahoo.co.uk 01474 874754

In the tunnel a single track railway was laid using trestles erected in the water with the track laid on top thus allowing safe use of the tunnel for both train and barges.

The new Gravesend and Rochester Railway and Canal Company ran its first train in 1845. A year later the line was bought by the South Eastern Rail Company and its first task was to fill in the waterway in the tunnel, thus cutting the canal into two sections.

Even though the canal itself now came to a dead end at Higham, its story does not end there. As late as the 1930's, Thames sailing barges were towed from Gravesend basin to what was then British Uralite, and to Dung Wharf at Lower Higham, so called because this was the cargo brought back from the London streets to enrich the surrounding Kent fields.

Along the canal there were still several Bridge Houses and swing bridges allowing people to cross over to the railway bank. The old boathouse that stood along the canal made of an upturned boat and said to have given Dickens his inspiration for Peggotty's Boat House still remained. However, for some reason, the Borough council at the time decided to move it and in the process, destroyed it. Eventually the canal was officially abandoned in 1934.



Then during the second world war, London's bomb rubble was brought to in-fill parts of the canal and the outer lock gate between the canal basin and the River Thames was damaged by enemy action.

The Thames and Medway Canal Association was established in 1976 to promote the restoration of the canal as a multipurpose amenity. *(Regrettably no progress is visible so far and it is still not restored to its state in the '60s. Has got a good cycle path along side it though...Ed).*

Full information on the associations website www.thamesmedway.co.uk

THAMES MEDWAY CANAL

In the eighteenth century Britain found itself at war again with France. In 1778, French privateers were extremely active in the Thames Estuary, especially in the Nore. English ships navigating both the Thames and the Medway rivers could easily be intercepted; ships carrying stores between the naval and military establishments on the two rivers were particularly vulnerable.

The authorities of the time considered the construction of a canal which could by-pass the long journey around the Isle of Grain. It was to go from the Thames at Gravesend, cross the marshes at Higham and enter the Medway at Chatham. After preliminary surveys, the boggy marshland proved too big an obstacle and so the work was never started. The plan remained in abeyance until the arrival of Ralph Dodd, twenty years later

By cutting the journey between Strood and Gravesend from 47 miles to seven, Dodd hoped to attract funding from the ship and local barge owners. But they had learned that the lock gates at both Gravesend and Strood would be open for a few hours around high water. If this proved to be the case, they calculated that the saving in journey time would be cancelled out by the waiting time to use the lock.

Despite this draw back, Dodd managed to convince a number of local interests to invest and on October 14, 1824, the canal was officially opened, costing seven times the original estimate.

The tunnel joining the two parts of the canal was a magnificent feat of engineering for the time. Dug by navigators (navvies) with pick and shovel, it was perfectly straight with a huge lay-by to enable small ships and barges to wait their turn before entering the tunnel. A large basin was dug out of the chalk at what is today Higham train station, allowing the craft to lower their masts before being towed through by horses.

Unfortunately for all concerned, the canal was never the success it was hoped. Revenue was low and even with the advent of a small passage boat carrying passengers between Gravesend and Rochester, no profit was made. In 1844, they tried towing the barges from Gravesend basin to Strood, with a small steam tug, but it became too costly.

By this time the country was in-the grip of railway fever. The canal company decided their only option was to build a rail link alongside the canal.

From the Commodore

We have been blessed with a warm spring and yet the recent Sundays have saved up all the blowy and rainy conditions. Luckily the Saturday for the Open Day while offering a mixture of light shifting winds was mostly sunny and did not stop the guests and potential members coming down.

The first guests arrived at 10.50am and by the end of the day we had had 85 visitors through the gate and signed up two new family members with the promise of more to come. Thanks to Kevin Downard's hard preparation work several visitors had seen the editorial in the Medway paper and the KM's photographer came down to get pictures for a follow up article as well. In all we had 41 members on the day helping in some way or other. The house staff work tirelessly and sold all the food available including many home made cakes. The new tables on the sun terrace arrived just in time and were put together at the minute (thanks Bob D.). The dinghy and RIB skippers gave rides throughout the day and at points were a bit overwhelmed by the number of keen guests waiting on the slip.

There were many unsung helpers including Bobbie Burnell who helped throughout the day with all the kit handout and returns and Maureen Lown who did most jobs there were at one time or another. For the first time we had a greeting desk manned by Alan Wynn and other members which worked well. Jason Ramsden had made a sign to welcome guests with a leaflet slot and Alan was able to hand out goody bags to guests when they left.

Thanks to all who helped and especially those who participated in the preparation meetings over the last few months. We face a continual battle to attract new members and the efforts everyone made has made a real difference.

We will shortly have two new metal signs to welcome visitors to at open events whether it be the regatta or an open day. The aim is to create a more welcome feeling to those who find the farm track and ensure they follow the right road when at the chicken shed junction. We are grateful for Bob Dutton for the design and project coordination and Stan Spout for the fabrication.

The committee has voted to push forward with creating a trophy cabinet above the bar area. Brian Warwick has generously taken this on and will work with Ian Wyatt to create an attractive and safe display for any trophies not currently with winners. This should brighten up the room and allow anyone to keep an eye on the prizes they may be aiming for. Brian W. has also bought a new 'wet' vacuum for the upstairs club house at the request of the committee which should be a great improvement on the old mop and bucket – historically the low point of any CDO's day!

By the time you read this we should have had a successful regatta ably coordinated by Colin Treadwell on one leg. Hopefully many members will also have enjoyed the evening race and social BBQ on July 11th.

We are grateful to Ann Heather for continuing to plan Junior Week for one more year from distant Newton Abbott. She has arranged for a RYA race coach for the week sponsored by the RYA as part of our Volvo Champions Club status. I understand it is again proving popular

so if you want places get in touch soon. It is the first Junior week with the new club Teras which are now named Eric Twi-name 1 and 2 as requested by our benefactors and thanks to Jo W.

Finally it is not too early to be adding the club's Annual Prize giving Dinner on November 26th to your diaries. It is at Gillingham Golf Club which proved an excellent venue last year and there will be a disco for those who have sufficient energy.

Happy sailing!

Jeremy Kestrel 1510



FLAGS

It seems from questions that I am asked that it will help if I explain the flags used on a ship or a shore based establishment.

The Club and its Members can fly a BLACK (at the hoist), SILVER and GOLD burgee, (The colours of Wilson's Grammar School) triangular shaped to identify themselves from others on the water. They may also fly a rectangular racing flag in the same colours.

Ashore a large burgee is flown at the mast head but when a Flag Officer is present at the Club a Broad Pennant is flown. This is a swallow tailed flag in the club colours being plain for the Commodore, having one White Ball at the hoist for the Rear Commodore and two White Balls for the Rear Commodore. (*and I thought you just grabbed the first 2 in the race box as per the CDO instructions.....Ed*)

In other words it gets worse as you go up:-

Rear Commodore TWO Balls

Vice Commodore ONE Ball

Commodore NO Balls

This insignia derives from the Royal Navy where an officer of Flag Rank, Rear Commodore and above, hoisted his Broad Pennant in the ship in which he sailed.

The Ensign on a ship is normally flown from the ensign staff at the stern when in port or at anchor. As we do not fully fill this criteria we fly the ensign from the gaff where it is flown at sea (This is normal for shore based flag poles).

Flags are normally flown from 0800 hrs "Colours" until "Sunset". Where it is required to fly other flags they should be on the mast-head halyard below the burgee or Commodore's Pennant.

Tom Sims

WSC
Annual Prize Giving
Dinner

Mark your diaries for

Saturday November 26th 2011

the venue

Gillingham Golf Club

Three course meal and disco to follow

More information to come from the House Committee

Wilsonian Training Programme

Junior Training & Evening Race	July 9
Introduction to Sailing	August 6
Power Boat Level 2	September 24 & October 1
Saturday Skimmers	Every Saturday July 16 to August 13
	“ “ August 27 to September 10
	“ “ September 24 to October 15
Junior week	August 16 –19 ending with Junior Regatta on the 19th.
Junior Training	September 17

For full details contact :-

Training Principal **Tom Simms**

tel: 01689 854627
email: tomsimms@btinternet.com

Or Chief Sailing Instructor **Peter Horner**

tel: 01474 328473
email: hornerpj@tiscali.co.uk

Or Chief Powerboat Instructor **Brian Warwick**

tel: 01634 251446
email: bcwarwick@tiscali.co.uk

Wilsonian Cruises 2011

This year we have managed to squeeze into the club's very full programme two cruises both, due to tide, to Aylesford. Probably most of us are more familiar with down river rather than up river but the cruises offer an excellent opportunity to observe the history and landscape that have shaped the area. From the early stages you can see the hill defences for Chatham dockyard, observe the remains of the once busy wharfs between Chatham and Rochester, and watch the dance of castle and cathedral as the meandering river changes your viewpoint before passing safely under Rochester Bridge to enjoy the mix of the rural and industrial views that follow.



Rochester Bridge 2010 Photo:
David Wraight

While passing under the current bridge (opened in 19140) requires a check on the tides and some care the old medieval bridge was notorious for its dangers and in 1816 Thomas Gilbert and his family party of fifteen were swept to their deaths when their boat collided with and sunk under the bridge. The event made national headlines and a memorial stone was set up in Clover Street Baptist Church, Chatham. Today the stone, a needlework sampler made by one of the daughters later to drown and the mourning ring of the wife and mother who felt too ill to join the trip can be seen in Rochester Museum; maybe that's a visit on a no wind day. The boatman, Edward Lear) is buried in

All Saints Church, Frinsbury - the spire is clearly visible for much of the early journey.

If you are interested in this year's cruises the dates are Saturday 16 July and Saturday 27 August. If are interested, please contact David Wraight at DWWraight@aol.com or leave a message on 01634 295440.

David Wraight Cruising Secretary

Spring Points Results — Laser 2000

1st Laser 2000	22111	Brian Lamb Amy Thobald/Bobbie Burnell/Andy Pickrell
2nd Laser 2000	2643	David Vettergreen Janice Smith
3rd Laser 2000	21314	Jayne/Tom Lambert Paul Thorpe
4th Laser 2000	21792	Roy Winnett/John Goudie Geoff Lambert
5th Laser 2000	22115	Sam Pygall/Lesley O'Rourke Lesley O'Rourke/Sam Pygall
6th Laser 2000	2305	Nik Antonaides Cathy Evans
7th Laser 2000	2229	John Hewat Nick Soellner/John Goudie
8th Laser 2000	21914	Andy Hockey Louise Somers/Lucy/Felix Hockey
9th Laser 2000	22131	Paul Rodgers L Fortune/Ian Parris
10th Laser 2000	21405	Nina Wallis Sue Hannant
11th Laser 2000	2721	Tom Wareham Steve James
12th Laser 2000	21620	Barry Curtis Zoe Bes-Green

Miracle

1st Miracle	3737	Martin Smith Mike Groom
2nd Miracle	3795	David Hudson Jackie Hudson
3rd Miracle	3636	Paul Nudds
4th Miracle	206	Colin Lown Maureen Lown
5th Miracle	2110	Andy White

Slow

1st Streaker	1439	Amanda Randall
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Spring Points Results — Medium Fleet

1st	Wayfarer	10699	Bob Dutton	Stan Sprot
2nd	Kestrel	1510	Jeremy Drummond	Ian Drummond/A Watson
3rd	Blaze	731	Matthew Love	
4th	Laser	172348	Gordon Belcher	
5th	Laser Radial	166417	Martin Vinton	
6th	Laser	191856	Graham Jenkinson	
7th	Kestrel	1519	Len Ayris	Ian Wyatt
8th	Blaze	587	Ian Foxwell	
9th	Laser Radial	144908	Amy Adams	
10th	Blaze	544	Richard Metcalfe	
11th	Tasar	281	Malcolm Ivey	N Chiverell
12th	RS 300	381	Nick Lett	
13th	Buzz	554	Pat Gray	Andrew Gray
14th	Laser	68708	Ray Craddock	
15th	Laser	169045	Quentin Bes-Green	
16th	RS Feva XL	507	Ellie Kift	Quentin Bes-Green
17th	Laser	160567	Graham Turner	
18th	Blaze	732	Peter Horner	
19th	RS Vision	507 R	Coward	Elliott Eyre



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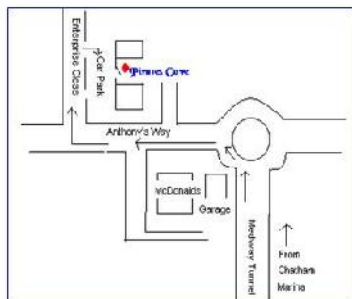


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It was good to see Bob in such good form now that Stan is back sailing with him. And also the Commodore and the new Sailing Secretary up there at the front. Unfortunately I only made 6th. And with the Foxwell's changing their boat it gave others the chance to win. With their new National 12 now on the water we have the challenge of beating them.

We have had some challenging weather early in the summer which may explain the lower numbers sailing – I know that I have chickened out on a few high wind days. We had 19 boats sailing some time in the Spring series but a maximum of only 8 in any single race. I hope to see more of you medium handicappers sailing on a regular basis. Now I am back from my retirement treat to Norway I hope to be there.



The camera does not lie? (but in this age of Photoshop who knows? Ed)

Graham Jenkinson – Laser 191856

Medium Handicap Fleet

I am writing this after returning from early summer points 5 and 6. The weather wasn't very summery – cold and a very gusty wind which stopped me and many others going out in the afternoon. In the morning there was a good sail for those venturing out with a **very** fast sail back up the river which kept the adrenalin flowing while I managed to stay upright.

Our spring points series ended with a very close finish at the top with only 3 points separating the first 3 boats.

1st Bob Dutton and Stan Sprot

2nd Jeremy Drummond with others

3rd Matthew Love



Bob & Stan demonstrate the winning style.

Photo: Dave Hudson

Leisure Sailing

Would you like to go sailing at the club when it is a bit quieter? On Sundays the club can be very busy with the racing fleet in action, beach packed with boats and the river very busy.

There are plenty of other opportunities to go sailing on days when the club is not so busy.

Saturday Skimmers (Junior racing) has started on Saturday mornings, so the club is open all day on Saturdays during the summer. Although the Juniors are out sailing, there is plenty of space to get onto the water. The river also tends not to be so busy on Saturdays. The galley doesn't serve food on Saturdays, so you will need to bring your own lunch.

If going cruising, remember to advise someone ashore that you have gone out sailing and when you expect to return (CDO if present).

Wednesday evening racing has started, so the club is also open for a few hours on Wednesday evenings.

If you are unsure of your abilities, there are dinghy training courses available through the club where you can progress your skills with the support of the instructors. Even if the course advertised on a particular date isn't the one you are interested in, if there is space on the course there may be an opportunity to gain experience - just ask our Chief Instructor (Peter Horner).

In addition to the Saturday Skimmers, there are Junior training days on some Saturdays, when it can be interesting listening to the Instructors and picking up some free tips! During Junior week in August the club is open every day, so this is also an ideal opportunity to go sailing. If you have any queries, the Instructors are always pleased to help.

Another useful way to gain experience is to come down on a Sunday and see if anyone would like a crew for the racing. It is always interesting to go out in a different boat and see how they sail the boat. I had a very enjoyable day recently crewing on a Laser 2000 and learnt more about asymmetric sailing (thanks Nik!). Alternatively why not follow the fleet down river. You don't need to take part in the race, but just keep-

ing clear of the other boats and seeing how they are sailing can be very interesting. You could start after the other boats, then see how well you do. You may even catch the racing bug! If you want to go sailing on Sunday it is much easier if you avoid the race start times (usually 1100 and 1330/1400) when is much easier to launch.

We also have club boats available to hire when the CDO is present (Saturday afternoons and Sundays). There are 2 RS Visions (2 man dinghies), 2 RS Fevas (2 person - teenager size dinghies), 2 Lasers (Full Size and Radial Rigs) , Toppers, 2 RS Teras (small child size) and 2 Optimists available. (*Ed - £10 day single handers and £20 double*)

If you would like to go sailing during the week, you can apply for a club key. This opens the gates, plus the disabled toilet (changing and toilet facilities).

For all club events (Saturday skimmers, Junior training, Racing, Dinghy training courses) there are safety boats on the water, so you may wish to operate within sight of the safety boats. It is always your own decision as to whether to go sailing and the safety boats are primarily keeping an eye on the event participants. It is your own responsibility to look after yourself on the water; however the safety boats will usually help if possible. Although the safety boats do the best they can, it is difficult to keep their eyes on every boat on the river and rescue multiple boats at the same time.

Further safety guidance when sailing on the Medway is contained in the Members Handbook. If you have any further queries, the CDO is a good source of advice as are Class Captains and, of course, all our enthusiastic (*Ed - aren't they all?*) members at the club.

Martin Vinton

Spring Points Results — Fast Fleet

1st	Vortex A	1013	Mike Gower
2nd	29ER	342	Aaron Smith Alex Rodgers
3rd	Alto 115		Tim Kift Jo Wicken
4th	Laser 4000	4496	David Mason Stuart Mason
5th	RS 400	1341	Chris Ashby Mick Smith
6th	RS 800	1122	Ian Parris/Grame Smith Sam Proctor/Amy Adams/ Ian Parris
7th	RS 800	978	Aaron Smith/Grahame Smith Grahame/Nicola Smith/ Tom Lambert
8th	RS 800	1009	David Millward Kate Millward
9th	Laser 3000	3461	Tony Hunt Suzanne Hall
10th	Osprey	1344	John Shenton Steve Offer
11th	V3000	3602	Peter Heyes Quentin Bes-Green
12th	RS 800	953	Andy Pickrell Alex LeGassick
13th	Alto 111		M Arnold/Andy Hockey F Hockey/Q Bes-Green/L Somers
14th	V3000	3605	David Fenech Alison Williams
15th	V3000	3608	Martin Brown Max Caston
16th	Alto 109		John Hewat Nick Soellner
17th	RS 700	798	Steve/John Tinnams
18th	Laser 5k	5192	John Tinnims Steve Tinnims
19th	RS 700	725	Martin Jones
20th	RS 800	900	Tom Lambert A Roberts
21st	Spice	320	Stuart Bailey Zoe Noble

you are caught in their wind shadow of course. David and Kate Millward are giving the others a good run for their money and I have particularly enjoyed Aaron Smith's spectacular back flip exits from the boat on many occasions. From what us slower boats can see before you all disappear over the horizon you are having some great racing there.

Martin Jones is getting to grips with the 700; it must be a very steep learning curve even after sailing the Contender so well which isn't the most straightforward of boats to master. Maybe it's something to do with that extra big sail out the front ?? I believe that Martin is going to the Contender worlds soon; I guess that kite might be a bit of a give away if you "accidentally" took the wrong boat .

Elsewhere I see from the weekends results that the water has finally warmed up to a point to entice Mark out in the Canoe, always a great sight flying along stuck out on the end of that seat ! And he managed to comprehensively beat us all around the course by a fair margin yesterday just to rub it in. I know he is off to his Nationals at Weymouth shortly so I'm sure you'll all join me in wishing him all the best for that. We look forward to hearing how you get on.

Some special dates for your diaries to look out for: July 17th is the Grand Prix, always a great event and the 3 race regatta this year is on 28 August.

I'm sure we are all looking forward to a great summer of sailing with the ever present sea breeze in the afternoons that the Medway is renowned for; let's just hope the rain stays away

Mike Gower Vortex Asy 1013

Congratulations!

To Mark Goodchild for winning the International Canoe Championships at Weymouth on 27 June. *(I trust Mark will also show Simon the way home in the Medway Regatta? Ed)*



Mark Goodchild in action at a previous Medway Regatta

Wilsonian Sailing Club Regalia

A selection of club regalia can be seen in the saloon of the club house along with a current price list.



Selection of regalia taken from display cabinet next to fire escape.

Photo: Gill Warwick

If you wish to place an order please contact **Gill Warwick on 01634 251446** or e-mail gwarwick@tiscali.co.uk. Alternatively please ask the CDO to write your order in the cash book. We keep a small amount of clothing in stock, please give me a call and I can let you know if we have any item you may be interested in.

If you would like anything other than the basic range listed, you can browse our brochure and I am happy to take special orders.

Fast Fleet Report

Spring has now been and gone and we all enjoyed an excellent start to the year with almost perfect sailing conditions week after week. Unfortunately that all went rather pear shaped since the end of April (must be the approach of summer ??) with some Sundays of high winds which led to many non finishers (myself included) and racing being abandoned. There was one day with what seemed like a never ending stream of boats being towed back with their masts down... and a certain L5000 now has a mast of a very strange shape. Hope all get repairs/ replacements achieved soon. Update: the 5000 mast is now straight again ! Apparently the careful positioning of wooden blocks, sandbags and force had the desired effect and it coped fine with yesterdays



800's are photogenic! Grahame Smith & Ian Parris cast a shadow

Photo: Dave Hudson

blustery southerly wind... which is more than can be said of my aching body today.

We now have 4 800's out on a regular basis which is great to see, well unless

Miracle Fleet Report

Miracle sailors have been a bit thin on the ground for the spring series despite ideal sailing conditions and a Mediterranean climate. What we lost in numbers we made up with competitive and enjoyable racing.

Hopefully by the time you read this our numbers on the water will have swelled with the early summer series. The Lunns have been on their travels again competing in open meetings. At Broadwater SC in April they report typical fluky winds for a lake venue and they came a well deserved 6th out of 13.



Colin & Maureen Lunn M206 competing at Broadwater SC

We also have several entries going to the Miracle Nationals at Mayflower Sailing Club in Plymouth in August. Lesley O'Rourke has now switched to a Laser 2000 so on behalf of all the Miracle Fleet we would like to thank her for all her work as fleet captain and in promoting the Miracle Dinghy...there will always be a place back here with us ... Lesley ???

Paul 3722

CLUB REGALIA PRICE LIST

T SHIRT	£ 8.00
POLO SHIRT	£15.00
SWEATSHIRT	£16.00
HOODED SWEATSHIRT	£20.00
RUGBY SHIRT LONG SLEEVE	£25.00
RUGBY SHIRT SHORT SLEEVE	£25.00
DRILL SHIRT LONG SLEEVE	£25.00
DRILL SHIRT SHORT SLEEVE	£24.00
OUTDOOR FLEECE	£25.00
BASEBALL CAP	£ 5.00
LADIES PIQUE POLO SHIRT	£15.00
LADIES MICRO FLEECE JACKET	£25.00
LADIES STRETCH DRILL SHIRT 3/4 SLEEVE	£25.00
LADIES STRETCH RUGBY SHIRT SHORT SLEEVE	£20.00
LADIES PERFORMANCE T SHIRT	£15.00
LADIES TANK VEST	£15.00

Prices may be subject to change

LASER 2K FLEET REPORT

After promising to write an article for the L2K fleet I find myself missing the deadline a bit like the summer a promising start but missing the point, it's supposed to be warm and nice winds. Well thats my moan over, Jayne and I had a very good spring points series just piped by Dave and Brian. The season has seen a good number of boats joining in the point series. We have seen much interest in the 2000 fleet with some new members and potential members trying out the class.



New fleet members Lesley O'Rourke & Sam Pygal

Photo: Dave Hudson

land. Nick made WSC his second home crewing for John on many occasions. I know that many members are still in touch and if we get to the event in Germany in October we may have the opportunity to meet up again.

I have been looking for some spares for our boat and often its difficult to work out what we actually need. I have found a complete parts list on the Laser Performance web site and printed a copy, I will pin this to the notice board.

If you need class specific spares, Purple Marine and Northampton Sailboats have been given the agency to supply from laser, they have stopped selling most parts direct. Don't forget though the common

We are all sad to see Nicolas returning home to Germany as he has been such a good friend to all during his stay in Eng-

spares are available locally at our two local chandlers and they give WSC a discount.

The early summer points and the Commodores have been struck by heavy winds but it's good to see that the 2000 is living up to its reputation of being a great boat to sail in a force 6. Jayne said good job we went to Sidmouth we know what to expect!

Nina and Sue have followed the experience of a holiday at Minorca Sailing and have come back with many new tactics. I think they are looking at a group trip next year.

Zoe and Barry have joined in with the racing this season enjoying the friendly nature of our racing fleet.

Nick and Kathy have had some good results this season with some close run finishes to cross the line in first place.

The Medway Regatta is almost here we would like as many 2000s to enter as possible it the event is being advertised on the class website and it would be great to have WSC entries to challenge our visitors.

The 2000s were out in force at the open day taking a large number of potential new members out for a sail, thank you to all who gave up their time to promote the club.

I would like to say a thank you to Matt Love for taking the role of Sailing Secretary and the fleet look forward to working with Matt as the season goes on.

Colin is making good progress with his Achilles injury but it looks like next year before we see him in action, I would like to say that Colin is very active in promoting the fleet and representing us at the sailing committee. I there is anything you would like to be discussed to promote the fleet please contact Colin or Roy and me.

Finally if anyone is looking for a crew there are some new members who would like to get out on the water just put your name up on the black board at the entrance of the club.

Paul Thorpe 21314