

Calendar

Date	Time	Event	Contact/Notes
19 Dec		Final Winter series race, Prizegiving and party p.m.	Jayne Lambert or Jane Drummond
01 Jan	11.55	Chilly Willies Open Handicap Race	
Sat 8 Jan	9.30	Winter Work Party (surname G-H)	Roy Winnett
Sun 9 Jan	9.30	Winter Work Party (surname A-B)	Roy Winnett
Sun 16 Jan	9.30	Winter Work Party (surname C-F)	Roy Winnett
Sat 22 Jan	9.30	Winter Work Party (surname U-Z)	Roy Winnett
Sat 29 Jan	9.30	Winter Work Party (surname S-T)	Roy Winnett
Sun 30 Jan	9.30	Winter Work Party (surname I-L)	Roy Winnett
Sun 6 Feb	9.30	Winter Work Party (surname M-O)	Roy Winnett
Sat 12 Feb	9.30	Winter Work Party (surname P-R)	Roy Winnett
Sat 19 Feb	12.30	Hoo Freezer Practice Race	
Sun 20 Feb	13.15	Hoo Freezer	
5/6 March		Dinghy Show at Alexandra Palace	www.rya.org.uk
27 March	13.55	Ice Breaker Season Opener	N.B. BST begins!

Winter 2010
Issue 98

31½

The Wilsonian Sailing Club Magazine



On the Cover: When the wind blows.....Autumn points action on 3rd October. Photo's by Roy Laphorn in a bouncing safety boat!

Editorial

Martin Smith

Many thanks for all the photo's I have received — real shame only a few will be seen and not in colour. However, please keep the photo's and articles coming, be good to have some from the work parties and Hoo Freezer.

It is that time of year again and Roy Winnett (aka Work Party Supremo) has asked me to remind all of the Work Party Dates on the back page. Members are required to undertake at least one work party annually. If the date that has been allocated to you is not convenient or you are unable to do a work party please email: roywinnett@care4free.net or 'phone 01634 861664



'twas ever thus.

**Work party 1967
rebuilding race
box after previ-
ous attempted
demolition.**

Can you send copy by 15 March, please? Please use box at top of stairs or email martinj_smithz@yahoo.co. If you use the former please ring 01634 319432 to ensure collection.

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 tba

LAYING UP Cup (21 entrants)

With forecasts of wind direction ranging from west to south east in a clockwise direction, but agreeing on Force not-a-lot, the race officer demonstrated great skill in course setting. This skill enabled all entrants to finish, in bright sunshine, just 10 minutes before the wind failed completely.

	Class	Helm	Crew	PY	Corrected Time
1	Wayfarer	Brian Lamb	Bobbie Burnell	1101	01:06:47
2	Alto	Tim Kift	Jo Wicken	930	01:07:00
3	RS 400	Chris Ashby	Mike Smith	950	01:08:22
4	National 12	Ian Foxwell	Hannah Foxwell	1115	01:09:14
5	Wayfarer	Bob Dutton	Stan Sprott	1101	01:10:05
6	Laser 4000	David Mason	Stuart Mason	908	01:10:36
7	Blaze	Matthew Love		1046	01:11:20
8	Kestrel	Jeremy Drummond	Ian Drummond	1038	01:11:21
9	Blaze	Peter Horner		1046	01:11:55
10	V3000	David Fenech	Alison Williams	974	01:12:22
11	Spice	Stuart Bailey	Zoe Noble	930	01:14:03
12	Miracle	Martin Smith	Mike Groom	1185	01:14:29
13	V3000	Martin Brown	Max Caston	974	01:16:37
14	RS 700	Steve Tinnams		857	01:18:07
15	Miracle	Sonja Riley	Lesley O'Rourke	1185	01:18:31
16	Laser 2000	Brian Warwick	Jack Fullman	1090	01:19:07
17	Laser 2000	John Hewat	Nick Soellner	1090	01:19:50
18	Streaker	Amanda Randall		1162	01:19:53
19	Laser	Gordon Belcher		1080	01:20:06
20	Laser	Graham Jenkinson		1080	01:21:31
21	Laser 2000	Nina Wallis	Sue Hannant	1090	01:22:20

Leigh Trophy Results

With apologies to those anonymous few whose names were either lost in electronic transmission or suffered from sailors syndrome, that is, interesting handwriting which the RO could not translate.

Position	Class	Number	Helm	Crew	PY	Corrected
1	Contender	794	Martin Jones		993	02:01:53
2	Alto	114	Tim Kift	Jo Wicken	930	02:03:07
3	Wayfarer	10680	John Goudie	???	1101	02:05:57
4	National 12	3162	Ian Foxwell	Hannah Foxwell	1115	02:06:10
5	V3000	3605	David Fenech	Alison Williams	974	02:07:49
6	V3000	3602	Peter Heyes	???	974	02:08:05
7	Osprey	1292	Paul Heather	Jonathan Osgood	940	02:08:22
8	Laser 4000	4496	David Mason	Stuart Mason	908	02:08:52
9	Spice	714	Stuart Bailey	Zoe Noble	930	02:11:16
10	RS 400	1341	Chris Ashby	Mick Smith	950	02:12:11
11	RS 700	798	Steve Tinnams		857	02:14:04
12	Blaze	587	???		1046	02:15:26
13	Kestrel	1510	Jeremy & Jane Drummond		1038	02:16:00
14	Blaze	732	Peter Horner		1046	02:18:55
15	Laser 2000	21914	Andy Hockey		1090	02:20:08
16	Miracle	3722	Martin Smith	Lesley O'Rourke	1185	02:22:27
17	Miracle	3795	David Hudson	Jackie Hudson	1185	02:22:39
18	Laser	191856	Graham Jenkinson		1078	02:24:43
19	Wayfarer	84	Roy Laphorn	Dave Burfoot	1101	02:25:18
20	GP14	12193	John Ireland		1127	DNF

From the Commodore



Commodore Speaks. Medway Regatta briefing

Photo: Ben Passmore

It seems like the good early winter weather and excellent sailing is making up for more patchy weather and attendance earlier in the autumn. It is certainly dark out there and it's a good thing those Roast Dinners after sailing have started again. By the time you ready this we will have had two and so I should probably be reminding you to sign up for the Christmas lunch on December

19th. Don't forget to book your places early with a member of the House Committee as we were full last year for the three course dinner and fun and games.

So the hardy amongst us are still sailing and relishing the thought of scraping ice from a boat cover and yet at the same time we are preparing for the coming year. The work party team ably led by Roy Winnett is prioritising jobs for you to do and new membership forms are being organized. We are also hoping to finalise negotiation with our landlords, the Brice Trustees, on a new lease and appropriate rent reviews. The Brice family remains tremendously supportive of the club and yet it is important that we secure the club's future in the appropriate legal manner. We have taken the step to agree a new lease because the last one had had several updates and a separate water lease, which will now be incorporated, was about to expire. This will extend the club lease for the land for a further 38 years. It has been an important topic at recent committee meetings and if you want more details I will be happy to update any member.

The general committee has also endorsed an updated club development plan. This is an important document for raising grants and has al-

ready been used successfully to get a grant for £400 to support members who have attended Senior Instructors courses. These are tough courses because the RYA insists on high standards and please congratulate Martin Vinton the next time you pass him for getting his SI badge. One thing added to the club plan was a commitment to try and do things in a more environmentally conscious way. I would ask any member to talk to a committee member if they have an idea for making the club a 'greener' place.

After many months of effort from Bernie Smith and Tom Sims and others the new alarm system is finally fully functioning. It is easy to use and it is important CDO's know what to do with the alarm when locking up or if it goes off accidentally. My recommendation is to get hands on training from an experienced member *before* your next duty. We also need to thank Andy Hockey who has been making sure the electrics around the club are up to modern standards.

A big hand must go to all members who have helped make the new Saturday Skimmers club a great success. It is great to see some the older Juniors already migrating over to Sunday sailing. The junior sailing finished with a great finale of a KSAA training day led by Mark Heather. We had a large turnout of our juniors as well as visitors from all over Kent. The following comment in an email from a visitor after the event just about sums it up: "Another terrific training day on Saturday! Please pass on thanks to all involved for the inspiring coaching, professional organisation, and warm welcome. What a great job you do in encouraging young sailors." Due to our quick response we, like a hundred other clubs around the UK, are due to get 12 free T-shirts from the RYA Onboard for Saturday club participants. One focus for next year is that we must spread the responsibility of running the Saturday Club wider so it does not become too much of a burden for a few dedicated members.

It just leaves me to wish all members a Happy Christmas and fruitful New Year. My winter is going to be focused on stopping leaks in the Kestrel and hope yours is productive too whether in a warm garage out on the water.

Cheers,

Jeremy

Kestrel 1510

Leigh Trophy

The forecast was NNW with possible rain and gusts and the RO delayed the start to provide more water for an interesting course. The day was sunny with black clouds threatening but 20 entrants set off on an exploratory sight seeing course via Upnor Castle, Whitewall, Hoo, South Yantlet, Otterham, and Bartlett creeks. The lucky ones even spotted the resident seal (photographed by safety boat) and several wrecks— both of which were missed by those with ageing eye sight.

Martin Jones demonstrated that light winds were no problem to win by some margin and the storm clouds went past on either side of the river with only the odd spot of rain.



Winner, Martin Jones (Contender) shows the way back past a Creek bouy.

Photo: Zoe Noble

Spice, Stuart Bailey and Vicky Noble leave Bartlett Creek heading for the storm clouds

Photo: Zoe Noble



Autumn Series (cont)

Laser 2000 Fleet (11 entries)

1st	Laser 2000	22075	John Hewat	Nick Soellner/Andy Pickrell	8
2nd	Laser 2000	21792	Roy Winnett	Geoff Lambert	9
3rd	Laser 2000	22258	Colin Treadwell	Lauren Treadwell	18
4th	Laser 2000	21314	Jayne Lambert	Paul Thorpe	32
5th	Laser 2000	2643	Dave Vettergreen	Janice Smith	33
6th	Laser 2000	22260	David Tozer	Fiona Tozer	39

Miracle Fleet (8 entries)

1st	Miracle	3737	Martin Smith	Mike Groom	6
2nd	Miracle	4006	Sam Pygall	Fabio Chiti	6
3rd	Miracle	3738	Keith Jeremiah	Christina Jeremiah Matt Shelbourn/Lesley	16
4th	Miracle	3722	Lesley O'Rourke	S Riley/J Drummond Sonja Riley	17
5th	Miracle	3795	David Hudson	Jackie Hudson	19

Slow handicap Fleet (2 entries)

1st	Streaker	1439	Amanda Randall		5
2nd	Europe	None	Vivienne Pickrell		14

Junior Fleet (4 entries)

1st	LaserRadNone		Quentin Bes-Green		11
2nd	RS Feva 2013		Elliott Eyre	Ellie Kift	11
3rd	Topper	None	Ellie Kift		21
4th	Laser	25667	Rod Coward		22

Bored at work?

Ian Foxwell was, so sent this contribution (*thanks Ian! Ed*):-

What's the best boat to sail at Wilsonian... now there's a question with a 1000 different answers! (*One with a fleet, making 2 answers! Ed*). But some answers will be more right than others and some factors to consider would include -

- The boat needs to be one that suits the crews size, weight and their ability, that's a given
- We essentially just race around the cans, rarely do we ever have windward leeward racing so a good boat will be one that races to its PY on all points of sail. Every boat will have its day but it's the good all rounder's that are at the sharp end of the fleet week in week out.
- The Medway has a strong tidal current so our boat needs to be fast enough to beat against this effectively. It also helps if it can point high and run deep when required to minimize its effect.
- Finally It helps if the boat is given a generous PY number by the RYA ☺ (*my point exactly. Ed*)

So those of you that know us will already know that we have had a fair few boats over the years, and they have all had their strengths and weakness's, but I think we have finally found the right boat for the Medway. The National 12!

Lets point out right away though that its clearly not the right boat for a crews whose combined weight is to far the wrong side of 22 stone (140kg), but if you don't fall into this group then read on.

The real beauty of the design is the sensation and feedback that you get from the boat when under sail. When the wind is light the boat has a rewarding feeling of efficiency as its slices through the water, something that makes even the dullest day more interesting. When the wind is moderate it rewards the work you put in encouraging you to work harder paying you back by putting a smile on your face, and when the wind is strong it gives you a fast and rewarding sail upwind as it slices

through the chop with its fine bow and then picks up and skims over the water with spray every where like a skiff off wind.

I was original worried that the lack of a kite would hinder our performance and make the downwind sailing boring but its just not the case. Off wind we have the dangly pole to control the jib twist on anything from a fetch to a reach so the crew has plenty to do and then from a broad reach to a run we use the same pole to goose wing the jib which lets us sail very deep when required and its fast enough and twitchy enough to mean life is never dull for either crew member.



A smile says it all—National 12 in action. Photo: Nick Champion

They won't be for everyone I guess. To start with they are quite tweaky boats with as many (or as few) controls as you could ever want. They feel very tippy when you first get in one (before you realize that they roll onto their side and then stop) and they are not the type of boat that you just sit in and go along for the ride. Both helm and crew have to be prepared to be sitting next to the shrouds one minuet and then on top of the transom the next! But they are not scary boats, your not going to hurt yourself getting flung from a trapeze wire for example or panic because the boat is going to invert im-

mediately and get stuck in the mud the first time it capsizes.

But the biggest reason for getting one is that on a fun per pound basis they are unbeatable. Our boat is 30 years old now and you can pick up boats like it for just a few hundred pounds. One day we'll probably sell Bicycle Clips but if we do it will only be so that we can buy another 12 to replace it with!

Ian Foxwell

National 12 3162

Late Summer Series (cont)

Miracle (10 entries)

1st	Miracle	3737	Martin Smith	Mike Groom	6
2nd	Miracle	3738	Keith Jeremiah	Christina Jeremiah/Matt Shelbourn Lesley	11
3rd	Miracle	3636	Paul Nudds		31
4th	Miracle	3795	David Hudson	Jackie Hudson	33
5th	Miracle	4006	Sam Pygall	J Fullman/F Chiti	36

Slow Handicap & Juniors (1 entry each)

1st	Streaker		Amanda Randall		1162	9
1st	RS Feva XL		Ellie Kift	Nina Coldham	1200	11

Autumn Series

Fast Fleet (16 entries)

1st	Laser 4000	David Mason	Stuart Mason	908	13
2nd	Alto	Tim Kift	Jo Wicken	930	14
3rd	RS 400	Chris Ashby	Mike Smith	95	17
4th	29ER	Aaron Smith	Alex Rodgers/Nicola Smith	924	24
5th	Musto Skiff	Grahame Smith		875	27
6th	RS 800	Ian Parris	Ed LeGassick	822	31
7th	RS 400	Chris Ashby	Mike Smith	950	59
8th	V 3000	Peter Heyes	J Fullman/S Hayes N Soellner	974	60

Medium Fleet (16 entries)

1st	National 12	Ian Foxwell	Hannah Foxwell	1115	5
2nd	Laser	Gordon Belcher		1080	14
3rd	Laser	Graham Jenkinson		1080	28
4th	Blaze	Ian Foxwell/Tony Hunt		1046	39
5th	Blaze	Matthew Love		1046	40
6th	Kestrel	Bob Dutton	Stan Sprott	1038	49
7th	Wayfarer	Roy Laphorn	Dave Barfoot	1101	77
8th	Blaze	Matthew Love		1046	85

Late Summer Series

Fast Handicap (18 entries)

1st	Canoe International	Mark Goodchild		905	6
2nd	Alto	Tim Kift	Jo Wicken/Ian Parris	930	9
3rd	Laser 4000	David Mason	Stuart Mason	908	17
4th	Vortex A	Mike Gower		937	19
5th	ISO	John Hewat	Amy Adams/Nick Soellner	926	46
6th	Musto Skiff	Grahame Smith		875	53
7th	RS 400	Chris Ashby	Mike Smith	950	59
8th	V 3000	Peter Heyes	J Fullman/S Hayes N Soellner	974	60
9th	Laser 4000	Stewart Robertson	Sonja Riley	908	61

Medium Handicap (21 entries)

1st	National 12	Ian Foxwell	Hannah Foxwell	1115	8
2nd	Laser 3000	Tony Hunt	Suzanne Hall	1032	11
3rd	RS 100	Ian Parris	Aaron Smith/Chris Ashby	1015	18
4th	Laser	Gordon Belcher		1080	32
5th	Laser	Graham Jenkinson		1080	39
6th	Blaze	Stewart Robertson		1046	68
7th	Wayfarer	Roy Laphorn	Dave Barfoot	1101	77
8th	Blaze	Matthew Love		1046	85
9th	Kestrel	Len Ayris	Ian Wyatt	1038	87
10th	Blaze	John Player		1046	98

Laser 2000 (12 entries)

1st	2643	Dave Vettergreen	Janice Smith		7
2nd	22111	Brian Lamb	Bobbie Burnell/Sam Pygall		10
3rd	22115	Brian Warwick	Matt Shelbourn/Jack Fullman		17
4th	22258	Colin Treadwell	Lauren Treadwell		27
5th	21792	Roy Winnett	Geoff Lambert		28
6th	22131	Paul Rodgers	Peter Heyes/Ray Craddock		40

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Fast Fleet Report

So what happened to the summer then ? One minute it was the beginning of the season proper (for those who don't partake of the pleasures of the warm up series) the next the clocks have gone back and I'm being reminded that it's time to write the report for the end of the season.

I can recall the highlight of the Medway regatta weekend; the first race on the Saturday was a bit light to begin with but that soon changed and all were soon happily charging about in ideal conditions. I'm sure I recall that the club was pretty much relieved of all stocks of beer and other consumables by the end of Saturday night. As one who was helping to clear up on Sunday morning I can testify to the large number of black sacks that were filled with the empties



Class Captain flies a hull

Photo: Anon — but with an eye for action!

Early Summer Series (cont)

Laser 2000 (16 entries)

1st	Laser 2000	22258	Colin Treadwell	Lauren Treadwell	9
2nd	Laser 2000	21314	Jayne Lambert	Paul Thorpe/Nicola Smith	19
			Tom Lambert		
3rd	Laser 2000	22131	Paul Rodgers	Elliott Eyre/Sandra Smith	24
4th	Laser 2000	2643	David Vettergreen	Janice Smith	38
5th	Laser 2000	22115	Brian Warwick	Jack Fullman	45
6th	Laser 2000	21405	Sue Hannant	Nina Wallis	50
7th	Laser 2000	21914	Andy Hockey	Felix & Lucy Hockey	52
				Louise Somers	
8th	Laser 2000	22111	Brian Lamb	Tony Hunt/Matt Wynn	58

Miracle (12 entries)

1st	Miracle	3737	Martin Smith	Mike Groom	9
2nd	Miracle	3795	David Hudson	Jackie Hudson	16
3rd	Miracle	3722	Lesley O'Rourke	Peter Baker/Sonja Riley	25
4th	Miracle	3738	Keith Jeremiah	Christina Jeremiah	30
				Matt Shelbourn/Lesley	
5th	Miracle	4006	Sam Pygall	Fabio Chiti	38
6th	Miracle	3636	Paul Nudds		50

Slow Handicap (2 entries)

1st	Streaker	1439	Amanda Randall		1162
2nd	Byte	411	Ben Passsmore		1165

Early Summer Series

Fast Handicap (23 entries)

1st	29er	Aaron Smith	Alex Rodgers	924	11
2nd	RS 400	Chris Ashby	Mike Smith	950	19
3rd	Musto Skiff	Grahame Smith		875	20
4th	RS 800	Ian Parris	E LeGassick/G Smith/M Heather A Pickrell	822	29
5th	Vortex Asym	Mike Gower		937	38
6th	Laser 4000	David Mason	Stuart Mason	908	38
7th	Osprey	John Shenton	Steve Offer	940	50
8th	Alto	Tim Kift	Jo Wicken/Stewart Robertson	930	63
9th	Laser 5000	John Tinnams	Steve Tinnams	846	65
10th	Osprey	Paul Heather	Jonathan Osgood	940	67
11th	Canoe International		Mark Goodchild	905	68
12th	V 3000	David Fenech	Alison Williams	974	69

Medium Handicap (17 entries)

1st	Blaze	Matthew Love		1046	15
2nd	National 12	Ian Foxwell	Hannah Foxwell	1115	24
3rd	Laser	Graham Jenkinson		1080	27
4th	Blaze	Peter Horner		1046	29
5th	Blaze	John Player		1046	45
6th	Laser Radial	Amy Adams		1104	48
7th	Blaze	Richard Metcalfe		1046	49
8th	Kestrel	Bob Dutton	Stan Sprot	1038	67
9th	Wayfare r	Roy Laphorn	Dave Barfoot	1101	67

But enough of that, how has the sailing been ? To be honest I don't recall there being many light wind drifters (oh well with the exception of the South Kent where we got to number 13 I think before being sent home). Of course that may just be age playing with my memory so please forgive me if I'm wrong.

We have been able to utilise the wonderful open stretch of water we have downriver of buoy 22 on many occasions, possibly less so the water from South Yantlett down to Otterham. The Leigh trophy (congratulations to Martin Jones in his Contender for winning) took us up Bartlett Creek and back across to Gillingham Beacon which is an area I have never ventured into before. The first leg of the course went up river as far as Whitewall Creek, again unexplored territory for most . Thanks to Andy Pickrell for the setting of this unusual and most interesting of courses especially as I was sailing a Blaze for the first time that day !

Our numbers seem to have fallen off a bit towards the latter part of the summer; I know that some people have gone off to University, there have been Open meetings to attend (I do try to look at results on Y & Y reports to see what you are all up to) and all sorts of other commitments; some people are still waiting to get their boats repaired after unfortunate incidents Hopefully we will return in greater numbers next year with some new faces if we can encourage others to partake of boats that can conquer the Medway's massive tide !

My fellow members of the sailing committee tell me that I have to organise a fast fleet evening; having never been to such a thing in my life I have no idea what may be expected of such an occasion; if anybody has any idea, perhaps you can help with said organisation.... Oh and if anyone wishes to take over fleet captain's position then please fell free to offer your services- I can gladly offer plenty of help and support !

Thanks

Mike Gower (Vortex 1013)

SLOW FLEET REPORT

“What Slow Fleet?” you may well ask. For the select few who participated this year’s sailing has been fun with plenty of wind and friendly support (good tempered tolerance) from the Miracle Fleet, whose start we share. Usually my Streaker has been the only slow boat on the water, but I have thoroughly enjoyed informally racing the Miracles, and have seen my finishing positions improve from DNF to half way up the fleet. I’ve been joined by the occasional Topper, Feva or Europe but have yet to meet Peter Baker in his Streaker on the water.



Future Class Members?
Photo: Club Open Day Dave Vettergreen



For any light weight helm looking for a seaworthy, responsive boat with a thriving class association and busy open circuit, I can thoroughly recommend the Streaker. It’s a great all weather boat - I sailed

the Commodores in F6 and found it exhilarating rather than terrifying, despite being only 60 kilos. For those of you with more skill than me (most of you) you can pit your wits against the likes of Steve Cockerill at the open meetings. So, if you are fed up with being overpowered in a Blaze, or if your Laser is a pain in the lumbar region, join the slow fleet for enjoyable, competitive, more comfortable racing!

Amanda Randall Streaker 1439

PS. Streakers can also be raced in the Medium Fleet on a handicap of 1131.

Commodores

The Commodores series had an impressive entry of 56 dinghies, which would have been spectacular if they had all been out together. Regrettably they never were and only the top half dozen had enough races for a serious contest with the rest, presumably, enjoying a pleasant sail when conditions, and time, suited.

Commodores 1 (20 entries)

1st	29ER	Aaron Smith	Alex Rodgers/Nicola Smith	924	6
2nd	RS 400	Chris Ashby	Mike Smith/Sam Proctor	950	7
3rd	RS 800	Ian Parris	Harry Coulson	822	9
4th	Musto Skiff	Grahame Smith		875	13
5th	Vortex A	Mike Gower		937	20
6th	Contender	Martin Jones		993	24
8th	V 3000	Peter Heyes	Josh Heyes	974	33
9th	Laser 3000	Tony Hunt	Amy Adams/Suzanne Hall	1032	34
10th	Wayfarer	John Goudie	Tony Hunt	1101	43

Commodores 2 (36 entries)

1st	National 12	Ian Foxwell	Hannah Foxwell	1115	4
2nd	Phantom	Mark Bew		1035	12
3rd	Laser 2000	Tim Kift/John Hewat	Jo Wicken	1090	15
4th	Laser 2000	Roy Winnett	Geoff Lambert	1090	21
5th	Wayfarer	Brian Lamb	Bobby Burnell/Sam Pygall	1101	23
6th	Laser 2000	Andy Hockey	Louise Somers/May Lin	1090	25
7th	Laser 2000	Nina Wallis	Sue Hannant	1090	30
8th	Laser 2000	John Hewat	J Fulman/Peter Horner/Paul Rodgers Nik Antonalides	1090	41
9th	Laser 2000	David Tozer	Sarah Starfield/Fiona Tozer	1090	45
10th	Laser	Graham Jenkinson		1080	48

As in any series racing at Wilsonian those who entered the minimum races to count were assured a win or place in these morning series.

Juniors Fleet Series (6 entries)

1st	29ER	Aaron Smith	Alex Rodgers	924	3
2nd	Laser	Elliott Eyre		1080	11
3rd	Laser Radial	Quentin Bes-Green		1104	11
4th	RS Feva XL	Nina Coldham	Ellie Kift	1200	13
5th	29ER	Martin Lown	O Legg	924	18
6th	Musto Skiff	Harry Coulson		875	18

Ladies Fleet Series (7 entries)

1st	National 12	Hannah Foxwell	Ian Foxwell	1115	3
2nd	Laser 2000	Jo Wicken	John Hewat	1090	5
3rd	Laser Radial	Amy Adams		1104	12
4th	Laser 2000	Nina Wallis	Sue Hannant	1090	14
5th	V3000	Alison Williams	David Fenech	974	19
6th	Streaker	Amanda Randall		1162	20
7th	29ER	Nicola Smith	Grahame Smith	924	21

Novice Fleet Series (4 entries)

1st	Miracle	Peter Baker	Richard Nelson/Peter Wareham Lesley O'Rourke	1185	4
2nd	Laser 2000	Tom Wareham	Steve James	1090	12
3rd	Streaker	Peter Baker		1162	13
4th	Laser	Andy Gozman		1080	15

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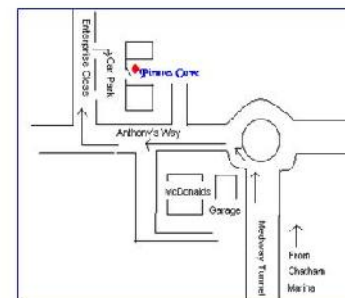


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Cruising News

(As one who now has the luxury of occasional mid week visits to the club I have been pleasantly surprised by the number of club members, most of whom I have never met before, who arrive and cruise away, often further than many racing course. Salutary to be reminded that seaworthy dinghies still exist when wimps ,like myself, need 3 safety boats to cover a trip round the cans! Ed)

Wilsonian Cruises in 2010

Unfortunately tides and, fortunately for club members, the very full programme only provided opportunities for two cruises this year and both had the intended destination of Queenborough.



Any dinghy can go cruising—some are more suitable than others! Moth at Club Open Day. Photo: Dave Vettergreen.

5th June 2010 saw the first cruise with a small number of boats, Drascombes and Wayfarers, with a club and a Scout support boat but unfortunately a pleasant day was pleasant in all but wind and ultimately the cruise was caught by the incoming tide and therefore a leisure lunch was enjoyed moored alongside the large buoys just down river of buoy 16 (Bishop). An easy sail back saw everyone back and packed by mid afternoon.

The second cruise, with Drascombes and similar

support to the previous cruise, took place on 17th July 2010 and this time Queenborough was reached in around two hours leaving time for another leisurely lunch. The idea of the Drascombes was to give club members a different sailing experience but as the wind built on the journey home the ability to drop sail and motor against a strong headwind proved very useful. The Scouts who joined the cruise enjoyed crashing through the waves on the way home. While arriving a little

3 Race Regatta

1st	Alto	109	Tim Kift	Jo Wicken	930	4
2nd	National 12	3581	Ian Foxwell	Hannah Foxwell	1115	5
3rd	Laser 2000	2643	David Vettergreen	Janice Smith	1090	11
4th	V 3000	3608	Martin Brown	Max Caston	974	16
5th	Vortex A	1013	Mike Gower		937	16
6th	Laser 2000	22075	John Hewat	Amy Adams	1090	16
7th	Blaze	750	Matthew Love		1046	18
8th	Laser Radial	None	Quentin Bes-Green		1104	27
9th	Laser 2000	2305	Cathy Evans	Nick Soillner	1090	28
10th	RS 400	1341	Chris Ashby	Mick Smith	950	30
11th	Laser	128955	Elliott Eyre		1080	32
12th	Miracle	3722	Lesley O'Rourke	Richard Seabrook	1178	48
12th	Buzz	965	Peter Horner	David Brooker	1002	48
12th	Laser 2000	21914	Andy Hockey	Louise Somers	1090	48
12th	Laser 2000	21405	Nina Wallis	Sue Hannant	1090	48

Laser Cup

Rank	Helm	Crew	SpringpP	ESp	LSp	Ap	Total
1st	Colin Treadwell	Lauren Treadwell	1	1	4	3	9
2nd	David Vettergreen	Janice Smith	2	4	1	5	12
3rd	Brian Lamb	B Burnell/T Hunt M Wynn/S Pygall	3	8	2	8	21
4th	Jayne Lambert Tom Lambert	Paul Thorpe Nicola Smith/E Snell	6	2	9	4	21
5th	Paul Rodgers	A Pickrell/S Rodgers S Robertson/E Eyres	7	3	6	7	23
6th	Roy Winnett Tom Lambert	Geoff Lambert Ray Eades/Ian Wyatt	5	12	5	2	24
7th	Nina Wallis	Sue Hannant/Chris Wallis	4	6	7	9	26

training during the event yet still got some respectable finishes. Young Ben Gray is his Tera won the first race. The final three races were won after some hard battling by Cameron Terry and Greg Burnage from Danson Park Water Sports Centre in their Feva XL. Cameron Terry and Greg Burnage were overall winners of the event. In second place was Eleanor Kift and Elliot Eyre in a Feva XL. There was a three way tie on points for third place and on the last race tie break third place for the regatta went to James Doward and Phoebe Butler .

A BIG thank-you goes out to all those who helped me with the organisation of the regatta, or volunteered their skills during the event, as I'm sure everybody knows that no event can happen without the help of a dedicated set of people. This includes the team in the committee boat, all rescue boats crews and helms and anybody whom aided me with on shore organisation, prizes etc, Special thanks go to Martin Smith (Race Officer) and Jonathon Schofield.

Assisting at Open Day Photo: Dave Vettergreen



I am also pleased to see that that post Junior Week and the Junior Regatta there is now a much more regular set of junior racers taking part in the series. It would be excellent to maintain a continuous junior presence weekly. As the season begins to draw towards an end its great to see that there is a great set of junior sailors progressing into and

through the club, and I would encourage getting on the water and down the club as much as possible.

Great Sailing!

Ed LeGassick

later and with rather more spray on the waterproofs and wet suits than last time all agreed it had been a good day.

There are two cruises planned for 2011, both to Aylesford, which should be appearing in the sailing programme shortly. Hopefully you will have a chance to join us in seeing a little of the river not often seen in the clubs racing programme.

If you would like to know more about cruises past or future, please contact David Wraight at DWWraight@aol.com

David Wraight

} Cruising Secretaries

Derek Zobel



Perhaps more suitable for cruising? 4 up on Open Day.

Photo: Dave Vettergreen.

(I struggled to find cruising pictures, can any one oblige for next year? Ed)

LASER 2K FLEET REPORT

Having morphed over the years into a fair weather sailor, I don't get to take part these days in our Winter Open Series (all sailing gear is stowed in the loft between October and April!!), so I generally don't get to frequent the Club anywhere near like I do in the summer months (ie in the proper sailing weather).

However, having popped to the Club on a couple of occasions recently, and having kept a keen eye on the weekly results sent through by Roy, I can see there is a very impressive amount of activity going on within the Fleet. It is great to see so many 2Ks out on the water and flying the flag for the Fleet in the Winter Open Series.

I just cannot believe how quickly the "main part" of the season came to a close. The year has just flown by. Bring on next season.

2010 race turnouts

The Fleet continued to enjoy some good turnouts during the four Fleet series events, and indeed in the Commodores events. The table below gives an illustration (numbers in brackets represents 2009 turnouts):

Series event	No of 2Ks entering the series (2009)	Average 2Ks per race (2009)
Spring	13 (13)	7 (5)
Early Summer	16 (16)	5 (8)
Late Summer	12 (13)	5 (5)
Autumn	10 (15)	5 (6)

It appears that we have maintained similar turnouts year-on-year. Whilst this is very encouraging in itself, clearly there is plenty of scope to do even better given the number of boats in the dinghy park. If yours is one of these boats not coming out to play on Sundays, and you feel reluctant to do so for whatever reason, please do get in touch with me if you think there is anything that I can do to help.

2010 Junior Regatta

After a weeks worth of sailing during junior week the racing group and majority of intermediate group sailors had the opportunity to put their training and new skills to the test during a 4 race junior regatta. We had a good number of entries for a first regatta of its kind in a long time with 22 boats entering , including Toppers, Laser radial and 4.7 rigs, a Laser Pico, multiple RS Feva's and RS Tera's. We also had 2 RS Feva's from Danson Park Watersports Centre entered, upping the competition and putting some new faces on the course!

Having had a look at the forecast prior to the event I knew that the sailors were really going to be put through their paces during the days racing. The day kicked off with a steady force 4, gusting 5 with its accompanying white horses- a scary sight for anyone relatively new to racing! All three safety boats were launched and fully crewed (thanks!) .The junior racers started with their first two races in the bay with all the instructors out on the water in safety boats being pleased to see all racers on or near the start line within the 5 minute signal in tricky conditions. (So first well done guys and girls!) This led to two races back-to-back, continuous fighting for places throughout. From the helm of one of the safety boats I believe lunch came at just the right time for the sailors, as even the bigger racers began to tire in the heavy wind with almost everyone having capsized at some point. After lunch the sailors had a new task ahead of them- racing in the main channel where of course the tide is much stronger. Moving from the bay to the main channel was necessary due to a lack of water in the bay after lunch, but also proved a useful progression for the sailors, making all the racers work that little bit harder to reach the buoys and not hit them!(again a big well done) . The racing continued in a slightly lesser breeze, still blowing a steady force 4- so not allowing anyone any respite however!

All the sailors sailed hard throughout the days racing and wandering around the boat park after I saw many faces looking forwards to a warm shower!

I would like to congratulate all the sailors out on the water during the regatta, throughout the day I don't think I saw anyone give up without (at least) a good try. Anybody who was in the intermediate group deserves extra praise, as they had not been doing nearly as much race

but we carried on and completed the race anyway (spectacularly last).

Prizegiving Friday 13th —A very happy and excited atmosphere in the hotel ballroom again. Many families with children present with the young ones getting special mention for their bravery crewing for their Mums and Dads in conditions which saw off many of the grown ups. Youngest crews were aged - TBA! And though thinly represented this year, "WSC" will feature on the silverware this year as the Spencer Cup for Endeavour went to M210 -to the delight of the helm and thanks to the brave and agile crew T De Bie who we might well see in a Miracle next year. Neil Gibson www.gibsonsails.com (Miracle sailor newly based at Redoubt SC Folkestone 07801 815861) generously donated a prize to go with the cup (a new boat cover).

Next year's Nationals and family week planned for Plymouth Mayflower August 2011 so start planning next year's holiday in Devon now.

Andrew Clarke **M210**



Andrew Clarke and light weather crew

2010 race results

Results for the first three places in each series this year:

Spring Points Series	1 st	22258	Colin & Lauren Treadwell
	2 nd	2643	Dave Vettergreen & Janice Smith
	3 rd	22111	Brian Lamb & Bobbie Burnnell
Early Summer Points	1 st	22258	Colin & Lauren Treadwell
	2 nd	21314	Jayne Lambert & Paul Thorpe
	3 rd	22131	Paul Rogers & Elliott Eyre/Sandra Smith
Late Summer Points	1 st	2643	Dave Vettergreen & Janice Smith
	2 nd	22111	Brian Lamb & Bobbie Burnnell/Sam Pygall
	3 rd	22115	Brian Warwick & Jack Fullman/Matt Shelbourn
Autumn Points	1 st	22075	John Hewat & Nick Soellner/Andy Pickrell
	2 nd	21792	Roy Winnett & Geoff Lambert
	3 rd	22258	Colin & Lauren Treadwell

It is very pleasing to see the spread of achievements above.

There were also the following notable 2K achievements in the 3-race regatta and Commodores 2 series handicap events:

3-race regatta	3 rd place overall	2643	Dave Vettergreen & Janice Smith
Commodores 2	3 rd overall	22075	John Hewat/Tim Kift & Jo Wicken

Well done to all of the above, and to everyone else who took part in the various events.

Course setting

I would like to thank everyone who has contributed to race-course setting, and long may this continue next season. I know I am always banging on about this, but I really do like the idea of as many people as possible getting involved with this aspect, so that we get to experience a good variety of courses, making fair racing for all.

Training

We had a very successful training day back in the warmer part of the season, with several Fleet members availing themselves of the advice and tips on offer. I just hope that everyone involved took away something useful from the day. My sincerest thanks to all those who kindly helped out on the day by providing theoretical and/or practical tips and advice, in particular Jonathan Schofield, John Hewat, David Tozer, David Vettergreen and Alex Le Gassick for their significant contributions. It was just a great shame we were unable to put the theory into practice out on the water because of the lack of wind.

As mentioned at the end of the summer training session, such training, advice, tips and help was a “starter for ten”. The Fleet has so many talented and experienced sailors/racers, and is extremely well positioned to help you in any number of ways. PLEASE don't ever feel reluctant to ask for help or advice (I am unlikely to be able to help, but I am very likely to know a (wo)man who can). Such help may range from a simple question in the bar through to some serious on-the-water assistance with techniques. Whatever it is, please DO ask for help if it will help you to enjoy your 2K sailing to the full.

Out and About

The 2K Fleet has been represented at a number of Open events around the country, including Bough Beech, Weymouth, Broadstairs, Broxbourne and Sheppey (round-the-island race). Well done to all those who have travelled and represented the Fleet and the Club at these events.

John Hewat and Amy Adams are worthy of particular mention, having achieved a 20th place at the Euro Cup event at Weymouth way (do excuse the pun!) back in June. An excellent result, guys, given the quality of the competition at the event.

Very nice gathering at AYC with a warm welcome from our hosts and fantastic view over the strait and mountains of Snowdonia beyond.

Days 3-4 Monday 9th-Tuesday 10th August—One of a number of false prophecies was someone saying today would be windy but that would be it for the week. Far from it. We were blessed (or cursed depending on your point of view) with winds of 4-5 all week with the forecast at the adjacent RNLI station saying occasionally 6 too. It certainly felt like it. Beating against the waves is hard work. I think you can mitigate the effect by sitting back in the boat, and steering into them slightly but hadn't really got the knack so we were swamped quite often. At least the self balers work to the max in condition like this on the reaches/runs.

We got our highest position (24th) in these conditions, thanks to wisely tacking round the gybe mark having watched one boat after another go over attempting to gybe.

Day 5 Wednesday 11th August—Not so blowy today, which meant we could introduce our daughters Abigail (6) and Emily (7) to Miracle sailing (not in a race I should say). Let us hope we will be racing against this new pairing at WSC one day. After our sunny cruise with the girls, time to enjoy the seaside before the Miracle curry night and quiz in the splendid surrounds of the Bulkeley Hotel ballroom.

Days 6-7 Thursday 12-Friday 13th August—A northerly wind had come in, blowing from over the town of Beaumaris and surrounding hills. Conditions were misleadingly calm on launching. Someone even said it would be nice and gentle out there. In fact it was distinctly lumpy again, with skies of of grey. Each day though we lifted our spirits by serving hot coffee and snacks in the boat between races, quite a struggle but worth it. And the changeable weather meant fascinating colours on the water. Bright emerald sea at times. One moment the sun came through the grey just at the start with Miracle sails merging into a dazzling white skies. We seemed to have sunshine and calm afternoons for enjoying the town. One sunny day the water was so blue it looked more like Greece than North Wales. Only one race on the Friday. After a bad start, we were given a convenient excuse for being among the tail enders again when our jib fairlead snapped off. A length of rope tied between the wooden upright forward of the base of the mast and the base of the shroud served as a fairlead for the remainder of the race. I did wonder if that arrangement put me out of measurement following my experiences in the stone circle earlier in the week,

Martin was struggling near the back, but Martin gradually made his way through the fleet of 6 boats, passing Sam and ending up 2nd. Both ended the series with 6 points, but I believe that the cup goes to Martin for being higher placed in the last race.

Do remember that the sailing season hasn't yet finished. You can continue to sail until Christmas. Even though the sky may look grey and unwelcoming, it's often not that cold!

Miracle Nationals Report August 2010 from WSC roving reporter

Preparation—Mice have eaten holes in spinnaker which is beyond repair. Small bite marks in mainsail, one requiring a patch. Sew new flag onto burgee. Toe strap held on with string. Fix to thwart. No "brake" to hold down centreboard- make one out of bike handlebar foam (involves removing board with boat upturned in the garden). Wire brush and re paint trolley. New foam padding on trolley and trailer. Grease road trailer hubs. Check tyres, spare and trailer board. Find measurement, class association membership and insurance certificates.

Day 1 Saturday 7th—Breathtaking view of the Menai suspension bridge as you follow the coast road, then through red squirrel woodland and soon Beaumaris comes into view. Plenty of room for boats on soft grass within 20 yards of the beach and slipway and loads of time to register at Royal Anglesey YC and have a practice outing. The mysterious rite of scrutineering took place- appropriately enough – in an ancient stone circle. There was worrying moment when my jib fairleads looked like they might be out of measurement. However – it was the opposite problem. They were much further apart than they needed to be and it was no problem if chose to sail with that disadvantage.

Day 2 Sunday 8th—Practice race 10.10 then stay out on the water for the first points race ie "back to back". Most of the 42 boats were out today in what felt like a F3-4. Our motto was survival, meaning avoid collisions, penalties and protests, complete the race and concentrate on simple things- keeping boat flat in the water by letting the mainsheet go in the gusts (heeling slows you down), sit forward in light airs and when running to reduce drag from the rudder, make sure tell tails are flying. These races noteworthy for watching powerless to intervene as new crew disentangles spinnaker from various impossible positions.6 too. It certainly felt like it. Beating against the waves is hard work. I think you can mitigate the effect by sitting back in the boat, and steer-

This year's Nationals were at Sidmouth, on South Devon's beautiful Jurassic coastline. What a memorable event that turned out to be, though unfortunately for all the wrong reasons. Whilst 79 boats turned up for the event, with an excellent turnout of 6 boats representing Wilsonian, and whilst the Club was extremely friendly and welcoming, and whilst the sea presented a delightful race-track, the whole event was very regrettably let down by the weather and by the conditions of the foreshore - i.e. launching and recovery. We may not have got much racing in, but we had a good time socially. The Nationals are covered elsewhere in the magazine, thanks very much to Nina Wallace.

A couple of photographs serve to illustrate the extremes of weather we experienced during the course of the week. However, a word of advice for those of you who have never before been to a Nationals and may do so in the future – PLEASE DO NOT consider this year's event to be anything like typical of a National Championships. Never before have I experienced conditions like this year at Sidmouth. Please do give it a go one year and see for yourself.

Next year's Nationals are at Abersoch in North Wales, which should prove to be a wonderful venue (just hope the weather behaves for us).

We took fewer boats along to Broxbourne this year, which is a great shame considering the 2K is an ideal boat for their water. Still, those of us that went along had a brilliant weekend once again, and had the privilege of being the first to use their spanking new clubhouse, even before their own members. This is an event you may well wish to get into your diaries for next year (it is always the first weekend in September).

Movers and Shakers

Sadly, due to lack of recent usage, Kevin Downard has sold his 2K. Happily, Kevin will continue to be an active member of the Club and would like to continue joining in with our social functions.

I am pleased to advise that Kevin's boat remains in the Club, and is now the pride and joy of her new owner Zoe Bes-Green. On behalf of the Fleet, I would like to extend a VERY warm welcome to Zoe and to Barry Curtis, and look forward to seeing them out on the water, and to meeting them at one of our social events (hopefully the Fleet Evening – further details to follow).

There has been some great racing throughout this year, and I have notice some distinct improvements and achievements. Of particular note, without derogating from the achievements of others (indeed, everyone who takes part in racing), are Nina & Sue, Jayne & Paul, David & Fiona and John and Nick, all evidenced by race/series results. Nina and Sue did particularly well to achieve what they did at the Nationals, in some very hairy conditions indeed.

Other matters

At our Fleet evening earlier in the year, and in earlier articles to this magazine, I set out my plans to hold a Fleet Cruise and arrange a day-trip to Bruges. I was hoping to be able to organise these for this year but, unfortunately, failed miserably on both counts. I will therefore now make these a priority for 2011, depending of course if there is still sufficient interest (I will just seek your feedback on these ideas at our upcoming Fleet Evening before actually setting about organising them. Clearly, if there is no real solid interest I will abandon the ideas.

I am also keen to arrange a couple of social evenings at the Club during the “closed” season, and we can discuss some ideas at the upcoming Fleet Evening.

There are a couple of excellent articles in the Autumn edition of the Association’s magazine, “Millennium Mutterings”. One is entitled “Unsung Heroes”, and extols the virtues of good teamwork in and around the boat. The other is entitled “Assessing Start Line Bias”, the first in a series of articles on effecting starting techniques. Both articles are well worth a read.

It is interesting to learn that the Class Association are considering a change to the current Rules in relation to, inter alia, change of sails. Currently, only one suit of sails can be used at Open events and Nationals, unless seriously damaged during the course of the event. The Association are now considering a change to this Rule, that would enable you to use your brand new, cherished and expensive sails in the lighter winds and the older, knackered, sails when its blowing hard. The Association are inviting you to vote on this, and other Rule changes, so if its something you feel strongly about do exercise your democratic right. I certainly intend to do so.

Fleet Evening Date — to be sent by email shortly

Miracle Report

I find it so hard to believe that we are at the end of the main sailing season. It really doesn’t seem that long ago that the dinghy park was starting to fill up with boats being returned from winter storage.

There was only one Wilsonian member attending the Nationals this year at Beaumaris, Andrew Clarke, and he was delighted with his result, 31st and a prizewinner. Next year’s venue is Mayflower Sailing Club at Plymouth and it is a really good week especially if a few of our members take part.

Our regular 6 racers have continued to race and it would be great to see some of our less regular fleet members joining us next year. The



Sam Pygall nails the start

Photo: Dave Vettergreen

last week of the Autumn series was a nail-biting experience for the two contenders for the Autumn Cup, Sam Pygall with Fabio Chiti and Martin Smith with Mike Groom. Sam was leading at the first mark, whilst

Hoorah! On day 5 we actually raced! We only managed 2 races in 6 hours. The normally constant wind decided to keep changing direction.

The last day was a real challenge. Four back to back races! Not ideal. Sue became mutinous. Read me the riot act. She was never ever going to do this again!



Swell on beach—take a surfboard next time! All Photo's Nina Wallis

Its amazing how coming 2nd in the bronze fleet and taking home a trophy has changed her mind! Niggles of guilt momentarily passed our minds as we collected our trophies.

Our fellow Wilsonians all ranked higher than us. Colin and Adam coming tops at 23rd and would have won if they had finished all the races! (Well done). I think Fiona and David are still talking. Tom was not too enamoured with his non hiking crew! Still beat us! For the superstitious amongst you, the racing commenced after John and Jo departed!

Nina Wallis Laser 2k 21405

Extolling the virtues of my crews On a personal note, I would like to express my sincere thanks to the following excellent crewing efforts:

Firstly to Lauren for all her excellent crewing throughout the year, frequently saving me from potential capsizes when losing my footing in the boat, and for her patience with me when I get gassing (*never! Ed*) to people instead of rigging the boat.

Secondly to Adam for his excellent efforts in some very testing conditions at the Nationals, despite his weakened state of health.

Thirdly to Geoff Lambert, for an excellent job at the Sheppey Round-The-Island Race. He is, even to this day, still groaning about his sore hands through handling the kite sheet. Blimey, to hear him moan, anyone would think he had to endure the feat of handling the kite in a Force 5, white knuckle ride, full-on planing reach for 8 miles non-stop!! Well done Geoff (and thanks for allowing me to use you as a grab handle during the gybes!!).

Last but not least thanks to John Shenton for patience with my knot tying and his excellent crewing at Broxbourne.

Some end-of-season reminders 1) Work Party 2) Club membership renewal 3) Association membership renewal

Finally (*I should hope so to! Ed*)

It's just a case now of planning our 2011 holiday(s) around our 2K events and commitments, though I may extirpate this comment before Jane gets to read the magazine!

If you are intending to finish the 2010 Winter Series event and/or take part in the 2011 "Warm-Up" series event, do enjoy your sailing and I hope you get some decent breezes. If you are a fair weather sailor like me, I hope you enjoy your Sundays off doing something useful or enjoyable (decorating for me no doubt??!! - otherwise, no sailing for me next season!).

It seems rather strange writing this at the time of writing this article, but I wish you all a very enjoyable festive break, and a healthy, prosperous 2011 with some great 2K sailing thrown in for good measure.

Colin Laser 2K 22258

SIDMOUTH LASER 2000 NATIONALS

What is it about the Laser 2000 Nationals that spurs us to go forth where no sane person would go? There were 148 lunatics from all over the nation taking part. 12 participants from the Wilsonian SC who definitely needed their heads tested!

When choosing a venue, it is essential to actually try launching and recovering a laser 2000 before sending the unsuspecting victims to their fate!

The scenery was dramatic, the Jurassic coastline spectacular and by the end of the week we all looked like dinosaurs on the verge of extinction ourselves. The shingle ranged from golf ball to bowling ball in size and contributed to our daily work out of pushing and pulling boats up the very steep beach. By the end of the week we calculated that 10 was the optimum number of bodies needed to prevent injury to spinal columns and hernias. On a positive note I managed to lose ½ a stone. Whereas Sue nearly lost the use of her right hip!



We put our fate in the hands of the Cheery Sidmouth Helpers and with more than a little adrenaline we were thrown into the mini Tsunami

waves.

The first day started with a puff of wind that later deteriorated to zilch. In contrast on day 2 the sea was red, angry and uninviting. Racing was abandoned. Some of us managed a trip to Lyme Regis where we tasted the local cuisine, a very tasty curry in Beer!

There was discontent and rumblings in the camp on day 3. A decision was made to launch from a "safer" beach ½ a mile away. We were pleased as punch with our trolley wheel! Very soon we realised that launching had been a very bad idea for us ladies. 'Horror of horrors' there were no Cheery Sidmouth Helpers to catch us this time. I find closing my eyes helpful in times like this. We naturally landed safely like true professionals. Within minutes the majority of boats were returning. There were dramatic landings and capsizes. The race was abandoned. The right decision had been made this time as the sea state worsened. We received news from Weymouth that several sailors had been sent to hospital and a number of broken masts to add to their woes.

Day 4 and a hardy few ventured out and managed one race. The heavens opened, the sea state worsened, visibility deteriorated. Jane was anguishing over whether she should have gone out or not. The rest of us enjoyed the warmth of a lovely tea room and some very tasty scones! Thank you Paul!

