

Calendar

Date	Time	Event	Contact/Notes
Dec-18	Dusk!	Winter Open Series ends with prize giving and party p.m.	
01-Jan	11.55	Chilly Willies Open Handicap Race	Roy Winnet
08-Jan	9.30	Work Parties surnames I-L	01634 861664
14-Jan	9.30	Work Parties surnames P-R	roywin- nett@care4free.net
15-Jan	9.30	Work Parties surnames M-O	" "
21-Jan	9.30	Work Parties surnames G-H	" "
29-Jan	9.30	Work Parties surnames A-B	" "
4-Feb	9.30	Work Parties surnames C-F	" "
5-Feb	9.30	Work Parties surnames S-T	" "
11-Feb	9.30	Work Parties surnames U-Z	" "
12-Feb	10.30	Warm Up Series Starts	John Hewat 01634 862776
10-Mar	13.05	Hoo Freezer practice race	
11-Mar	13.45	Hoo Freezer	
25-Mar	13.55	Ice Breaker	BST (& normal racing) begins
1-Apr	10.55	Spring Points commences	
15-Apr	11.20	South Kent	
7-July	10.55	Medway Dinghy Regatta	
8-July	9.55	Medway Dinghy Regatta	

Winter 2011
Issue 101

31½

The Wilsonian Sailing Club Magazine



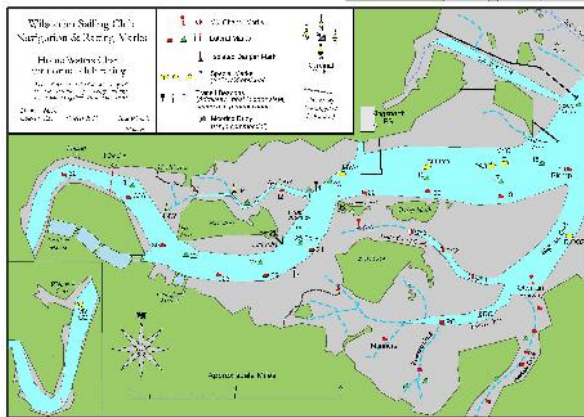
On the Cover: Medway Regatta, Safety boat in action. Traditionally one unties the trolley before sailing away! Photo: Martin Smith

Editorial

Martin Smith

It's that time of year, please note programme details on back page including Work parties, details of the fleet evenings in the class reports and the New Year party at the Club (Page 15).

I have put in as many race results possible so lacking space, a small size sample of the racing marks chart is shown below. It is available to



print from the web (see page 15) for those (including me) who struggle to find the bouys on races "up the creeks". I don't think I have ever used the beacons as racing marks either.

Can you let me have copy, all contributions appreciated, by 15 March please? Please

keep the photo's coming! Any details on subject in photo's, event etc. appreciated.

Copy to: 39 Courtfield Ave, Chatham, Kent ME5 8QR

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Or use 'the box at the top of the stairs'

WILSONIAN SAILING CLUB Hoo, Kent			01634 250318
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COMMODORE	Jeremy Drummond	01732 840830	jdrummond@tiscali.co.uk
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SAILING SECRETARY	Matthew Love	mathewguylove@yahoo.co.uk	01474 874754

Laying Up Cup (15 Entrants)

Rank	Class	SailNo	HelmName	CrewName	PY
1st	Vortex	1013	Mike Gower		937
2nd	Canoe Int 265		Mark Goodchild		905
3rd	RS800	978	Grahame Smith	Aaron Smith	822
4th	Alto	115	Tim Kift	Jo Wicken	915
5th	RS800	1122	Ian Parris	Ed LeGassick	822
6th	Nat12	3453	Ian Foxwell	Hannah Foxwell	1087
7th	?	5192	John Tinnams	Steve Tinnams	846
8th	Laser4k	4496	David Mason	Stuart Mason	911



Laying Up (for some) Cup start — with sun and pleasant temperature and a F2-3 Photo: Tony Hunt

Rank Class SailNo HelmName CrewName PY

Leigh Trophy (14 Entrants)

1st	Contender	2347	Martin Jones		993
2nd	Canoe Int	265	Mark Goodchild		905
3rd	Alto	109	Tim Kift	Jo Wicken	915
4th	Laser 2000	2229	John Hewat	Nick Lett	1090
5th	Laser 4000	4496	David Mason	Stuart Mason	911
6th	RS 800	978	Grahame Smith	Nicola Smith	822
7th	Buzz	401	Stuart Bailey	Zoe Bailey	1003

Grand Prix (21 Entrants)

1st	Canoe Int	265	Mark Goodchild		905
2nd	V3000	3602	Peter Heyes	Tony Hunt	1007
3rd	V3000	3605	David Fenech	Alison Williams	1007
4th	29ER	342	Aaron Smith	Alex Rodgers	924
5th	RS 800	953	Andy Pickrell	Ian Parris	822
6th	RS 800	978	Grahame Smith	Nicola Smith	822
7th	Wayfarer	10614	Brian Lamb	Sam Pygall	1101
8th	National 12	3453	Ian Foxwell	Hannah Foxwell	1087
9th	Laser R I	172598	Doug Horner (Swanage SC)		1106
10th	Vortex A	1013	Mike Gower		937
11th	Blaze	544	Richard Metcalfe		1046

From the Commodore

It's 6 o'clock and it is wet and dark and we are driving along the M1. It is too early for the winter blues surely. I cannot complain as I had an excellent sail at Stewartby in the Kestrel Winter Nationals last Sunday. Ian and I hung on to 6th place (out of 9) whilst Jane was racing ahead in 4th place crewing for an ex-National champion. It rounded off a very mild October where I appreciated doing duties (CDO and safety boat) in glorious sunshine. I hope our members have been able to enjoy the mild conditions as well.

Last week was the final week of Saturday Skimmers which again this year has been a roaring success. It contributed to Junior week being over-subscribed. The Junior regatta had 25 entries in only its second year. Held on the last day of Junior week and it is fast becoming a permanent fixture. The success is a great tribute to Jayne Lambert and her team who turn up every week to support the youngsters and ensure they have an enjoyable experience. I know Jo Wicken, Lesley O'Rourke and Paul Thorpe as well as Jayne have given up many Saturday mornings. (I apologise now if I have missed your name and you have also been a regular attendee). One crucial aspect of the Skimmers is that it has got parents increasingly involved. We are keen to convert Guardian members to full members as they get to appreciate the benefits of the whole family sailing.

At long last we seem to have a solution for the clubhouse alarm. After much pondering Tom Sims took the project by the scruff of the neck and galvanised our numerous experts into agreeing what to do and then one Saturday morning got them to do it. I noted Mike Groom, Bernie, John Hewat earnestly beavering in the cupboard supported by Brian Warwick. Andy Hockey was somewhere around too. Whatever they did it seems to have worked and I believe the alarm has operated flawlessly since. Thanks to all.

It was good to hear this week that Tom Lambert passed his Senior Instructor ticket. The RYA do not give these qualifications away and please congratulate him the next time you see him.

The saga of the lease continues and I hope to reach a conclusion shortly. The latest hold up concerned the need for us to have a 'sub-let

in part' clause to cover the arrangement we have with Hoo Ness for storing tenders. It has become apparent that this arrangement was first documented legally in the seventies and the current lease ran out in 2002 so we will have to set up a new one. On a sad note there has also to be a minor change because of the death of Andrew Brice's father, who was one of the Brice trustees. Many members may not be aware how much WSC owe to Edward Brice. The club would not have existed without his generosity and would not have been able to expand into the thriving club it is today without his continuing support. Christine sent a note of condolences to the Brice family on the club's behalf.

The General committee have debating solutions for keeping the slips clean and safe during the season. Brian Warwick has been reviewing circular spray attachments for the powerwasher to make this easier. We are also looking for volunteers to spend a day in the season using the powerwasher to clean the slips. This can count as you 'winter work party' duty so contact Roy Winnett if you would like to talk up this alternative.

For those who are up to planning for the 2012 season Nina and Sue are spearing heading a trip to Majorca Sailing in May/June next year. This is a holiday complex in Majorca where you can get to sail almost any dinghy you like from Lasers to RS800. There are Windsurfers too. With enough of the club going we can club racing off beach in the afternoon. Talk to Nina or Sue, check out the website or just sign up on the notice board at the club.

Finally a plea for help. We are keen to get new members involved in the organisation of the club. There is something for everyone whether it be sailing, catering, maintenance or general affairs. If you could help as one of the club committee members then let me or another flag officer know and we can find you a useful role to match your skills.

Don't forget the Christmas Lunch this year. It is after the morning sailing at the club on December 18th. See a member of the House committee to avoid disappointment.

Best wishes for the New Year,

Jeremy Kestrel 1510

Autumn Points cont

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
Medium Fleet (22 Entrants)						
1st	Blaze	531	Matthew Love		1046	8
2nd	Blaze	587	Andy Pickrell		1046	10
3rd	Laser	172348	Gordon Belcher		1082	20
4th	Wayf'er	10699	Bob Dutton	Stan Sprot	1101	22
5th	Laser	191856	Graham Jenkinson		1082	31
6th	Laser R	144908	Amy Adams		1106	43
7th	Laser R	169045	Quentin Bes-Green		1106	47
8th	Nat 12	3453	Ian Foxwell	Hannah Foxwell	1087	51
9th	Wayf'er	10680	John Goudie	Richard Seabrook	1101	58
10th	Buzz	965	Peter Horner	David Brooker	1003	65
11th	Wayf'er	84	Roy Laphorn	Dave Burfoot	1101	69
Laser 2000 (10 Entrants)						
1st		2229	John Hewat	Sam Pygall		9
2nd		21792	Roy Winnett	Geoff Lambert		10
3rd		2305	Nik Antonaides	Cathy Evans/ Simsan Singh/Paul Thorpe		12
4th		22111	Brian Lamb	Bobby Burnell/ Peter Heyes/Paul Rodgers		18
5th		22115	Lesley O'Rourke	Lesley LeGassick/ Peter Heyes/Amanda Randall/Elliott		24
Miracle Fleet (7 Entrants)						
1st		3737	Martin Smith	Lesley LeGassick		5
2nd		3795	David Hudson	Jackie Hudson		10
3rd		206	Colin Lown	Maureen Lown/Lesley O'Rourke		26

Late Summer Points cont

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
Laser 2000 (11 Entrants)						
1st		2229	John Hewat	Sam Pygall		9
2nd		2643	David Vettergreen	Janice Smith/Sam Pygall		15
3rd		22131	Paul Rodgers	Alex Rodgers/ Nik Soellner		22
4th		21792	Roy Winnett/Lucy Hockey	Geoff Lambert		24
5th		21405	Nina Wallis	Sue Hannant		25
6th		22115	Lesley O'Rourke/ Martin Jessop	Jane Drummond/ Fiona Tozer		31

Autumn Points Series**Fast Handicap (17 Entrants)**

1st	Alto	115	Tim Kift/Chris Ashby	Jo Wicken/ Mike Smith	915	6
2nd	Vortex	1013	Mike Gower		937	12
3rd	Laser 4k	4496	David Mason	Stuart Mason	911	13
4th	RS 400	1341	Chris Ashby/Tim Kift	Mike Smith/ Jo Wicken/Ian Parris	949	22
5th	RS 800	978	Grahame Smith	Nicola/Aaron Smith	822	31
6th	RS 800	1122	Ian Parris	Ed LeGassick	822	41
7th	RS 800	844	Stuart Bailey	Zoe Bailey	822	46
8th	Vortex	1072	Ian Watson		960	53
9th	Laser 3k	3461	Tony Hunt	Suzanne Hall	1032	57

Slow Fleet (2 Entrants)

1st	Streaker	1439	Amanda Randall		1162	9
2nd	Laser 3000	3504	Jayne Lambert	Cathy Evans	1032	14

RIB and Safety Boat Duty

Those of you who have undertaken a power boat course with me, or have crewed with me on a RIB duty will know that I generally say that if I am ever in the position where I find myself on the receiving end of assistance from a safety boat I know immediately from the way they start their approach towards me whether the crew know what they are doing, from this I automatically know if I should abandon ship and swim out of harms way or relax knowing that I am in the safe hands of a professional crew. Unfortunately over the years there have been too many times when I have been at more risk with the attendance of a safety



Instructor (Brian Warwick) under pressure! Photo: Tony Hunt

boat than I would have been had it not been there, I am sure that over the years many of you have had a similar moment.

My point is we all expect the highest standard of boat handling skills from the safety crew that is looking after us on the water, so it is not unreasonable to expect the same in return when it is our turn to provide

safety cover. The problem is that in recent years and this season in particular there have been several incidents which have highlighted a lack of basic boat handling skill from some of our qualified RIB drivers, one incident this summer got so badly out of hand that a RIB from another club became involved. This cannot be good for the clubs reputation when you think that our safety boats probably have more on the water hours than any other club on the Medway.

This is not a new issue and has been talked over many times at Committee, the problem is that a number of helms qualified as powerboat/safety boat drivers some time ago and only practice their skills once or twice a season on duty which clearly allows for some rust to creep into their performance. It is the Committees wish to raise the skill set of helms in this category plus any one else who feels they could benefit from some extra coaching by offering a number of hands on practice sessions during next season. The plan is to put into the programme



RIB duty can be an uneventful day in the sun.

Photo: Dave Hudson

up date boat handling and improve seamanship.

Practice dates will be published in next years hand book if you feel that you could benefit by taking part in one of the sessions just sign up, either a whole or half day as any time you can commit will help both raise our safety standard, and the reputation of Wilsonian Sailing Club

Brian Warwick

several Saturdays where any qualified RIB helm can go afloat with an instructor to get extra driving time, carry out a variety of safety boat manoeuvres and anything else that needs a brush up. This is not intended to be a test of skills, it is all about informal on the water sessions designed to

Late Summer Points

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
Fast Handicap (16 Entrants)						
1st	Alto	115	Tim Kift	Jo Wicken	915	7
2nd	Vortex	1013	Mike Gower		937	18
3rd	Laser 4k	4496	David Mason	Stuart Mason	911	22
4th	RS 400	1341	Chris Ashby	Mike Smith	949	26
5th	V3000	3605	David Fenech	Alison Williams	976	43
6th	V3000	3602	Peter Heyes	D Hollands/Amy Adams		48
7th	RS 800	1122	Ian Parris	Ed LeGassick/Sam Proctor		51
8th	RS 800	978	Grahame Smith	Nicola Smith	822	55
Medium Handicap (24 Entrants)						
1st	National 12	3453	Ian Foxwell	Hannah Foxwell	1087	11
2nd	Wayfarer	10680	John Goudie	Richard Seabrook	1101	23
3rd	Laser 3000	3461	Tony Hunt	Suzanne Hall/ Amy Adams	1032	25
4th	Laser	172348	Gordon Belcher		1082	31
5th	Laser	191856	Grahame Jenkinson		1082	46
6th	Buzz	1079	Nick and Danny Humberstone		1003	51
7th	Phantom	1153	Jeff Collins		1030	52
8th	Blaze	609	Matt Clarke		1046	60
9th	Wayf'er	10699	Bob Dutton	Stan Sprot	1101	62
10th	Wayfarer	84	Roy Laphorn	Dave Burfoot	1101	74
11th	Blaze	732	Peter Horner		1046	76
12th	Kestrel	1510	Jeremy and Ian/Jane Drummond		1040	78
Miracle Fleet (8 Entrants)						
1st	Miracle	3737	Martin Smith	Mike Groom		6
2nd	Miracle	3636	Paul Nudds			19
3rd	Miracle	3738	Keith & Christina	Jeremiah		27

Early Summer Series Cont

Medium Handicap (23 Entrants)

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
1st	Blaze	731	Matthew Love		1046	7
2nd	Nat12	3453	Ian Foxwell	Hannah Foxwell	1087	13
3rd	Laser	169045	Quentin Bes-Green		1082	20
4th	Laser	172348	Gordon Belcher		1082	22
5th	Wayfarer	10680	John Goudie	Richard Seabrook/ Felix Hockey	1101	41
6th	Wayfarer	10614	Brian Lamb	Bobbie Burnell/ Tony Hunt	1101	51
7th	Blaze	609	M Clarke		1046	56
8th	Kestrel	1501	Jeremy and Jane Drummond/ M Coney		1040	70
9th	Laser	191856	Grahame Jenkinson		1082	73
10th	Phantom	1153	Jeff Collins		1030	79
11th	Buzz	1079	Stuart Bailey	Zoe Noble	1003	81
12th	Blaze	544	Richard Metcalfe		1046	84

Miracle Fleet (8 entrants)

1st	Miracle	3795	David Hudson	Jackie Hudson		9
2nd	Miracle	3737	Martin Smith	Mike Groom		13
3rd	Miracle	3636	Paul Nudds			24
4th	Miracle	206	Colin Lown	Maureen Lown		29
5th	Miracle	4006	Sam Pygall	Lesley O'Rourke		30

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Wilsonian 3 1/2 Magazine delivery.

As the cost of posting the magazine has been significantly increased the Committee has decided to request that members should opt in if they wish to continue to receive the magazine by post. The magazine will continue to be available for download from the web site. Postal deliveries will be a Committee decision dependent on the response to this notice.

Please return this form to the editor by post or email by Jan 1(addresses on inside cover) your requirement to retain postal delivery.

Please print name on the following line to confirm opt in request-

Early Summer Series Cont

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
8th	RS 800	953	Andy Pickrell/Aaron Smith	Alex LeGassick/Andy Pickrell	822	45
9th	RS 400	1341	Chris Ashby	Mick Smith	949	63
10th	V3000	3602	Peter Heyes	Amy Adams H Eames	976	68
11th	Alto	111	Stuart Bailey	Zoe Noble	915	74

Laser 2000 (11 Entrants)

1st	2229	John Hewat N Soellner	P Heyes/ S Pygall/P Rodgers	1090	7
2nd	2643	David Vettergreen	Janice Smith	1090	7
3rd	21792	Roy Winnett	Geoff Lambert	1090	14
4th	22115	Sam Pygall/Lesley O'Rourke	F Chitti/Lesley/Natalie O'Rourke	1090	18
5th	2305	Nik Antonaides	Cathy Evans/ Alison Williams	1090	27
6th	21914	Andy Hockey	Lucy/Felix Hockey/ A Harris	1090	27

Slow Fleet (3 entrants)

1st	Pacer	811 Andrew Elliott		1180	15
2nd	Streaker	1439 Amanda Randall		1162	17
3rd	RS Feva XL	Evie Harris	Lucy Hockey	1200	18

Commodores 2 cont

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
8th	Laser 2000	21914	Andy Hockey	Louise Somers	1090	32
			May Lin/Felix Hockey			
9th	Laser Rad	172348	Gordon Belcher		1106	37
10th	Laser 2000	22115	Lesley O'Rourke		1090	39
			Lucy/Andy Hockey/Amanda Randall			
11th	National 12	3453	Ian Foxwell	Hannah Foxwell	1087	42
12th	Laser	191856	Graham Jenkinson		1082	47
13th	Buzz	965	Peter Horner	David Brooker	1003	49
14th	Laser 2000	2229	John Hewat	Amy/	1090	50
			Paul Rodgers			
15th	Miracle	3737	Martin Smith	Lesley LeGassick	1190	55
16th	Laser Rad	169095	Quentin Bes-Green		1106	57
17th	RS 300	381	Nick Lett		1000	59
18th	Laser 2000	21405	Nina Wallis	Sue Hannant	1090	0
19th	Laser 2000	21314	Jayne Lambert	Paul Thorpe	1090	68

Early Summer Series**Fast Handicap (22 Entrants)**

1st	Vortex A	1013	Mike Gower		937	5
2nd	V3000	3608	Martin Brown	Max Caston	976	20
3rd	RS 800	1122	Ian Parris	Nicola Smith	822	20
			Ed/K LeGassick			
4th	Alto	115	Tim Kift	Jo Wicken	915	23
5th	Canoe Int	265	Mark Goodchild		870	32
6th	RS 800	978	Grahame/Aaron Smith		822	34
			Aaron/Grahame/Nicola Smith			
7th	V3000	3605	David Fenech	Alison Williams	976	37
			Cathy Evans			

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Membership

As the WSC Annual Subscription Renewals are soon to be posted out for 2012 may I take the opportunity of refreshing your memory of the types of membership we have in our club and their conditions and benefits.

Membership is open to any person interested in Sailing regardless of sex, age, disability, ethnicity, nationality, sexual orientation, religion or other beliefs.

Single Member A full membership for persons over 18 yrs of age by the 1st January with the use of all the amenities of the club including Dinghy park space and Power to Vote (usually at the AGM but can be at other times)

Family Member A single parent or cohabitating partners shall be deemed full members with their children up to the age of 18 yrs on the 1st January with the use of all the amenities of the club including Dinghy park space and have Power to Vote

Associate Members A member of the club for 10 yrs or more who has given up regular sailing due to age or ill health can apply to the General Committee and this membership may be granted at their discretion

Junior Member A membership up to the age of 18 yrs by the 1st January with the use of all the amenities of the club but have NO Power to Vote. A parent member of the club must sign a form absolving any liability in the event of injury or accident.

Guardian Member This enables non member non sailing parents or guardians to be a parent member of the club and have all the amenities and encourage them to take part in the activities and take liability in the event of injury or accident.

Student Member A membership for 18 yrs old and over in full time education /or recognized training that has all rights and benefits of a Single Member.

Commodores 1 (22 Entrants)

Results for both series shown for those who sailed more than one race, though I am sure the remainder had a pleasant sail.

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
1st	Vortex A	1013	Mike Gower		937	10
2nd	Laser 3000	3461	Tony Hunt	Suzanne Hall	1032	11
3rd	Alto	115	Tim Kift	Jo Wicken	915	12
4th	RS 400	1341	Chris Ashby	Mike Smith	949	15
5th	RS 800	978	Graham/Aaron Aaron/Grahame Smith		822	17
6th	V3000	3605	David Fenech	Alison Williams	976	20
7th	RS 800	953	Andy Pickrell	Alex LeGassick	822	29
8th	RS 800	1009	David Millward	Kate Millward	822	29
9th	Laser 4000	4496	David Mason	Stuart Mason	911	30
10th	RS 800	1122	Ian Parris	Amy Adams	822	32
				Nicola Smith/Ed LeGassick		
11th	RS 700	725	Martin Jones		858	34
12th	Vortex A	1156	Simon Middleton		937	39

Commodores 2 (38 Entrants, the most popular series)

1st	Wayfarer	10614	Brian Lamb	Sam Pygall	1101	3
2nd	Laser 2000	22131	Paul Rodgers	Nick Soellner	1090	8
				Grahame Smith/John Hewat		
3rd	Blaze	531	Matthew Love		1046	10
4th	Phantom	960	Mark Bew		1030	11
5th	Wayfarer	10699	Bob Dutton	Stan Sprott	1101	20
6th	Laser 2000	2305	Nik Antonaides	Martin Vinton	1090	22
				Cathy Evans		
7th	Laser 2000	21792	Roy Winnett	Geoff Lambert	1090	23

As can be seen from the total points, especially in the Ladies Fleet, to get a place one needs to do the minimum number of races to count.

Juniors Fleet

Rank	Class	SailNo	HelmName	CrewName	PY	Nett Pts
1st	Laser Rad	169095	Quentin Bes-Green		1106	4
2nd	Laser	Club boat	Elliott Eyre		1082	13
3rd	Laser	25667	Andrew Coward		1082	14
4th	Blaze	574	Elliott Eyre		1046	17
5th	Laser 2000	22115	Lucy Hockey	Lesley O'Rourke	1090	17
6th	Laser 2000	21914	Felix Hockey	Andy Hockey	1090	18
7th	RS Vision	507	Andrew Coward	Elliott Eyre	085	18

Ladies Fleet

1st	National 12	3453	Hannah Foxwell	Ian Foxwell	1087	4
2nd	Laser Rad	14498	Amy Adams		1082	5
3rd	Alto	115	Jo Wicken	Tim Kift	915	6
4th	Laser 2000	21405	Nina Wallis	Sue Hannant	1090	14
5th	Laser 2000	22115	Lesley O'Rourke		1090	21
			Lesley LeGassick			
			Amanda Randall			
6th	Miracle	3737	Lesley LeGassick	Martin Smith	1190	26
7th	Miracle	3722	Lesley and Natalie	O'Rourke	1190	26
8th	Streaker	1439	Amanda Randall		1162	28
9th	Europe	33	Vivienne Pickrell		1143	29
10th	Laser 2000	21620	Zoe Bes-Green	Barry Curtis	1090	30

Country Member A current member that has moved away more than 75 miles but still has the amenities of the club with exception of a dinghy park space

Postal Member A past member who wishes to maintain contact with the club which can be retained by a small subscription.

Honorary Member A person recommended to the General Committee for lifelong work for the club and granted in a general meeting.

Life Member At the discretion of the General Committee on payment of a single subscription

Temporary Member A payment of a small subscription to enable a trial of sailing and the amenities of the club or for the purposes of an Open Meeting

Christine Godber

NEWS FLASH!

The club will be open on Saturday 31 December 2011 through to 1 January 2012 to enable members to see the New Year in at the club. All are most welcome.

A party will be organised with food available by "American Super" (bring some with you for the table); dancing shoes (*sailing boots? -Ed*) a must have item.

Details from Brian Warwick on 01634 251446 or email bcwarwick@tiscali.co.uk

LASER 2K FLEET REPORT

Unfortunately, I haven't been to the Club much at all this year, but it just seems that on each occasion I did visit the wind was on and the sun was out. Without any doubt, it was the most frustrating year that I have ever experienced in all my time as a member of the Club. Still, that's over with now, and Lauren and I are raring to get back into action early next year.

The Fleet has clearly continued to be very active, with some remarkable turnouts. Every time I did make a visit to the Club this season, there was a great turnout of 2ks on the water, and it was a real pleasure to observe. Thanks very much to all of you who took a turn at setting a course during the year, and I trust you all enjoyed the courses



Roy Winnett & Geoff Lambert lead the way Photo: Paul Thorpe

set.

Special congratulations must go to John Hewat and his variety of crews, particularly Sam Pygall, on a tremendous season, having won the Early Summer Points Series, the late Summer Points Series and the Autumn Points Series. John also came 4th in the Leigh Trophy

Series and Event Results

Three Race Regatta

Rank	Class	SailNo	HelmName	CrewName	PY	Total pts
1st	V3000	3602	Pater Heyes	Amy Adams	976	11
2nd	Canoe Int	265	Mark Goodchild		905	11
3rd	Laser 4k	4496	David Mason	Stuart Mason	911	13
4th	Vortex A	1013	Mike Gower		937	16
5th	Wayfarer	10614	Brian Lamb	Sam Proctor	1101	16
6th	Blaze	531	Matthew Love		1046	17
7th	Nat'l 12	3453	Ian Foxwell	Hannah Foxwell	1087	19
8th	RS 800	978	Grahame Smith	Nicola Smith	822	20
9th	Wayfarer	10680	John Goudie	Richard Seabrook	1101	20
10th	Laser 2k	2643	Roy Winnett	Geoff Lambert	1090	34
11th	Laser 2k	2305	Nik Antonaides	Cathy Evans	1090	37
12th	Europe	33	Andy Pickrell		1143	41
13th	RS 300	381	Nick Lett		1000	42
14th	RS 300	348	Matthew Wynn		1000	43
15th	Wayfarer	10699	Bob Dutton	Stan Sprot	1101	51
16th	Laser 2k	21405	Nina Wallis	N Brant	1090	52
17th	MX Ray	1117	John Hewat		1050	56
18th	RS 700	798	Steve Tinnams		858	57
19th	Miracle	2110	Andy White	Lesley O'Rourke	1190	62
20th	Laser	191856	Graham Jenkinson		1082	69
20th	Phantom	1153	Jeff Collins		1030	69
20th	Buzz	1095	N Humberstone	D Humberstone	1003	69

Radio chat, or not!

As editor I received the following email from Tony Hunt - **“To judge by what one hears over the radio these days inclusion of at least some of the following in 31.5 might be appropriate: (followed by a considerable list)”** My response, I hope not too facetiously, was that I found the radio chat mildly amusing but agreed with the sentiment. So, I consulted with various learned gentleman and the RYA VHF handbook and hope the following, shortened, list will assist.

Firstly you might well ask, “does it matter”? As the purpose of VHF radio protocol is to avoid confusion, the answer, for the odd occasion when safety boats have a real issue, must be yes as it could in the extreme be life threatening. The other, less important aspect is that radio transmissions are very public and unnecessary gossip, not unknown from some clubs, does little to create a professional image from other clubs, the port authority or any body else as far away as Whitstable.

Taking the VHF ten commandments the top 2 appear to be – “Do not broadcast”, which is transmitting without specifying who the message is for and “Do not make unnecessary transmissions” which means not relating to matters on the river, F1 results and traffic jams on the M25 can wait! Thus key protocols are –

- Specify who message is for and from – thus if Dunlin wishes to call Wilsonian – **“Wilsonian, Wilsonian this is Dunlin”** is used expecting a response of **“Dunlin, Dunlin this is Wilsonian”**. The response in this case would be **“Wilsonian, this is Dunlin, can you confirm last boat just passing 25”** or what ever message is appropriate.
- The response may be **“Dunlin, Dunlin, this is Wilsonian Say Again”** meaning I did not hear or am unclear.
- Or alternately **“Dunlin, Dunlin this is Wilsonian Standby”** meaning I am busy and will get back to you when able to.
- **“Wilsonian Over”** - I have finished talking and am listening for your reply. Short for **“Over to you”**
- **“Dunlin Out”** - I have finished talking and do not expect a reply. Thus **“Over and Out”** is misleading and incorrect.

handicap race and, inevitably, won the Laser 2000 overall trophy. John had a good deal of success too beyond the Club racing, coming 7th overall with Sam at the Euro Cup event at Möhnesee Sail Training Centre in Germany, in a fleet of 20 boats, and 18th, with Janice Smith, at the Nationals in Abersoch. What a season it’s been for John and his crews. John and Sam are definitely the team to beat next year.

The Fleet was very well represented in the Club’s handicap events, and very well done to Paul Rodgers, with a variety of crews, in finishing 2nd overall in the Commodores 2 Series, out of a total fleet of 38 boats. An excellent achievement.

Series Entries - Average turnout per race

Spring Points 12 (13) 7 (7)

Early Summer Points 11 (16) 5 (5)

Late Summer Points 11 (12) 6 (5)

Autumn Points 10 (10) 5 (5)

The Fleet was very well represented in the Club’s handicap events, and very well done to Paul Rodgers, with a variety of crews, in finishing 2nd overall in the Commodores 2 Series, out of a total fleet of 38 boats. An excellent achievement.

Well done too, to all those who travelled and represented the Fleet and the Club at various Open meetings, Nationals and the Euro Cup in Germany.

2012 events

Sunday 22 January - **Fleet Evening** at the Club (Sunday roast lunch followed by discussions)

Further details will be advised separately by e-mail.

Sunday 5 August to Friday 20 August - **Nationals** East Lothian Yacht Club, North Berwick, Scotland . Further details to follow

29/30 September - **Wilsonian’s own MS Open Meeting**

Further Details to follow.

I hope you all have a very enjoyable festive break, and I look forward to seeing you all at the Fleet Evening on Sunday 22 January.



Brian Lamb shows Nic Antonaides the way to Autumn Photo: Paul Thorpe

Laser 2000 Trophy Results

- 1st 2229 John Hewat/N Soellner/P Heyes/P Rodgers/Sam Pygall**
- 2nd 2643 David Vettergreen Janice Smith
- 3rd 21792 Roy Winnett/Tom Lambert Geoff Lambert/Ray Eades/Ian Wyatt
- 4th 22115 Lesley O'Rourke/Sam Pygall/Martin Jessup Sam Pygall/Lesley/
N O'Rourke/Jane Drummond/Fiona Tozer
- 5th 2305 Nik Antoniaides/Cathy Evans C Evans/N Antoniaides/T Brown/R
Scott
- 6th 22111 Brian Lamb B Burnell/T Hunt/M Wynn/S Pygall

Colin 22258

log about 8-10" long and 2" thick bobbing astern. However we were now regaining steerage and direction, luckily as another vessel steamed into view just as we could see the Hawkwood Stone.

The journey continued without further incident back to Rochester Pier, as I'd decided to briefly moor up the while we lifted the mast back into position before going back onto the mooring at SYC. Lying in its down position, our 40ft mast projects some 10-12ft beyond the stern post, although there is about 7ft of rudder (that's easily moved). Approaching the pier there seemed to be a lot of activity on it, and some strange tents on the hammerhead? Turning into the back eddy I realized they were covers for the pyrotechnics being set-up for the evening, to coincide with the final concert at Rochester Castle. As we moored up a concerned man wearing a florescent jacket bearing the legend "Fire Marshall" came to say the pier was closed and I couldn't stop there. Telling him we had only to re-set the mast and would then be off to our mooring at SYC seemed to keep him happy.

Despite my best efforts to come in with the bows pointing upstream the wind and tide decreed that this was not going to happen. Third attempt came in smoothly, but with bows pointing downstream ("*Que sera sera*" Sp.)

Moored safely alongside at 18.00hrs, David and the Scouts departed, all thanking me for a good day's journey. While I set the full panoply of ropes and turned off sea cock, battery etc. (and contemplated the damage for the day - removal of hull blacking, prop damage etc. No ingress of water so no holes - small mercy!). Finishing writing up the log, the sun started to come out, and it turned out a glorious evening. Did I mention that from first grounding on it rained almost constantly - varying from light drizzle to several torrential downpours, with only a few brief respites - strange how that slipped my mind!

Derek Zoebel

to tie up for a lunch break! Passing Gabriel's wharf we could see both the prop and electric anchor winch of a moored canal boat? Rounding the corner Allington lock was in sight and the familiar halt as we ran aground yet again. Climbing on the cabin roof the water was clear enough to show me the pear shaped shoal in, nearly, the middle of the river, with a narrow channel around the edge. The tide was gently swinging the stern round and the bow pointed at some sheet piling towards the M20 bridge that looked as if we could get close enough to get up and put some pins in and tie up for a break! No such luck a fringe of mud and stones kept us a yard or so out.

With the stern facing towards the bottom of Allington outer lock a slight use of reverse power, and greater use of the rudder and judicious bow thruster finally got us alongside the lower lock wall. We ran a bow line up to a bollard and back as a spring a short stern line up to the safety rail and relaxed over a cup of tea and lunch while the engine was off.

Our relaxation was short lived, as looking out the companionway soon revealed the approach of the canal boat heading for the lock and a full river - time to start our return trip. The engine fired up with ease and after quick and safe release of the mooring lines we were on our way back down river with no mud banks in sight. Approaching the now rapidly filling arch of Aylesford bridge revealed that the mast was not down enough to be able to pass underneath it. A quick rearrangement of the gaff and sail, without removing the sail cover dropped the mast a good 10-15degrees allowing us ample clearance. Once past Aylesford Priory we met a veritable armada of boats heading up to the lock, including the Hoo Ness Yacht Club support vessel "Bracken" preceding a number of their members.

Trying to keep to one side of the river and avoid the incoming floating debris became increasingly difficult. A sudden sounding of the engine alarm while I was on the fore deck alerted me to a problem! Restarted the engine with ease but would not engage. Lifting up the floorboard to access the prop shaft I tried to manually turn it - no movement in either direction ("*oh maird!!!*" Fr.). Lying on the floor to get better purchase on the shaft I directed everyone else to keep a lookout for any approaching craft, and steer the boat toward the piled riverside as our momentum was still enough to keep us running against the flow. Getting both hands round the coupling I gave successive jerks forward and back eventually getting a little bit of movement. Standing up I gingerly engaged forward, reverse then forward again and suddenly the shaft was spinning freely - a quick glance over the stern showed a rather chewed

New Charts

For as long as anyone can remember the WSC has been using a photocopied chart to show the various navigation marks and special buoys in the vicinity of the club. Following reports of a safety boat losing its way on a Creeks Race, the committee identified a need for a wider ranging chart that could be issued to safety boats crews and generally available for members.

The original A4 chart covered the area from Upnor to Bishop Spit. The new brief was for a chart that could be easily handled in heavy weather easily read, extend east to the South Kent Buoy and show all the creeks. It was not found possible to achieve this on one A4 sheet. The home water chart covers much the same area as the original plus additional detail for Otteram, Bartlett and Rainham Creeks. The Lower Medway chart gives reasonable detail of the marks all the way to the North & South Kent buoys. In addition to navigation and racing marks the large commercial mooring buoys have been shown. It is not suggested that these should be used as racing marks but they are handy reference points on the way to the South Kent.

There are several benefits from the new digital format. The charts are available on line in vector format, they can be downloaded as many times as necessary without the loss of definition associated with photocopies of copies. Revisions are easily done and special versions can be produced for events such as the Hoo Freezer and Medway Regatta.

Did you know that you can see all the marks shown on the chart on Google Earth if you know where to look (except PA3 as the photo is dated 2006). If you don't believe me Autumn is to be found at 51° 24.721N 0°36.913E & B.OOZ at 51°24.108N 0°38.750E.

Mike Groom M 3737

Acknowledgments to Tom Sims for the supply of data and diligent proof reading.

(the charts, in pdf format, hence not shown here, will be available on the club web site shortly. In the meantime the charts can be found on www.calameo.com by typing "Wilsonian" in the find box at top of screen. If you require hard copy you will need to sign up, it is free and does not appear to attract junk mail! Ed)

Miracle Fleet Report.

Unfortunately the turnout for racing for the Autumn series has been the lowest for many years. The Miracle Fleet has always had a large number of casual sailors as opposed to other fleets who are more race orientated but circumstances have taken as toll this series amongst the hardened racers. We have had two defections to another fleet and illness and holidays have whittled the rest down to just a few.

The Miracle open in the Medway Regatta only produced one visitor from Erith SC but we did send three craft to the Nationals at Plymouth. Colin & Maureen Lown came 18th. Andrew Clarke and Theo came 31st and Steve Pettifer and Sarah came 33rd. Well done guys. 2012 Nationals will be at Ullswater Yacht Club 12th to 17th August.

On the positive side we have a new member/boat Colin Freed and lets hope all the boat repairs going on this season will bear fruit as craft on the water for the Spring Series in 2012.

Please see page 21 for details of the combined Fleet evening.

Paul M3636

And from our roving reporters at the Miracle Nationals

(a sideways glance by Maureen & Colin Lown)

Plymouth, so good they named it once, and they've been leaving ever since. The scene, standing at the top of the Mayflower club slipway, watching the enthusiastic ones negotiating the ninety degree turn in the slip as they launch for the practice race. This after attending the fleet briefing on how, when, & where to park the cars as the council had decided to be really unhelpful, we found a sneaky cubby hole under the stairs.

Maureen & I had decided to adopt a relaxed attitude towards our racing this year, so that we may actually enjoy ourselves and not go home knackered (or wanting to strangle each other). Thus we were still rigging and socializing when time to launch for the first race. The relaxed method seemed to work as we happily waved to Steve and Andrew as they went past and were not unduly worried about our result (dismal).

A swift debrief with the other Willies and a hand from our cottage mates,

So with out too much more delay final mooring ropes were put ashore and "Vechtlust" as she is named began her voyage upriver. By now it was already 09.33hrs - log entry so the flood was not yet underway but even at 1200RPM we were making reasonable progress. There was much bank side mud visible so I was happy to pootle ("to meander slowly, admiring passing scenery, not hurrying" **not** OED?) along. I had been upriver from RB to Hailing, Thursday evening, so was already aware of more than a few unmarked shoals and mud banks.

After the M2 bridges and rail crossing it was alarming to see just how many of the Cuxton marina boats were mud bound, similar at Elm-



haven. Passing Hailing the landing stage was just visible on the mud, passed my final point from 14/7 rounded the next bend and found our first grounding of the day!! From then on we pinballed up the river hitting the bottom on inside bends, outside bends and the middle with random irregularity with little or no relation to chart or pilot details, even the scrolling GPS chart on David's iPhone couldn't save us.

Finally reaching Aylesford Bridge, there was no chance of tying up there for lunch although the lack of water did reveal just how much of the 'grid iron' or 'barge blocks are still there, but still too much mud. I can also tell you (*though don't ask me, why?*) that there is a padlock on the underpinning of Aylesford bridge. We even found the bottom under the

Approaching the M2 bridge.

Photo: Derek Zoebel

middle of the arch here, and just had to wait for the tide to float us off.

So on we went to see if there was anywhere we could reach the bank

The Cruising Report

To Aylesford & Beyond—Saturday 26 July 2011

The tides for this day were predicted as 09.48 hrs - 0.83 m, 15.48hrs - 5.87m (Chatham). This would have meant an easy run up to Aylesford with the tide all the way, plenty of room under Rochester Bridge. But a fight against the tide all the way back, with the probability of needing to cant boats over to get them under on the way home!

However during the week the forecasts for the weather at the weekend had not been looking promising! (*I have tried 3 cruises so far and never reached the destination! - Ed*) By Thursday I (Derek) was for cancelling the trip, as a day on an open boat in the rain from start to finish was not *appealing*(*appalling would be closer*)! A check with David revealed that no one had signed up from the club, other than two Saturday Skimmers (Ciaran & Steven), and one other Scout, Oliver. With D & D that made the grand total of five! However a thought (*careful now!*) our (Derek) family boat, a forty foot Dutch Skutze barge, was moored at Strood Yacht Club (SYC), and we had already covered the river from WSC to Rochester Bridge (RB) on a previous motor boat trip (again due to weather conditions). So why not start from SYC and go to Aylesford from there!! So a Plan B was formed.

Saturday (*08.24hrs to be precise!*) morning found me at SYC, got the boat opened and running, having done necessary engine checks - turned on sea cock, battery etc., and was doing a tidy-up in our very incomplete vessel (*despite assurances from my brother that there was nothing much needed tidying - that '11 teach me!!*). However enough space was cleared for all to sit down should this be necessary. Up to this point the gusty wind had only brought one brief shower of rain, just, as I lay on the deck to mop out some water from the bilge.

A hail from the pontoon (*09.20hrs - where did that hour go?*) announced the arrival of the three Scouts and David. Welcoming all aboard we sat below and I explained a little about the barge, being of iron construction and fitted with mast and sails (*already decided that these were not going to see the light of today!*). However the 1.5" diameter stainless steel bar that is the horse for the jib and various other fittings would survive better than the bodies they came in contact with, so care was needed moving around the boat and PFDs (Personal Flotation Devices) were required when out on the deck.

Mike & Diana from Crawley Mariners, to lift the car out of the cubby hole under the clubhouse stairs then to our digs away over the hills at Wembury. Thus we set the pattern for the week. A full fry up breakfast, then straight to the park ferme and lift the car onto its shelf, another therapeutic cup of tea, and away to the races (two, back to back). Then back to the cottage for a run through the sheep dip, a snuffle in the nosebag, then back to the clubhouse for the evenings social.

Racing within the Sound has its own peculiarities as several rivers flow through causing a jet stream effect on the falling tide and swirling

through the breakwater on the rise. The available tide diagram being invaluable, tidal sailors were often to be seen heading of in some very strange directions in order to use the tide flows. For most races we were dealing with force two to three, considered barely adequate, but for one race the wind fell away to nothing after the first lap which allowed us to make up some lost



The Nationals from Colin's yacht?

Photo: Colin Lown

places as those ahead were swept past the wing mark by the jet stream effect (most satisfying). Those behind being timed out, and the next race being abandoned.

This still resulted in our assuming our usual place within the fleet, dead in the middle every time, of thirty four entrants. This also didn't help my ambition of being better than halfway, very rarely achieved, landing up dead in the middle in the overall results, again, we know our place! This time we enjoyed our racing, we enjoyed the company and to ice the cake we had the next week of to go train spotting and have a trip on the SS Balmoral out of Ilfracombe.

There's something to be said for doing the Nationals.

Fast Fleet Report

I cannot believe it is already November, summer has passed by again, I think the sailing was good but I'm struggling to recall much of it. I was away at other events so may well have missed some of the more spectacular days

The Regatta weekend was not blessed with the winds we have had in the past unfortunately but the event was enjoyed by all none the less. The usual suspects from the International Canoe fleet were in the top 3 of the fast fleet split by Tim and Jo in the Alto.



The Alto—Tim “the hat” Kift and Jo Wicken in action

Photo: Tony Hunt

We did have superb weather for the 3 race regatta until a squall passed through early in the last race; congratulations to Peter Heyes and Amy Adams in the 3000 on their overall win. I was trialling the foil on my rudder that day; it did work very well but could not prevent a capsize whilst gybing which was purely down to poor technique on my



Junior Fleet

As the Commodore has said Junior week was a roaring success, oversubscribed in fact. As I was privileged to be R.O. I will let some photo's do the talking. Regrettably the camera shook too much as the fleet crossed the Dragon's loudly calling starboard (so were the Dragons but..... they were to windward) but I have never seen the Dragon fleet so open mouthed and lost for a response! As the camera was being passed to who ever was hands free I cannot give credit to the photographers —Ed



Above: Start of race, note Optimist (in more senses than one!) on brilliant port end start. A little more speed needed?

Top right: Challenging racing for this Topper.....

Lower right: Safety boat coralled when attempting to move pin end bouy.

part. I can still clearly see the smiles on Peter and Amy's faces as they passed me by.

Our 800 fleet continues to grow; I see that Andy Peake has joined us for the winter series to give some competition to our stalwarts so we could now see 5 or 6 out on a regular basis which would be good; perhaps other sailors in the club will see this trend and with a bit of encouragement may join in as well ?

Good to see that Chris and Mick in the 400 are currently top of the list in the Winter series long course fleet; whether they will be able to hold off the 800's and the Alto over the series remains to be seen.

Upcoming events for me to remind you about:

The winter series will run until 18 December

Warm up series starts February 12th

Hoo Freezer March 10/11th

Once sailing has finished after the Chilly Willies race on New Years day there will be working parties to get the club spruced up for the year of the Olympics and then before you know it the warm up series will be under way (John Hewatt has very kindly taken over the role of organiser for this series).

There will be a combined handicap fleet evening on Saturday 11th February at Hoo Ness Yacht Club. For full details see the Medium Fleet report on page 21.

Please note that this will be my last fleet report as I do not intend to stand for re election next year; for those who are interested in taking on this role I will be more than happy to give plenty of help and advice !

Mike Gower

Vortex Asy 1013

Medium Handicap Fleet

The sailing season is over for me – I don't venture out in the winter series (*sensible man—Ed*). I have spent a dull drizzly November morning looking back at the season. The weather has been mixed with quite a few days with wind too strong for my full rig Laser but also a few light wind days. On one of these light wind days I managed to beat Gordon Belcher who seems to have been trying to work out how ever since.

There has been some close sailing at the front of the fleet with Gordon Belcher winning over the full series. We have a new trophy for overall winner so Gordon is the first winner. So just to confirm the winners over the year:

Overall winner	Gordon Belcher
Spring Points	Bob Dutton & Stan Sprot
Early Summer Points	Matthew Love
Late Summer Points	Ian & Hannah Foxwell
Autumn Points	Matthew Love

A few other facts and figures which may be of interest

	Entries	Maximum in any race	Average numbers sailing
Season	45	13	7.7
Spring Points	19	8	6.5
Early Summer Points	23	12	6.9
Late Summer Points	25	13	9.3
Autumn Points	23	12	7.9

This shows that we have lots of people in the medium fleet but turnouts have not been all that high – perhaps connected with the weather – but it would be good to see more getting out on the water next year.



Close racing in the Medium Fleet—Bob Dutton (Wayfarer), Gordon Belcher (Laser) and the Commodore (Kestrel). Photo: Tony Hunt

Combined Fleet Evening.

A combined fleet evening for **All** handicap and Miracle fleets will be held at Hoo Ness Yacht Club on Saturday 11 February. A price of £10 per head will cover a roast beef dinner, choice of desert plus coffee and mints. Look out for your invite and come along to support the fleet and applaud the full lists of winners for the year. I will be happy to collect acceptances and the money.

Graham Jenkinson – Laser 191856