

Spring 2012
Issue 102

31½

The Wilsonian Sailing Club Magazine



On the Cover: The Hoo "Freezer" fleet gets away in a strong F $\frac{1}{2}$ with violent gusts rising to F1! Bright sunshine and 15 degrees meant the event had thawed, but it was a nice day to top up the vitamin D. Photo: Ed

Editorial

Martin Smith

By the time this reaches you the Hoo Freezer is long past and the "traditional" sailing season will have started, so expect wind and snow!

Note from the adverts—your custom is valued! Good to see new advertiser "All Good Fun" providing a repair service for sails, boats and dry suits (and nets to catch rockets...check the web site!), welcome the new owner to Pirates Cave and wider supplier range from Gillingham Marina. Don't forget to mention where you noticed the advert as you make your purchase – you may get additional discount? (& Club gets repeat business)

I hope to hand over to the new editor shortly. I have enjoyed the brief period as editor but will miss the interesting change to electronic media, however, an increasing number of readers are requesting to continue to receive hard copy so achieving a mix will be interesting.

In the interim can you let me have copy, all contributions appreciated, by 15 June and I will ensure they are passed on together with several articles from our correspondents for which I have run out of space. Please keep the photo's coming.

Many thanks Jo for maintaining continuity as secretary.

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From the Commodore

I would like to thank all the members that attended and those who gave apologies at the Annual General Meeting on Saturday 25th February 2012. It is an important event in the calendar of WSC just as much as sailing as it ensures the functioning and smooth running of an all volunteer club.



The Commodore with new broom— clearing wreckage after New Years party. Official photo to follow!

Photo: Dave Vettergreen

which she gained and presented by Princes Royal in November last year.

I would also like to say thank you to all the outgoing members of committee especially Jo Wicken as Secretary who has hardly ever missed a General Committee meeting and has been the backbone of the club. If you didn't know something Jo would --- always reliable.

To Jane Drummond and Jayne Lambert for their role as House Secretaries (they have offered to stay in the House Committee) bringing us

I would like to see me more members at this meeting next year please.

It was also my inauguration as your Commodore for the next 2yrs having been Rear Commodore and as one of my first duties I would like to give a big thank you to Jeremy Drummond for working so hard for the club.

He has worked and still is working tirelessly to negotiate and secure a new Rent and Lease agreement beneficial to the club and he did this with the help of Andrew Clarke and our landlord Andrew Brice's solicitor which wasn't all smooth sailing!! He has done endless fundraising and bidding for grants and also gained many things for the club. He also put forward a proposal for Ann Heather's RYA Community Award

an excellent variety of foods and dinners after sailing making very sociable times.

I would like to thank Martin Vinton for being on the general committee. Mike Gower for finishing his term on the Sailing Committee and promptly coming onto the General Committee soon to be Rear Commodore.

I welcome Andy Pickrell and Elliot Eyre who have taken the challenge of looking after all our club boats so vital for teaching our Juniors and for Saturday Skimmers which was introduced in Jeremy term. I look forward to Martin Smith joining the committee as Secretary as soon as the 31st has another editor this is another vital role in the club especially for me.

This is going to be a different year with special events for the Queens Diamond Jubilee and for the Olympics.

The Saturday Skimmers starts on the 31st March and The KSSA Opening Splash is on the 21st April help for this event is always required if you are willing !!?



The Club Open Day is on 23rd June which I hope will be as successful as last year and attract people to come and have a taster at sailing.

The Medway Regatta which is always a big event in our calendar on the 7th /8th July and not to forget Junior Week 14th -18th August which attracts 30 or more juniors of all levels that can have a teaching and fun experience with Junior Regatta on the final day. The Laser 2000 open event is on the 29/30th September.

RYA Special events to show support for the British Olympic Sailing Team is "Push the Boat Out "day on the 21st July for all to get as many people out on the water as possible and the

& the official photo.....

Scouts have their own event on this day and WSC is hoping to organize an event together.

This is not to mention all our usual sailing events on our calendar throughout the year.

Finally a full circuit the Hoo Freezer will be on the 9th /10th February 2013.

I hope this gives you an insight into the year which will prove to be a busy one for WSC and hopefully enjoyable.

I will need all support this year and I am sure I will receive it.

May I wish you all a very good and healthy sailing year.

Christine Godber

News flash -

TO ALL WILSONIAN SAILING CLUB MEMBERS

Our landlord Andrew Brice wishes to keep the entry GATE from the Hoo Road through to WSC closed at night for security reasons as there is so much theft about recently.

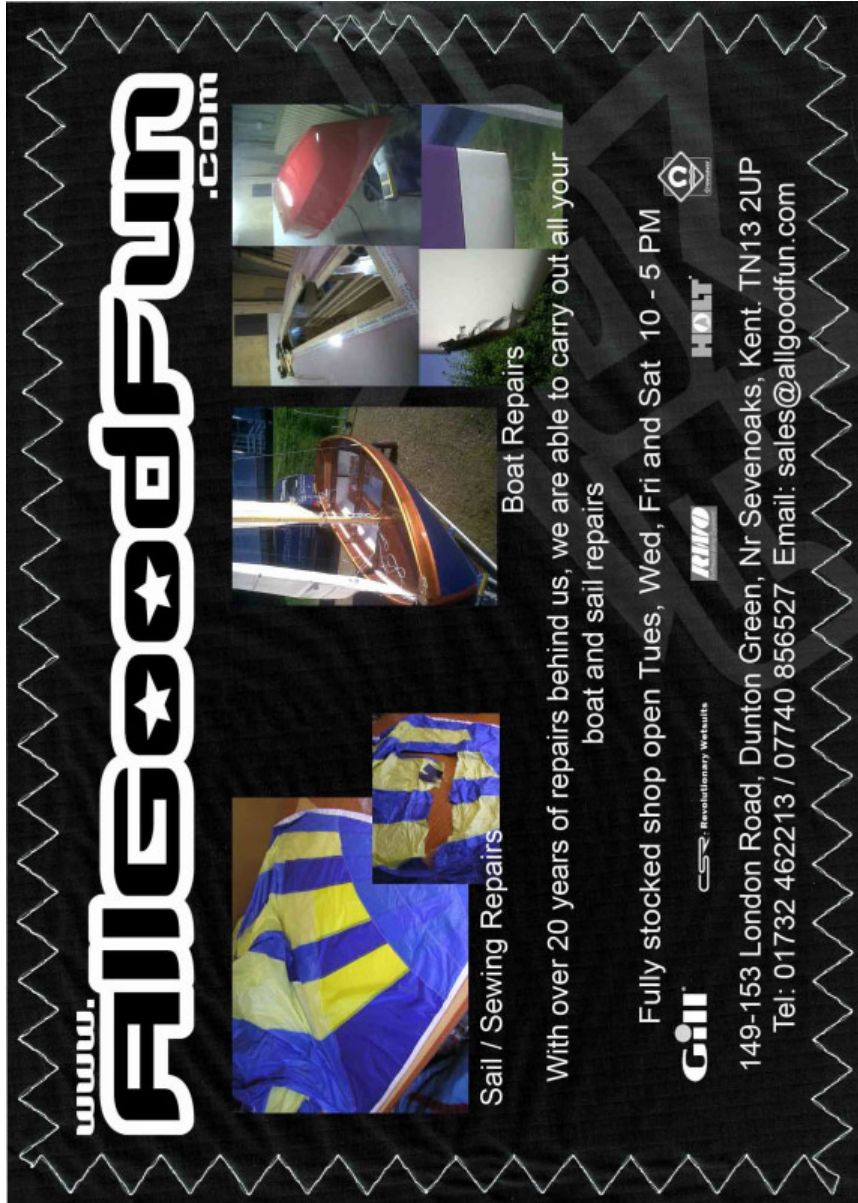
If you wish enter and collect your boat out of normal everyday hours

You will have to OPEN and CLOSE the gate with the use of the Dinghy Park Key.

Ed—Congratulations to:

Brian Lamb & Sam Pygall for being among the Prize Winners in the Hoo Freezer.

Full WSC placing results on page 10 with the **Sailing Programme changes.**



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Medium Handicap Fleet

As I write this it is just 20 days to the start of the main sailing season and I am starting to think about getting the boat ready despite the cold and windy weather outside. I don't sail in the winter series, but I am told there has been **some** good sailing weather. I prefer the warmer weather so here's hoping there is time for an improvement during those 20 days.



Gordon Belcher demonstrates that, with maturity, comes skill and low cunning—leading all the fleet (including the fast) by some distance to win race 3 of the Warm Up series ! Photo: Dave Vettergreen

Note that it was warm (14 degrees), clearly it will cool for the main season.....Ed)

Last year we had 45 boats sailing in the Medium Handicap Fleet some time during the season but had no more than 13 in any single race –

and a maximum of only 8 during the Spring Series. It would be good if more people were able to sail on a regular basis this year and improve the competition between us.

We had an excellent fleet evening at the Hoo Ness Yacht Club early in February. Some had difficulty to find the way (perhaps it would have been easier to sail there!) but the Club were good hosts and the meal was very good – thanks to Christine and her team. Those there received their prize mugs – I will hand out the remainder as soon as I meet you at the club. Feedback on the fleet evening location and on the choice of the mugs to replace the vouchers used in recent years will be most welcome.

Hope to see you on the water soon.

***Graham Jenkinson* — Laser 191856**



Medium Fleet class boats much in evidence at Hoo Freezer.

Photo: Roy Winnett



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Sailing Committee News

A number of changes have been made to the sailing programme and instructions this year.

Please read the new Sailing Programme and SI's season carefully, as several long-established start times have been brought forward, mostly to bring the lunch-breaks on special race days into conformity with the shorter lunch-breaks on series race days.

The 30-minute time limit for rounding the first mark has been abolished - in principle, the RO can abandon at any time if the circumstances outlined in RRS 32.1 support it.

Also new is the overall prize for the Championship Series, which consists of the one-off events, namely Ice Breaker, South Kent, John Yeo Evening Race, Grand Prix, Three Race Regatta, Leigh Trophy and Laying up Cup", with two discards being allowed.

Members might also like to bear in mind that Miracles are now part of the Slow Handicap Fleet. In principle, this doesn't affect much, except that Miracle sailors need to bear in mind that they are now racing against and not merely with the Slow Handicap boat alongside them, while Slow H'cappers should not be surprised if a Miracle starts luffing them! (*as if – Miracles are far too considerate to be that serious..... Ed*)

Race Officers might like to note that there now exist a set of Guidelines for their assistance. These can be found in the Race Box, or requested from Tony Hunt.

Wilsonian Hoo Freezer finishers from fllet of 52 were :-

10th Brian Lamb & Sam Pygall	Wayfarer
15th Tony Hunt & Suzanne Hall	Laser 3K
19th Chris Ashby & Nick Lett	Alto (new boat and already going well)
22nd Martin Jones	RS700



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Junior Fleet Report

Wilsonian Sailing Club Junior Events 2012

- Saturday Skimmers - 9.30am to 1pm every Saturday from 31st March to 27th October (unless Junior training instead and apart from the first two Saturdays in August & Junior Week). Three races back to back. Club boats available for those who don't have their own boat. Helms should be equivalent to RYA Level 3 i.e. able to sail a triangular course. There may be an opportunity for novice sailors to crew in a double hander.
- KSSA Regatta With Coaching – an open regatta for Kent sailors, hosted by Wilsonian, two races in the morning, two in the



Junior dinghies at Wilsonian range from an Optimist upwards.....29er in Spring Points race 2011. Photo: Dave Hudson

afternoon, for all standards of racer (i.e. beginner racer to expert), with on water coaching. Club boats can be hired for £10 (single hander) or £20 (double hander). Please see www.kssa.co.uk for more information and to register interest.

- RYA Honda RIB Challenge training – in recent years Junior sailors have trained at the Club and competed in the regional heats, and on more than one occasion, in the final. Two age categories – U12 and U16. No previous powerboat experience required. Training follows Saturday Skimmers on the following dates - 12th May, 19th May, 26th May and 2nd June.
- Junior Training – 26th May, 9th June, 30th June, 14th July, 8th September with RYA qualified instructors, for all standards of sailor. Report to the Senior Instructor on the day and sign in, briefing at 10am in the Clubhouse. Training finishes at 1pm.
- Junior Week – Tuesday 14th – Saturday 18th August. All standards from novice sailor to experienced racer, follows the RYA Junior training scheme. Boats available for the week if needed.
- Wilsonian Junior Regatta held on the last Saturday of junior week for those equivalent to RYA Level 3. Entry fee free to junior week participants. A great way to put skills learnt throughout the year and junior week into real racing!
- Juniors may also participate in Club racing on Sundays. Boats can be hired £10 & £20 for the day for single/double hander respectively, for those without their own boat. Under 16s must have a parent or guardian at the Club.
-

Edward LeGassick

LASER 2K FLEET REPORT

I guess the season will have got well under way by the time you get to read this article, and I hope you all got your boats ready on time for the start of the season, unlike me. It's been some 18 months since I last sailed, so there is no excuse why I could not have been ready for the new season. As you can imagine, neither Jane nor Lauren are at all surprised by my failure to do so.

It's been so long now since I last sailed that I feel very out of touch with both the Club and the Fleet, but I aim to rectify that immediately after I resume sailing from the third week of April.

I would like to extend a very warm welcome to Paul Clark and his son James, who joined the Club just a few weeks ago with their 2K. Paul sailed many years ago, but had a long break from sailing before resuming and joining Bewl Water. Please do introduce yourselves to Paul and James when you get an opportunity, and join me in making them feel very welcome.

Unfortunately, we will be losing David and Fiona from the Fleet this year, as they will shortly be relocating to the south coast, and looking to join a local sailing club. We wish them both all the very best, and hope they settle quickly in their new environment.

I would like to thank Paul and Roy for offering to stand as Vice Fleet Captains once again this year.

The Fleet Evening earlier this year was very well attended, with 25 of us sitting down to a Sunday roast lunch, and we had a useful discussion with a view to setting some plans for the coming season. These plans include:

- (i) A pre-season Curry Night on 23 March (which, once again, has probably already been and gone by the time you get to read this article.
- (ii) A Training Day, scheduled for Saturday 26th May. Please let me know if you are interested in coming along to the Training Day.
- (iii) A trip to a museum, courtesy of Tom Wareham (further details to follow)

- (iv) A crewing option on the Club's website, to facilitate helm and crew matching
- (v) A few barbeques after sailing and on some of the bank Holiday weekends
- (vi) The possibility of an event to celebrate the Queen's Diamond Jubilee.

Whilst I will always keep you informed of things going on within the Fleet by way of email communications, please do also take a look from time to time at the Fleet's Notice Board in the Clubhouse, particularly as I aim to post anything of any interest I may come across.

Some local Open Meeting and Training Dates for your diary:

- April 21/22 - Training at Weymouth (Olympic venue)
- May 12/13 - Snettisham Beach
- May 26/27 - Grafham Water
- June 16/17 - Lee-on-Solent
- July 7/8 - MEDWAY REGATTA
- July 14/15 - Castle Cove
- September 8/9 - Broxbourne
- September 29/30 - WILSONIAN
- October 20/21 - Rutland Water

There are of course plenty of other excellent events, details of which can be found on the Notice Board in the Clubhouse and on the Class Association's web-site.

This year's Nationals are to be held at East Lothian Yacht Club, North Berwick, near Edinburgh from the 5th to 10th August. I understand this is an excellent venue for sailing, and just happens to coincide with the Military Tattoo!! A few of us are going along again this year, so do let me know if you fancy joining us for the week.

As always at this time of year, please allow me to remind for you to join, or to renew your membership of, the Class Association if you haven't already done so. Whilst you may not necessarily benefit directly if you don't intend to race in Open meetings, there are a number of clear advantages in being a member of the Association, including loads of available help, useful tips and information on the boat itself and/or sailing/racing her. I think it's also fair to say that without the support of the Association, the class would simply die altogether as a result of the second hand values plummeting. Membership fees remain very reasonable indeed, at just £15 per year.

I do hope you thoroughly enjoy your 2K sailing this coming season, and



Warm Up Series, Brian Warwick & Lesley O'Rourke. Photo: Dave Vettergreen

Lauren and I are looking forward very much to re-joining the fun after our long break away. I just hope that Janice is fit and well to resume sailing with David once again.

Fingers crossed now for some decent breezes this year, and some great weather, where we can

get back into those shorts and tee-shirts.

Happy sailing in 2012, and see you all out on the water in April.

Colin 22258

Hoo Island

As you sail by you cannot have missed the increased activity on Hoo Island. The Island is part of Medway Ports Waste Management Project. The island and another site near Sheerness are used to dump waste mainly from the London area notably the crossrail excavations, road schemes and sewer replacements.



Hoo Island handles circa 500,000 tonnes of material per year. Located within half a mile of Chatham Docks, and is 6 hours by barge from the heart of London.

Hoo Island is a dredging deposition site and is predominantly used to maintain river navigation.

Non-dredged material is used for engineering purposes. It specialise in handling pumped dredged material but also handles grabbed material.

It is currently licensed to handle Non-hazardous dredged material and Inert non-dredged material. These consist of capital and maintenance dredgings, sand and gravels, soils and subsoils, clay, chalk, excavation material, hard breakout and crushed materials.

Over the next six years the interior of the 140-acre island will be used as a dumping ground for an estimated 100,000 tons of earth from the capital, with all hazardous materials carefully extracted. *(all ironware has now been removed from the point—is it finished.....Ed?)*

The soil will then be landscaped with earthworks and turned into a grassland habitat for ground nesting birds under guidance from the RSPB. The aim is to turn it into a haven for nesting birds free from the threat of predators like foxes and stoats. It is hoped skylarks, gulls, terns, geese and ducks will take up residence in the grassy areas, while wintering species like oyster catchers, redshanks and other species of waders will head for Hoo's lower-lying mud flats.

Paul Nudds

Fast Fleet Report

Here we go then, start of the 2012 season. Somehow I have allowed myself to be talked into writing this report even though I am no longer fleet captain... come on, one of you out there needs to step up and take on this most respected of positions, you really cannot believe the admiration and respect that are shown to a fleet captain both on and off the water .

We had a fairly good turnout from the fleet in the Hoo Freezer, well for the practice race at least which was held on a wonderful spring day. The wind came and went a bit but all came back with a smile having explored the river between the forts and stretched out our legs from the winter limitations of not venturing beyond 30. Unfortunately the wind decided not to come out to play on the Sunday and most of us did something else. I have scoured the internet since Sunday attempting to find the full results but with no luck I have to report; hopefully there will be a mention of one of our number elsewhere who managed to get a finishing position. (Go to <http://www.hooness.org.uk/index.php> and down load results I struggled too..... Ed)

The warm up series with John Hewatt now in place as organiser has run since the middle of February; we have had some glorious sails with just one drifter and an abandonment. There is just this Sunday the 18th to go so there is all to play for in the results; by the time this is published it will all be over I'm sure but I would like to take this opportunity to thank John for taking on the lead role; may he continue for many years to come !

We had a very successful fleet evening at Hoo Ness Yacht club combined with the other handicap fleets for which I must thank Graham Jenkinson for doing most of the organising. We enjoyed an outstandingly good value meal and the setting was ideal for post dinner discussion of various items with a well stocked bar at great prices too ! I received plenty of comments afterwards of how much everyone enjoyed the evening so perhaps we can follow a similar format later on this year ?

Among the dates to look out for this year are the South Kent 15 April, the Club " Sail for Gold" Open day 23rd June, The Grand Prix 24 June, Medway regatta on the weekend of 7/8 July, and the Leigh trophy 16 September. In amongst this are all the usual series racing on Sundays

so I look forward to seeing a high turnout from the fast fleet in all disciplines !



Strong tide, light wind, but sun, in Warm up race .

Photo: Dave Vettergreen

As you may have heard Chris Ashby has doubled the number of Altos we now have sailing and Jason Ramsden has joined the ranks of the Vortexes. I heard a rumour that Nick Lett has purchased an RS 700 so the fleet appears to be back on the increase.

I am sure we are all looking forward to another year of wonderful sailing on the Medway; for those who travel to other clubs don't forget to tell all what a great club we have and get as many as possible to come to the Medway Regatta to try it out for themselves.

Mike Gower

Vortex Asy 1013

Foxy Foils

Hi all.

As T foils are the current must have tweak in the National 12 fleet it means that we have had the chance to play around with a system of our own concoction for the last six months, and as several members have asked me about them I thought I would let you all know what we have found out.

I should point out that we are the only 12 at the club now and have no experience of the off the shelf products currently being used by the front of the fleet. With the help of some knowledgeable friends, and the very helpful National 12 community we have built and developed our own system, so you should read about our findings in this context.

The first thing to discuss, is why have a T-foil at all. To my knowledge they first appeared on the faster, scarier boats to add some stability off wind, but I guess when Moths proved that if correctly adjusted you could get a sizeable amount of lift from them they started to develop the secondary function of being used to lift the transom. Now some years on it is the lift that is the primary factor (not to fly but to reduce wetted area) and indeed in our experience, stability is often made worse by a T foil... but I'll come to that.

There is a third factor to take into account that applies to all boats, but that is of particular interest to slower boats (and therefore us) and that is energy recovery from the stern wave. The gist of this is that as the bow pushes its way through the water (which consumes energy), some of this water goes down under the hull only to come back up again at the rear, following the rocker line of the hull. If you place a foil in this water stream you flatten the wave and gain back some of the energy that you lost in creating it, and by flattening the wave you also trick the water into thinking that the hull is longer than it really is... all of which, on paper at least, should make you quicker.

What this means is that where as the Moths, that are only interested in lift, put their foils at the bottom of a long blade we put ours as high up so we can capture the energy contained in this wave. The limiting factor to this height is that we never want the tip of the foil to break the water surface when heeled over as air would get sucked down along its length, that would then stall the foil and create a lot of drag.

Ok so what's it actually like in practice. The first thing you need to real-

ise is that the foil is never doing nothing. The first time we went out in a blow we started with an upwind leg and it was all working nicely, as we bore away around the top mark onto a deep reach the boat speed more than doubled and the lift from the foil became so great that we couldn't keep the bow out of the water. We tried in vain to adjust the foil on my crudely cobbled together first system but my neutral position clearly wasn't neutral and there was nothing more we could do. The excitement probably lasted for about a minute, with water poring over the foredeck and us hanging off of the rear quarter trying to find a way of pumping it up onto the plain, but something had to give, and both sides of the horizontal foil ripped off!

That was our first lesson. a) you get more lift from these foils than you expect and b) accordingly the foil needs to be much stronger than you think and have a very effective control system. Someone on the 12 forum told us that if you aren't comfortable using the foil as a ladder to get back in the boat following a capsize, then it want be strong enough... and I think I agree. That also applies to the transom of course!

Of course now that we have a system that is much easier to adjust (built my own rudder stock as well!) we don't have such a problem, but every point of sail, wind strength, boat speed, hull trim does have its own ideal setting and it can get a bit complicated.

To simplify things we now have just 3 settings. Basically there is ON, which stays on until we can't get any further back in the boat, then there is OFF, which is the default setting when we release the control line and is used when it all gets to exciting. And then there is half on for when it's a windy day and we know it's going to be hard work.

It's taken a lot of trial and error to arrive at these setting and I suspect it's still not right. For example off isn't just a neutral position as measured on the beach. As the water at the transom is flowing upwards having just come from under the boat, neutral is in fact set at about 2deg negative! This figure of course is not easily measured and is also boat and trim dependant, so you can see if you think to hard about it, it does all get a bit complicated.

Another thing that isn't apparent until you sail one is that it's not just the boat pitch that gets very sensitive but balance as well. Remember we are also using the foil to generate lift, not to foil above the water but to reduce the wetted surface area which in turn will hopefully make us faster. Now all the time the boat is flat, the lift generated is pushing upwards in line with the centre of gravity and therefore has no effect on

the balance of the boat, HOWEVER when it's not flat (which let's face it does occasionally happen) the lift generated moves to the side and actually encourages the boat to lean more. Upwind you don't tend to notice this so much but downwind it can get very exciting with the boat rolling even more than normal.

Finally let's not forget that all the possible speed benefits that can be gained from the energy recovery and the reduced wetted surface area have to be offset against the extra drag of the foil, and it's not insignificant. Too much and you can feel it holding the boat back to little and although you don't feel it in the same way you know there is more wetted area down there and more drag... either way you just go slower. It takes a lot of fiddling to start to reap the rewards and even then it's not clear cut with the boat faster in some conditions and apparently slower in others.

I'm probably making this all sound bad, but the reality is that we love it. It adds a whole new dimension to our sailing and although it's hard to bring all these elements together and thus make the boat go faster it's fun trying, and when it does work it's a great feeling.

But is it right for all classes. Nope sorry I don't believe it is. As I think I have pointed out the foil is never doing nothing, and what it does do is add a whole heap of new elements to the sailing experience that I think would be out of place on most boats. Things like adjustable rigging or carbon spars are more appropriate for most and for most manufacture driven classes they are not appropriate either! Oh, and to be honest the many hull shapes doesn't really lend themselves to a foil either. The quick 12 shapes that are utilising a T foil all have the rocker moved aft so that they can get the maximum amount of energy recovery from the system, and many traditional or even modern planning hulls have their rocker a long way forward and there would be less to be gained in this area.

Any way I'll stop here, I could go on and on, but to be honest we are complete amateurs on the subject but since 2008 a wing equipped boat has won every national 12 nationals, and they were having successes for some time before this so, they are here to stay... but then again every year there are other boats in the top ten that don't have them so.....

Ian and Hannah Foxwell

Treasure from the family archive

This artistic treasure has recently been discovered in the family archive. It is currently entered in the world's most boring postcard competition. We are confident of a top award.



It is difficult to imagine what artistic criteria featured in the publication decision process. It is views like this that put people of sailing forever!

M.G. W.S.C. art correspondent.

And why did Medway not get City status.....? Ed

The Day we went to

Tilbury International (Again)

(see Spring 2011 issue.....Ed)

Last time we got as far as Tilbury Int, whereupon some serious demolition was attempted (as those who are paying attention will recall). So, with grim determination, we are aboard the PS Waverley again and going for the full round trip, Rochester or bust. This time we have a full complement of relatives with us should there be any unrest amongst the crew, so as per last time we are turned off Tower pier by tug (so rusty it seemed to leave a trail of dissolved metal in it's wake) and proceed under Tower Bridge round Canary Wharf and past the big top, which still looks quite impressive from the wet side. A quick time check at Greenwich then through the Thames Barrier, passing under the QE2 bridge we approach Tilbury Int. at a much slower rate this time and do not try to remove the whole shebang and take it with us (unlike last time).

Several coach loads of bodies join us and are safely stowed, then onwards to Southend, passing a three masted sail training ship coming in, with lots of activity on the yardarms, flying the French Flag. We indulge ourselves of an excellent roast lunch, last time we were



chucked off before we could get our noses into the trough. On arrival one gets the impression that Southend pier looks rather fragile, but the bit that we were to lean on is very solid indeed. Those going ashore had already been informed that due to somebody else having leant on the fragile part, the only access on or off the pier was via the train, which had been laid on for our special benefit.

Some get off some get on, then off towards the Medway, on the way we are informed, that their pet tug wasn't available to turn us in Hoo Bay (the Waverley not being very manoeuvrable), therefore not requiring the pilot that nearly came aboard. We are instead going to have a misguided tour of Sheerness, a very close look at the Richard Montgomery (the rather full sunken ammunition ship) and a run past our old

friend the "South Kent buoy". All this while waiting for the Kingswear Castle to come down from Rochester to say hello, arriving with standing room only, both boats circle each other with lots of whistle blowing and camera clicking.



Interesting point number fortytwo, the Kingswear Castle was built in 1924, the engines coming from the previous boat being much older, and is designed for six knots only. The question is, with a five knot falling tide how long will it take to get from the South Kent back to Rochester? (Answers on a little bit of paper).

Southend, some get on, some get off, and then we head up river, having seen the scenery I dive downstairs to film the engine, having discovered a new button on the camera. After Tilbury Int (left pretty much as we found it, in one piece and dreary) the light fades to give us a pleasant run into the heart of London, being all lit up just for us. Passing under Tower Bridge, being freshly painted and floodlit, was quite an awesome experience, on past the Tower itself for a soft landing at the pier.

We still didn't manage the full round trip but all in all a very pleasant way of wasting a day and to ice the cake it only cost us two pounds fifty to park in a London car park for a whole day.



I have since been informed that they are dredging close by the Richard Montgomery, and guess what they keep finding, explosive things. Also they don't like it when people moor up to the protruding masts when fishing!

Colin & Maureen. M206

And now the article you have all been waiting for.....Ed

WILSONIAN SAILING CLUB

MINUTES OF ANNUAL GENERAL MEETING ON 25TH FEBRUARY 2012 AT 19.00 HRS

Jeremy Drummond (Commodore) chaired the meeting. 39 members were present.

1. Commodore's Opening Remarks:

The Commodore welcomed members to the 53rd Annual General Meeting of the Wilsonian Sailing Club. He said after the initial formalities, reports would be received from the various Club officers who had been fantastic support to him as Commodore. He pointed out that there were vacant posts and that if anyone could take on a role (or partial role), or knew of someone else who could, then to let him or any of the Committee know.

He added that as members were probably all aware, his time as Commodore had come to an end and at some point towards the end of the meeting he would formally hand over to Christine who had been nominated as Commodore for the following two years. He wished her well and said she knew that she had his full support during her time in office.

As would be seen from the reports, Wilsonian Sailing Club continued to thrive despite the current economic and social pressures. WSC by its very culture and structure expected all its members to support the Club through volunteering. Whilst some had the time and inclination to dedicate many hours to the Club, and it was amazing how many did so much, it was important to focus on spreading the load across as many members as possible to ensure it never became an unwanted burden that might put off potential members from joining or staying with the Club. In the coming years he felt this might be more of challenge to the Club than any economic pressures. He cited three things each member could do. First, he asked members to think if there was an aspect where they could help. This need not necessarily be a named officer role; it could simply be a supporting or part role if a full officer role seemed too daunting. Secondly, potentially identify others who were not so informed about the working of the Club who might be willing and able to contribute in some way or other. They might never have been asked! And, finally, to seek out new members who might like to come for a sail since every new member was a new volunteer.

The Commodore said he had been struck by an RYA workshop that week where it had been said "In future the news will find you, you do not find the news". What this said to him was increasingly it would be necessary to look to how the Club was publicised to ensure new members continued to join. He would be particularly interested to hear from members who could help in this area.

Community award from Princess Anne in November. He recommended any members who had not yet seen the video clip to look at Ann's interview on the RYA website. As members were aware, Ann had been a dedicated volunteer at the Club for twenty years whilst holding down a busy job and raising a family. She was a role model to all which had been appreciated by members when she had been given Honorary membership the previous year. Finally, the Commodore said he would like to close by thanking all the officers and volunteers who had supported him for the past two years.

2. Apologies for Absence:

Apologies had been received from D Burfoot, K Downward, N Fenton-Smith, M Fish, D Griffiths, C Grindley, A Heather, P Heather, T Kift, J Lambert, R Lapthorn, M Love, R McLeod, J Ramsden, M & C Robinson, R Seabrook, G Smith, C Stevens, P Thorpe, J Treadwell, R Winnett.

3. Minutes of 2011 Annual General Meeting:

On a proposal by I Wyatt, seconded by T Sims, and carried unanimously, the minutes of the 2011 AGM were confirmed as a true and accurate record, and signed by the Commodore.

4. Matters Arising:

None.

5. Secretary's Report:

Overall membership was down in 2011 and at the end of December stood at 215. This had been anticipated given the economic climate. However, the Committee had undertaken an analysis of membership trends which showed a decline over the previous five years in "Full" memberships (i.e. Family and Single). Although 37 new members had been welcomed in 2011, only 11 of these had been Full memberships. The growth area had been in the number of Junior and Guardian members. A consequence of lower Family and Single memberships was fewer people available to fill the duty rota.

	2006	2007	2008	2009	2010	2011
Members	202	203	208	218	223	215
New Members	21	6	26	34	36	37

	2006	2007	2008	2009	2010	2011	Change 10/ 11	New members 2011
Single	94	96	89	90	99	91	-8	4
Family	72	69	74	69	59	51	-8	7
Total "Full"	166	165	163	159	158	142	-16	11
Mem'ship s								
Hon/Life	10	10	11	10	10	11	1	1
Associate	9	12	10	15	13	10	-3	0
Country	3	2	6	4	4	4	0	0
Junior	3	5	7	15	22	23	1	12
Student	6	4	2	7	8	7	-1	2
Postal	5	3	3	3	3	4	1	0
Support	0	1	4	3	3	2	-1	1
Group	1	1	2	2	2	2	0	0
Guardian	0	0	0	0	0	10	10	10
	203	203	208	218	223	215	-8	37

The Saturday Skimmers programme continued to thrive and most Saturday mornings during the season three back to back races had been held. Overall, 19 Juniors had participated in one or more of the four series. J Wicken expressed her thanks to all those in the team who had regularly turned out to support the programme, be it on the water with safety cover, helping run the races or looking after the catering.

In April, the Club had hosted a Regatta With Coaching for KSSA and welcomed 9 visitors alongside 10 Wilsonian Juniors. KSSA had asked to come back for a similar event in 2012.

As a result of J Drummond's grant application to the Eric Twiname Trust, the Club took delivery of two brand new RS Teras in the spring, named as Eric Twiname 1 and Eric Twiname 2. These had been well used during the season.

The Committee was considering a new format for 31½ after the March 2012 issue, downloadable from the website. With Martin Smith kindly agreeing to take over as Secretary, a volunteer to take on 31½ was now needed. Also the Club was looking for a House Secretary, had a vacancy on General Committee for another member, and needed Fleet Captains for the Fast and Slow fleets.

6. Treasurer's Report:

The Treasurer was pleased to report that a stable financial position had been maintained in 2011 despite challenging times and the year had ended with a surplus of £7671.76. Depreciation for the year had been £11,271, and the fixed assets decreased accordingly.

However the Club had not yet paid increased rent and negotiations were on going, expected to be concluded shortly. Funds had been set aside to cover both this and the fees associated with drawing up the new lease (Brice contingency).

Five Dinghy Park keys that had either been reported lost or not returned by members leaving the Club had been written off, thereby reducing the Key Fund liability. Allowing for an emergency fund of £10,000 plus Key Deposits, the Brice Contingency, Boat fund and Generator fund, £30000 needed to be allowed for when considering any capital expenditure.

Unfortunately the Clubhouse roof and rear pathway had suffered damage when a tree was blown down. The costs involved in repair were covered by insurance apart from the £100 excess.

The Club had been successful in its applications to the RYA for grants totalling £200 to assist with the Volunteer Development Plan. Additionally, a donation of £800 from Eon, together with a £100 RYA grant, covered the costs of the t-shirts given to participants of Junior Week and the volunteers running the event.

Thanks to the efforts of Jane Drummond, Jayne Lambert and the House Committee, the kitchen and bar had achieved a good result with a surplus of £6085 (36% profit), only marginally down on 2010 (£6590, 37%). Despite some increased costs including VAT, wherever possible Club prices had not been increased. The Treasurer said the kitchen and bar made a significant contribution to the Club's income and there was the possibility of a challenging year ahead without the leadership of a House Secretary. This might require a change in what could be offered.

Servicing costs for the engines had increased and there had also been problems during the year with Dunlin's and Wilsonian's engines. The site and Clubhouse improvements had been met from income rather than being capitalized.

The Sailing Committee had decided to change from Gillingham Marina Prize vouchers to china mugs for the series prizes resulting in a reduction in cost. Spending on new trophies had also been lower than in 2010 and was reflected in the overall reduction in expenditure.

The cost of petrol had been offset by the Excise Duty refund, but fuel costs continued to rise and ways to reduce usage would be investigated.

The Club no longer had the luxury of in-house printing for 31½ and this was reflected in the increased costs of Print, Post and Stationery. There were plans

for an electronic magazine but at present the March 2012 printed copy would go ahead.

The fall in membership numbers had been anticipated and fees increased by a more significant amount in 2011 than in previous years. This had lessened the impact of the consequent fall in income. Membership fees for 2012 had been increased by a similar amount though Dinghy Park fees remained unchanged.

There was the possibility of a need to purchase a new engine in 2012, but funds were already set aside for this purpose. However, given the economic climate, the Treasurer advised against any other large capital expenditure. She said she would continue to keep a close eye on all expenditure and asked members to encourage their friends and colleagues to come to the Club and join up. However, there was a need to ensure that existing members were looked after by the Club continuing to offer the best facilities it could.

The Treasurer thanked everyone who worked so hard to keep the Club successful, Ken Crundwell for auditing the accounts and Gill Warwick for banking the weekly kitchen and bar takings and for looking after the Bosun's Locker. She also thanked the Commodore for his dogged determination in negotiating down the rent increases and securing a lease for a further 28 years.

In response to questions, the Treasurer said that funds had already been set aside for the increased rent payable as well as the fees incurred in negotiating the new lease. She agreed that bank interest received was very low despite the funds held. She had investigated other options but there was nothing else available. Low interest received was compensated to a certain extent by no bank charges.

The Commodore thanked the Treasurer for her sterling work and said her accuracy and knowledge of the figures were fantastic. On a proposal by B Smith, seconded by P Horner, the accounts were adopted unanimously.

7. Sailing Report:

The Sailing Secretary, M Love, reported that entries in 2011 had been broadly consistent with those in 2010. The Medway Regatta had been a success with 80 boats entering, 46 from WSC and 34 visitors. The winter series had also been a success with 47 boats competing. Unfortunately the Chilly Willies and Grand Prix had attracted only one visiting boat each and had had 12 and 21 entries respectively.

The Sailing Committee had decided to change the keepsake prizes for Club racing from vouchers for Gillingham Marina to china mugs printed with the Club name and flag and a map of the river. These had been presented to the bulk of recipients at the fleet evenings and had been warmly received.

The Fast fleet had been slightly down in numbers of boats competing but that had been countered by a rise in numbers for the Medium fleet; the Laser 2000 fleet had also grown. Unfortunately the Miracles had lost their fleet status and would be combined with the Slow handicap fleet. It was hoped that this would

encourage more participation in the Slow fleet from both the Miracles and other classes. The Miracles would still be awarded their fleet prizes with results derived from the handicap racing.

The Grand Prix would longer be offered as an open meeting thus reducing the burden on the Club and duty team for an event which had had few visitors in the past two seasons and which was not felt to be a good advert for the Club. The status of the Grand Prix would be subject to review as it has previously been a successful event. The Club would still host three major open events - the Medway Regatta, Laser 2000 open in September and the Winter Series.

A new Championship Series was being introduced using the scores from the Ice Breaker, South Kent, John Yeo Evening Race, Grand Prix, Three Race Regatta, Leigh Trophy and Laying up Cup, with two discards, to calculate the champion. The individual events would still have their prizes awarded as before. It was hoped that the Championship Series would encourage members to participate in the one off events.

The Sailing Secretary expressed his thanks to all those Club members who had given assistance to him and the Sailing Committee over the previous twelve months and in particular to Ian Parris for refining the Committee's proposed changes to the Sailing Instructions and also for sorting out the trophies, Roy Winnett for his work collating and publishing the racing results, Tony Hunt for writing up the Committee meeting minutes and the fleet captains for all their contributions.

The Sailing Secretary reminded members that all were welcome to attend and take part in Sailing Committee meetings, held on the third Wednesday of most months. J Goudie asked whether the Sailing Committee could publish its agenda beforehand. It was possible that this could be put on the website. T Hunt said anyone who wished to receive notification should contact him and he would add them to the email list.

The Commodore proposed a vote of thanks to M Love for his work as Sailing Secretary. This was endorsed by the members present.

8. Committee Reports:

Bosun:

The Bosun reported that one of Dunlin's carburettors had become corroded internally and needed to be replaced during the summer. As the steering had become very heavy the cables were changed so muscles like Popeye's were no longer needed to drive it! Bluebird had not needed any major work apart from fitting a new radio and aerial during the season.

In the second half of the season it had been noticed that one of Kittiwake's tubes had a slight leak and needed a couple of pumps of air every two or three weeks. The leak was not large enough to show up with a soap and water test so it had not yet been possible to carry out a repair.

Wilsonian had been used for committee boat starts and race management, but

during the latter part of the season the engine had been giving cause for concern. It was stripped down to locate the problem which appeared to be that the piston rings had become stuck, leaving the engine with no compression in cylinders 1 and 2. It had now been reassembled, ready for use in the coming season.

All the engines had been serviced the previous Sunday and the Bosun said he was looking forward to a trouble free summer with his feet up!

Club Dinghies:

The Club dinghy fleet consisted of two each of Visions, Fevas, Lasers, Teras and Optimists (one belonging to the Scouts), seven Toppers and one Express dinghy used for capsized drill and safety boat recovery drill.

All the boats had been well used during the year with the Saturday Skimmers keeping the Bosun busy with maintenance and repairs. G Lambert said at least they let him know when something needed doing. Unfortunately not all members did so and just put a boat away broken or with parts missing without reporting it, which made it difficult to keep the boats in good order.

All the rudders and sails were being moved into the new shed erected during the winter work parties. This has been racked out to keep everything tidy and make it easy to get the equipment in and out. There was a board inside and members were asked to use this to make a note if there were any issues with equipment or boats, so that A Pickrell, E Eyre or the Bosun could deal with them.

The Commodore said the Bosun's work was greatly appreciated and barely a week went by when he could not be found fixing something! It was good to know that he now had the assistance of A Pickrell and E Eyre.

Training:

Sailing:

P Horner reported that he had been amazed at the number of people who had received training during 2011. A total of forty-seven juniors had attended training sessions, thirty-eight of whom had participated in Junior Week. The following certificates had been awarded: Stage 1 (6), Stage 2 (4), Stage 3 (4), Start Racing (11) and Intermediate Racing (14).

Fifteen Medway Sports Volunteers had taken part in sailing on four Friday evenings as part of their course. Most gained the Stage 1 certificate. Feedback from the group at the end of their course was that they thought sailing was the best of the various sports they had tried.

There had been four participants on the Adult Beginner course, all of whom gained Level 2 certificates, and one attended the Introduction to Sailing course.

In addition, dozens of Scouts had been introduced to sailing at the Club in sessions organized by D Wraight and his team.

Thanks were expressed to all the instructors and race coaches who had given their time to another successful year.

Power Boat Level 2:

B Warwick said an early season course had specifically been laid on to accommodate a group of parents from Saturday Skimmers, the idea being to encourage parents from the group to be more actively involved rather than just standing on the beach watching. By training them to Level 2, they could assist a qualified helm with safety cover on designated Skimmers sessions.

While undergoing training, the group responded to a call for assistance and were given a real hands on rescue situation when a competitor from the Medway YC Saturday Series got into difficulties in Gillingham Reach. All passed and were awarded the new style photograph certificate.

The on-going plan was to encourage the group to attend the Safety Boat course in the coming season to qualify as Club RIB helms, releasing the training staff to concentrate on sailing activities.

There had been a late season course attended by one lady and one gentleman Club member. B Warwick said it was always a pleasure to train lady members as they always listened to instructions! Both passed the course and would carry on with the Safety Boat course when able.

Safety Boat:

No courses had been undertaken. It had been found that courses tended to go in cycles, those long-standing members who wanted the qualification had been trained; newer members tended to need both Power Boat and Safety Boat certificates leading to training stretching over two seasons.

The Training Principal, T Sims, proposed a vote of thanks to P Horner and B Warwick and all the instructors in the Club. J Drummond also thanked T Sims for the support he had given him during his time as Commodore.

House:

2011 had been a good year for the House Committee. From the Sunday of the beginning of the sailing season right through until the end of December food had been available at lunch time from the kitchen. A regular menu was offered, varied by having the option of a dish of the day and occasional specials. Food prices had been evaluated at the beginning of the season and remained constant throughout the year.

The main events for the year had been well attended resulting in an increase in food sales. At the Open Day there had been a barbecue at lunch time to cater for Club members and visitors. 160 lunches were sold and the Club ran out of food - something to bear in mind for future planning.

The Evening Race supper had been a successful evening despite a low attendance. This event needed to be publicised better in 2012. A number of people later said that they had not known it was on despite notices around the Club.

The Medway Regatta weekend always proved to be an enjoyable event but was very hard work for the kitchen crew and the House Committee. There had been a hog roast for the second year running, with 157 meals sold on the Saturday evening, an increase of 20 on the previous year's figures. Planning was already underway for 2012 and members could all look forward to something different once again that year.

The Autumn Roast Dinner organized for after sailing proved popular, catering for 58 people. It was planned to run a similar event in 2012.

For the second year, the annual Prize Giving and Dinner and Dance had been held at Gillingham Golf Club. The House Committee felt it was a good idea to run things for two years at the same venue and then have a change. With the Dinner and Dance the aim was to try to vary the location so that different locations favoured different members. The event was attended by 97 people in 2011, an increase on the previous year of 20, in part due to a greater number of juniors and their families coming along.

Unlike 2010, it had not been necessary to use 4x4s to get to the Clubhouse for the 2011 Christmas lunch. With 86 Christmas lunches served there had been a huge effort from the House Committee and it had been something of a logistical nightmare to seat everyone.

Further kitchen improvements were planned and for those members who had spent hours washing up, it was rumoured that the General Committee would approve the purchase of a dishwasher, something wholeheartedly supported by the House Committee. Additionally the purchase of a soup urn was proposed so that soup, bread and cheese could become a regular feature on the menu.

In the absence of any one coming forward to volunteer to be House Secretary, the numbers on the House Committee had reduced to just 6 people. Anyone able to offer support to the House Committee who could shop or cook and plan social events would be most welcome.

The Commodore thanked J Drummond and J Lambert and all those who had served on the House Committee for their excellent work. He said the House was a crucial source of income for the Club.

Duties:

The General Committee had asked the Duty List Secretary to concentrate on filling the main season duties, leaving the Winter Series to be filled at a later stage. G Smith reported that he was short of a number of CDOs and RIB drivers in particular and asked that anyone who felt able to offer an additional duty let him know.

The Commodore thanked G Smith for all the work he did in organizing the duty list.

Publicity:

The Commodore had attended a recent RYA training workshop about social media with J Ramsden with a view to revamping the Club's presence on Facebook. He thanked J Ramsden for all his efforts.

Maintenance:

R Winnett reported that, as in 2011, an attempt had been made to keep down maintenance costs. Owing to several circumstances much of the work that had been scheduled had not been started and some had not been completed. Low temperatures and the heavy snow fall on 4th February had not helped. Tasks undertaken:

- D Griffiths had supervised the erection of the container he had acquired; it turned out larger than anticipated and would make excellent storage for the Club boats' sails, rudders, centreboards and Topper masts. Cable for lighting and power outlet installed by A Hockey and racking by A Pickrell
- BBQ area tidied up and a roofed area erected for storage
- Welded mesh fencing erected along the rear boundary.
- Annual clear out of the gutters and moss from the roof by D Burfoot and R Laphorn
- Veranda wall painted
- Picnic tables and window frames treated
- Plastic pipe in the Ladies' changing room replaced with copper and tap fitted for a hose by M Brown
- Extractor fans cleaned by I Wyatt
- Drainage ditches in the woods behind the Club and dinghy park cleared by T Hunt
- New doors and extended RIB cage constructed by S Sprot and B Warwick, work still needed to complete
- Area around the gents' urinal tiled and new shower heads fitted to all showers by B Warwick
- Start line alignment checked and guide line painted on the wall on other side of river by B Lamb
- Drawers in the race-box and door in committee room repaired by J Musker
- Slipways pressure washed
- Potholes in the top track filled
- Closing of car park gate adjusted by B Dutton

R Winnett thanked all those members who turned up and individually or co-operating in teams had got the work done effectively in spite of temperatures around zero, those who helped in the kitchen to provide food and drinks, those who turned up more than once, Derek Zobel for purchasing the food for all the work parties and helping out in the kitchen when needed, and last but not least, in alphabetical order, extra thanks to T Sims, D Griffiths, B Lamb, G Lambert, C Treadwell and B Warwick.

The Commodore said that R Winnett spent a staggering amount of time at the Club and made a big contribution. A round of applause was given in appreciation.

9. Appointments:

NOMINATIONS RECEIVED

<u>POSITION</u>	<u>NOMINEE</u>	<u>PROPOSER</u>	<u>SEC- ONDER</u>
COMMODORE	Christine Godber	Jeremy Drummond	Jo Wicken
VICE COMMODORE	Jeremy Drummond	Martin Vinton	Trish Ayris
REAR COMMODORE-			
	Paul Thorpe	Brian Warwick	Martin Smith
SECRETARY	Martin Smith	Jo Wicken	Christine God- ber
TREASURER	Trish Ayris	Christine Godber	Brian Lamb
BOSUN	Geoff Lambert	Trish Ayris	Paul Rodgers
SAILING SECRETARY-			
	Matt Love	Paul Thorpe	Brian Warwick
HOUSE SECRETARY VACANCY			
GENERAL COMMITTEE (6 places)		Geoff Lambert	Roy Winnett
Brian Lamb, Colin Treadwell ,		"	"
Paul Rodgers, Jo Wicken,		"	"
Mike Gower,1		"	"
VACANCY			
HOUSE COMMITTEE(6 places)			
Carole Johnson, Alison Williams		Colin Treadwell	Trish Ayris
Carol Rodgers, Derek Zobel		Colin Treadwell	Trish Ayris

Jayne Lambert, Jane Drummond

“ “

AUDITOR Ken Crundwell Brian Lamb Jo Wicken**TRUSTEES** Martin Fish, Bernard Smith, Roy McLeod, Dave Vettergreen**CLASS CAPTAINS**FLEET CLASS CAPTAINSVICE CAPTAINS

Handicap (Fast)	VACANCY	Alison Williams
Handicap (Medium)	Graham Jenkinson	Ian Foxwell
Handicap (Slow)	VACANCY	VACANCY
Laser 2000	Colin Treadwell	Roy Winnett/Paul Thorpe
Handicap (Juniors)	Edward Le Gassick	Quentin Bes-Green/Elliott Eyre

ASSISTANT OFFICERS (Appointed by General Committee)

DATABASE ADMINISTRATOR	Ian Parris
DINGHY PARK SECRETARY	John Shenton
ASSISTANT DINGHY PARK SECRETARY	Janet Shenton
DUTY LIST SECRETARY	Grahame Smith
MEMBERSHIP RENEWALS SECRETARY	Trish Ayris
MEMBERSHIP SECRETARY	Lesley O'Rourke
TRAINING PRINCIPAL	Tom Sims
CHIEF SAILING INSTRUCTOR	Peter Horner
WEBSITE MANAGER	Jason Ramsden
ASSISTANT SAILING SECRETARY	Tony Hunt
EDITOR 31 ½	VACANCY
PUBLICITY OFFICER	Jason Ramsden
MEASURER	Tom Sims
TROPHY SECRETARY	Ian Parris
YOUTH CO-ORDINATOR	Jayne Lambert
PARENT LIASON OFFICER	Kevin Downard
CHIEF POWER BOAT INSTRUCTOR	Brian Warwick
SITE SERVICES MANAGER	Brian Warwick
SALES CO-ORDINATOR	Gill Warwick

SITE DEVELOPMENT OFFICER	Duncan Griffiths
MAINTENANCE CO-ORDINATOR	Roy Winnett
CRUISING SECRETARIES	David Wraight & Derek Zobel
CLUB BOATS MANAGER	Andy Pickrell
BOSUN'S ASSISTANT	Elliott Eyre

The above were all elected unanimously.

10. Rule Amendments:

The Commodore outlined the background to the proposed introduction of a category of membership to be known as Third Party Membership. He explained that two years previously the Club had been confronted with a significant rent increase at the latest rent review. Following lengthy negotiations with the Brice Trustees and their agents, he had managed to reduce the amount of the rate demand and had secured a maximum annual rent increase of 3%, thus enabling the Club to plan for the future. As part of these negotiations an agreement had been made to extend the Club's lease for a further 28 years and clauses inserted to ensure the Club's Trustees would not face liabilities in the event of the Club folding. A Clarke had worked on behalf of the Club in this respect. The sub-lease with Hoo Ness YC was also an issue as the Brice Trust was concerned that there should be no sub-tenant with rights should WSC cease to operate. A new lease would have involved considerable expense in legal fees for all parties. As a means of avoiding such costs, it was proposed to offer HNYC a Third Party membership with exactly the same terms and conditions that they currently enjoyed. A meeting had been held between the WSC and HNYC Commodores, arranged by T Sims, at which the Commodore of HNYC said was open to the proposal and was prepared to put together a Deed of Surrender.

Third Party membership would also be offered to the Scouts, again on exactly the same terms and conditions as at present.

On a proposal by P Rodgers, seconded by B Warwick and agreed unanimously, the following new "Rule 10 (d) (xi) Third Party Members" was accepted:

"Third Party Membership is open to third party clubs and organisations with sailing interests at the discretion of the General Committee. The terms and benefits of such membership shall be determined on a case by case basis by the General Committee and may be varied from time to time. Third Party Members shall have no power to vote."

The second Rule amendment was to offer a fairer rate of fees to those joining the Club later in the year, in effect a sliding scale of fees. On a proposal by J Goudie, seconded by T Ayris and agreed unanimously, Rule 11 (a) was amended to:

"Annual fees and subscriptions shall be as decided by the General Committee

from time to time. Subscriptions shall be payable on application for membership and subsequently on 1st January in each year. Full entry fees shall be payable on application for membership. Dinghies shall not be left on Club premises without the permission of the Dinghy Park Secretary and the appropriate fee shall be payable in advance. After 30th June applicants shall be elected at a reduced subscription rate as determined by the General Committee. Where dinghies have not been left in the dinghy park prior to 1st July, any dinghy park fee shall be charged at pro rata of the normal rate.”

11. Any Other Business

D Zobel said that members might not be aware that there had been work carried out on the electrics in the Chicken Shed and that the light switches had been moved to just above the sink adjacent to the door.

T Sims said new padlocks had been purchased for the Dinghy Park gate, outside toilet and the Landlord's gate at the bottom of the driveway. The latter would also take the Club key.

Closing Remarks:

C Godber thanked J Drummond for the excellent job he had done over the previous two years, not least all the fund raising and considerable work in connection with the lease and rent review. This was endorsed by those present with a round of applause. She also thanked A Clarke for his support in preparing the new lease. C Godber thanked P Thorpe who was retiring as Vice Commodore and M Vinton for all his support as a member of the General Committee. She presented flowers to J Wicken, J Drummond and J Lambert who were standing down from their roles as Secretary and House Secretaries after a number of years. She welcomed new Committee members M Gower, who after serving the coming year on General Committee would become the Rear Commodore, A Pickrell and E Eyre.

She said there were many events to which to look forward in the new season, in particular the Hoo Freezer 10th-11th March, the Open Day 23rd June, the Medway Regatta 7th-8th July, the Wayfarer Nationals and KSSA. A Heather would be coming back to support J Lambert running Junior Week.

The new Commodore said she anticipated a big learning curve and would do her utmost for WSC and to build on her predecessor's good work. She wished happy, healthy sailing in 2012 to all members.

Meeting closed 8.40 p.m.

Calendar

Date	Time	Event	Contact/Notes
08-April	13:25	Commodore's 1	
15-April	11:20	South Kent	Comm boat start
18-April	18:25	First Informal Wednesday Evening Race	
21-April		KSSA Regatta	Jo Wicken 01474 822844
28-April	14:10	MYC/WSC Series begins	
7-May	12:10	Pursuit Race 1	
19-May		Up River Cruise	David Wraight
27-May		Early Summer Points Commences	
24-Jun	14:30	Wilsonian Grand Prix	
7/8-Jul	10:55/ 9:55	Medway Dinghy Regatta	
21-July		RYA "Push the boat out day"	
29-July		Late Summer Points Commences	
18-Aug		Open Junior Regatta	
19-Aug	12:45	Three Race Regatta	Down river start
27-Aug	11:30	Pursuit Race 2	
16-Sept	11:35	Leigh Trophy	
29/30-Sept		Laser 2K Open.Autumn Points commences on 30	
13-Oct		Queenborough Cruise	David Wraight
28-Oct	12:55	Laying Up Cup	BST (and normal racing) ends
4-Nov	11:15	Winter Open Series Commences	