

Afloat

News, views & information from Weir Wood Sailing Club



Issue 8 Autumn/Winter 2011



**The Open Season
Oppy Camp
Oppy Nationals**

Commodore's Cosy Chat

Simon Davis

Open Day

Fantastic day blessed by brilliant weather. 450+ people 184 trial sails, 14 sign ups on the day and 6 or 7 in the weeks afterwards. Thanks as always to all those who helped. We had a visitation from the Thistle Whisperer. He had a strange appearance but he was a miracle worker. You know in your own gardens that when you try to extract a thistle or a dandelion the tap root breaks off leaving the tiniest fragment left in the ground that leaves you with the niggling thought that it will grow to be an even bigger and more tenacious weed. Not this guy. He has been gifted with a technique that lifts every last fibre and tap and he left them, roots completely clear of soil lying on the ground. Truly a natural wonder and a national treasure.

Break In

On the Wednesday after the Open day I left the Club at about 22.45. What emerged the day after was that the CCTV's on the Fishing Lodge were disabled at 23.05. It would appear that we were being targeted by a highly professional and well prepared group of thieves who have, over the summer, targeted a number of Sailing Clubs in the area. Most recently they succeeded in getting away with 9 outboards from secure containers at Ardingly. In our case they knew exactly which (new and big) engines they wanted and where they were stored. They re-programmed the external security gate to open from within the Club grounds and, having removed engines with control cables, calmly removed them in the Car Park. They spent nearly 5 hours on the site, we lost 2 x 30 hp and a 15hp 4 stroke Honda and the Fishing company lost 15 outboards.

While the committee has authorised substantial expenditure on new and enhanced security we probably have to accept that we can only delay any future attack and try to increase the inconvenience and reduce the value of any haul potential future thieves receive in return for attacking us.

Also this agreed expenditure didn't stop us getting targeted again in June by, presumably, the same gang. This time their MO was to row from the Bird Watching site to the moorings and tow the RIB's back to the far end of the reservoir where they, again, cut all the control lines. They were seen by the head of the fishing syndicate at 05.00 but he simply assumed they were from Blackland Farm.

Membership

Overall membership has held up well despite the more general economic environment. But we are running faster and faster to stand still and membership is well down on where it was 20 years and 10 years ago. The Open day was a huge success in this regard and we ended up signing up 14 membership units on the day and more in the immediate period afterwards. We have been very successful in picking up cadet members which, paradoxically, doesn't work too well in our favour as the membership fees are reduced.

Decisions

In the early part of the year your committee circulated a Members Survey and the results of this were published in the Spring edition of Afloat. What is becoming increasingly clear is that some very big decisions will need to be taken before we can implement some of the main members' requirements flowing from the Survey. Probably the most important is the sort of Club we all want to be members of going forward. As with all voluntary organisations the burden of effort to run WWSC falls disproportionately on a very small number of shoulders. Again as with many voluntary organisations these shoulders are often older and exhausted after many years of shouldering these or similar burdens. The 'bandwidth' of our volunteers is limited and is being stretched by more and more demands placed upon them. Therefore, if we want the Club to develop a broader offering of services to a wider range of possible users (schools, disabled for example) we may have to employ staff. The top priority from the survey was the Clubhouse improvement but if we want to gain grant funds to do a 'proper' redevelopment we will have to broaden access to



← Simon Davis

Dates at a Glance

Sailing Events

17th September	<i>Optimist Open</i>
1st & 2nd October	<i>Rooster 8.1 Nationals</i>
23rd October	<i>Winter Draws On</i>
28th - 30th October	<i>Adult Cobnor</i>
13th November	<i>Fast and Furious laser Training</i>
8th January 2012	<i>Christmas Cracker Laser Series starts</i>

Social and other Events

10th December	<i>Christmas Dinner</i>
11th December	<i>AGM 2 pm Club House</i>

Write them in your diaries NOW

the clubs facilities to precisely those groups for whom we may have to employ staff to offer it!

So we need to take some serious decisions. We will circulate the nature of the decisions to you between now and the AGM in December. **Can I ask that as many as possible of you attend the AGM so that we get as representative a discussion of all interests** and a relevant a set of decisions as possible.

Volunteering

I have mentioned above the reliance we place on a small number of volunteers and I would like to ask for a few people to come forward to assist in some very specific areas of the Club that are very active at the moment. The Club has rightly put a lot of emphasis on Youth Development and, to an extent, we have become victims of our own success as demand exceeds supply of willing volunteers. We need help both qualified and unqualified to assist with the Youth Group on Saturdays. Also one of the Clubs stalwarts and one of its biggest supporters over the years, Allan Jones, is standing down at the end of 2011 after many years. Allan has run the Sunday Youth groups almost single handedly for years and we need someone to come forward absorb at least some of these responsibilities. The alternative would be for the Sunday Youth group to die.

We've also got a vacancy for someone to run the 'House and Grounds' of the Club. Again another stalwart, Steve Carr, as a result of the very late onset of old age, and sheer exhaustion has decided to hang up his spade after many years of yeoman service. This is a great, although largely behind the scenes, job that involves keeping the Club and our beautiful club environment in working order. If you would like to take this on then please let me know on my personal email address simon.davis@zen.co.uk

Picnic and Proms

This has always been one of my favourite 'socials'. We had a better turn out this year on a wonderful evening and it was great to see so many new members experiencing Weir Wood at its absolute best. The band, the Sussex Concert Band, is outstanding and, as usual, they played a medley of tunes to entrance a very wide age range. They played a 'Proms' selection that left us with Jerusalem just as the sun was setting over a tranquil and wonderful reservoir. The format is simplicity itself yet the mix of good food, good music, excellent company and a great location always makes for a memorable evening.

RS 200 Open

The RS200 is very much the boat of the moment despite it being around for nearly 20 years. There were 160 boats at the Nationals, at least 20 of which were fully funded as Olympic sailors and hopefuls dropped into Portland and the 200 fleet to get more course experience. If David Giles is too modest to mention it he came a very creditable 16th and was followed up by 5 other WWSC crews.

Earlier in the year we had welcomed 17 visitors and had a good turn out of WWSC boats to our 200 Open. It was memorable as one of the hottest days of the early summer with very little wind and Ernie (Hatton) and Pete (Clifton) are to be congratulated on setting my first ever windward / windward course. Just into the first race and having sailed to the windward mark the wind shifted 180, we beat down to the leeward mark when it promptly swung another 180 and we beat back half way to the windward (or was it the leeward) mark.

I was gratified to overhear a Wembley SC member saying what a marvellous place to sail!

There was very little to be upbeat about regarding the break-ins but there was one light hearted exchange of emails that amused me. A former member contacted me with a very kind offer....

"Dear Commodore,

I was very sorry to read about the recent theft of the Club's outboard motors and would like to know if the Seagull that I have for sale might be of use to you. I have had it by me for many years, though it has had very little use. A house move in the not too distant future means that it now has to go. Should the offer not be of interest, I would be very grateful for an indication as to its value in general terms should you be able to give me some idea.

Best wishes,"

My answer was as follows:

"Thank you so much for your very kind offer of a Seagull to replace the 2 almost new 30 hp 4 stroke Honda outboards that were stolen. Sadly the Seagull would be slower than most of the sailing boats on the reservoir now and would struggle against the sort of wind we had this weekend. While I admit that my Seagulls were always good starters it had to be tried only in warm weather and when there was an 'R' in the month. Nowadays the blue smoke screen following it down the water would offend most members' environmental sensibilities as would the ever present sheen of oil around the prop shaft. Also re-training the rescue boats crews in pull starting flooded engines and de-whiskering the pink Lodge spark plugs would involve us in too much work. The Seagull might have been 'The best outboard for the world' in the 1950's but not, most sadly, for WWSC in 2011.

In terms of valuation - I have tried to sell a short throw 2.5hp Seagull recently both on the web and at Boat Jumbles for £20 and had no takers. If the marine equivalent of Arthur Negus approaches you brandishing a fiver I'd be inclined to bite his hand off.

Kind Regards

*Simon Davis
Commodore*

cont.....

Best you ask some of our older members what 'de-whiskering' is. Maybe some of you might have to ask what a spark plug is!!

That brought to mind a joke that did the rounds in the mid 1990's so there a whole generation of members who didn't hear it the first time. (That's my excuse anyway!)

This is the transcript of the ACTUAL radio conversation of a U.S. naval ship with the Canadian authorities off the coast of Newfoundland October 1995. Radio conversation released by the Chief of Naval Operations 10-10-95.

Canadians:

Please divert your course 15 degrees to the South to avoid a collision.

Americans:

Recommend you divert your course 15 degrees to the North.

Canadians:

Negative. You will have to divert your course 15 degrees to the South to avoid a collision.

Americans:

This is the Captain of a US Navy ship. I say again, divert YOUR course.

Canadians:

No. I say again, you divert YOUR course.

Americans:

THIS IS THE AIRCRAFT CARRIER USS LINCOLN. THE SECOND LARGEST SHIP IN THE UNITED STATES ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES NORTH, I SAY AGAIN, THAT'S ONE FIVE DEGREES NORTH, OR COUNTER MEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP.

Canadians:

We are a lighthouse, your call. ▲

Sailing Secretary's Scribblings

David Giles

With so much non sailing activity going on behind the scenes at the moment, such as the beefing up of security following the theft of many of our outboard engines and the change of ownership of the fishing lease, it is important to remember that we are first and foremost a sailing club and that our sailing programme goes on uninterrupted.

Since my last set of notes we have held three open meetings. On Saturday 11th June we held the Laser 2000 open. In the past this has been a two day event but this year just one day. The wind was a little patchy at times but quite sailable and a good entry of 22 Laser 2000's took part. Tim and Linda Hulley from Weir wood won the event with Katie Burrige crewed by Amy Hulley (also from Weir Wood) were third.

Next up was the RS 200 open. This was a two day event with a training day on Saturday 2nd July and the open meeting itself on Sunday 3rd. The wind forecast was for light winds all weekend but on the Saturday a gentle five to eight knot breeze allowed for

almost the perfect training conditions. Ten RS 200's from all over southern England booked up to take part in the event which was run by RS coach Peter Vincent. Twenty two RS 200's entered for the Sunday Open meeting but sadly the wind did not play ball and after two torturous races in almost calm conditions the meeting had to be abandoned. A report of this event appears later in this magazine.

Finally we ran an Enterprise open meeting on Sunday 17th July. Sadly this was not well supported with an entry of 6 boats and we will look into ways of increasing the entry for next year.

Looking ahead we will be running the Rooster 8.1 National championships on the 1st and 2nd of October. Essentially this is a Laser 1 hull with a larger sail than standard Laser rig. The larger rigs can be hired for the weekend so anyone with access to a Laser 1 hull can take part. Generous prizes are provided by Rooster Sailing with a modest entry fee of just £15.00. Full details are on the club web site.

Winter draws on will be held on the Sunday 23rd. October this year and will follow the same format as last year namely two handicap races in the morning and a mandatory pursuit



← David Giles

in the afternoon. There will again be many "spot" prizes so it's not going to be only the hot shots at the front of the fleet that scoop all the awards. We will use the event to raise funds for the RNLI so please try to join in. I anticipate an entry fee of £5.00.

The Laser class will again be running its Christmas Cracker event beginning Sunday 8th January 2012 and finishing Sunday 18th March 2012. Again local sea clubs that close down at this time of year will be invited to join Weir Wood for the duration of the series so turn outs should be good. The club Lasers will be made available to members who would like to give the Laser 1 a try.

There will be a fast and furious training day for the Laser class on Sunday 13th November. This consists of a series of very short races with coaching for the less experienced from the more experienced Laser Sailors. It is not to be missed for anyone looking to improve their Laser racing skills.

Finally a new initiative will be tried during the Christmas Cracker series; personal mentoring. An experienced Laser Sailor will take up to three less experienced Laser sailors under his/her wing. The idea is that the three "students" meet up with their mentor half an hour or so before the race starts where their boat set up will be scrutinised and advise given on how best to sail fast on that particular days conditions. A more detailed description of what is proposed will appear later in the magazine.

So as ever much going on with the racing side of the club and plenty to look forward to in the weeks ahead. ▲

Stop Press

All the competitors in the 4.7s had a great week in the Nationals David Haw came 36th of 73 and 11th in the last race up with many national squad people. Our other sailors did well too. Plus Neil peters won the masters trophy, Simon Barrington the Apprentice Masters and of course Jon Emmett the National title in the radials. ▲

Adverts

We are going to allow members and others to include commercial advertisements in "Afloat". Anything can be advertised including businesses, services, etc. Rates are £50 per half page and £25 a quarter page in Black and White only. (Sorry but the cost of printing ads in colour is far too expensive.) ▲

Laser ramblings

Olly Bush

Hello! Busy summer, not least at WWSC:

Here's the racing results:

Early Summer	Mid Summer	Summer Series	Late Summer
1. Bill	1. Chris SS	1. Bill	1. David B
2. Chris F	2. Bill	2. Chris SS	2. Bill
3. Tony	3. Pete Y	3. Dave M	3. Chris SS

Looks like Bill was the man to beat. Certainly it chimes with the fact that I've heard fewer complaints than usual about the Laser fleet's use of expletives.

Much of the fleet again engaged in its annual migration to the sea. For some of us, that meant supporting the great seaside resorts of Sussex. There is something to like about the faded glory, cheap fish and chippies and 15% unemployment.

Simon B was the star at a windy Pevensey, pushing one of the top masters very close at the front. David B did his best to give the local economy a bit of stimulus by borrowing and trashing someone's Radial rig. Nick, Simon and I spent a long time checking that the bottom of our boats were in good shape.

Next up was Arun where we did battle with our Southern Region rivals. Some of us couldn't get our head around the idea of 20 second legs and spent the day overshooting buoys and wishing that Ernie and Pete were in charge. But David B rose from zero to - you guessed it - hero, displaying a fox-like cunningness and ability to sneak in undetected that only come with age.

Finally Hastings, most in need of support if the local news was anything to go by, was dominated by WWSC sailors. Up front, Nick was cruelly pipped into second by his elder sibling, while Simon D sailed like lightning to leave Chris F exiting before prize giving in a thunderous mood.

Aside from appearances from David and Verity at Arun, sunny Sussex has not held out quite the same appeal to Weir Wood youth. Not so wild Weymouth. David, Fiona, Verity, Cameron and Jacob pitted their wits against the best of British 4.7 sailors at the nationals and early results were very promising. Well done guys! As



← Olly Bush

we have come to expect, Jon E was right up at the front of the Radial fleet, coming fourth last time I saw. Meanwhile in the Standards, Pete Y, Simon B and Neil were putting up a good fight against their younger counterparts.

These three and Chris F also took on our European foes at the European Masters. Simon B in particular showed English-speaking grit and guile to come in ninth. I assume it was windy! And the Euro Masters was clearly not a big enough stage for our Vice Commodore who also competed in the Masters Worlds in San Francisco. Hopefully more news on this next time.

What's coming up? Well the grand finale of the SE region is at Bewl on Saturday 17th September so I hope to see lots of you there. Then for those of you who are gluttons for punishment, there are three qualifier events in September and October, all on the south coast. And the next Fast and Furious event is in the diary on the 13th November.

See you on the water. ▲

Laser Race Mentoring

A new initiative for aspiring Laser Sailors

David Giles

During the Laser Christmas Cracker Series (Sunday Jan 8th 2012 to Sunday 18th March 2012) a mentoring service will be on offer to any Laser Sailor who feels it may help them.

One of Weir Woods experienced Laser Sailors will meet you half an hour before the race starts and will go through your Laser set up and advise on how best to plan your sailing for that days wind strength and wind direction.

A sign up chart will be placed in the club house in the next few weeks or contact David Giles (sailing secretary) or Ollie Bush (Laser class Captain) for more details. Contact numbers can be found on the race card.

This is a great opportunity for free advice from experienced Laser helms. ▲

Cruising Notes

Mike Summers

The Cruising Section of WWSC provides an alternative to racing around buoys on a Sunday morning and has the declared aim of getting those boats that are part of the greenery in the boat park out on the water.

We had a great cruise to Wooton Creek on the Isle of Wight in June. You can find the log of the trip in the Cruising pages on the website. Just follow the links from the home page. Martin and Peter went mud-larking in the Medway in August and you can find the log of their grand day out elsewhere in this issue of Afloat.

Tony Forbat is planning an Itchenor trip on 17 September. If you miss that one (it is very close to issue date of this magazine) then I am sure he will be planning more. Itchenor is in Chichester Harbour and has a large public hard and a nearby pub (very important to Cruisers).

On the Saturday of the August Bank Holiday three of us set out from Warsash, Weir Wood Sailing Club's base on the Hamble (not really, but Tony and Bridget are members at Warsash Sailing Club and we were able to use their excellent clubhouse and floating pontoon/launching slipway - ingenious). In blustery conditions Tony and Bridget with their Laser Keel Stratos "Nimbo Stratos", Stuart and Veronie Adams in their 2k "Toast" and Ray Jones and myself in my Wayfarer

"Kez" set off and reached the Royal Southampton Yacht Clubs Gin Lane clubhouse. The log for that one will be written up and should be on the website by the time you read this.

On the subject of the website I am constantly surprised that it is not used more by our members. The club website is a great place to keep in touch and to post information, news and views. If you want to use the forum you will need to ask Tony to register you. This is to avoid misuse by strange people out there who seem to want to cause offence by posting malicious garbage on line. If you have not been there go to www.wwsc.org.uk It's a really good site and if you want to participate in the forum email tony@webmaster@wwsc.org.uk. We have a Cruising forum. Let's use it!

Plans for a Norfolk Broads cruise combined with camping alongside or in boats did not find any takers; please let me know what you would like to do so that we can plan events trips and expeditions that tick your boxes. It seems to me that although day trips are great fun, there is a lot of effort in preparing your boat for the road, towing it to the ramp, reassembling it, then having to do the reverse at the end of the day. It makes the bit in between (sailing!) quite short and you know you have to face that long drive after a day on the water. As my long-suffering partner Lorely says "it's a lot of faffing about". By going for a two or three-day expedition at least there is more sailing than faffing

Evenings are drawing in and there might be a temptation to think that cruising will be shutting down for winter. Not a bit of it! Cruisers do it all year round. Adult Cobnor is coming along soon (28th to 30th October) and we could plan some Ice-Breaker cruises on inland water or the sea.



← Stuart and Veronwy cruising

Let me know what you want to do, you can contact me from the website through the Cruising pages or by emailing me on cruising@wwsc.org.uk ▲

Social News

Jean Chisnall



→ Jean Chisnall

The main social event since the last issue was our traditional midsummer Picnic and Proms. About 80 folk enjoyed a wonderful summer evening picnicking and listening to the Mid Sussex Concert band. Every one we have spoken to really enjoyed it. Plans are afoot for a bigger occasion next year as part of the Olympic celebrations so watch out for further news on this front.

By the time you read this the Summer Wednesday Evening sailing will have finished. It seems to have rushed by! We have had a regular 30 – 40 staying for supper and an après sail drink and chat. Thanks to everyone who has taken a turn or two in the kitchen. Here's the team: the Harringtons, the Russells, the Greenfields, the Lankesters, the Sandhus, Simon,

Rachel, Jonathan and Mark, Annabel and Emily, Barbara and Julia. We have enjoyed some great meals and great company. And our thanks to Nick Holden from the RNLI for giving a very informative and at times entertaining talk earlier on in the season.

The next social event (I hardly dare mention it whilst it's still summer) is the Christmas Dinner which is on Saturday 10th December. We have booked "Alter Ego" again for the music. So out the date in your diary and let's get the Club House full. ▲

Remembering Robin Boning

It was with great sadness that we heard that Robin had died just as the last magazine was being printed.

Anyone who met Robin couldn't fail to be charmed by a boyish face that was always smiling and a soft Yorkshire accent. He always had time to stop and talk and listen.

Robin raced in his Laser "Lazy Days" regularly through the summer on Saturday afternoons and Wednesday evenings. He was as much a gentleman on the water as on shore. No one ever heard him complain about the sailing misdemeanours of others.

Robin graduated in aeronautical engineering and had a career in the industry starting with De Havilland at Hertford. Whilst there he was a member of a local Sailing Club. He moved from there to join the Air Safety Branch of the CAA at Gatwick where he established a worldwide reputation in the field. Ever modest he never boasted of his achievements.

He was a skilled model maker and proudly showed his radio controlled model yacht "Kiwi" at the club on a number of occasions. His final model making triumph was a quarter scale model of a Slingsby T21 glider.

He held a Private Pilot's Licence and had done some gliding. His long association with aircraft rubbed off on his son, James, and he was very proud of him being a Tornado Pilot in the RAF.

Robin faced his debilitating illness with courage and a determination that it would not destroy his spirit. Our

sympathy goes out to his wife Marlene and son James. We know he will be sorely missed. He has donated his Laser to the Club and we can be assured that his generous and cheerful spirit will be with those that sail her. ▲



↖ Robin with the wings of his Slingsby Glider

Enterprise Open Meeting

Dick Lankester

Weir Wood hosted the second round of the Enterprise South East Blue Jib Open Meeting series on 17th July.



Summer was placed on hold for the weekend and was replaced by a vigorous weather system which swept across the country, delivering strong winds and torrential showers throughout the day. This may have been a contributory factor to the very disappointing turnout of only 6 boats, including two visitors. In the event, a great days sailing was enjoyed by the competitors, the conditions turning out to be not quite as challenging as had been expected. The Race Team of Ernie Hatton, Pete Clifton and Barbara Ching ensured that the meeting ran like clockwork.

A gusty F3 was blowing when competitors took to the water. However, this suddenly subsided as soon as the first race got under way, providing a gentle warm up for the rest of the day. David/John Beaney (Castaways) found the right gear and emerged in the lead after a tussle with Martin Brooking/Jane Anderson (Bewl Valley) and held on until the finish. Weir Wood sailor Geoff Bush, making a welcome return to Enterprise sailing and ably crewed by John Chisnall, finished in third place. Dick/Jo Lankester (Weir Wood) managed to recover from last place at the first mark to finish 4th. They were followed over the line by Vic Hopkins/Kevin Francis (Weir Wood) and Chris Daniels/Ray Nevard (Weir Wood).

By the time the second race started, the wind had picked up and an ominous black cloud at the far end of the reservoir heralded some spectacular weather. Sure enough, the fleet was soon subjected to a torrential rainstorm and viscous squalls, causing severe visibility problems for crews wearing spectacles. The first four boats finished in the same order. Vic Hopkins/Kevin Francis (Weir Wood) completed one lap

and then decided to head for home and a hot shower. On the final downwind leg, Bush/Chisnall were very lucky to survive a lurid death roll.

The rain returned briefly as the crews took to the water after lunch for an eventful race. On the first downwind leg, the Beaney's managed to tag the Brooking/Anderson boat with their extra long jibstick while fighting for the lead and the ensuing penalty dropped them to second place. Bush/Chisnall sailed a memorable race. On the second upwind leg, John Chisnall managed to fall out of the boat and was observed swimming strongly in pursuit of his displeased helm who appeared to be in two minds whether or not to go back for him. This drama allowed the grateful Lankesters

to surge past and finish in third place. Chris Daniels/Ray Nevard capsized and decided to call it a day.

The wind peaked for the final race of the day, but the four remaining crews coped well without any further dramas. The Beaney's finished as they began with another first and they were followed home by Brooking/Anderson, Bush/Chisnall and the Lankesters.

All the crews agreed that, in spite of the rain, the challenging but manageable wind had resulted in an excellent day's sailing on the magnificent wide open spaces of Weir Wood. ▲



Results:

- 1st David & John Beaney (3 points)
- 2nd Martin Brooking/Jane Anderson (5 points)
- 3rd Geoff Bush/John Chisnall (9 points)
- 4th Dick & Jo Lankester (11 points)
- 5th Chris Daniels/Ray Nevard (18 points)
- 6th Vic Hopkins/Kevin Francis (19 points)

Laser 2000 Open Event June 11th 2011

Andrew Sloper
22 boats (including 8 visitors) entered the Weir Wood Open: a "turbo" format event of seven 20-30 minute races over the day. The morning brought F1-F2 winds, variable in direction and patchy across the course, but Race Officer Martin Pascoe and his crack team of mark-movers and on-board helpers did a great job in responding quickly to the changing directions.



↑ L2K's at the mark

The three morning races went to locals Tim and Linda Hulley (R1 and R2) and Richard and Vivienne Parr (R3), with consistent second places for Graham Sexton and Kristina Harbourne. Katy Burr ridge, competing with Amy Hulley as a team for the first time made their mark with two third places.

The wind filled in during lunchtime (naturally) but stayed for the whole afternoon as a decent F2-F3, but still variable in direction (this is Weir Wood after all). Graham temporarily interrupted Tim's race-winning form by taking the first race, but class and local knowledge prevailed for



↑ L2K 's downwind

races 5, 6 and 7. Andrew and Ellie Sloper took a couple of third places, partly atoning for being over the line in the first race, and for hitting the finishing mark in the second.

Dil Sandu sailed especially well in the sixth race, securing a third, and displaying a confident knowledge of the mark rounding rules following the briefing (by his leeward mark victim!) the previous week.

Bruce Kidd from Bough Beech teamed up with new-to-the-class local, Grant Falconer, and welcomed him to the fleet with a dunking during an untypically intricate tacking manoeuvre. Otherwise there were few incidents, if you forget (please!) Andrew's exploration of the upwind characteristics of the boat when not putting the centreboard down at the leeward mark!

After the event the contestants did a commendable job on the cream teas and a barrel of Harveys

Unfortunately Simon Delves was taken ill while on the water and later taken into hospital for tests. We understand he is now feeling a lot, and we all wish him the best for a full and speedy recovery

© Pictures of the event were taken by Peter Meares and can be seen at: <http://www.petermeares.com/gallery/album19>. ▲



↑ The Sandhu's

Results:

- 1st Tim and Linda Hulley (WWSC)
- 2nd Graham Sexton & Kristina Harbourne (Thorpe Bay)
- 3rd Katy Burr ridge and Amy Hulley (WWSC)
- 4th Richard and Vivienne Parr (Stone)
- 1st Youth Helm – Alexander Frampton
- 1st Youth Crew – Ellie Sloper

RS 100 Open Awesome Open Success

Peter Lyle

The Weir Wood Inaugural RS 100 Open Meeting took place on 21st May 2011. We welcomed RS 100 sailors from 3 visiting clubs making a fleet of 9 for this important local event. The organising committee had guaranteed perfect



↑ RS 100 Open

weather and this indeed materialised on the day, with warm sunshine and F4.

Jon Holroyd won convincingly with 6 firsts and a third (which after 2 discards left 5 firsts), but the whole fleet enjoyed great racing at what has now become the nation's leading inland RS100 club.

Principal Race Officer Rob Burridge, ably assisted by his daughters Sarah and Katie provided us with excellent competition with two races before lunch and five after. Each new race began almost as soon as the previous one ended, so for those lucky sailors at the back of the fleet (me), the day really consisted of one race before lunch and a second after.

Peter Maurice Holmwood 1933-2011

Pauline Cole

Peter passed away suddenly at his home aged 77. The funeral was held on Friday 18th June 2011. He had been a long time member of WWSC and until recently sailed his Mirror Dinghy whenever he could on Sunday mornings.

Peter was born in Brighton and eventually lived in Lindfield via London having worked for the Commercial Union until his retirement. He was a quite and unassuming man but always ready to help others whenever possible. He was well liked and respected by everyone and those of us who knew him well will miss him.

Peter liked the more simple things of life; walking, sailing and above all singing.

He was a member of three choirs and those of us who attended his Funeral were privileged to hear one of these sing in tribute.

He was a dedicated family man and our condolences go to his wife, children and grandchildren.

He was one of life's Gentlemen. ▲



↖ Close racing

As promised there were massive prizes for all, followed by supper at the Brambletye for those still able to walk.

Our thanks also to Linda Hulley for organising everything and to all those who took part and enjoyed a great day's sailing.

More details on <http://rs100-wwsc.blogspot.com> ▲

Results:

- 1st 302 Jon Holroyd, WWSC
- 2nd 195 Tim Weedon, Thorney Island SC
- 3rd 247 Tim Hulley, WWSC
- 4th 119 Phil Jackson, Parkstone SC
- 5th 303 Paul Luttmann, WWSC
- 6th 138 Colin Hatton, WWSC
- 7th 218 Peter Jenkins Thorney Island SC
- 8th 266 Peter Lyle, Chichester Cruiser Racing Club
- 9th 311 Mark Jackson, Lancing SC

RS 200 Open 2011 Sunday 3rd July

David Giles

For the previous two years Weir Wood's RS 200 open has been blessed with perfect conditions. Sadly this year was anything but perfect with an all but nonexistent wind drifting across the reservoir from every point of the compass. This was a great pity as a good fleet of 23 boats including 15 visitors had assembled for this year's event.

Despite this race officer Ernie Hatton and Peter Clifton set the best windward/Leeward course they could and race one got away in a patchy mostly westerly 5 knot breeze. First into a slightly stronger wind band about half way up the beat was David Giles and Fiona Harrington from Weir Wood which allowed them to pull out a clear lead from the chasing pack led by Julian Bradley and Chloe Sineris from Wembley. The pack fought it out in the ever changing wind that rather amusingly turned the windward/leeward course into a windward/windward/windward course. In the end Giles held on to first, Sineris second and Andy and Jill Peters from Queen Mary Sailing Club crept into third.

Race two started in less wind that somehow managed to drop even further as the race progressed. First into a small zephyr this time was Matt Mee and Emma Norris from Hollingsworth Lake Sailing Club closely followed by Dave Derby and Alex Porter from Bough Beech. These two created a gap from the chasing pack led by Giles, Peters and Bradley. Peters broke clear of the pack while Giles and Bradley got swallowed up by it. Mee held on for the win followed by Derby, Peters and David and John Beaney from Casterways Sailing Club.

Lunch saved the competitors from any additional misery for the time being and eating outside in Weir Wood's glorious surroundings with the sun beating down made the morning racing seem worthwhile, although the ever present threat of having to go out again for the afternoon sailing was never far away. As it happened the threat was never realised for no wind appeared to ruffle the reservoir's mirror like appearance and the remainder of the races were abandoned.

For the record the event was won by Matt Mee from Dave Derby and Andrew Peters, all three being tied on 6 points from the two races. First Master was David Giles, first Youth Fiona Harrington and first lady Emma Derby. Thanks were given to the race officers as well as Barbara Hatton for taking the entries and working out the results. ▲

Thanks to Steve Carr, our House and Grounds Manager



Steve has decided to retire from this job after many years loyal and dedicated service. He has laboured in the background virtually unseen by most members ensuring that all the jobs that have need to be done in and around our premises have been carried out. In Steve's case he has done virtually all of the work himself. He has done everything from digging drainage trenches with his trusty JCB and mixing and laying the base to the hut behind the race hut to bringing all our electrical system up to scratch.

We want to thank Steve very much for his services and hope that he will keep in touch with his friends and colleagues at WWSC. ▲

DONT DRINK AND DRIVE!!

I would like to share an experience with you about drinking and driving. As you well know, some of us have been known to have had brushes with the authorities on our way home from the odd social session over the years.

Well, I have done something about it. A couple of nights ago I was out for a few drinks with some buddies and had a few too many whiskeys as well as beers and some rather nice claret. But knowing full well I may have been slightly over the limit, I did something I've never done before: I took a bus home. I arrived back safely and without incident which was a real surprise, since I had never driven one before. Ed ▲

OUR NEIGHBOURS

We share the beautiful Weir Wood reservoir and valley with a number of other organisations. Over the next few issues of "Afloat" we will be reviewing some of them starting in the issue with Blackland Farm, the outdoor adventure organisation situated at the west end of the reservoir. One of our members, Angela Lewis, works there and describes what it is all about.



Angela Lewis

Whatever is that racket going on at the other end of the reservoir? Who are all those kids in kayaks and Canadian canoes making nearly as much noise as our own Weir Wood Sailing Club youngsters in their Oppies and Toppers at the weekend? And why don't they ever come down our end: don't they want to, or aren't they allowed to? Perhaps those of you with any kind of connection to local schools or youth organisations do know about Blackland Farm, but many local people don't know much about it at all, so let me take this opportunity to enlighten you.

Blackland Farm in Grinstead Lane is a 120 acre Guide camp and activity centre, and has been so since 1938, including throughout the war years. It is a National site, but run as a business, and Guide camps alone certainly wouldn't be enough to keep it going. From May to the end of September, term time residentials are held by primary and secondary schools in either camp sites under canvas or in the three permanent lodges, which continue to be used throughout the winter months. At weekends and school holidays it is filled with Guides and Brownies, Scouts and Cubs and other registered youth groups such as St John Ambulance Cadets, the Woodcraft Folk and church youth clubs. We even have an Oppy training camp booked in for next term! Many Duke of Edinburgh bronze and silver expeditions use Blackland and these youngsters are often to be seen trying to find their way between Blackland Farm and Broadstone Warren, the Scout camp conveniently placed so as to provide just the right distance apart for a hike requiring two nights in different places.

The outdoor activities have grown and moved with the times, from the old stalwarts of climbing, abseiling and archery, through the addition of the zip wires and crate stacking challenges, and to innovations such as the tunnels system (scary) and the giant bungee trampoline (exhilarating). And of course, kayaking and open canoeing, which are run from the sheltered cove just this side of the nature reserve, which is as carefully respected and protected by Blackland staff as the WWSC members.

The activity instructors at Blackland Farm are trained and qualified to national governing body standards, and the centre has the necessary Adventuremark certification. The activities are mostly run at the low level of taster sessions for those who have not tried them before, though there is some opportunity to continue, develop and improve. The activities are not just enjoyed by groups staying at Blackland. Many are run for day visitors either for a birthday treat, a fun day out, a workplace teambuilding opportunity, or a class outing. There is no upper age limit for the activities. We once ran abseiling to celebrate a lady's 80th birthday. 7 years is the minimum age for nearly all the activities, and overnight stays are not permitted for adult groups.

Blackland Farm likes to consider itself a good neighbour to Weir Wood, and has often passed on club details to people enquiring about sailing or fishing opportunities in our beautiful shared reservoir. ▲



↑ Blackland canoers

Ashdown Sailing Club. Dinghy sailors make the best yachties!

Angela Lewis from Blackland Farm has branched out from dinghy sailing

Angela Lewis

Some years ago, when I did a Competent Crew course, one of the other participants was doing his Day Skipper practical, having completed the shore-based part of the course at evening class. He hadn't actually had much sailing experience at all, in fact, hardly any, and was granted his certificate at the end of the week on the proviso that he joined a dinghy sailing club and learned to sail properly, at the earliest opportunity. He did so, I am glad to say, and although I still think the course provider should not have given him the certificate (in fact, the ability to handle a boat competently should surely have been an entry requirement of such a course) I fully agree with the judgment that learning to sail a dinghy is the best way of being able to handle a yacht.

I know that several Weir Wood members also sail "big boats" and some even have their own, so I would like to share the information about the Ashdown Sailing Club, to which I belong as well as WWSC. I don't believe it is in any way competition; I love sailing my Miracle most weekends from April through to October (I'm too feeble to want to sail a dinghy in the winter), but I also love the weekends spent out in the Solent on a yacht.

Ashdown Sailing Club grew out of the Day Skipper classes run by its first two Commodores. There was a need by boat owners to get more crew, as often their own families weren't as keen as they'd like them to be, and equally a need for sailing opportunities at a cost somewhat lower than the horrendous charter prices. The balance between the two is about 20:80, and this is how it works. A cruise is planned, about one weekend a month, and all interested parties apply to join it. We may then have four boats, each with her own

skipper and sometimes his/her partner, and 20 more people wanting to come. The cruise organiser then allocates people to boats, taking into account personal requests, levels of experience etc, and the skipper then contacts his/her crew to provide joining instructions. All costs are equally shared, and at the end of the weekend a voluntary contribution is offered to the skipper. This keeps us on the right side of the laws relating to charter, as the arrangement is done as purely personal invitation and voluntary thank-you gift. You end up with getting plenty of sailing, having a great deal of fun, and experiencing different boats and ways of doing things.

Living in a fairly small space for a weekend with some people who may be complete strangers is a challenge in itself, but it is a really friendly club and in the 5 years I have been a member, I've never met any mad axe murderers. As one example, my most recent cruise was from Port Solent to Cowes on a 36' steel Van Der Stat, a boat I had never been on before, although I knew two of the other three people well. Three club boats had been going though one was obliged to cancel at the last minute due to illness. Some people had tickets to a concert at Osborne House (as did, it would appear, most of the boat people in East Cowes marina that weekend), and because of the tides we had quite a lot of time to explore East Cowes as well as visit West Cowes before sailing back on the Sunday. The weekend cost me less than £50. As an example on the other side, we recruited a boat owner who has a third share in a Westerly Fulmar, and was seriously thinking about selling his share as he seldom had anyone to sail with. He was very cautious about Ashdown at first because he didn't really fancy having strangers on his boat, but came to try us out very gently, and is now so enthusiastic a member that he has persuaded his two fellow share owners to reorder their 2012 schedule so he can come on all the Ashdown cruises next year.

If you are interested and want to know more, visit the website www.ashdownsailing.org.uk or find me paddling about in my Miracle on a Sunday afternoon and ask me about it. ▲

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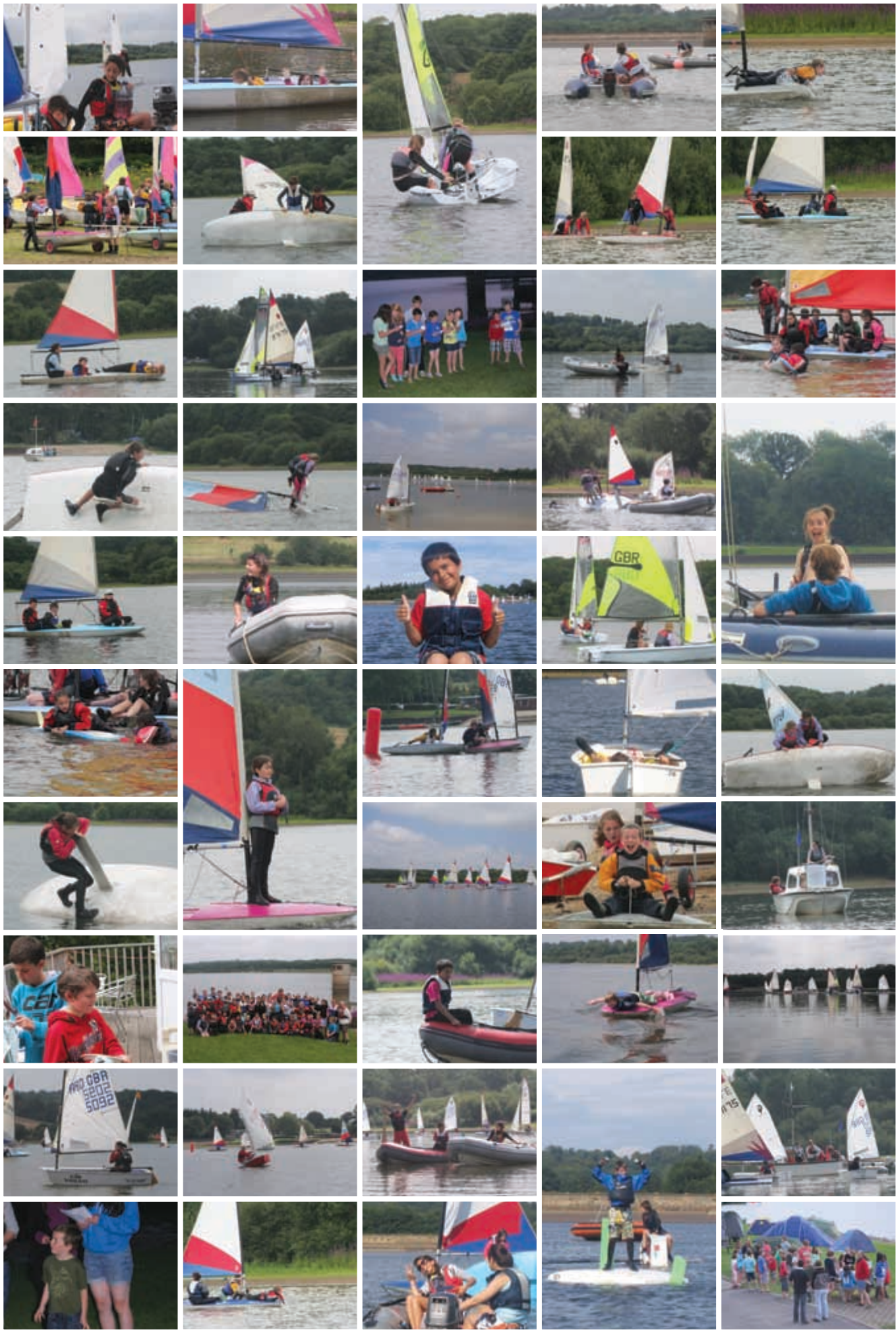
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"Oppy Camp"

Afloat Autumn 2011





Gillingham/Medway adventure in a GP14 Saturday August 20th 2011

Our intrepid adventurers, Peter Deeming & Martin Cragg, have been off on yet another spree

Martin Cragg

Pete and I had negotiated with our better halves and had decided to do a day sail on the 20th of August. After a hurried discussion the previous Wednesday, Pete said "How about the Medway?" Well, that sealed it. Neither of us had any idea where to launch, what the conditions were, nor what the tides would bring, so research was required and quickly!

Gillingham seemed a good start point as, after a click on Boatlaunch.co.uk revealed, it was about the only public slip anywhere in the area. £10 launch fee and ¾ tide access. However, as there was a Spring tide with very low water at 11:15, we thought we would potter up there at a leisurely pace and "see when we could launch".

Pete arrived at around 8:20 and we set off for Gillingham at 8:40 having hitched up the boat (well, at least we didn't forget that piece of essential equipment). Around 10:00 and 55 miles later, there we were at the massively wide slip, at almost low tide and more mud than slipway in view – aaagh! We drove down the slipway as far as the end of the "clean bit" and Pete decided to walk down as far as he could.

"I promise I won't get too muddy" he lied.

He tottered, slid and almost lost his "Crocs" (just trendy kids footwear, pointless shoes if you ask me, mutter, mutter, mutter). This was turning out to be a total non-starter, but luckily, an old boy was working on his boat (well and truly plugged in the mud alongside the slip). He suggested an alternative launch point alongside the Strand Leisure Pool. So off we went.

We found it easily, temporarily parked up in a relatively empty (free) car park, picked up the sausage sarnies and went for a recce. It looked feasible; a long cobbled causeway, just wide enough for a dinghy trolley and almost down to the water. However, there was the inevitable grey sticky stuff covering the far end. Yuck!! So, we got changed anyway, drove the car and trailer to the short shingle beach just at the head of the slip and rigged the GP. It all was looking so good and what's a bit of mud anyway?

Off the trailer came the boat on its trolley and we started to head for the blue stuff. It was fine for about 20 metres and then the goop was starting to get underfoot and it became a bit sticky. A few metres more and it was up to the ankles so Pete and his "wonderful footwear" started to slow us down a lot. "Keep moving" I shouted at him. "I've lost another one" was his repost. "Take the bl**dy things off then" was my encouraging comment. Camaraderie at it's finest! Another few metres, with about 15 to go before water, we veered slightly and a wheel of the trolley dropped off the causeway. This is the point where I knew it was "going to get messy". The Crocs were finally removed and tied on to a short rope.

"I'm not having those in the boat in that condition" I moaned.

We hummed and hah'd, tugged and pulled, cursed and swore (a lot) and then by the time both of us had gone in up to the knees in that horrible slimy stinky stuff, we decided we had to start thinking a bit. Ignorance was aplenty. We just didn't have enough brute force to get the trolley back up. I wish I was taller; my shorts were just above mud level. Lanky Pete was OK! We decided to get the boat off the trolley and slide it across the goop and it worked wonderfully. Hooray! We slid along to about 5 metres from the water and then decided that Pete should help me get the trolley back to the car and so, we dragged it back to a manageable spot where I could continue the retrieve alone and he returned to the boat. Next problem looming!!

I put the trolley back onto the trailer, spun it and hitched back onto the car, but, how to drive the car back to the car park when your legs and feet are completely covered in detritus? No water in sight and thoughts of getting into my nice clean motor with this stuff going everywhere were not happy ones. Then I thought, did God give me anything that could at least swill the mud off my boots? Yes he did! So, out came "Little Martin". Luckily I had drunk enough tea that morning to allow me to get my boots almost "clean". This is the part I didn't mention to Pete. He's a bit stuffy about these things!

I got into the car gingerly and parked it up. Returned down the muddy slip and found Pete sat on the pointy end of the boat trying to use the paddle to propel himself through the mud. So, I joined him. Sitting on the gunnels and using an under-mud scissor kick, we managed to get into the water and float gently up to a mooring buoy where we sat for 20 minutes sluicing off the stuff we had been wallowing in! At last; we could sail.

We set off down river with the now rising tide, but against a bit of a breeze. We sailed alongside Gillingham Marina and we were finally smiling. Strangely, we had also enjoyed the mudlarking too! We sailed nicely around St Mary's Island (basically just dock area, but a nice sounding one) and discovered the wonders of industrial Kent. Hmmm! Down the Medway we went, past the Marina, the Odeon Multiplex and on towards Chatham on the East bank, with lots of wharves and warehousing on the west bank. It was, however, more interesting when we came alongside the Naval Dockyard, thinking about the maritime history of the area. Sailing past the dry docks containing three historic warships, Gannet, the Victorian

naval sloop, Cavalier, a WW2 Destroyer and Ocelot a submarine used between 1962 and 1991 makes you really think about the significance of the British Navy and naval architecture. Sailing next by the Victorian buildings and the Ropehouse of almost 350 metres length is impressive indeed.

Onward past the modern Medway council offices was quite interesting as the wind had freshened a little and as I was on the helm, I was determined to get Pete as wet as possible (but with an innocent look on my face). Wind against tide is always good for that! We also had a couple of interesting tacks that I'm sure that nice Mr Carter would have roundly criticised. Hee hee!

Continuing along the meander, Rochester was on our port side, we went in a northerly direction until the river turned sharply to the West. I'm afraid that there is absolutely nothing picturesque about this area and we just sailed down to the Rochester/Strood rail bridge. At this point, seeing how low the bridge is and the speed of the water flowing under it, we decided to simply have a look and turn around to find a suitable pub for lunch.

Just before we had arrived at the rail bridge, we noticed a grounded rusting hull of a submarine on the North bank. Behind which was a concrete jetty. Pete had actually in his research, phoned a couple of pubs to see if there was a safe landing point nearby. This was one of them, behind said submarine which, by the way is/was Russian.

The manoeuvre to get alongside the jetty was a little bit awkward, but we managed on the second attempt, tying up to the lower part of the jetty legs and climbing a precarious ladder to almost the top of our mast to disembark. We then had to climb over a locked gate and walk 30 metres down the road to the pub. The Riverside Tavern is not a nice pub, in a not very nice area I must say. We did get fed and watered though, so we were able to climb a shorter distance down the ladder to the GP to return.

We raised sail and attempted to get away from the jetty and realised that we had not observed a large electrical cable connecting the pier with another structure in the water. The cable was about a metre lower than the top of the mast and severely hampered our progress!!! The revised launch plan ultimately saw us safely away.

We journeyed back, downwind, spinnaker up when the meanders of the river allowed and made great progress. Pete wouldn't helm on the return as he wanted to "mess with the spinnaker". All went well travelling back up to Gillingham until, about 2 kilometres or so before the slipway, the wind decided to drop completely. We drifted around a little but luckily it resumed after 10 minutes and we made it back to the slip.

All in all, a great if not scenic adventure, not high on the tourist attraction front, but a fabulous sail for Pete and me. By the way, the car is now cleaned up and I gave the GP (and my dinghy boots) a good pressure washing on Sunday. ▲

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atrium

Chris Hopkins

First an apology. I attached the wrong file to my e-mail to John Chisnall so the article published in the last magazine was actually a page written for the website. Never mind it seemed to work quite well. Anyway a few missed pieces are left in here as they are still worth telling.

Youth Racing

It is great to see a growing core of 4.7 sailors at Weir Wood as some of the older and bigger Oppy sailors move up. Overall this has led to a great season with regular turnouts of up to 10 boats on a Saturday afternoon now starting to create a visible presence. We will continue to meet every Saturday afternoon until the end of October. Meet rigged and ready to go afloat at 14.00. Can I make a special plea to be there in good time? If we are running around trying to rig a boat for you then the rest of the group will be late afloat. Also please let me know ahead if you want to use a club boat (Youth@WWSC.ORG.UK) So far there have always been enough to go round but it been very close a couple of times. We will always find a boat of some kind for you but it may not be your first choice. Many thanks to the parents and club members who have been helping out. Not only has this led to better sessions but I am more relaxed and enjoying running the sessions. What we still lack are members with instructing or coaching awards who can run an occasional session so that I can have a week off once in a while!

Please note that we do not limit the group to Lasers 4.7s. Larger sailors may be encouraged to use Radial or even standard rigs and likewise smaller sailors may be directed towards Toppers. This is no reflection on your ability. We are just trying to put you in the right boat for your size.

As things have developed we now have a core of families from Ardingly School who have joined us with some in Lasers and others in Oppies. We will be developing this further as a mutually beneficial arrangement. Traditionally Ardingly have concentrated on team racing but as Martin Pascoe puts it 4,5,6 is not a winning score. By joining resources with us we hope to be able to provide some structured coaching in fleet racing as well as giving access to our well established social scene. From our point of view we have gained a number of enthusiastic parents who are already integrating into both groups. We also aim in the autumn to have instructors and coaches from the school assisting our training work which will allow us to split the Youth Group when appropriate to support both the advanced and less experienced sailors which will make for better sessions.



Youth Group members have also joined in a number of training and racing events with the adult Laser fleet. This is something that we hope to continue and Ollie Bush and I have been talking about how we can best do this.

The racing circuit

Mark has covered the journeys of the Oppy fleet. Elsewhere Verity has been flying the Weir Wood burgee on the Laser 4.7 circuit. After winter training at various locations around the country the racing recommenced at Lymington moving onto Queen Mary. Both events were breezy and well attended; fleets of 50 boats for both. The standard in this fleet is very high. Squad members are 2 a penny but Weir Wood can hold its head up with results improving throughout and she is now consistently finishing in the low twenties. For the rest of you the step from Oppies is large especially with regards to the physicality of the racing. This is something that I am trying to emphasise at our Saturday sessions so that you are well prepared as we can manage when you do venture onto the circuit. As I write this we are packing up the boats to take 5 of our young sailors to Weymouth. With 300 boats entered in the 3 classes it should be quite an experience.

The Laser Association aims to build on last year's very successful winter training programme and we expect to see a full programme of events this coming winter. The standard of coaching and sailing is high but it is great fun. The only downside is that the events are national so a certain amount of travelling and weekends away are involved.

Outing to Itchenor

During August we took 3 Lasers (Verity, Fiona and David) to Itchenor for a taste of sea sailing. Using a RIB kindly loaned by Chris Fyans' brother we journeyed out first to East Head where we anchored for lunch and then we ventured out to Hayling bar for some real sea sailing. The waves were enormous but all 3 sailors handled them and had a tremendous laugh. The biggest disaster of the day was when returning to Itchenor the ice cream van packed up before we could round off the day in appropriate style with cornets all round. Richard compensated with a pot of cockles but I have my limits! Overall though it was a great day out and an adventure that we may seek to repeat some time. (See David Haw's account in this Edition of 'Afloat')

Sunday afternoons

A time when we could really use some more help is Sunday afternoons. There has been a disappointing trend for parents to treat this as a drop and run session. You only have to see the car park about 1.30 to know what I mean. This leaves Allan in particular struggling to deal with the session aided only by a couple of AIs. Personally I find this unacceptable and we will be looking for ways to ensure that parents provide at least some practical assistance. Also as he likes to remind us in his own way Allan is not getting any younger. Ideally he would like to step aside at the end of this season. Knowing him as I do I don't think that he will walk away and let the group fold but we must ease the burden. Again our real need is for competent people to lead the sessions some weeks and reduce the burden on the regulars.

Weir Wood Laser Open

4.7s had their own start with 4 entries. The result was a clean sweep for Verity who had the luxury of discarding a second. However, the others are not going to let her have it all her own way with David taking 1 race and chasing her close in a couple of others. Fiona also sailed well but was a bit overpowered in the blustery conditions. The 4th boat was Rachael who finds the 4.7 more suited to her size. Rachael and some other adults have joined us in our Saturday afternoon sessions. We are pleased to see them as the training works better with a good number of participants and mixture of abilities.

Fevas

Thanks to a grant from Sport England we have been able to acquire 3 Fevas with all the racing gear. Our aim is to use these as a pathway into sailing 2 man boats and to feed either into the RYA Youth classes or into the club's established fleets. In order to maintain these boats in good racing order we are limiting their use. To use them you will need to be briefed in our requirements after which your name will be added to a list. Should you choose to abuse the boats your name will be crossed off. To find out more please contact John Hamilton or Richard Baker. We also used our VCC status to run training on Wednesday. Thanks to John and Richard and also to Richard Haw for promoting this initiative, applying for the grant and negotiating the deal with RS.

Level 2 Race Coach course

5 Weir Wood members successfully completed a Level 2 Race Coaching course at the club in April. It was particularly rewarding to see 3 of our younger members amongst them; well done Alexei, Rory and Jonny (and Simon and me!). Adding to last year's intake this means that we have a good core of Race Coaches. If anyone is interested in gaining a Race Coach award let me know and I will be only too happy to organise once. You must be at least 16 and have a valid first aid and level 2 powerboat certificate as well as some racing experience at a reasonable level. ▲

AND.....

as it has just been exam time here's some more exam howlers:

"What happens when your body starts to age"?

"Your organs work less effectively and you can go intercontinental"

"Give an example of a smoking-related disease"

"Early death"

"Many people don't like eating radiation-treated food. How could a food scientist prove that radiation-treated food is safe"?

"By eating some"

"You are at a friend's party; six cupcakes are distributed among nine plates and there is no more than one cake per plate. What is the probability of receiving a plate with a cake on it"?

"Nil, if my sister is invited too"

"Where was the American Declaration of Independence signed"?

"At the bottom"

"Christians have only one spouse. What is this called"?

"Monotony"

"What miracle do Christians celebrate at Easter time"?

"Chocolate"

the generation gap

I took my dad out shopping the other day to buy some new shoes (he is 96). We decided to grab a bite at the food court. I noticed he was watching a teenager sitting next to him. The teenager had spiked hair in all different colours; green, red, orange and blue.

My dad kept staring at her. The teenager kept looking and would find my dad staring every time. When the teenager had had enough, she sarcastically asked:

"What's the matter old man, never done anything wild in your life?"

Knowing my dad, I quickly swallowed my food so that I would not choke on his response. I knew he would have a good one!

In classic style he responded without batting an eyelid

"Got stoned once and had sex with a parrot. I was just wondering if you might be my kid."

WWSC Optimist Report

Mark Harrington Flotilla Leader

There's been a lot going on with the Optimists. Almost one event follows another and we've still had time to be at the club as well most Saturdays. The numbers on the water have been a bit lower this year but the quality of sailing has certainly improved. We have far more committed children and parents now going on the circuit and their confidence has grown hugely in this highly competitive fleet. It is, however, impossible to be in two places at once and far more support is needed from parents to run Oppy Club on a Saturday whilst those that wish to can attend external events. Volunteers are required otherwise Oppy Club will suffer. Racing doesn't suit everyone of course and development of less competitive sessions is needed, with someone to run it most Saturdays. So let me know if you want to take up this role. We also still need to address getting more children from the beginners groups into full time Oppy sailing and we will be reviewing how that can be improved as we go forward. It is good to see so many of the ex-Oppy children moving on to



← Mark Harrington

the 4.7s and Fevas rather than drifting off as has been the case in the past and I hope to get more involved in that going forward. Sorry David, Fiona, Jacob et al! Oppy Camp was very well attended and a good time had by all. Thanks to all who helped during the week. The nationals have now taken place, more of that later. We have a number of potential sailors going for zone selection and our open meeting starts that off in mid September, with SE Championships at Bewl at the end of the month, culminating with final selection at Datchet in October. Good luck to all.

As always, a huge thanks to all the parents who make a huge commitment to getting their children on the water and supporting others particularly our

new SE Optimist rep Richard Baker, John Hamilton, Richard Haw, Tim Taylor, Steve, Mike, Grahame and Ian. Thanks to John Chisnall for taking and framing the Oppy Camp photos. Plus thanks to Chris Fyans for providing his rib at the nationals and other events. It really gives great support to our sailors and also helps to get our club in front of people.

Please read on to see what's been going on over the summer. See you on the water!

Oppy Club restarts 10 September

We have delayed the start of Oppy Club as too many people are away at various events. This will start with a training weekend with professional coaches for those wishing to get some in before zone selections. To register go to the website.

Weir Wood Open Meeting 17 September. Volunteers needed. Plus enter now

Please contact one of the parent team to volunteer; safety crew, car park and beach marshals, etc. required to ensure a safe and smooth event. Entry is online. ▲

Optimist Nationals

Mixed results but a great time had by all

Good conditions overall met our 7 sailors for the week in Pwllheli. We had sailors in most of the fleets and it was the first Nationals for many amongst them including George Blatchford who got good results in some races and improved his focus on getting the boat going fast. Chris Taylor did very well to finish 29th in the Regatta Racing fleet of 85 entrants and here's what he thought of it:

"I arrived at the sailing club on the Saturday morning and decided to have a good look around. The main fleet went on the water for the afternoon to get use to the conditions. The Regatta Fleet sailors on the other hand mostly travelled down on the Saturday, to arrive with the boats ready for Sunday. On Sunday we unloaded our boats, had them checked and registered and were given our tally numbers to stick on the front of our boats ready our briefing at 1:30pm. At our briefing we met our coaches, the race officer and Dia. Dia told us he had given up with the regatta fleet so he had handed his job to someone more mature, three dogs named Lily, Ebb and Flow. After meeting our coaches we went out on the water for a practice race. On Monday the real racing began. In the morning we trained with our coach doing things like tacking on the whistle and follow my leader to get used to the water and brush off some of the cobwebs. In the afternoon we went back out on to the water to have our first race. I came 20th. Tuesday we only managed to fit one race in because there was hardly any wind. As the week went by the wind picked up and the waves got bigger as the races became more competitive as everyone wanted to win. Friendships formed as the sailors got to know one another. Regatta coaching started on the Wednesday with Louise and Sophie doing really well in the race. Wednesday the whole Regatta Fleet went on a sail away day where we sailed to a different place and had a bit of fun. Unfortunately us Regatta Racers didn't get to play on the beach because we had to race

all day even when the wind dropped. The first race was my worst race; I had a terrible start having to do two seven-twenty penalty turns. At the end of the day we were towed in because there was no wind for us to sail back with. On Thursday we had great wind and big waves. I found it fun to hike over the waves but the smaller children on the other hand must have found it scary. Most days we stayed out all day, so we had to bring our own lunch to eat out on the water. Some of the younger ones didn't eat so they felt sick and then didn't do well in the next race. On Friday we went out on the water for half a day to do two races. The water was flat and a nice bias on the line. The starboard end of the line was packed with sailors so busy shouting protests, that when start horn sounded, they were all in the wrong position, allowing a few of us to get a really good position and get away to good start. I eventually came 13th, my best placing out of all of the races. After the racing we came in just in time for lunch. When everyone had packed up and was ready to go home, there was prize giving where every one received back their logbooks back and a medal. Overall everyone from Weir Wood did really well and made their club proud. I am really looking forward to going next year and having great fun in the main fleet!" **Christopher Taylor**

Sophie, Sophie and Louise all did well in the Regatta Coaching Group and Louise was in the top 20 until on the final day she decided to "look for the wind" which unfortunately happened to be downwind on the beat! It's all experience!!!! She left that bit out of her report:

"The Nationals was a great experience for me being on the sea and learning new things every second. I have enjoyed so much the week and hope to enjoy the next nationals even more. Thank you to all the coaches and parents that helped. My favourite day has got to be the sail away day when my dad wore the flower bra (thanks for that Louise. Don't tell anyone!). See you next year". **Louise Harrington**

In the main fleet Yun was there for the first time out all day with a 3 mile sail to the start, a bit different from 2 hours at WWSC on a Saturday! He finished every race and here's what he thought of it:

"I took part in the nationals at Pwllheli, Wales from the 30th July to 5th August and it was great fun. I was in the junior fleet. When I first entered for the Junior fleet I wasn't quite sure what to expect because it was my first nationals. I was alright about being in the junior fleet because one of my friends was in it but then he moved to the regatta fleet. That's when I slowly started to want to not be in the junior fleet. Everyone had a practice race on Sunday and it was really windy. The waves were huge!!! The junior and senior fleet had to do six races to get divided into the gold and silver fleet. It was meant to take two days doing three races in each but we had to do it over three days. When I did my first race I got really worried but then it turned out alright. On Monday we only got to do one race because there was no wind. On Tuesday we managed to do all three and on Wednesday we did only two. On Thursday we saw what fleet we were in. I was in the silver fleet. We did three races. On that same day a boy crashed into me and made a hole in my boat. On Friday we did all three races and I wouldn't have been able to do the races if Richard Baker hadn't taped the hole in my boat. I'd like to thank three people. Richard Baker and Mike Blatchford for bringing my oppy and Mark Harrington for bringing my sail and foils. Without these people I wouldn't have made the nationals". **Yun Shin**

Emma and Georgia Baker and Abby Back were also in the main fleet and Emma hoping to get into the national squad needed some top results and good consistency to get into the top 20. It didn't start well with a black flag in race 1 putting her under a lot of pressure going into the rest of the week and just missing gold fleet. She did manage to put in some good results later in the week with a second in one windy race and a 12th overall in the silver fleet putting her in the top 50 in the national rankings. Abby coped well during the week and had a great time overall and the results from the nationals put her in the top 100 in the national rankings. Georgia was out on the sea as well every day and gained a lot of confidence from the experience plus the money to buy an Ipod with so many boats behind her! Don't think you thought that through Richard!

A big thank you to Chris Fyans for use of his rib during the week. The children really appreciate the support on the water and on the Thursday we really needed it for safety pulling over dozen sailors out of the water! ▲

Launching trolleys

Would everyone please ensure that they remove their launching trolleys from the water when launching particularly from the first slipway. Damage was sustained by the Editor's boat when coming ashore in a strong breeze by a trolley left submerged in the water. The abrasions cut right through to the core as well as leaving a lot of ugly superficial scars on the gel coat. The problem is primarily with single handed sailors. Guys, all you have to do is ask someone to give you a hand!

Oppy Camp

Another great week and thanks to all for making it happen. Pictures are up at the club house, on the website and a selection are included in this magazine. Congratulations to the following:

Kirsty Baker: Pendry Cup for the most improved sailor of the week:

Sebastian Waters: Avalanche award for contributing most to the week.

Emma Baker: Oppy Camp Champion

What to do if you want to get into the SE Zone Squads this year?

Please see below recommendations for applying for the zone squads in 2011. Those wishing to apply should do so by 1 October 2011. This is also a good opportunity for those wishing to be considered for zone squads in a later year as it offers excellent training and experience for the future:

1. Sign up and for further information visit the RYA squad site
2. Enter the following events: 3 September Papercourt (good small lake experience), 17 September Weir Wood Open and Zone indicator (recommended main fleet entry), 1 October Zone Training Datchet (recommended), 24 and 25 September SE Zone Championship (compulsory)

Amy Bennett wins the final race and Caitlin Hamilton clinches the Summer series!

Blustery conditions met the competitors in the final race of the Summer series. Good starts by all meant very close racing on the large carantec course. Caitlin led most of the way until a gust put her into a nosedive which pushed her back to 6th in the race. Amy and Millie were sailing well and finished close together in 1st and second. Zac Riley sailed a good race to finish 4th and giving him 6th overall in series.

Emma Baker gets 3rd at Burnham Open!

Excellent sailing from Emma to achieve 3rd place in last weekends Burnham Open. A couple of 'incidents' on the water made it even more exciting and Emma came through unscathed and finished top girl. Georgia did well sailing in the main fleet as well to get a few more boats behind her. ▲

Weir Wood sailors away at events!

At's that time of the year and some of our sailors are doing one event after the other. Emma and Georgia Baker have been busy at Lymington and Warsash with some good results. Sophie Dorrington was in Lymington last week in the regatta fleet doing well overall and getting a 20th place in one of the races in strong tide. Well done. Read how Sophie got on:

"On the 26th of June I arrived at Royal Lymington Yacht Club. The Sun was shining and the mist was clearing. The wind was ideal and a medium chop. There were 79 Sailors and they all seemed to know what they were doing. I didn't win anything at prize giving but I thoroughly enjoyed the weekend and was pleased with my result in the last race". **Sophie Dorrington**



↖ Kirsty Baker; Pendry Cup



↖ Sebastian Walters; Avalanche Trophy



↖ Emma Baker; Oppy Camp Champion

Amy Bennett wins the Spring Series - but only just!

The last race of the Spring Series saw gusty winds and only 3 boats entered as many of the regulars were at Cobnor. Very close racing between joint leaders Amy Bennett and Caitlin Hamilton saw Caitlin leading for most of the sausage/triangle course until sailing into a light patch on the south shore. Amy negotiated the conditions well to overtake and held the position until the end to take lines honours, closely followed by Caitlin and not far behind Zak Riley in 3rd. Well done to Amy her first series win. This left Caitlin 2nd and Millie Hopkins 3rd overall.

Inland Champs Grafham; a bit of a windy one!

5 of our sailors headed for Grafham a mid August weekend for a windy Inland event. The main fleet of about 200 sailors got away with no problems with gusts up to 25 knots and some large waves. Emma and Abbie put in some good races on day one to be well positioned overnight. On the lighter second day Emma put in some particularly strong results to end the event 27th overall and 5th girl. Well done. Bit of a different story in the Regatta fleet where multiple capsizes on day one saw racing abandoned. On day 2 the fleet sailed an amazing 5 races. George put in some good results including a 9th in the final race to finish 30th out of the 100 in the fleet and Louise battled on to finish 87th overall. In the afternoon Louise seemed happier telling people what she had been up to at the event in the "chillout bubble".

Emma Baker gets 3rd in Eric Twiname Championship

Well done to Emma who battled to 3rd place in a windy Eric Twiname in Rutland. Emma got some excellent results on day 2 in particularly including a 2nd and 3rd out of 55 Optimist who were specially selected for the event. Emma was leading the fleet in the final race but got hit by a 30 knot gust near the end but managed not to capsize and still finish in 3rd. ▲

Youth Report Summer 2011

Fiona Harrington

This summer has been great for the Youth of WWSC, with some amazing events. The development of the Youth Racing group has been a success, despite being disrupted by the need for exam revision! We still have had some regulars, like David Haw, Jacob Hamilton, Verity Hopkins, Cameron Harris and me. We were all very excited about the nationals and loved the opportunity! (Yes, I am writing this before the nationals but the deadline for this was too early! Let's just use our imagination, eh?)

David Haw and I also travelled to Arun in July and did our first tidal open meeting. EXITING! The wind was on the light-ish side but considering there was only 3 Laser 4.7s entered, we came in the top 3! (David did beat me, but let's not dwell...) Well done to all of the Standards and Radials from WWSC too. Next year, it would be lovely to see more WWSC youth entered please. These are great opportunities and fun fun fun!

Verity, David and I also travelled down to Itchenor (I hope that is spelt right!) and spent a day practising our 'boat handling'. In short, we had some great fun reaching around in some 4ft waves and tacking and gybing. Thank you so much to my keeno of a father, Chris Hopkins and Richard Haw for taking us and organising it. Clearly, we couldn't have done it without them! (Seeing as we can't actually drive...)

Oppy Camp was perfectly executed again this year, with all grades perfectly organised and some good FUN! Thank you so much to all of the AIs and Instructors that helped out. I know for a fact that the children loved every moment of it. I can genuinely say (and I don't give out many compliments!) that I was incredibly proud of the WWSC Youth. Just the sheer effort, commitment and enthusiasm that all the Instructors gave was overwhelming and I hope the seniors appreciate how much we love and respect the club. And of course, thank you to all the adults who helped too, but this piece is not supposed to be about adults, I am sure you will be thanked somewhere else in the magazine, so don't fret!

I would also just like to congratulate Matthew Giles and his RS200 crew, Ian Gill for winning the RS Youth Championships in July. I know how nervous Matt was, but they did incredibly well, so well done!

Well, that is about it from me. I hope the Youth have as much fun this year as they did last and year. Thank you for taking your precious time to read this. Sorry if it was a letdown, but my imagination only stretches so far! See you at the club. ▲



← Fiona Harrington

Youth Outing to Chichester

David Haw

On the 13th August 3 mighty youth, David Haw, Fiona Harrington and Verity Hopkins ventured into the unknown on the first youth day out. We arrived in Itchenor at around 9:15 ready for a great day out. The weather forecast said force 4-5 so sounded perfect. It was a really good launching facility, straight from the pebbly beach to the water. As soon as we got to 'Fareway' we could tell this was going to be a good windy day and the weather forecast was right.

We all sailed as a group flying past yachts and other dinghies. As we got to East Head the waves started to get quite big, but we tucked right in for some lunch on the RIB getting ready to venture from the safeness of the harbour to the open water.

Just after lunch we had a bit of fun flying around on a reach, but after that we plucked up the courage to go to the harbour entrance and the waves started to get very big, but not as big as out on the open water. It was lucky we had a big RIB because the smaller ones would stand no chance out there. We grouped up and sailed straight into the force 5 and the waves, some were bigger than 5 foot. After about ¾ hour out there we turned around and headed back to the harbour, going downwind zooming down the waves.

When we got back to the harbour these waves that had felt quite big before felt tiny and easy. We had the wind behind us and the tide slack so what took 1 hour to get out here only took about 30 minutes to get back. We got back to Itchenor and all felt we had a fantastic day out. I would like to say a big thank you to Chris Fyans, who lent us his RIB which without it would make the outing impossible. ▲



Follow my leader



Up the waves



Am I in distress?



What fun?

Membership News

Exams

First of all congratulations to all of our younger members who have had their exam results and have done so well. A special "well done" to Will Sloper for getting such a good 'A' level result which has confirmed his place at Cambridge to read medicine.

Jack Thomas

Some of you will know that Jack Thomas had to stop sailing earlier this year due for health reasons. Jack has had major surgery and treatments for throat cancer. We are pleased to say that he is now back at home and making good and steady progress. He has had an artificial voice box fitted and is trying to master his traditional vocabulary with this new equipment. His wife, Grace, is very happy for folk to phone and check up on progress. Contact the Editor if you want contact details.

Janine

You may also have heard about Janine Blundell's horrendous cycling accident. She came off her bicycle and was knocked unconscious and remained in a coma for 4 weeks. We are pleased and very relieved to say that she is now making a good recovery and is back home. Our best wishes go to her and her family and we hope to see her back on the water when she is fit. ▲

Fuel Supplies

Volunteer Needed!! Please form an orderly queue!

Kevin Francis

I'm looking for a volunteer to take over a job that I've been doing for the club for some years now; the replenishing of the petrol that we use for our various power boats. It is not particularly onerous and doesn't involve you attending meetings. You just do the job and go home!

It involves, on alternate weeks, the checking, and topping-up, of the power boats' fuel tanks and the re-filling of the metal jerry cans, which live in the green fuel store located between the main slipway and the Race Hut. The re-filling of the jerry cans is done at Tesco in Forest Row. Bill Stean does the same on the "other" alternate weeks.

I shan't go into details here other than to say that the time needed will depend upon where you live and how you wish to fit the job around other activity. For instance I live in East Grinstead and I choose to do it on days when I don't sail and it takes me about an hour from leaving home to arriving back at home, assuming that the cans need to be filled. If you choose to do the filling on your sailing days then the extra time needed would be less than an hour because you'd already be at the club. And if the cans don't need filling at all - which sometimes happens - then the extra time is still less.

If you think you might be willing to take this on then please feel free to contact me with no strings attached I promise. I can give you more detail to allow you to make "an informed decision" as the saying goes.

Thank you for reading this. ▲

Wanted

WANTED:

House and Grounds Manager

Following Steve Carr's retirement from this post we need someone to step into his shoes and take on the responsibility of managing our House and Grounds assets. You don't have to do any of the physical work unless you want to. It's an admin job that ensures that we know what needs doing and arranges for it to be done either by an outside contractor or by volunteering club members.

For more information contact the Magazine Editor.

Wanted

WANTED:

Sunday Youth Help

Assistance in running the Sunday Youth Sailing. Allan Jones wants to phase his way out by the end of this year although he says he will still be about to lend a hand. We need Instructors, A I's and some general on shore help. This isn't necessarily every week as we are looking at setting up a rota system. Get in touch with anyone on the training committee to discuss.

NOTICE OF AGM

Notice is hereby given of the 45th Annual General Meeting of Weir Wood Sailing Club, to be held at the clubhouse on Sunday 11th December at 2pm prompt.

AGENDA

1. Apologies for absence
2. Minutes of the 44th AGM held on 23rd January 2011
3. Matters arising
4. Reports:
 - a. The Commodore – Simon Davis
 - b. The Sailing Secretary – David Giles
 - c. The Training Committee Chairman – Peter Hargreaves
 - d. Optimist and Youth sailing – Mark Harrington/Chris Hopkins
 - e. The Social Committee Chairman – Jean Chisnall
 - f. The Treasurer – Chris Wilson
5. Acceptance of the accounts and the re-appointment of the auditors
6. Approval of members' subscriptions for the year 1st April 2012 to 31st March 2013
7. Election of Officers of the Club

The following have offered themselves for re-election:

Commodore – Simon Davis

Vice Commodore – Chris Fyans

Sailing Secretary – David Giles

Treasurer – Chris Wilson

Membership Secretary – Ian Alderman

Election of New Officers:

Secretary

If no objection is raised from the floor, a block vote will be taken for the above positions

8. Election of Officers to the Main Committee

The following have offered themselves for re-election:

Assistant Sailing Secretary – Mark Chester

Duty Co-ordinator – Dick Lankester

Marketing – David Whensley

Magazine Editor – John Chisnall

Training Committee Chairman – Peter Hargreaves

If no objection is raised from the floor, a block vote will be taken for the above positions

9. AOB and open discussion

Your existing committee welcomes volunteers to join the committee to fill vacancies and to replace existing members. Any nomination should be with the Secretary at least 14 days before the AGM. Nominations must be proposed and seconded. ▲

AND.....

a few for our angling friends:

"My biggest worry is that, when I'm dead, my wife will sell my fishing gear for what I told her I'd paid for it" (Koos Brandt)

"Good fishing is just a matter of timing; you have to get there yesterday" (Milton Berle)

"Nothing makes a fish bigger than almost being caught" (Anonymous)

another parrot joke

A magician worked on a cruise ship. The audience was different each week so the magician did the same tricks over and over again. There was only one problem. The captain's parrot saw the shows each week and began to understand how the Magician did every trick. Once he understood, he started shouting in the middle of the show, "Look; it's not the same hat!" or, "Look, he's hiding the flowers under the table!" Or "Hey, why are all the cards the ace of spades?" The magician was furious but couldn't do anything. It was, after all, the Captain's' parrot.

Then one stormy night on the Pacific, the ship unfortunately sank, drowning almost all who were on board. The magician luckily found himself on a piece of wood floating in the middle of the sea, as fate would have it with the parrot. They stared at each other with hatred, but did not utter a word.

This went on for a day; and then 2 days; and then 3 days. Finally on the 4th day, the parrot could not hold back any longer and said:

"OK, I give up. Where's the ship?"

on exercise and keeping fit

Sailing regularly keeps you fairly fit but to excel regular workouts are important. Some of you run, go orienteering, are regular gym users, ski, kayak and swim. But some of you will know that we have some keen walkers amongst us. Allan Jones is always off walking. His next trip is to Austria. Messrs Lankester and Chisnall walk with some mates once every couple of months to put the world to rights and drink beer at lunchtimes and our illustrious secretary, Geoff Bush, has now walked from Lewes where he lives, through France, across the Alps and down to the foot of Italy. He is now off to Albania and next year plans to walk back across Europe.

So please take note of the following which throw some light on the importance of Walking.

"Walking can add minutes to your life. This enables you at 85 years old to spend an additional 5 months in a nursing home at £2000.00 per month."

"My grandpa started walking five miles a day when he was 60. Now he's 97 years old and we have no idea where the hell he is."

"I like long walks especially when they are taken by people who annoy me."

"The only reason I would take up walking is so that I could hear heavy breathing again."

"I have to walk early in the morning before my brain figures out what I'm doing."

And as encouragement for those of you who aren't exercise fanatics here are some excuses:

"I joined a health club last year spent about £250. Haven't lost any weight. Apparently you have to go there!"

"I do have flabby thighs but fortunately my stomach covers them."

"The only advantage of exercising every day is so when you die, they'll say, 'Well, he looks good doesn't he.'"

"We all get heavier as we get older, because there's a lot more information in our heads."

And finally if you are going to try cross-country skiing start with a small country! ▲



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