



# 31½

## THE WILSONIAN SAILING CLUB MAGAZINE

Number 5

May 1978

WILSONIAN SAILING CLUB  
HOO, near ROCHESTER.

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"31½" is published about four times per year. Contributions in the way of letters, articles, cartoons, photographs and advertisements should be sent to the Club Secretary. Advertisements are free to members. Commercial advertisers rates on request to the Secretary.

"31½" is called "31½" for no better reason than that the barge WILSONIAN lies almost halfway between navigation buoys 31 and 32.

### A DULL START

It quite often happens that a day which starts off misty and dull ends up sunny and warm. Let us hope that the 1978 season develops in the same way. New members may be forgiven for thinking that we always start the sailing year with the rescue boat out of action, with the barge hot water system out of commission and with only half the duty list published - a dull start indeed. But things are on the mend. The boiler has been fixed, the duty list has been produced and at the time of going to press, there is at least optimism that the gremlin in the diesel engine will be caught and dealt with. In the meantime we are grateful for the cooperation of our colleagues at the Medway Yacht Club who have permitted us to borrow their rescue boat "Bellis". An unfortunate start for the new management, but things can surely only get better. There is a very full sailing programme for the current season. Let us all support it and may we all enjoy some really first class sailing.

## CLUB NEWS

Those of you with diaries will have noticed that Easter was very early this year, a phenomenon which seemed to catch your ageing Secretary on the hop. There was no March issue of "31½" and although the handbook supplement did reach most members before the beginning of the season, the second half of the duty list took a little longer to appear. Senility apart, there are practical reasons which create a few problems when the season has such an early start, primarily because it is not until the Annual General Meeting at the end of February that we know who will be running the club for the following season. (No, it's not all cut and dried). And since many members do not renew their membership until the last moment (at the end of February) getting the material in shape, typed and printed is really quite a performance and I'm really quite surprised when we manage to get it out at all.

There are one or two holes in the duty list, mainly at the beginning of the season and some kind soul will no doubt have offered his services for these before this copy of "31½" hits your doormat. What we do need, however, is some volunteers for Medway week when the barge is used as headquarters for the Regatta rescue boat fleet, as well as home for our members who are taking part in the racing. We need somebody to run the scow during the day and to look after the boiler and the bar; in fact the usual assistant officer of the day duties. The days when we need you are Thursday 27 July (afternoon), Friday 28 July and Saturday 29 July. We also need a crew for the rescue boat. It has to be volunteers, of course, because not everyone can get the time off from work. If you would like more information please give me a ring. New members (who for practical reasons do not appear on the duty list during their first year of membership,) will be very welcome.

Lesley Molyneux, who is running the catering side of the barge, has asked me to point out that the carpets in some of the cabins are a little past their best. She feels that there may well be a few members who have just had a new Wilton in their

The Secretary's page

parlours who have a few yards of old but respectable carpet ready to tuck away in the loft. The critical size is 78" x 32". Please contact Lesley (she's the good looking one at the front end of Mike Doherty's GP14 "Bin") or telephone her on Snodland 241754.

Your Secretary gets sent quite a bit of unsolicited material from traders in the way of brochures and other such advertising material. Some of this finds its way to the barge but the following is a list of some of the material that is still in my possession if anyone is interested in seeing it:

- The 1978 edition of the Catalogue of Admiralty Charts and Hydrographic Publications.
- Brochure: Rambler Holidays, 1978
- Brochure: West Exe Charter and Tuition
- Brochure: Aquaequipment wet suit kits (5% discount to members, remember)
- Brochure: The Dalsland Canal in Sweden (issued by the Swedish National Tourist Office; some spare copies available).

We have also been sent a pile of entry forms for the Royal Yachting Association's 'Mark the Buoy' competition in aid of the RYA National Yacht Racing Centre appeal. There are not enough to go round, so we have reproduced the entry form (wonders of science) in this edition of the newsletter.

You may have noticed that we have a new typewriter. Our vigilant Vice Commodore (who was also heartily fed up with trying to print the stuff being produced on the old one) managed to lay his hands (quite legally) on a second-hand IBM Executive. It still lacks a competent operator and does not spell any better than the last one, but you can work wonders with 'Snopake'.

As an experiment, hot pies and pasties have been sold on the barge at midday on Sundays. The idea seems popular and we would like the folk on kitchen duty to turn up before lunch instead of at 2 pm. Since most of the ladies seem to come for the day anyway, we hope that they will not find this an unacceptable additional burden.

Peter Bolton

## NEW FACES

The 1978 Annual General Meeting of the club saw a number of changes to the Officers of the Club and it might be useful to use this edition of "31½" to introduce some of the new (or not so new) faces. But first a word about those who have stepped down. SAM BROOKES was our Commodore for the last three years. He presided over a period when there were worries about whether the Club would be able to recruit the members that it needed to support the additional expense brought about by expansion and the new car park, but saw us reach capacity membership during 1977. Sam, who sails Miracle 2000 "P de R" now becomes Rear Commodore. Clive Grindley, who was Rear Commodore now steps down from Officership and membership of the General Committee of the Club since longer than most of us care to remember. He sails Enterprise 15040 "Climactic" with Roy McLeod. Our new Commodore is Robin Musters. Last year Robin held the posts of Vice Commodore and Sailing Secretary. We are fortunate to have the Musters family in our club. Robin's enthusiasm is related, no doubt, to the fact that he once had his own boat building business and he is now employed by one of the largest yacht designers and builders in the country. His wife, Geraldine, teaches sailing for the Kent Education Committee and their three sons James, Tony and David are all very competent sailors in their own right, as well as being qualified instructors.



ROBIN MUSTERS

Our new Vice Commodore is Richard Jordan, last year's captain of the GP 14 fleet, but this year sailing a Miracle Number 1958 "Geronimo". Richard is the energetic printer without whose help this newsletter would never see the light of day. Our new Sailing Secretary is Christopher Stevens, Mirror Class Captain for the last couple of years, as well as winner of most of the Mirror trophies. Newcomers to the General Committee are Hedda Johnston, usually to be found suspended from a trapeze somewhere near the front of the handicap fleet; (the trapeze in turn is normally attached to a Marauder "Gulfoss", but rumour has it that it will soon be changing into yet another Fireball), Christopher Gregson (Fireball) and Colin Crawford, (Miracle).

The General Committee is well supported this year by a number of people who have volunteered to take on specific jobs: June Jordan is Assistant Treasurer and keeps the membership records; Barbara Dewynter continues as Membership Secretary, dealing with applicants for membership; Lesley Molyneux masterminds the barge catering, Terry Sullivan the bar stocks, and Colin Brierley the barge maintenance. We have two boatswains, Barry Bew and Ken Flowerday.

I asked the new Commodore if there was anything that he would like said in the current edition of the newsletter. I expected some sort of good wishes to members for their sailing this summer, but being the practical sort of person that he is, he asked me to say that the Club could do with a new rescue boat, a dumper truck, some wheelbarrows, a vibrating roller and a calor gas refrigerator as well as some advice or practical assistance with the provision of calor gas water heating on the barge, and if anyone can help with any of these things he will be pleased to hear from him or her. Ah well, it looks as though we are in for a busy year.

## COMMODORE'S CORNER

Having called my Laser "More Fun", I was placed in a quandary over naming the newly acquired Fireball. "Still more fun" seemed too much of a mouthful, so in the end I settled for just plain "Fun" which is what our sailing and the Club are all about.

This year we have a largely new Committee, new Sailing Secretary, Class Captains, Boatswains, and House Committee and I am sure you will all give them your support. Like most things in life, what you get out of the Club is in direct proportion to what you put into it.

The winter work parties have secured our sea-wall for another season, renovated the race box, extended the useable area of the dinghy park and resurfaced the worst parts of the tracks, though we shall certainly have to do a bit more to the latter. This season we shall be making quite an effort to maintain and improve the barge as is quite clear that whatever the future holds, we shall be using the 'WILSONIAN' for a season or two yet. Colin Brierley is our new barge secretary, while improvements are being planned by a sub-committee chaired by our Vice-Commodore, Richard Jordan. By the time you read this, the season will be well underway and if you haven't been down yet - come on in, it's great! When we took to sailing an Enterprise, we found it rather a wet pastime and soon became converted to home-made wetsuits. Once you have done that, you automatically extend your sailing season and the use of your boat because you never get cold, not even when you are paddling about putting the sails up. Up to the time of writing it has been a wet and rather cold Spring, but make no mistake about it, those who braved the elements and raced at Easter, or over the May Day weekend to Sheppey and back, enjoyed themselves enormously. I expect that there is an account of this race elsewhere in the Newsletter; suffice it to say it took us just over two hours to get there and an hour and forty minutes to get back against a weak neap tide. There can have been few better ways of spending such a damp holiday weekend.

This is an appropriate time to thank all of those who helped get the Show on the road again this season and in advance, all those members who will be keeping it running through the peak sailing months ahead.

Robin Musters

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## THE TWIT WITH THE STICK by Sam Brookes

If you have crewed regularly in two man dinghy racing, you will be painfully aware that it takes two to make a quarrel, but in your mind, only one to lose a race - the screaming idiot behind you in the boat. Take pity on him - he has a lot to do.

Race winning is a combination of many factors not the least of which is the provision of enough untroubled thinking time for the helmsman to make his tactical judgements as to changes in wind, tide and water conditions. Add this to the judgements he has to make on courses converging with other competitors, luffing and being luffed, suffering dirty wind (and dishing it out), avoiding commercial traffic, cruisers, power boats, floating timber, moored fishermen and mudbanks. Taken all-in-all, he hasn't much time to give to the trim of the boat that he is steering.

This is where you come in, - long suffering crew.

Don't let the helmsman have to tell you to bring the plate up when off the wind, or to ease the foresail when the wind frees a little, or to tension the kicker when you start beating, or to balance the boat as she heels. Play a positive role and learn what is needed so

that you can anticipate the next requirement.

Ask any helmsman who regularly wins races how much of the success depends on his crew's performance. If he is honest he will tell you humbly - more than half.

However, don't be disappointed if you fail to get this answer, racing helmsman are notoriously big headed!

## 'GENESIS' of the New Fireball Fleet

Paul Heckel

The Wilsonian Sailing Club is now the proud owner of International Fireball Fleet No 359 and although only four boats are necessary for the formation of a fleet, I expect to see some twenty Fireballs sailing during 1978. I stress the word 'sailing' as there is absolutely no point in owning a boat if it is just going to grace the dinghy park and never the water. I would also like to point out that although we are an official Fireball fleet, as far as the Club is concerned we are only a part of the fast Handicap section, and we will stay there unless our weekly turn out is so good that we can justify our own starts. But what of our Genesis? For many years now there have been one or two Fireballs hanging around the compound but as far as I can recall it was only the enthusiasm of one owner which brought Fireballs to the attention of the rest of us - Terry Sullivan and his "Puddle Jumper". By the beginning of 1977, one boat racing had multiplied to five and then onwards until by the end of the 1977 season we numbered twelve. 1978 has already seen the arrival of a number of new (no not brand new) boats helmed by converts from other classes but it remains to be seen how many of these enthusiastic beginners will stay the course to become enthusiastic veterans. The Fireball is an exhilarating boat to sail, and not nearly so difficult to sail as it looks. And although a new boat costs the same astronomic figure that you are required to pay for a new Enterprise or a GP 14, second hand boats can be obtained in good order from about £300. And if the only reason that you are holding back on trading in your present boat for a Fireball is that you are worried about the welfare of your crew, you can tell her or him from me that sunbathing on the end of a trapeze wire is considerably more comfortable than being squashed up in a M\*\*\*\*r and a lot easier on the muscles than hanging out from the side of an E\*\*\*\*\*e.

## Mast and Sail Control

Alan Wilkinson

It is not necessary to have a fantastically complicated arrangement of struts and bicycle parts for mast and sail control; most of the basic adjustments can be made on any standard boat without the use of expensive equipment. For example, the fore and aft position of the mainsheet blocks on the boom affects mast bend and hence sail shape. Moving the mainsheet blocks aft on the boom will increase fore and aft bend and vice versa. The more the mast can be bent fore and aft, the flatter the mainsail can be stretched.

The kicking strap, acting on the boom, controls the tension in the leach of the sail and this in turn has an effect on the sail performance in varying wind strengths. It can also have the effect of pushing the boom forward (boom thrust) although the kicking strap alone is unlikely to be strong enough to achieve sufficient forward thrust to bend the mast sufficiently. This is my first attempt at setting out some of the essential points of mast and sail control; these are matters which are of interest to everybody, but especially to Fireballists. With the Editor's goodwill, we might come back to the subject in another edition of "31½".

## THE WINDWARD START

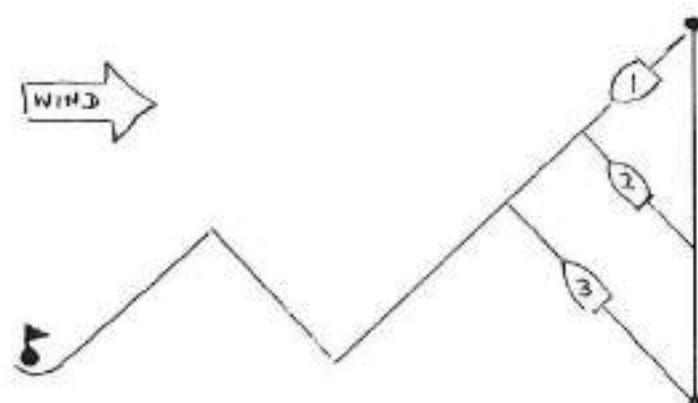
Pythagoras

They say that getting a good start is at least 40% of the way towards winning a race, but being in the right place at the right time presents most people with problems at some time or another. Take the situation shown in the first diagram; three boats are on the start line and the wind is blowing exactly at right angles to the line. The first mark of the course is clearly nearer to the boat at the bottom end of the line than to the boat at the top, yet the boat at the top, which has apparently the longest distance to travel as the crow flies is in the most advantageous position. Why?



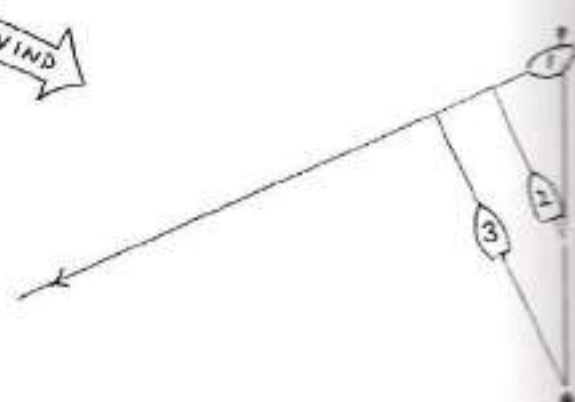
The answer is that although the direct distance is different for each boat, because none of them can sail direct to the mark - let us assume that they are each capable of sailing at 45 degrees to the wind - the distance which they are required to sail to reach the mark is the same in each case. We can demonstrate that with a second diagram: If we draw in the course which each boat can take, we reach a point at which the three courses meet. Clearly since the distance from that point to the mark must be the same for each boat, if the distance from the start to that point is the same then the total distance must be the same too. A glimpse at the diagram or the application of some simple geometry will show you that that is the case. So provided the

wind is at right angles to the line, and none of the boats can reach the mark without tacking, it doesn't matter where the first mark lies. It follows that the boat with the advantage will be the boat which has right-of-way when the first two boats meet on converging courses. What does influence the situation is a change in the direction of the wind. If the wind is no longer blowing at right angles to the line, then the advantage on a windward start goes to the boat at the end of the line nearest to the source of the wind. You



can see from the third diagram that even a relatively small change in the direction of the wind considerably increases the distance to be sailed from the end of the line which is furthest from the source of the wind. This is why the more experienced sailor

will be found before the start either reaching back and forth along the line, or lying head to wind to find out which way the line is biased in relation to the wind. It would be idle to assume that the direction of the wind is the only thing that matters at the start of the race. Quite obviously, now that everyone knows about the advantage to be found at the end of the line nearest the wind, that is where everyone will try to start, and in that situation, he who hesitates or doesn't know the rules, or is not an expert in gamesmanship will be well and truly lost.



## BOOKS

The absence of our usual commercial advertisements in this issue of "31½" does not prevent us from bringing to your attention that shortly before Christmas, John and Elizabeth Copper, who run the 'Cabin Yacht Stores' at Lower Upnor, opened **COPPERS' NAUTICAL BOOKSHOP** at 68 High Street, Rochester. They are open Monday to Saturday (but not Wednesdays) and have books available on Boatbuilding, navigation, racing, cruising, seamanship and natural history. They stock over 500 titles, as well as selling navigation equipment such as parallel rulers, single-handed dividers, Douglas protractors, charts and Nories tables.

..... and now for a couple of reviews:

\*THE RULES BOOK\* by Eric Twiname  
(Adlard Coles Limited)

reviewed by Bryan Matthews

Well known for his articles on 'rulesmanship', Eric Twiname has beaten Elvstrom to the start with his latest book explaining the 1977-80 racing rules. Competitively priced at £2.50 (but without Elvstrom's little plastic boats - though you can always use those from last years Elvstrom's) this book presents the rules in a clear and often amusing way. The information is arranged in such a way that the book will be of use to the beginner and the expert alike. Each illustrated rule section is marked clearly into three categories: 1, rules everyone who races should know; 2, rules for those who are racing at the top end of the club fleet; and 3, rules which you need to know for top level national and international competition. The book is so new that 'errata'

(continued overleaf)

cut here



MARK THE BUOY!

# WIN

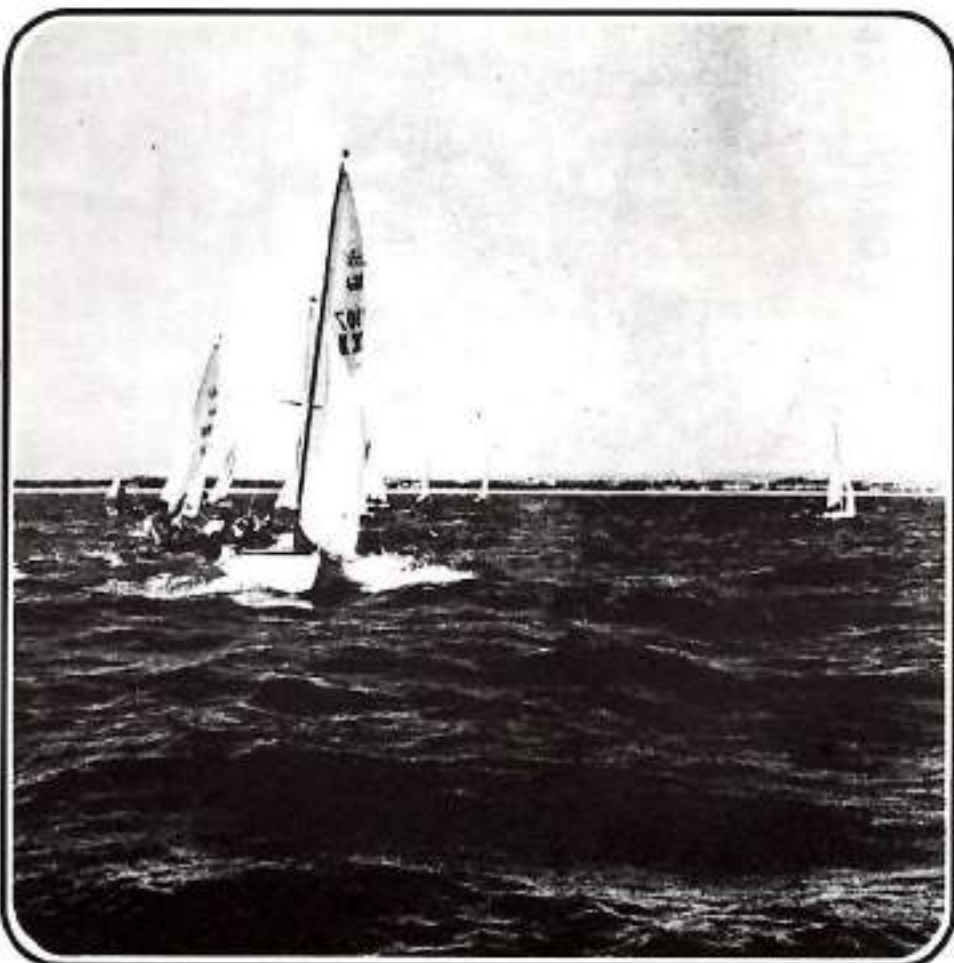


A  
**ROVER  
2600** IN THE  
ROYAL YACHTING  
ASSOCIATION'S



## Mark the Buoy' CONTEST

2ND PRIZE  
AN ENTERPRISE CLASS DINGHY  
3RD PRIZE  
A BUMBLE BEE DINGHY KIT



ALL PROCEEDS TO THE R.Y.A. NATIONAL YACHT RACING CENTRE APPEAL.

are not included and there must be some in spite of the obvious care and attention that has gone into its production. He may be an expert on rules of racing, but Mr Twiname's comments on "Boats cruising, in other races and motor boats" on page 9 are highly suspect. But the book is recommended.

\*DINGHY International\*

Peter Bolton

Dinghy International started in 1977 as a quarterly magazine known as "International Dinghy Racing". It proved popular enough to go bi-monthly, but from May 1978 it appears as a monthly magazine, price 40 pence. For that much money, you get a much smaller magazine than Yachts and Yachting, but with a difference. There are no tedious articles on American Cruiser championships, or the Sydney to Hobart race; it is concerned only with dinghy racing. It may stray from time to time into the realms of windsurfers or catamarans, but I find it refreshing to be able to read a sailing magazine from cover to cover and find that all or very nearly all of what it contains is of direct interest to me and not merely connected with what I might do if I had enough money. This is a new magazine which has made a promising start. The only danger, as I see it, is that it will drift up-market so that it is of interest only to those who sail in National and International events. At the moment however, it is worth its 40p. It is published by Ocean publications of 34 Buckingham Palace Road, London SW1, but you can buy it on the usual bookstalls. The May edition contains the results of a survey on the effectiveness of various types and makes of self bailer, a boat test on the new 'Mystere' catamaran, an article on the racing rules, letters, a book review (covering a large selection of books on sailing) and (surprise surprise) an entry form for the Royal Yachting Association's "Spot the buoy" competition.

1ST PRIZE  
**ROVER 2600**  
DINGHY

2ND PRIZE  
AN ENTERPRISE CLASS  
DINGHY

3RD PRIZE  
A BUMBLEBEE  
DINGHY KIT

THE ROYAL YACHTING ASSOCIATION

# 'Mark the Buoy'

CONTEST

**HERE'S HOW TO ENTER.** Simply study the picture overleaf of a 470 class race, held in a light to moderate wind, which was blowing directly from left to right in the picture. Then use your skill and judgement to mark with a cross (in ink) the exact spot where you believe the centre of the Buoy (on the water line) marking the limit of the course would be situated.

#### RULES:

1. This contest is open to all the UK residents aged 18 or over except R.Y.A. Employees, and members of the N.Y.R.C. committee, their relatives and their agencies.
2. Prizes will be awarded in order of merit to competitors, the centre of whose crosses come nearest to the site of the Buoy.
3. Only one entry per leaflet, but no limit to the number of leaflets per person or family provided each has been properly obtained from an Agent of the R.Y.A.
4. Entries will be judged by a panel of judges from the R.Y.A. whose decision will be final and no correspondence will be entered into. Proof of posting will not be accepted as proof of delivery.
5. Entry to the contest implies acceptance of these Rules of which the instructions form a part.
6. Winners will be notified within two weeks of the closing date, and their names published in the Competitors Journal.
7. All entries must be received by 30th June 1978.

**COMPLETE THIS PANEL** and post the leaflet in the box provided, or send to:  
R.Y.A., "Mark the Buoy" Contest, 40 Tottenham Lane, London N8 7EA

Name

Address

**PLEASE**  
**ENCLOSE 50P**  
CHEQUE/POSTAL  
ORDER TO 'R.Y.A.'  
MARK THE BUOY

HURRY! ALL ENTRIES MUST BE RECEIVED BY 30TH JUNE 1978.

After one weekend during the 1977 season, your editor returned home to find that he had been visited by burglars. It was a particularly nasty burglary with some vandalism to accompany the theft. So a sailing club magazine is perhaps not a completely inappropriate place to publish the following advice which has been sent to us by the Kent Police. If it keeps one burglar at bay it will have been worthwhile.

## SECURITY

AT HOME

by Sergeant R W Elvy  
Crime prevention Officer  
Rochester Police Station.

We all like to think that our home is our castle and that other people will respect its privacy. But more and more householders are finding that crime isn't something that is read about in the newspapers or happens to someone down the road. The feeling of revulsion at your intimate clothing and possessions being violated by a stranger, or sickness at the filthy mess which is left for you to clear up - the police hear it all. "It's all right, I'm insured"; "I've nothing worth stealing"; "I didn't think it would happen to me". The after effects of a burglary linger on a long time after what has stolen has been forgotten.

### HOW TO BEAT THE BURGLAR

Make sure that ALL windows and ALL doors are closed before you leave the house, even if it is only to pop next door. Remember, a criminal needs only four minutes to ransack your house. If any door bolts are stiff and out of use, or the window stays don't hold properly - get them fixed now. If you are going away, don't forget to cancel the milk and the papers. One householder in Wigmore lost nearly £500 of property recently because the milk was out all day. Do you rely on the usual latch which is fitted as standard to almost every front door? There are at least five popular ways of overcoming this type of device. And of course the door that opens easily from within is a useful exit for the intruder, especially when carrying the television and the stereo.

Our records indicate that 28% of intruders enter through the front of the house; 62% through the rear and the remainder through the side or the roof; - Yes, the roof! They normally leave by the door.

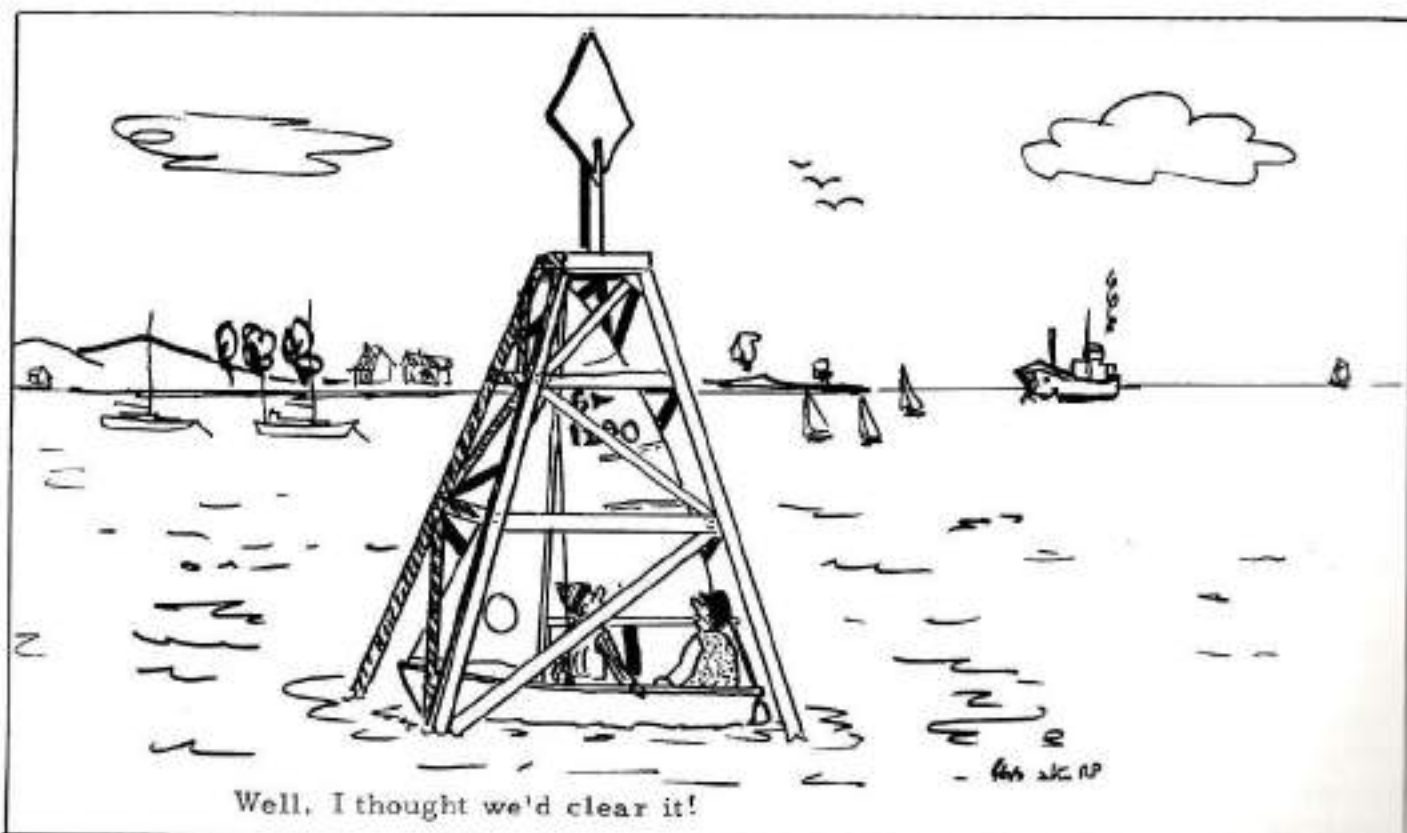
It follows, therefore, that a good degree of security should be provided for the rear doors and windows in particular. The back door should be fitted with mortise security bolts, such as the Chubb 8002 or Yale M444 at one third and two third intervals. These cost about £1.80 each. The patio doors can also be secured by these, but if they are double doors, the bolts need to be fitted up and down on the second closing leaf, which means removing the door to fit them. Do it in the cross grain of the stile, not in the end grain. All windows that open, including the fanlights should also be fitted with locks. There is a wide range available suitable for both wood and metal windows, the most popular being the Ingersoll and Chubb, which cost from £1.10 to £2, depending on type. Cheaper locks are available, but remember, you only get what you pay for. Now for the front and sides: You can fit locks on these windows as well if you wish (the front fanlights are least important). The front door should be fitted with a mortise deadlock, such as the Chubb 3G114 or Ingersoll M6, which are specially made for narrow stile doors (glass panelled). All these locks are available from main hardware shops. By fitting these and making it harder for petty criminals to get in, the chances are that they will go elsewhere (probably next door), to look for easier pickings. Don't forget, they are usually children or teenagers.

A burglar alarm serves three purposes. First, the box outside is a deterrent, despite common belief. Secondly, the noise of the alarm scares the intruder off. Thirdly, the noise attracts attention. Even if you ignore the bells, most people react, particularly neighbours, and the intruder isn't going to take the risk of remaining to see if the neighbour is a wrestler carrying a shotgun with an Alsatian dog as a pet. Finally, don't forget that the Police will always give you personal advice on your particular security problems.

# Miraculous Conception

R. C. E. F.

Some members of WSC may like to know how the MIRACLES have got where they are. I will try to enlighten you. It all began with Sam Brookes (LABM - now P de R) and Bryan Matthews (EGGBETA). But just let's look at last year's Club officialdom. Sam of course was Commodore, so you couldn't join the Club unless you promised to pray for a Miracle. Bryan was beginning to measure them, and so your boat could become a Miracle (for a fee) and so you could join the WSC (or MSC as it may well become). Pat (Leo) Hewett, meantime was dinghy park secretary and as he had a Graduate (what's a Graduate, you may well ask), he had to sell before rejoining this year in order to get a dinghy park space. He says he ran out of Grad spaces, and as there were some 250 Miracle spaces free he opted for a new boat. Of course it measures, because Bryan's boat is already in the dinghy park. Now to keep this lot in order, Bob FitzP. in NICK NACK came along to try his luck, but he thought the Miracle was a Solo with a jib and not so sure about his old boat measuring he bought a new kit, though with due deference, the sail number was one less than the Commodores. Ken Flowerday took over NICK NACK. During the winter, certain wives considered themselves as good as divorced at weekends and on weekday evenings as other Miracle kits began to take shape. One of these was Richard (Geronimo) Jordan who said he would be Vice Commodore so long as he didn't have to pay to have his boat measured or for a dinghy park space. I'll vote for him again next year, so long as he doesn't win too many races. We are now up to 17 boats either in or nearly ready for the water. Let's hope that the owners are as keen to sail them as they were to buy them.



# THE RACING PAGE

## HANDICAP CLASS

There will be no change in the arrangements for the starts of the 'A' and 'B' handicaps during the Summer Points series of races not will there be any change of provisional Portsmouth yardstick numbers or secondary yardsticks.

### RULES

If we are to continue to enjoy first class racing it is essential that everyone knows something about the Rules and even more that they observe them. Don't let this put you off if you haven't raced much before - the five basic situations which you need to know about are clearly set out at the beginning of Twiname's book (see page 7) and are quite easy to grasp: the rest will follow as you gain experience.

Here are some simple reminders which could save you hassles on the water, or disappointment on the shore afterwards:

1. Do read your sailing instructions; don't forget to sign on and sign off;
2. Make sure that your boat is in the water off its trolley and that you are not being helped by anyone but your own crew when the preparatory signal (the five minute gun) is made (Rule 63);
3. Don't forget the racing rules come into force and that you will incur penalties for infringements immediately the preparatory signal is made: also that you cannot do a '720' degree turn to atone for your infringement until after the starting signal is made if you infringe a right of way rule between the five minute signal and the start
4. If you have to do a '720' you must do it at the first reasonable opportunity and must **keep clear** of other boats until you have completed your turns and are on a proper course for the next mark (App 3 - 1.2)
5. If you touch a mark at all you must re-round it (Rule 52) but remember again you have no right of way and must keep out of the way of other boats racing (not just **those** in your race), until the re-rounding is complete and you are on a proper course to the next mark (Rule 45).
6. You have no rights and must keep clear if you were over the line at the starting signal and are returning to start correctly (Rule 44).
7. If there is any sort of contact between two boats, one or other of them must accept a penalty or protest otherwise they will both be disqualified; if neither of them accepts a penalty or protests, a third boat which sees the incident may protest about it. (Rule 33).
8. Don't forget that your protest will be thrown out if you don't fly a protest flag at the first reasonable opportunity - at the finish, that may be as you come ashore. (Rule 68.3).
9. Fast boats have no more rights than slow ones: you can't deliberately break a rule then do a '720' and expect to get away with it if you gain an advantage by doing so (App. 3 - 1.9)
10. If you anticipate a situation and can think ahead of what will happen before you get into it you can usually avoid finding yourself taking a penalty or being protested: fine thoughts perhaps, but worth thinking about!

Finally, if the '720' Rule isn't seen to be being observed properly, the Sailing Committee may well have to consider reinstating the old Club rule which required disqualification for an infringement of the Rules; so it's in your own interest to make sure that it does work. We all make mistakes - it's what you do afterwards that matters.

## BITS AND PIECES

Nino Aliano, who was a member of the Club until the end of 1977 has moved to Bournemouth where he has a large detached house about ten minutes from the beach. He offers accommodation to Club members at £30 per week for dinner, bed and breakfast and reductions for children (7-15 £17.50, 5-7 £10, 2-5 £5). The house is about 2 miles from the centre of Bournemouth. If you want to take up his offer, please contact him (or his wife) direct. The name and address are: Mr G N F Aliano, 4 Harvey Road, Boscombe, Bournemouth, Dorset. His telephone number is Bournemouth 426672.

The Brewer family (Clive and Janet) are offering a DIAL A HELM service. Spare crews wishing to obtain the names of crewless helms are invited to telephone Maidstone 831330. Of course there has to be a DIAL A CREW service to go with it, and crewless helms are equally invited to make themselves known to the Brewers on Maidstone 831330.

Janet Brewer would also like to make contact with sailing parents of small children who would be interested in some reciprocal child-minding for the duration of a race. There must be a few mums around who would like the opportunity to sail in the knowledge that their little ones are in somebody else's loving care. Please ring Maidstone 831330.

The Club has been approached by the local branch of the Royal National Lifeboat Institution (RNLI) for a closer liaison with the organisation in the form of a Club member who would be a member of the Committee of the local RNLI branch. Meetings take place on the first Thursday in every month at members' houses, but usually in the Frindsbury - Hoo area. Anyone interested is asked to ring Mrs Andrew on Medway 77140.

What every good sailor should know! The Haddock (Restrictions on Landing) Order 1977 restricts to 12 cwt the amount of ungutted haddock which can be landed in the United Kingdom after any one voyage. The Order is designed to curtail the level of haddock landings, and came into force on May 9 1977 (sorry we are a year late with this advice).

### SMALL ADS

**FOR SALE** Quadrant life-jacket with zip front to fit a child 6 - 10 stone. Good condition £5 or near offer. - Tim Bolton  
Telephone Meopham 813029

**FOR SALE** Wet suit top, new, made from a kit but unused. 32" chest, height 4'11" to 5'3". Peter Bolton - Tel Meopham 813029

**FOR SALE FIREBALL 4912 "Gemini II".** 2 suits of sails, trapeze harness, Holt - Allen mast, new Proctor boom and spinnaker pole. Very fast. Winner of the 1977 Leigh trophy plus various other 1sts and 2nds. Reason for sale: purchase of new boat. Contact Tony Mason: Telephone Gravesend 59991.

### HOT PIES AND PASTIES

DONT FORGET

Hot pies and pasties may now be obtained on the barge between 12.15 and 1.30 on Sundays.

If you are scheduled for a kitchen duty please turn up at 11.30 am.

Shortage of space and an extraordinary amount of other material means that this edition of '31½' carries no commercial advertisements. We apologise to our usual advertisers and hope that things will return to normal for our next issue. Meanwhile your editor hopes that the contributions for this newsletter will keep coming in. Send them please to the Club secretary, whose name and address are on page one.