



31 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

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WILSONIAN SAILING CLUB
HOO, nr. ROCHESTER, KENT

Commodore:
Robin Musters
123 Hadlow Road
Tonbridge, Kent
Tel: Tonbridge 353437

Secretary:
Peter Bolton
20 Cheshunt Close
Meopham, Kent
Tel: Meopham 813029

The magazine of the
Wilsonian Sailing Club
is called "31 1/2" because
the clubhouse, the barge
WILSONIAN, is moored
approximately halfway
between navigation
buoys 31 and 32.

Editor:
Hedda Johnston
26A Warren Road
Orpington, Kent

The opinions expressed
in this magazine are not
necessarily those of the
Editor or the Committee.

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March 1st, 1981



A copy of a photograph of the Peking, better known as the Arethusa, which was moored on the Medway for many years. See "The Arethusa", Page 3.

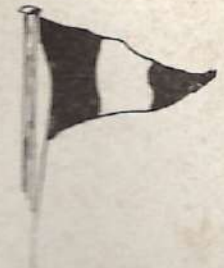
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N.B. FROSTBITE PARTY
on February 21st

see back cover

BITS AND PIECES



CLASS RACING REPORTS

When the editor has been "chasing" Class Captains for racing reports over the past year, she has sometimes been given this response: that those who are interested in the results of class racing (ie, the classes) already know them, so there is little point in publishing them. Surely, though, we are not all so insular that we are only interested in reports of our own classes. We sail as a Club, not as individual self-run class units. So - come on, Class Captains: tell the Club about your Class! Next season let us aim to have class reports for every Class in every issue.

COMMODORE'S TROPHY

The Commodore's Trophy was won for 1980 by David Blyth in GP14, After Ours; it was the culmination, for him, of a very successful season. The first ten boats overall, which include a good cross section of the Classes were as follows:-

- | | |
|--------------------------------|---------------------------------|
| 1. David Blyth (GP) | 2. Mike Doherty (GP) |
| 3. Robin Musters (Fireball) | 3. Bob Dutton (GP) |
| 5. Bryan Matthews (Miracle) | 6. Bob Skene (GP) |
| 7. Ray Fryatt (Enterprise) | 8. Bob Jones (Fireball) |
| 9. Christopher Stevens (Laser) | 10. Derek Laverick (Enterprise) |

LAYING-UP CUP

The Laying-Up Cup was closely fought in difficult conditions. Both races were sailed in strong tides, and in winds which varied considerably in both strength and direction (see Robin Musters's article "Gusty Weather", inspired by the event). The cup was won very narrowly by Roger and Hedda Johnston (Fireball). David and Pat Scott (Fireball) came second and Derek McAuley and Christopher Stevens (Tasar) were third.

ANNUAL GENERAL MEETING

This year's A.G.M. will be held on Friday, 27th February. Notice of venue will be issued in due course.

WORKING PARTIES

The major job this year is to construct a concrete road on the hill leading down to the car park. This will be done using ready mix concrete. It is most important to have a full turnout on dates to be advised: details in a separate note. Please remember: absolutely no access by car to the car park or dinghy park from 17 January until the work is done, between 4 and 6 weeks. Working party members can park on the farm yard. There is also some scraping and painting to do on the scow.

LONDON DINGHY EXHIBITION

This will take place at Picketts Lock on 21/22 March. Peter Bolton is interested to hear from anyone who is willing to lend 35mm slides or Super 8mm cine film of the Club and its environs.

HOO FREEZER

Any crew without a helm or helm without a crew for this event, to be raced on 7-8 March, should contact Bob Jones.

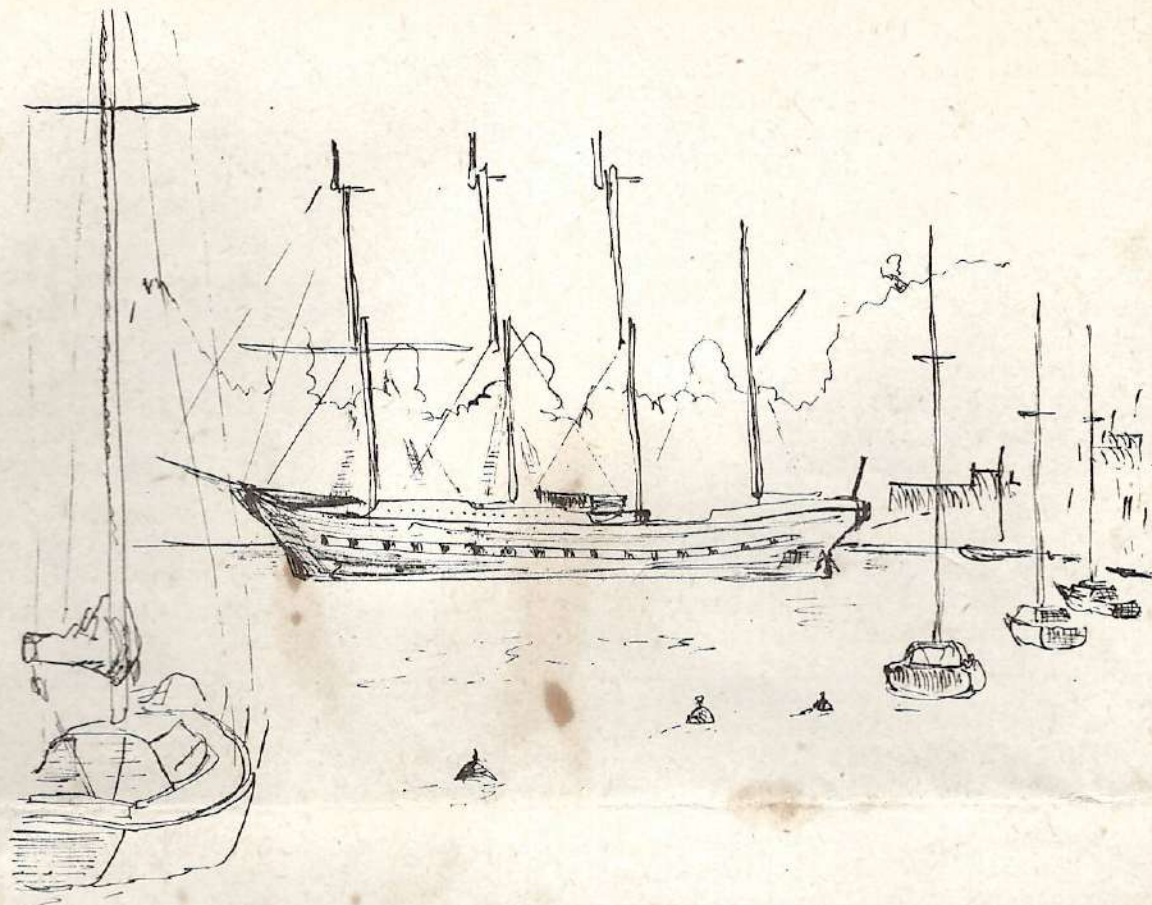
ENTERPRISE EVENING

Get tuned up for the new season at the Enterprise Class Evening on Sat., March 21st, Sutton Court, Sutton at Hone, Dartford (on A225). Prize-giving and sailing films; films start at 7:30pm. To establish numbers it will be helpful if those planning to come would telephone Gordon Belcher on Maidstone 859604.

THE ARETHUSA

Peter Bolton
Club Secretary
Fireball 9539

Just recently, I was thumbing through the pages of an old sketch book and came across a very rough drawing which I had made about ten years ago on a fine summer weekday evening, when my son and I were spending a few days on the barge. It shows



a scene which must be familiar to longer serving members of the Club, a scene which had been part of the Medway for so long that nobody ever thought, in those days, that it would ever change. I am referring, of course, to the presence at Upnor of a four masted sailing ship which for forty years, from 1934 when she was renamed "Arethusa" until 1974, provided a home and school for boys whose upbringing was in the care of the Shaftesbury Homes.

When she was built in 1911 she was called the Peking. She was a big ship, a four-masted steel barque (square-rigged on the first three masts, fore-and-aft-rigged on the mizzen). She was 323ft long, with a beam of 47ft, a draught of 26ft 5inches and a registered gross tonnage of 3152. She belonged to the flying 'P' line of square-rigged nitrate clippers and was originally used for trade between Hamburg and South America. She is said to have rounded Cape Horn more than fifty times under sail. She and her sister ships were reliable enough to keep a scheduled run of ninety days from Valparaiso to Hamburg. One of them, the Passet, was still trading until 1952 and was the last commercially operated square-rigger of her size in the world.

I have an old newspaper cutting with a photograph of the Peking as she was in her heyday. It is too discoloured to reproduce but the pen and ink copy on the front cover gives some idea of what she looked like. A comparison of the two pictures shows that by the early 1970's she had lost all but one of her cross-trees or yards and that was on the foremast. Her topmasts were shorter and she had gained a row of gun ports, though those of us in the line of fire could be assured that they were in fact only painted on the hull.

Nevertheless, she was a noble sight and her masts were visible for many miles in all directions. She looked particularly impressive on special occasions when the

THE ARETHUSA (cont.)

boys dressed the rigging, standing to attention on the shrouds, the yard and the mast wearing their best uniforms. I had a conducted tour of the ship in the late 60's, taken round by an immaculately dressed young "sailor". To a dinghy sailor everything was impressively large and it was difficult to imagine her as a working ship, particularly since the space below decks had been converted for use as a school.

In August 1974, the Shaftesbury Homes, faced with the prospect of enormous maintenance costs, closed the school. Conditions imposed by the Charity Commissioners required her to be sold to the highest bidder. A local appeal was launched to try to raise £30,000 to save her from the scrapyard; but in the time available there was no realistic hope of raising the money, or finding a benefactor who would guarantee the money until it could be raised.

So she was sold, though not for scrap. She was bought by those avid collectors of other people's examples of human ingenuity, the Americans. Within days, almost, the name "Arethusa" had been removed and the name "Peking" once again shone out proudly from her bow and stern. She was towed away to be made seaworthy for her last transatlantic crossing and now rests in New York where she is being restored to her former glory. A year or so ago, "Medport News", the magazine of the Medway Ports Authority, carried a report and photographs of the progress that has been made, which confirmed that there were no half measures about the restoration.

I suppose nostalgia is a sign of advancing middle age. Though the old clipper has gone, her name of course lives on in the Arethusa adventure centre at Upnor and the new Arethusa, a fine modern ketch which carries on the tradition of giving young people nautical training. But that's another story.

Robin Musters
Commodore
Fireball 8517, "Fun"

GUSTY WEATHER

Gusty conditions can be even harder to cope with than steadier stronger winds because the wind is not only continually varying in strength, but also in direction. Both helm and crew have to be constantly alert, varying the sail power and sitting out to match each gust and lull. It is counter-productive to react too sharply, as over-reaction can be just as fatal as under-reaction. Just as moving crew weight to try and counterbalance an Enterprise rolling downwind usually aggravates the roll, so a heavy crew jumping in and out on the trapeze will make the helmsman's task very difficult. What is wanted is a smooth response by helm and crew; a combination of sitting out and spilling wind from the mainsail in strong puffs, then sitting in and sheeting in in the lulls so as to keep the boat upright.

Let's consider the shifting wind direction. Usually as the gust arrives it heads you a bit, quickly followed by a considerable freer which allows you to point up and gain ground to windward. As the gust eases, the direction tends to go back to normal - whatever that may be! The usual adage for windward sailing is "luff up slowly, bear away fast", which in ordinary conditions means gradually pointing up until your inside telltales start to lift, then bearing away just a fraction. If at any time you are freed, gradually point up higher; if you are headed, bear off quickly before you lose boat speed. In puffy conditions your reactions must be faster as we found to our cost just before the start of the afternoon race of the Laying-Up Cup.

Off the wind bear away in the gusts and plane for all you are worth. As the boat accelerates the apparent wind draws ahead, so bearing off helps keep the sail trim correct. It also increases the driving force and decreases the heeling force, so the boat that bears away shoots off on the plane. Meanwhile, the boat that holds its course or luffs is overpowered and has to spill, lean out and restart, by which time the best of the gust may have gone. You can always point up in the lulls to keep on course. You must at all costs avoid letting the boom get in the water, as this will stop you spilling wind and in you go. The remedy is to lean out hard and bear away to keep the boat flat. Don't worry too much where you are going - but go there fast!

SIGNALS AGAIN

Christopher Stevens
Sailing Secretary
Laser 45099, "Soltura"

Occasionally the planned arrangements for a race do not work out and the Race Box, or perhaps the Rescue Boat, make a signal to deal with the situation: how often are there hails from one boat to another, "What's that mean?"

Sometimes things go wrong in the Race Box, the clock stops or the wrong signal board is opened, or maybe a large ship appears round 32 clearly destined to reach the line just as the starting signal is to be made: if the Race Officer knows his signals he can easily deal with such an awkward situation without any hassle.

The enclosed table sets out the more important of the signals specified under IYRU Rule 4: anyone taking part in a race or on duty in the Race Box or Rescue Boat needs to know them. The explanatory notes and those which follow are for guidance only and should be read with the IYRU Racing Rules (RYA Publications YRI - to be revised for 1981) and WSC Sailing Instructions.

Two signals are not covered in the table: Firstly the PROTEST SIGNAL which MUST be flown by a yacht which intends to lodge a protest and be displayed as soon as possible after the incident: this is International Code 'B' (red swallow tail) - a rectangular red flag is acceptable in lieu but Appeals cases have established that a white handkerchief or piece of clothing won't do!

Secondly flag 'L' (black & yellow quarters in a rectangular flag) when flown afloat means "Come within hail" or "Follow me" - it could be flown by the Rescue Boat with instructions about a change of course before the start but is more likely to be seen at the Club flown by the Instructor's launch during an RYA Proficiency Course. Notice that the Club Sailing Instructions specifically exclude the use of the second meaning of this signal which applies when it is flown ashore, which is to draw attention to a notice to competitors.

NOTES ON THE TABLE

NOTE 1 : STARTING PROCEDURE

The Club uses IYRU System 1; with starts at 5 minute intervals the system is modified in that individual warning and preparatory signals are made for each class.

NOTE 2 : GENERAL RECALL

In addition to its primary use to deal with the situation where a number of boats are over the line at the start, this signal can be used to give a NEW START if something goes wrong in the Race Box at the last minute and the Race Officer only realises it AFTER he has made the starting signal.

NOTE 3 : POSTPONEMENT

Again in addition to a planned postponement made before boats go afloat this signal, which can be used at any time BEFORE starting signal itself is made, can be used by the Race Officer to allow time for things to be sorted out if something has gone wrong or if something has occurred on the water to prejudice the start: a fresh starting sequence can be commenced one minute after the postponement signal has been lowered.

NOTE 4 : SHORTEN COURSE

Notice that under WSC Sailing Instruction 14 the meaning of the Shorten Course Signal when flown by the Rescue Boat can be varied by special instructions issued for a specific race.

NOTE 5 : RACE ABANDONED BUT WILL SHORTLY BE RESAILED

Again this signal can be the Race Officer's "save-all" if the mistake is not realised or the problem occurs too late for a General Recall to be used. 'N' over 'X' is the correct signal, but 'N' alone can be used if necessary.

NOTE 6 : MISSING MARK

In Club racing this signal is only likely to be used in a situation where one of the Club marks has sunk or drifted - if the latter, the mark should be secured alongside or taken aboard the boat flying flag 'M' in order to avoid any ambiguity: a single sound signal can be repeated as necessary to draw the attention of boats as they approach.

CLASS NEWS

Enterprise

Gordon Belcher

The final series of the year was won in convincing style by Martin Smith with an overwhelming number of wins. I was second but only by persuading my wife to crew on the final day, her first sail away from Mote Park. At home the wind was very light but on the river it was 3 to 4, and in trying to stay away from Folly I ended up setting a course with five gybes. Luckily, I don't think she realized how close we were to swimming. Ray Fryatt was third, having missed the last day's sailing through illness. An encouraging feature of the series was the large number of starters, 23 in total.

The Wilsonians sailed well at Bough Beech in the Southern Area team racing. The A team won 3 of their 5 races and were the only team to beat the eventual winner, Arun B. The B team won 2 of their races, despite being down to 2 boats. The following day the final open meeting of the season was held at Bough Beech and four Wilsonian boats stayed to compete. We all did well but my son Peter sailed exceptionally to win the last race and be fourth overall in the meeting. Dave Vettergreen, Mike Blake and Derek Laverick were all well placed in the races and have the speed to win the team championship with a little more luck. The final Blue Jib race was also sailed that day and the series was won overall by Colin Prince with Clive Norris second and Andrew Spiers third. Peter was sixth, Dave Vettergreen ninth and Mike Blake thirteenth.

Your class captain next year will be Dave Vettergreen. I am sure you will give him the support he needs to run the class. I have enjoyed being class captain and I thank you all for the help I have received throughout the season. Mike Blake and Martin Smith helped tremendously and I hope we can give Dave the same support. (cont.)

CLASS NEWS/Enterprise (cont.)

I have been appointed Southern Area representative on the National Committee, so you have the link to the governing body of the class which you should use if you have any queries or suggestions. Finally, thanks for a good year sailing and see you all in the spring. (See "Enterprise Class Evening" on page 2.)

Fireball

Bob Jones

The Autumn Points finished with the second place being decided in the last race.

1. 12186 Ball Lightning,
David Scott - Opts!
2. 10070 Soulmate, Max
Carnegie-Jones - 30.4
3. 12722 Panik,
Geoff Maskall - 34.4



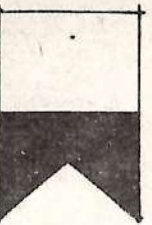

We had a class social at the Rose and Crown, Wrotham when the majority of the fleet turned up for a pleasant evening during which we had a few jars, a prizegiving, a short business section and then a few more jars. Our ranks were increased by the Handicap fleet joining our festivities.

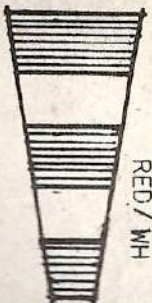
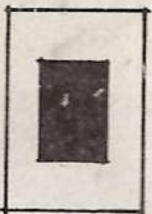




As most of the Fireball fleet are aware, I am standing down as fleet captain this year, not because I am dissatisfied with the fleet (far from it - I am well pleased) but because I am standing as Sailing Secretary. Roger Johnston was elected as fleet captain designate until the A.G.M. in February, with two deputies - Alan Wilkinson and Max Carnegie-Jones.

This therefore will be my last write-up as fleet captain, so thank you for your help during the last year. Now get on with your winter maintenance so that you are ready for the Warm-Up Handicap on March 29th. See you then (if I am ready).

"31 1/2"
Jan., 1981

STANDARD SAILING INSTRUCTION SIGNALS

VISUAL	SOUND	MEANING	EXPLANATORY NOTES
 BLUE/ WH CLASS FLAG <small>S.P. 'A', GP 14</small>	One Hoot	Warning Signal	Broken out 10 mins. before start, commences starting sequence. <u>See Sailing Instructions for actual flag used for each class.</u> <u>Note</u> : When displayed with another signal the class flag means that signal applies only to that particular class.
 BLUE/ WH BLUE PETER 'P'	One Hoot	Preparatory Signal	Broken out under CLASS FLAG, 5 mins. before start. IMPORTANT : A yacht is RACING from her preparatory signal and Racing Rules apply from then on.
CLASS FLAG & BLUE PETER CLOSED	One Hoot	Starting Signal	IMPORTANT : Under IYRU Rule 4(8) the visual starting signal governs and a failure or mistiming of the sound signal shall be disregarded. SEE ALSO NOTE 1.
 CLASS FLAG REOPENED	One Hoot immediately following Starting Signal.	Individual Recall	One or more boats over the line at the start. The board is normally closed as soon as the boat has returned fully across the line to restart correctly : it will not necessarily be left open until the end of the race if she does not return.
 BLUE/ YELL 1ST SUBSTITUTE	Two Hoots immediately following the Starting Signal One Hoot on lowering.	General Recall	A number of UNIDENTIFIED boats over the line. A new start will be given, usually after the last start of the sequence. SEE NOTE 2. A single sound signal will be made and 1st SUBS. lowered 1 min. BEFORE the new WARNING SIGNAL.

VISUAL	SOUND	MEANING	EXPLANATORY NOTES
 RED / WH ANSWERING PENNANT	Two Hoots. One Hoot on lowering.	Postponement (Flown BEFORE the start).	For Club racing the LENGTH of the POSTPONEMENT will normally be posted on the board at the Race Box. SEE NOTE 3. A single sound signal will be made and the AP lowered 1 MIN. before the next signal, usually WARNING SIGNAL for start of postponed race.
 BLUE / WH 'S'	Two Hoots (made as leading boat approaches).	Shorten Course	May be made at the Race Box if the course is one of several laps or by RESCUE BOAT at a MARK of the course in which case finish is between RESCUE BOAT and nearby MARK. SEE NOTE 4. Remember the course may be shortened as boats approach the line from either direction.
 BLUE / WH 'N'	Three Hoots	Race Abandoned (Flown after the start).	The Race is abandoned but can be resailed : used in deterioration weather conditions or if something occurs to make competition unfair. N.B. May be flown by Rescue Boat.
 'N' OVER  'X'	Three Hoots	Race abandoned but will shortly be resailed. One Hoot on lowering.	As above, but watch for new starting signal. SEE NOTE 5. A Single sound signal will be made and 'N' over 'X' lowered 1 min. before new WARNING SIGNAL.
 BLUE / WH 'M'	Intermittant Sound Signals	Mark Signal (flown on a buoy vessel or other object)	The correct mark is missing, round or pass this mark instead of the mark which it replaces. SEE NOTE 6.
One Hoot/Bell	One Hoot/Bell	Finishing Signal,	Indicates boat has crossed the FINISHING Line. Note : There is no requirement under IYRU Rules for a FINISHING SIGNAL to be given.

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THE CABIN YACHT STORES

• Lower Upnor •

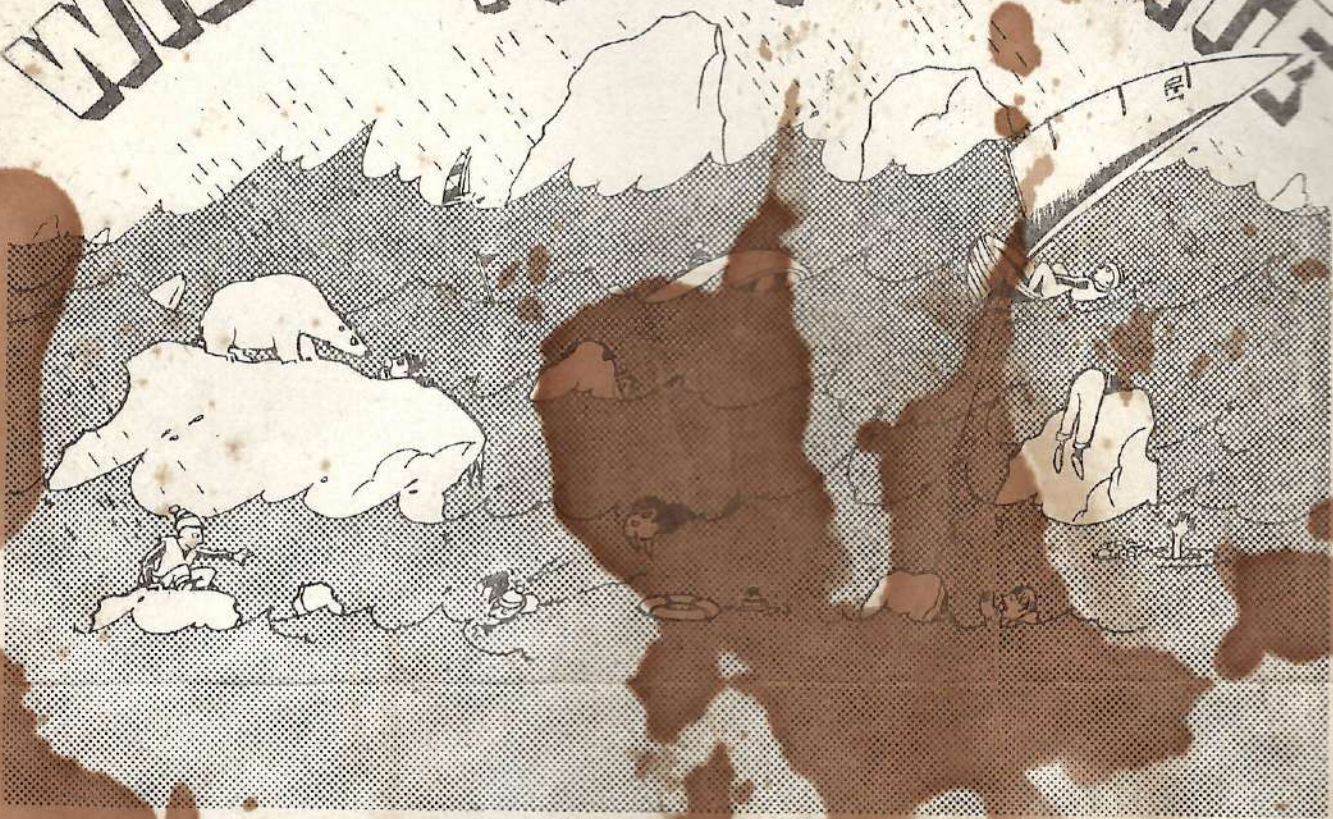


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