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## THE WILSONIAN SAILING CLUB MAGAZINE

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WILSONIAN SAILING CLUB  
HOO, nr. ROCHESTER, KENT

Commodore:  
Christopher Stevens  
15 Quentin Road  
Lewisham, London SE13  
Tel: 01-852 2958

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

The magazine of the  
Wilsonian Sailing Club  
is called "31½" because  
the clubhouse, the barge  
WILSONIAN, is moored  
approximately half way  
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.

Copy date for next issue:  
May 17, 1981.

## FROM THE COMMODORE

### A GOOD START

We have made a good start to 1981 with a number of achievements behind us already and exciting prospects ahead.

We had a great Frostbite Party at Biggin Hill.

The access road was successfully concreted without problems thanks to remarkably good weather and a splendid turn-out for each of the work parties.

The Bosun and a devoted band of helpers have put in a lot of work over the winter in fitting out the motor boats, and the engines of the scow and Bluebird have been completely overhauled.

More work has been done on the Barge to improve the loos and showers and to make the bar secure so that the Duty Officer will not have to bring everything up from below and return it to the bar-store each weekend.

Late renewals have brought us up to the same number of boats in the Dinghy Park as at this time last year.

(cont.)

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FROM THE COMMODORE/ A Good Start (cont.)

Just in time for the announcement to be made at the AGM, we learnt that we have Planning Permission for a shore-based Clubhouse. The way is now open for us really to consider specific proposals for the future of the Club. General Committee intend calling a special General Meeting before the end of the sailing season at which, with all the facts before you, you will be able to debate the options that are open to us.

Some of you would be reluctant to see the barge go but you will have to face up to its limited life expectancy, the ever-increasing cost of maintaining it and the difficulties and inconvenience of running it. Others may think of a shore-based Clubhouse as the solution to all our problems but financing it certainly won't be easy and building it will require a great deal of commitment and hard work from us all.

Then, too, we shall want to think carefully of the effect that our proposals will have on the membership of the Club, and what sort of Club we really want Wilsonian to be.

These thoughts have been in the air for some time: this year decisions have to be taken. General Committee and its sub-committees will take up their part of the task with enthusiasm. It is up to every member to make sure that the Club maintains and increases its reputation as one which it is fun to belong to and above all as one that provides good sailing. That way we shall attract the new members without whom all plans for future development will be pointless.

THE MUSTERS BELL

As those of you who were at the AGM will know, Robin Musters presented the Club with a beautiful Ship's Bell on his retirement as Commodore.

I am sure all members of the Club will want to join with me in saying thank you both for the bell and for the immeasurable contribution which he and Geraldine have made to the Club over many years and in wishing them good luck and good sailing in the new job in Majorca.

QUESTIONNAIRE RETURNS

We would like to thank all of you who filled in and returned the questionnaire enclosed with your subscription renewal notices this year, and particularly those of you who were able to volunteer skills or help of one sort or another - some of you will have already been roped in to assist if you did!

ABANDONED TROLLEYS

A number of launching trolleys have been left in the Dinghy Park over the winter or longer; they have now been collected up at the back. If one of them is yours please make your claim to the Dinghy Park Secretary (John White) before the end of April: we propose to include those for which no legitimate owners have come forward in a Sailing Jumble Sale and donate the proceeds to Club funds.

Christopher Stevens  
Commodore

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FROM THE EDITOR

This is the first of five issues intended for this season. Copy dates for future issues are on page 3: they are intended to coincide approximately with the ends of the main points series.

Thanks to everyone who has contributed to this first issue. Due to other commitments next year, this will probably be my last season as editor. So - keep writing: you might as well make me work hard while I am available!

## The Hoo Freezer

Barry Cann  
Handicap Captain

The tenth anniversary Hoo Freezer open handicap race took place over the March 7/8 weekend. The usual programme comprises a practice race on the Saturday with the main race on Sunday. However, due to gale force winds, 6 - 8 with gusts of 48 knots (just force 10!), recorded at the marina jetty race box, the practice race was cancelled.

Two Wilsonian club teams were entered: three Tasars and three Enterprises. A new Wilsonian member, Wynn Evans (ex Medway Cruising Club), also competed in his Tasar.

The moment of truth came at 12noon on Sunday when the strong winds continued at Force 5-7 south-westerly. Whilst the promised lull down to 4-5 had not materialised, the full strength had decreased a little. David Vettergreen and his Enterprise companions decided that discretion should rule the day, and did not sail. Undaunted, however, Phil Holmes, with Bernie Smith crewing, made the 12:30 start in Enterprise 10382 "Excuse Me"; he completed the race after "several" capsizes to finish 37th overall.

All four Tasars made the 12:45 start, determined to enjoy what was without doubt a stirring challenge: 716 - David and Pat Scott, 742 - Derek McAuley and Chris Stevens, 988 - Barry Cann and Mike Christmas, 1109 - Wynn Evans and Peter Sutherland.

The course laid was two laps between 32 and 24 with a finish in Hoo Bay. The beat to 32 was a reasonable choppy punch since the tide was flooding. As often happens at the bend of the river by 32, the wind shadows were fickle and presented the now running boats with puffs of Force 1 and maybe 5! The broad reach which followed from 31ish to 26 was a most exhilarating flat out plane for over a mile. 24 was a gybe mark which caused quite a few spills aided by the rolling swell. After the beat mid channel to leave 29 to starboard, another fast reach across Hoo Bay and the second similar lap followed on. Derek and Chris in Tasar 742 achieved a most commendable 18th overall, and in fact could have been in the first ten had they not capsized on a planing reach on the second lap. For a variety of reasons, the other Tasars retired without completing the course, but all enjoyed an exciting sail and a swim or two!

### Overall Results (very brief form!)

98 Entries - 68 Starters - 38 Finished  
18 club entries of 3 boats - none finished intact.

1st. Fireball (Bough Beech S.C.)  
2nd. 420  
3rd. 505 (Bowl Valley S.C.)  
18th. Tasar 742 (Wilsonian S.C.)  
37th. Enterprise 10382 (Wilsonian S.C.)

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"31 $\frac{1}{2}$ " - COPY DATES FOR 1981

No.16 - May 17  
No.17 - June 28  
No.18 - August 31  
No.19 - October 25 (This will possibly be a "yearbook" issue)

# CLASS NEWS

## Fireball

Roger Johnston

First, my thanks to Bob Jones for his work as Class Captain last year and best wishes to him in his new role as Sailing Secretary. It is my firm aim to continue to consolidate the position of the Fireball Class in the Club as Bob has done, while not forgetting, of course, that exciting sailing is what it's all about.

Membership renewals in the Fireball fleet are encouraging and we look to have a good group of keen sailors. Several familiar faces seem to have disappeared, regrettably, from the scene but the important point is whether we can maintain the flow of new faces: I am confident that we can.

Good news is that Alan Wilkinson has qualified as a Fireball measurer for the area. So take any new gear to Alan for checking.

As a further incentive to encourage you to turn out, Robin and Geraldine Musters have kindly presented a new cup for the Fireball Autumn series.

There was problem last year with a shortage of crews; this of course is frustrating for the helms concerned, but also affects racing for all of us with fewer boats on the starting line. So, any one in the Club who feels they could handle the extra challenge of Fireball crewing please let me know and I'll try to match you up with a crewless Fireball. Remember, the success of a Fireball depends as much on the crew as on the helm.

On the National and International level it should be an interesting year for Fireballs. The World Championships are in Britain for the first time since 1973. The Nationals, from August 15th to 22nd, are at Thorpe Bay near Southend, almost in sight of W.S.C., so how about some Wilsonian entries.

Bowl Valley have an Open Meeting on March 28th/29th, which is just before the start of our Spring Points Series. Above all, make a note of our own Open Meeting on July 19th, followed by Fireball Class racing in Medway Regatta from July 23rd to 26th. Let's have a 100% turnout of Wilsonian boats for both these events.

Good Fireballing.

## Handicap

Derek McAuley

### 1980 SEASON ROUND-UP

In November, a sociable evening at the "Rose & Crown" was shared with the Fireball Class members. Prizes for the year's events were awarded to those helms achieving the first three places.

#### Spring Points (14 competitors)

1. John Smith - Graduate 2650
2. Derek McAuley - Tasar 742
3. Robin Musters - Laser 15231

#### Summer Points (20 competitors)

1. Barry Cann - Tasar 716
2. Chris Stevens - Laser 45099
3. Derek McAuley - Tasar 742

#### Autumn Points (20 competitors)

1. Les Reed - Wayfarer 5187
2. David Reed - Laser 46210
3. Mystery Man - Laser 68929

#### Femco Shield

This was first awarded for "Best Overall Performance" in 1979, when it was won by Chris Stevens in Laser 45099. This time Les Reed (with family) was victorious in Wayfarer 5187 - a fine reward for their regular turnout and consistent performance.

The first five places were:-

1. Les Reed  
- Wayfarer 5187 (193 pts)
2. Chris Stevens  
- Laser 45099 (194 pts)
3. David Reed  
- Laser 46210 (196 pts)
4. Barry Cann  
- Tasar 716 (219 pts)
5. Derek McAuley  
- Tasar 742 (228 pts)

### 1981 SEASON

By the time of the A.G.M. we had 40 boats, including 18 Lasers! With the numbers still growing, a very enjoyable season is in prospect. So we thought a sociable evening early in the season would be a good idea, to enable us all to welcome the new people to the fleet:-

HANDICAP FLEET EVENING at the "Rose and Crown", Wrotham on Wednesday, April 22, 8:00pm onwards.

We are hopeful of a busy '81 season, including the TASAR Open Meeting on July 19, which will coincide with the Fireball Open. Invitation days are also planned for the LASERS and GRADUATES.

### **GP 14**

Alan Smith

As little has happened within the class since the last issue, this is our usual look ahead to the 1981 season. Our fleet will start off the season with roughly the same numbers as last year, although we appear to have lost a few of our racing stalwarts.

There are three innovations in the racing programme for this year. Our open event will be sailed on one day only. The two summer series will consist of an Early Summer Pts. series and a Late Summer Pts. series running consecutively, replacing the Morning and Summer Pts. series which ran concurrently. Lastly, in addition to our team racing with Segas we will be sailing a joint series with them, details of which will be advised to fleet members in the next few weeks.

It is worth mentioning that our average turnout for races last season was down to six boats. If we are to maintain our Class status within the Club our numbers on the water must show an improvement this year. It's your class and it's up to you! To our non-racing members I would say that every little helps. Even to be seen on the water can be an encouragement to others and, after all, your membership and dinghy

park subscriptions are not cheap so you might as well get the most out of it. If any of you feel that you would like to race but lack confidence or are put off by those complicated rules, please contact either myself or Mike Doherty, as we can arrange to get you on the water with a suitably experienced crew or helm.

Finally, if this sort of screed bores you, get out on the water and give me something interesting to write about!

### **Mirror**

Tony Hunter

For the 1981 season the Topper sailors in the Club have been invited to join in our home and away meetings with Thamesmead and Maidstone. In addition to these usual events a Mirror match has been arranged with Segas sailing club. Segas will be coming to Wilsonian on June 14th and we will return the visit on July 12th. The first three boats from each club, at each event, will count towards the final result. I hope you will give your full support to these events.

Looking into the not too distant future, a volunteer is required to take over as fleet captain some time this season, as Diane and I will be moving to Bristol in late July, hoping to find new waters nearer to our new home.

I look forward to seeing you all joining in the racing in the new season.

### **Enterprise**

Dave Vettergreen

For those of you who do not know me, my boat is no. 20175. My deputy Ray Fryatt sails boat no.16166.

I wish to thank Gordon Belcher for his work last year as Class Captain. He has now moved on to become one of the Southern Area representatives on the National Committee.

Our Open Meeting this year is on July 5th, having to be rearranged to miss the Admiral's Cruise.

## Miracle

Martin Jessup

Have you found that over the last few months your feet have become itchy? Your hair stands on end? The wife actually talks to you? Do not despair: the condition is seldom serious and is easily cured. How? Why, by bringing your boat down to the Club and sailing it. The treatment has to be repeated regularly for maximum effect.

Seriously, though, last season was rather disappointing for the Miracle Class at Wilsonian, mainly because of the low turnout. I am hopeful,

however, that this season the Class will show that it is worthy of that status by producing better turnouts than last year.

If you have any queries or suggestions please make them known to me, as it is only through a combined effort that we can make the class as successful as possible in 1981.

Finally, don't miss the Open Meeting - May 10th; and don't forget to join the Class Association.

Good Sailing!

Christopher Stevens  
Fleet Captain

## Laser Fleet

The Class lists for this year show a spectacular growth in our Laser fleet: we already have 18 boats with the promise of more to come!

The racing should be great if you can all turn out regularly and with a bit of luck that will encourage yet more boats to join us. Newcomers to the fleet will find there's nothing more rewarding than constant practice if you are to get the best out of the boat: you can almost say that the number of involuntary swims that you will have is inversely proportional to the number of races that you sail!

Elsewhere in this issue you'll see that we plan a Handicap Class get-together on April 22. There'll be a strong Laser corner at the Rose and Crown that evening. Later in the season we have a Laser fleet day; previous ones have been a great success and we have all learnt a lot from them.

Further afield, the UK Laser Class Association is holding a Training Day on the water at Papercourt Sailing Club, Ripley, Surrey on April 10th. The instructor will be Tim Law. Details from John Davies on Farnborough 49885; the cost is one pound. Also, this year for the first time there is to be an Open Meeting Travellers Trophy for our area (4); the next meeting is at Lancing Sailing Club on May 9/10. Details of the others will be on the notice board on the barge.

Harry Clarke  
Training Secretary

## Training

### RESCUE BOAT/COXSWAINS' COURSE

There will be Rescue Boat/Coxswains' courses on April 11th, June 13th and August 1st. Due to the expensive damage done last season to the rescue boat engines by inexperienced coxswains, the General Committee expects Club members with rescue boat duties to attend.

### RYA DAYBOAT COURSES

There will be an Elementary Course on May 30/31 and June 6/7. An Intermediate Course is programmed for Sept 19/20 and 26/27.

Candidates for the above courses are reminded that the success of the courses will depend on husbands, wives or friends assisting with the catering.

# stop press

LDC Sailsports' Maidstone shop is now under new management.

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## FOR SALE

Derek McAuley is keen to buy a newer Tasar and hopes to sell TASAR 742 within the Club. PY 106. Bargain price of £650. Telephone Maidstone 77580.

LASER 77617, blue hull. Cover. Trolley. £630.  
M rig, sail no. for above. Coloured panels. £100.  
Barry Bew, Gravesend 66750.

FIREBALL 4346 "Elmir". Trailer, Trolley, Proctor D, 2 suits sails, good condition. Owner can't sail it with his family so must sacrifice it for £395 o.n.o.  
Contact George Hill on 01-352-0491.

THINKING OF FIREBALLING? - in addition to "Elmir" above, there are three Fireballs advertised for sale on the Club notice board. they range in price from £200 for a basic boat to £1200 for a top class recent fibreglass boat. Consult the notice board for full details or contact Fireball Class Captain, Roger Johnston.

WANTED - G.R.P. Enterprise in good condition. Contact David Nason. 01-357 8328(home):01-304 5902(bus.)

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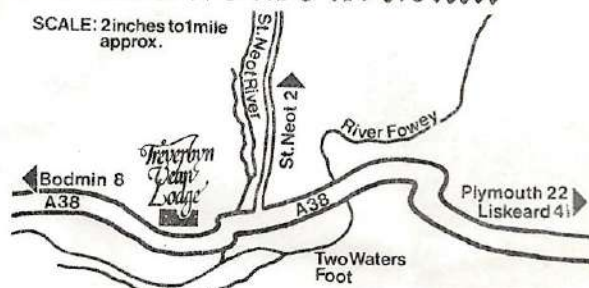
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## Where we are in Cornwall



## Where we are in detail



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