



31 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

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

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

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"They said that if we bring them a
flask of coffee they'd prefer to stay
and watch the race."

(Reprinted from "Halo", the Miracle Association
magazine, by kind permission of its editor.
Emendations by Len Jessop!)

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CLUB NEWS

FROM THE COMMODORE AND THE VICE-COMMODORE

COMMITTEE APPOINTMENTS

General Committee has made the following appointments:-

Sylvia Reed to be Assistant Training Secretary

Alan Johnson to be responsible for coordinating Maintenance Work Parties.

SECURITY

The change-over of locks and keys has now taken place: all new keys are numbered and there is a register of those holding them, so that at least we know that they are only in authorised hands. John White is arranging to add additional barbed wire to the top of the dinghy park fence. So we hope that that aspect of our security arrangements will be somewhat better.

Unfortunately, the burglaries ashore are not our only losses: more disturbing is the fact that money has been taken from clothes left in the changing rooms while members have been sailing. Only a member or a guest can have taken it which is a most uncomfortable thought to have to live with. One must accept that there is a bad apple in every barrel, so be warned we certainly have ours. One of our young members had 15 pounds taken from his wallet on Sunday, May 24. This young person was luckier than most in as much as his loss occurred on the day of the barge social, and members there had a whip-round which minimised his losses. Please remember, the Club cannot be held responsible for your personal losses.

CLUB GEAR

A surprising amount of gear goes missing one way or another, particularly from the Club boats - a boarding ladder, several rowlocks, a heaving line and float in the last two weeks. Obviously accidents do happen and things get lost overboard or broken, but a proper check after you complete your duty will help to make sure that they are not mislaid. If something is missing, do please tell the Chief Duty Officer or Bosun so that something can be done about replacing it before it is next needed.

BARGE SOCIAL, MAY 24

This social evening was organised to allow the Spring Points Series cups etc to be presented; but although this was done with the ceremony due by Bob Jones and Sylvia Reed, the evening will be long remembered because of the efforts of Alan Palmer.

Alan, who has taken on the job of Entertainments Officer, did a fine job. He is most likely now regretting that he has "shot his bolt" by giving his all and that anything that follows must be a less memorable event - ATTEND THE NEXT SOCIAL AND SEE HIM! WILL HE SELF-DESTRUCT IN AN EFFORT TO MAINTAIN THIS STANDARD???

Sylvia Reed was in charge of the kitchen, and with her team of Yvonne Jessop, Brenda Palmer and Margaret Crawford worked very hard and produced a tasty supper.

The success of the evening, and the 60 people who attended must agree that it was a success, was made possible by the willing participation in the "work", ie running the scow, serving behind the bar, clearing up, etc, by many people; and of course we must not forget Les Lyons who organises all of our supplies - no mean feat.

MOORINGS - A NOTE FROM THE COMMODORE

Even though the moorings which appeared between the barge and the shore have been removed (they were in fact laid in error in that position), I know many members are concerned at the encroachment of cruiser moorings on our traditional sailing water and at the increasing number of fore and aft mooring trots appearing on the river. Both these developments are matters of Medway Ports Authority policy rather than the responsibility of individual clubs, to whom they are not necessarily any more welcome than they are to us.

I have taken the matter up with the Commodores of both Medway Yacht Club and Hoo Ness Yacht Club and have made our views known to the Ports Authority. I am afraid I cannot hold out much hope of moorings already laid being removed, but I do hope that in future there will at least be an opportunity for us to make our views known before we are presented with another fait accompli.

RACING NEWS

Considering that the spring has consisted of weather one would normally expect in the autumn, when we are all more toughened up, there has generally been a remarkably good turnout for the racing. Two all-class Club races have so far been held.

The Leigh Trophy had 18 entrants and was won by Tony Mason and Alan Wilkinson:-

1. Fireball, "BRITISH HUSTLE" - T.Mason
2. Laser, "GREEN GINGER" - D.Musters
3. Enterprise, "FALLOUT" - D.Vettergreen
4. GP14, "BIN" - M.Doherty
5. GP14, "AFTER OURS" - D.Blyth
6. Tasar, "TAIZEZ VOUS" - D.MacAuley

For the first race in the Commodore's Trophy series, a splendid total of 36 boats crossed the start line (although nearly a third of them eventually retired!). An exciting course was set in a force 4-6, down as far as 18 and 17. There was quite a lot of work for the rescue boats in the vicinity of 23, a gybe mark. The race was won by Dave Vettergreen in Fallout who managed not to fall in. Richard Jordan, Jnr. and Andy De'Ath also stayed upright in Riff Raff, to come a well-deserved second. The corrected times (shown in brackets, in seconds) demonstrate the sort of exciting, close racing one expects from this, the most prestigious Club series. Every second counts: one muffed tack, let alone a capsize, can lose several places:-

1. Enterprise, "FALLOUT" - D.Vettergreen (4882)
2. Marauder, "RIFF RAFF" - R.Jordan (4982)
3. Fireball, "BRITISH HUSTLE" - T.Mason (5010)
4. Fireball, "WAEG-BORA" - R.Johnston (5101)
5. Laser, "GREEN GINGER" - D.Musters (5105)
6. GP14, "BOBCAT" - B.Dutton (5117)

CLASS NEWS

Fireball

Roger Johnston

It's been a rousing start to the season, with enthusiastic racing by a keen group of the Fireballers. What we need now is the rest of you Fireballers to show the same enthusiasm and we are in for an excellent year's racing. The more boats racing, the better the racing: every boat counts.

An important new development is the agreement with Medway Cruising Club for a combined Fireball series. This will comprise 10 races using the M.C.C. and W.S.C. Fireball Open Meetings and also four visits, two by each fleet, to race in the other club's normal points races. It should all add up to interesting racing, but only if you turn up. All Fireballers should have received the dates from me by post: if not, let me know.

The Club racing so far has featured an amazing amount of heavy weather with the result that everyone has been perfecting their capsized drill - ad nauseam on occasions - but the sailing between has been tremendous.

Tony Mason and Alan Wilkinson have started the season in storming form, having won the Easter Cup, Leigh Trophy, Spring Points and Whitsun Cup. Well done. They have not had it all their own way, though, with Geoff Maskall running them a very close second in the Spring Points, and Hedda and I losing out on the strength of our worse discard in the Whitsun Cup. My congratulations to Max Carnegie-Jones for a much improved performance. Despite the weather and having a revision book in one hand, he, with his crew, turned in some excellent performances. Two of our newcomers have had a particularly hard time: A. Wilson with his beautiful new boat appearing to have a magnetic attraction for rescue boats, mud banks and Graduates - if you can survive that you can survive anything - and Tinabel (alias Bin II) who, during Commodore's I,

Fireball (cont.)

discovered the difference between GP's and Fireballs; now you know there will be no stopping you.

SPRING POINTS (6 starters)

1. BRITISH HUSTLE
Tony Mason & Alan Wilkinson
2. PANIK
Geoff Maskall & Ron
3. WAEG-BORA
Roger & Hedda Johnston

WHITSUN CUP (6 starters)

1. BRITISH HUSTLE
Tony Mason & Alan Wilkinson
 2. WAEG-BORA
Roger & Hedda Johnston
 - =3. PIPEDREAM
Bob & Martin Jones
- SOULMATE
Max Carnegie-Jones & .Stock

Finally, the Fireball Worlds take place at the end of June (13-26), at Weymouth. Watch the results in your (quality) newspapers. Will the Brits. stave off the foreign challenge or will another British institution bite the dust? There's only one worse prospect: a Medway C.C. boat winning the joint series. Have a good summer.

P.S. Any non-Fireballers who would like to try our brand of sailing, don't hesitate to contact me for a trial spin - not literally I hope.

GP 14

Alan Smith

The 1981 season seems to have got off to a windy start and I'm sure that this is the prime reason for the relatively low numbers on the water. More boats are appearing in the dinghy park and I hope that this will soon bring about increased participation in our sailing programme.

We have now completed three class events. The Spring Points has been

(cont.)

CLASS NEWS/ GP14 (cont.)

won by Keith Lennox helming Bin, David and Ray Blyth taking second place in After Ours. The Easter Cup, sailed in strong winds, saw all competitors coping with capsizes, and, again, Bin as the overall winner, this time helmed by Mike Doherty. The Whitsun Cup was won by Derek Cummings in Dede, with David Blyth second and Keith Lennox third. In addition Mike Doherty and Ray Blyth achieved a creditable fourth and fifth place respectively in the Leigh Trophy.

Our two meetings with SEGAS have proved enjoyable occasions. The first of our joint series saw eight boats competing with a comprehensive one, two, three for Wilsonian boats, which should have included a fourth but for rudder failure sustained by yours truly. Notwithstanding this, the SEGAS crews enjoyed the challenge and are looking forward to the next race in the series. The following week saw the first leg of our team-racing event with SEGAS, again in high winds. Our A team obtained a whitewash in both their races and the B team a satisfying one, three, four and then one, two, four, the latter surprisingly against the SEGAS A team. These results give us a useful lead to take into the second leg in September.

On a non-sailing note, may I publicly thank our back-up team, Helen, June, Gill and Carole for the excellent lunches provided for SEGAS and ourselves, which attracted some envious glances from other classes (and yes, Peter, with real aubergines!). My thanks also to those class members who turned up to help with the Mirror and Miracle Opens, with special thanks to our engineers. It just goes to show that all that practice repairing Dede comes in useful in THE END.

Handicap

Barry Cann

The fleet evening on April 22 was poorly attended with only 13 people representing 8 boats out of 40 in the fleet. In fact, the room we re-

Handicap (cont.)

served at the "Rose and Crown" was eventually put to better use by the Morris Minor Owner's Club!

The season has started well with 19 boats competing in the Spring Points (compared with 14 for 1980). The best Laser turnout so far was encouraging with 7 boats on May 10. Prizes were awarded for the first three places:-

1. Laser 37346, FLAKEMAIZEGROAT - Chris Gregson
2. Laser M 5514, GREEN GINGER - David Musters
3. Laser 61749, SKIDOO

I suggest that we as a fleet make a special effort to sail in the Club's general handicap events, which provide the best competition and spectacle of the season. Please mark them in your diaries.

Handicap fleet vice-captains are John Smith (Graduate 2650) and Chris Stevens (Laser 45099), who will set courses etc. when I am unable to sail.

We are expecting some more additions to the fleet soon: 1 Mirror 16, 1 Wayfarer, 1 Laser, 2 Tasars and someone even mentioned a 505!

We have an experimental Graduate Invitation Day arranged for July 5. John Smith has invited Grads from three other Clubs, so please let's have a good turnout from our home Fleet of 9 boats. The Enterprise Blue Jib Open on the same day is to be run by the Fireball and Tasar people.

Posters and entry forms have been issued for the Tasar Open on July 19, and entries should be at least 15 and could top 20! Three races are planned starting at 10:40am. The fleet day for Lasers and Grads is also July 19, when short lap courses will be set in Hoo Bay.

A last word: if anyone knows of prospective new members for the Handicap fleet, please contact me or the vice-captains as we can arrange temporary membership for one month for just one pound.

(cont.)

CLASS NEWS (cont.)

Miracle

Martin Jessop

So far this season the following events have been held:-

SPRING POINTS (5 competitors)

1. "WAT NAME" - Jim Tyler
2. "RONDO II" - Clare and/or
Richard Fryatt
3. "MERLIN" - Martin Jessop
4. "FIPENANNA" - John Cassell

EASTER CUP (4 competitors)

1. "RONDO II" - Clare and
Richard Fryatt
2. "FIPENANNA" - John Cassell
3. "MERLIN" - Martin Jessop

OPEN MEETING (10 competitors)

1. H. Prangnell - Fishers Green S.C.
(1½ pts)
2. R. Paish - Segas S.C. (4 pts)
3. M. Jessop - WSC (4½ pts)
4. R. Garrett - Bexley S.C. (6 pts)
5. C. & R. Fryatt - WSC (9 pts)
6. B. Constable - WSC (11 pts)

WHITSUN CUP (7 competitors)

1. "MERLIN" (2¼ pts)
2. "RONDO II" (6 pts)
3. "E.L.O." (6¾ pts)

The rather low turnout for the Open Meeting was, I am sure, largely due to the appalling weather. On the morning of the Open the rain was so heavy that 31 was almost obscured at times. As the day progressed, however, the weather improved: the sun finally came out to give a reasonable afternoon with a light south-westerly breeze. Four visitors sailed with us (all of them using their "secret weapons" ...!), including the 1979 National Champion, Harry Prangnell. An enjoyable day's sailing was had by all, in spite of the weather.

As you will probably already know, the summer points series has been split into two - early and late.

Miracle (cont.)

Thus even if you go on holiday for several weeks you can still compete in one of the summer series with a good chance of coming among the prizes.

As a matter of interest, you might like to know that there are now 19 Miracles on the Club's books, but only 10 in the dinghy park at the time of writing. Now that the summer has finally arrived (?!?) let's see the other nine of you on the water as often as possible, and make sure that we retain our fleet status for next year. (Remember that if we do not, we will face the rather unsavoury prospect of sailing against the Graduates, etc., in the Handicap fleet!)

Good sailing!

(cont.)

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Enterprise

Dave Vettergreen

EASTER CUP

The first race was sailed in a northerly force 4-5 which produced fast planing reaches to buoys 30 and 24, and a hard beat to 23 which was a gybe mark. Just after the two leading boats, sailed by Peter Belcher and Ray Hursell, had gybed, the fleet was hit by a squall which capsized several boats and enabled Peter and Ray to open out a large gap between themselves and the chasing boats. Peter won the race with Ray second and myself third.

The second race started with Rob Cunningham and myself over the line, but we both quickly caught the fleet with some fast planing. The lead changed several times between Ray Hursell and myself. Peter Belcher lost his third place by capsizing on a gybe to let through two boats. Result:- 1st, Dave Vettergreen; 2nd, Ray Hursell; 3rd, Ray Fryatt.

The wind on Monday was slightly stronger, probably force 5-6, E-NE.

In the third race, for once, I made a good start and managed to lead the whole race, chased by Ron Tarry until he capsized on a broad reach. Ray Hursell came second with Peter Belcher third.

At the start of the last race with myself on 4½ points, the only person able to catch up was Peter Belcher, if he won and I finished lower than fifth. A capsize at the first mark did not help me and I was left with a lot of chasing to do. Ron Tarry had made a good start and led the whole race only to be overtaken on the last beat of a three-lap race by Ray Hursell, with Peter Belcher finishing third.

Final Result:-

1. 20175 FALLOUT -
Dave Vettergreen (4½ pts)
2. 18091 NR 10% -
Ray Hursell (4½ pts)
3. 16684 MYSTERY TRIP -
Peter Belcher (6½ pts)

Enterprise (cont.)

SPRING POINTS

This series was contested by a total of 15 boats, the main contenders being Ray Fryatt, Martin Smith and myself.

The result was in doubt up to the 9th race, with Ray Fryatt on 17.2 points and myself on 11.7. I won the 9th race and Ray the 10th, to give a final points total of:-

1. 20175 FALLOUT -
Dave Vettergreen (6 pts)
2. 16166 CON BRIO -
Ray Fryatt (11.4 pts)
3. 4949 CLEMENTINE II -
Martin Smith (29.7 pts)

WHITSUN CUP (13 boats took part)

1. 20175 FALLOUT -
D. Vettergreen (2½ pts)
2. 16166 CON BRIO -
R. Fryatt (8 pts)
3. 14618 PEACEMAKER -
J. Vinson (13 pts)

HELP WANTED

WHITE BOAT - We still need somebody to undertake the necessary repairs to the white boat without which it will soon come apart: a bit of carpentry plus some glassing-in and a paint job is what's needed. If you can help, please contact Christopher Stevens or Tom Sims (Bosun).

SHORE-BASE COMMITTEE - Any member who is a Civil or Structural Engineer is asked to contact Clive Grindley (Sevenoaks (0732) 54602). All that is required is advice on design proposals and options on procurement of materials etc.

stop press

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