



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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CLUB NEWS

INTERMEDIATE TRAINING COURSE

The above course will be held over the consecutive weekends of September 19/20 and 26/27. Would prospective candidates please contact Sylvia Reed: 31, The Knoll, Hayes, Bromley, Kent. (Tel: 01-462 3232). Sylvia is now Training Secretary following the appointment of Harry Clarke as Principal of our Training Establishment.

DINNER AND DANCE

The annual Dinner-Dance to include the presentation of silver trophies will take place on November 21 at the Inn on the Lake at Cobham. Tickets will be approximately nine pounds. More details later: reserve the date NOW.

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CLASS NEWS

Miracle

Martin Jessop

Whatever else one might think of the weather so far this summer, there can be few complaints about the lack of wind! In particular, the final race of the early summer points series was sailed in conditions which were rather extreme in anyone's estimation; seven boats courageously started the race, although all but three subsequently retired, most after an involuntary immersion or two! Anyway, the final result of the series was:-

1. "MERLIN" - Martin Jessop (3½pts)
2. "E.L.O." - Ken Crundwell (13pts)
3. "RONDO" - C.&/or R. Fryatt (21pts)

11 competitors contested this series.

Fourth place went to "Geronimo" with 23 points, making three out of the top four boats fairly recent converts to the Miracle. All of these boats were sold within the Club, so our fleet size remains at 20. The new owners (or their offspring) are all pleased with their boats and have sailed virtually every week since getting them. (If anyone reading this is thinking of upgrading to a Miracle then please have a word with anyone in the fleet and we will arrange a trial sail.... Miracle prices - both new and second-hand - are still extremely competitive!)

Those lucky enough to own one already, please don't forget to turn up on August 23rd and help run the GP14 Open Meeting: with several fleet members on holiday, all the help possible from those remaining will be much appreciated!

Until then....see you on the water!

GP 14

Alan Smith

"Once again we've been a bit slow off the mark this year and the number of boats in the water is only just starting to build up-

If that looks familiar then it is, hardly surprising as it is taken from Simon Shaw's class notes which appeared in "31½" in July, 1979. It is a pity that it still holds true.

Those boats that have been seen about have been enjoying a closely fought competition for Early Summer (!!) points and all depended on the last two races. At that point Bob Dutton (Bobcat) was leading Mike Doherty (Bin) and David Blyth (After Ours), but without his regular crew or his transom flaps had to give way to David Blyth, who won overall, and share second place honours with Mike.

Our showing as a fleet in Commodore's (2) was not one to dwell on and will probably end up as everyone's discard. However, Bob Dutton managed 3rd place in the RNLI Pursuit Race, which keeps the flag flying.

These will probably be the last notes to appear before our Open Meeting on 23 August, and I would therefore like to take this opportunity to ask for your support. We usually attract a good number of visitors and it is only right that they should expect a good turnout from the host club, especially as some of them travel fifty or sixty miles to our meeting. We have some 27 GPs in the club at the moment and a 50% turnout would get the ball rolling nicely!

MIRROR FOR SALE - Complete plus spinnaker and chute and some extra fittings. In very good condition. Certificate. Trolley and cover new this season. £285. Peter Isaac: ring evenings, Medway 73408.

COXSWAIN'S COURSE

or
WOULD YOU LIKE TO BE RESCUED BY YOU?

Sylvia Reed

The suitability of a woman taking the Coxswain's Course did pose a question mark in my mind; however, I am a regular user of the river and before taking the course I certainly would not have liked to be rescued by me. With this uppermost in my thoughts, and having asked expert advice, I took the plunge!

It was one of the rare lovely days this spring/summer, with a light breeze. Six of us arrived at approximately 10 o'clock, four men and two women, and we were immediately given a lecture on the rescue boat engine. I'm sure most women will admit to not knowing very much about engines, although many are very good drivers, but after the excellent lecture by Peter Bolton, I am sure that I, for one, was much the wiser.

After coffee, which was drunk during the lecture (no stopping on this course!), we split into two groups to practice on the two rescue boats. Starting (!), handling, and mooring took us to lunch time.

No time to stop then. Chris Stevens gave us some very good advice on first aid, another essential part of rescue. Knots also took a little time, and then off we went again to tow, pick up a man overboard (a gallon of water, I think?), and rescue the scow.

I'm afraid that by 5 o'clock time had run out for me as I had to be home. However, I would like to conclude with my sincere thanks to Chris Stevens, Peter Bolton, Barry Bew and their helpers for a thoroughly enjoyable, instructive day.

SAILBOARD FLEET DAY

Bob Jones

A "Sailboard Fleet Day" was organized on June 20. It was programmed for the Saturday so that the growing number of members who also sailboard could have an enjoyable day without interfering with any racing.

The activity split into two groups: the "experts", i.e. those who spent most of the time on the board, and the "beginners", i.e. those who spent most of the morning falling off a board.

Geraldine Musters brought a simulator and some demonstration boards and we beginners (yes, I had a go) were shown on the beach how it was done. As the wind was light northerly there was no wind on the beach, so we retired to the barge and several photographs were taken of the barge under full sail with various persons on the simulator on the deck.

Then for "the real thing" and, after some practise falloffs, grins of delight as the boards did roughly what their sailors intended. After a brief lunch, the fun continued until mid-afternoon when a failing wind and falling tide stopped the fun. The experts started with three - Chris Stevens, Ray Fryatt and George Hill - circumventing Hoo Island, and then as the group increased a small course was laid in Hoo Bay and manoeuvres tried. At the end of each session all would drop their sails and sit in a group discussing the next item - a strange sight for dinghy people. The experts then demonstrated their skills and various tricks and the day ended happily.

Thank you Geraldine for your hours of patience and to Chris Stevens for organising a most enjoyable day (even though I ached in some muscles for several days!)

CLASS NEWS

Fireball

Roger Johnston

First the good news - a Brit. did win the Worlds even if he is really an International 14 sailor. Now the bad news - Medway Cruising Club are leading in the joint Fireball series despite the best efforts of Tony Mason and Alan Wilkinson. There's no doubt it's going to be a difficult series to win, but at least nobody can complain about lack of competition.

Tony Mason and Alan Wilkinson won our Early Summer Points series in convincing style with the Editor and myself in second place and Janice Bunn and George Hill in third. Congratulations also to Janice on her forthcoming marriage - do hope you have negotiated a suitable arrangement for sailing Bundoock during married life!

Finally, I would like to thank all Fireballers who helped with the running of the Enterprise Open meeting, and in particular the Wilkinson clan for organising the lunches so well.

Enterprise

Dave Vettergreen

EARLY SUMMER POINTS

- 1.16166, Con Brio - Ray Fryatt
- 2.4949, Clementine II -
Martin Smith
- 3.19261, Solid Air - John Bradley

A total of 15 boats took part in this series with an average turnout of 8.8 per race, which is approximately 23% of the fleet of 38 boats. I hope that with better weather this will improve for the next series.

Handicap

Barry Cann

The Early Summer Points series comprised 6 races (4 to count), 31st May to 14th June. There were 16 competitors (20 for 1980), results as follows:-

- 1.Laser 61749 "SKIDOO" -
Gordon Belcher
- 2.Laser 85269 - Tom Keenan
- 3.Laser 48262 - Anthony Keenan
- 4.Laser 54406 "VINO TINTO" -
David Carter
- 5.Laser 75285 - John Mitchell
- 6.Laser 68929 - Robert Burns.

I am very pleased to say that we had an excellent turnout for Commodore's 2, with 19 boats out of 43 starters (compared with 6 out of 36 for Commodore's 1). This was sailed in an Easterly force 3 with the course extending down to buoy 17. Best placed handicap fleet boats were:-

- 1.Laser 75285 - John Mitchell
- 2.Mirror 16 137 - John Vinson
- 5.Laser 61749 - Gordon Belcher
- 10.Laser 32563 - Peter Young

The RNLI Pursuit Race had 10 handicap fleet boats competing out of 31 starters. Although the wind strength of W-SW 2/3 was recorded, I am assured that this was much exceeded at times. Best placed fleet boats were:-

- 2.Tasar 1109 - Wynn Evans
- 6.Laser 37346 - Chris Gregson
10. Mirror 16 137 - John Vinson

The Graduate Invitation Day on 5th July saw 7 boats competing, including 2 visitors, all credit to John Smith's endeavours. Results were:-

- 1.2135 Peter Rayfield (Kingsmead)
- 2.1378 Denis Cook (Kingsmead S.C.)
- 3.2650 John Smith (W.S.C.)
- 4.1290 Ray Powell (W.S.C.)
- 5.564 Michael Fidler (W.S.C.)
- 6.2055 Tony Hunter (W.S.C.)
- 7.2542 Malcom Lilly (W.S.C.)

Lastly, let's have a good turnout for the Late Summer Points, from 12th July to 23rd August, with 5 to count out of 8 races.

OPEN MEETINGS

ENTERPRISE OPEN MEETING

Colin Vane

A fleet of 27 boats competed in the Wilsonian S.C. Enterprise Open Meeting on July 5. The first race was held in a south-westerly force 2-3 and Pat and Kate Devitt of Chipstead S.C. in Papakamami led away from the reaching start followed by Derek and Val Laverick of Wilsonian in Kinderbox. These two boats left the rest of the fleet in their wakes to sort themselves out as best they could. The wind direction precluded much beating, but a couple of cross-river hitches were put in the course to try to break up the procession. Unfortunately for the Lavericks this is exactly what happened and a couple of wind-shifts put them back to fifth position. The Devitts however made no mistakes, finishing comfortably ahead of Mike Blake and Phil Galbraith of Bewl Valley S.C. in Short 'n' Curly, with Ray and Molly Fryatt finishing third in Con Brio.

After lunch, the fleet took to the water for the second race (counting for the Blue Jib series) in an energetic force 4-5. This time it was Ian Thomsett and Debbie Perkins of Whitstable Y.C. who made the best start in Atalanta. Dave Vettergreen and Colin Vane in Fallout used their superior weight on the fast planing reaches to force their way to the front for a few brief minutes, but then lost several places after a capsize to windward. The final winners of an eventful race were Martin Styles and Frank Catt of Downs S.C. in Miss Fytte, with Pat Devitt second and Ian Thomsett third.

A somewhat depleted fleet set out for the third race and Mike Blake (who had replaced a boom broken in the second race) led at the first mark and was never troubled for the rest of the race. A tense struggle for second place was eventually resolved in favour of Dave Vettergreen with Martin Styles finishing third.

At the end of an exciting day's sailing, two boats were tied with equal points: the eventual winner was decided on the discarded result.

Overall Results

1. "Papakamami" - Pat and Kate Devitt (Chipstead S.C.)
2. "Short 'n' Curly" - Mike Blake & Phil Galbraith (Bewl Valley S.C.)
3. "Miss Fytte" - Martyn Styles & Frank Catt (Downs S.C.)
4. "Fallout" - Dave Vettergreen & Colin Vane (Wilsonian S.C.)
5. "Ron-E" - Ron Tarry & Keith - (Maidstone S.C.)
6. "Con Brio" - Ray and Molly Fryatt (Wilsonian S.C.)

FIREBALL OPEN MEETING

Roger Johnston

It was great to see 14 Fireballs out for the Open Meeting on 19th July, and particularly nine Wilsonian boats. I hope you all had a good day's sailing.

The variable westerly, initially force 3, blowing down the river made good first beats to the club mark absolutely crucial. Rounding the mark clearly also proved important!

G.Gransden and P.Singleton of M.C.C. in Clever Clog started the day well to win the first race from Tony Mason and Alan Wilkinson in British Hustle, with A.MacFadfean and S.Temple of M.C.C. third in Merlin II.

FIREBALL OPEN MEETING (cont.)

In the second race J.Day and L.Exford from Bough Beech in Summer Wine showed their true form, particularly on the beats, to win from British Hustle again with Hedda and myself in Waeg-Bora third. The final race in the lightest wind and a now rapidly ebbing tide was particularly taxing with only Summer Wine and Waeg-Bora initially finding sufficient wind to round the windward mark against the tide. They built up a considerable lead over the rest of the fleet resulting in a second win of the afternoon for Summer Wine with Waeg-Bora second. Bob and Martin Jones in Pipedream led the remainder of the fleet to come in third.

Overall Results

- 1.12511, "Summer Wine" - J.Day & L.Exford (Bough Beech S.C.)
- 2.12636, "British Hustle" - T.Mason & A.Wilkinson (Wilsonian S.C.)
- 3.12199, "Clever Clog" - G.Gransden & P.Singleton (Medway Cruising C.)
- 4.11673, "Waeg-Bora" - R. & H.Johnston (Wilsonian S.C.)
- 5.11837, "Merlin II" - A.MacFadfean & S.Temple (Medway C.C.)
- 6.11507, "Seafoam" - R. & R.Winnett (Medway C.C.)

TASAR OPEN MEETING

Barry Cann

The Club held its second Tasar Open on 19 July. The five Wilsonian Tasars were delighted to welcome ten visitors from five clubs.

Good conditions were enjoyed for the first race, dry with a Force 2/3 westerly, over a 12-mile course around the main channel buoys. Bob Dutton (1269) led to the far downstream mark but was unable to hold off visitors Malcom Lee (711) and Brian Hall(1245) on the return beat.

After lunch the second race started in a steady Force 3 with Derek McAuley (742) leading for the first half of the race but slipping to 4th behind Lee, Hall and David Smith(255). The third race was sailed in idyllic sunshine and saw the fleet struggling in light variable airs up tide to the first mark; Barry Cann (716) rounded first with Lee close on his heels. Lee got through to record his third win of the meeting followed by Cann and Hall.

Friendly hospitality and the visitors' enthusiasm made the day a good-humoured success. WSC pottery prizes were awarded for the first six places.

Overall Results

- 1.711, "Taisimetry" - Malcom & Sue Lee (Queen Mary S.C.)
- 2.1245, "Esprit" - Brian & Sue Hall (Queen Mary S.C.)
- 3.255, - David Smith & M.Hunt (Ouse Amateur S.C.)
- 4.742, "Taisez Vous" - Derek McAuley & David Andrews (Wilsonian S.C.)
- 5.1309, "Aquarite" - John Bates & J.Martin (Queen Mary S.C.)
- 6.1269, "- Bob Dutton & N.Handcook (Wilsonian S.C.)

GLC TROPHY

THE GLC JOHN COPE TROPHY

John Smith
Graduate 2650 "LANCER"

Every year, in an effort to reduce staff numbers, the GLC allows its sailing club to race for the John Cope Trophy. The race is from Putney to County Hall and back. If this ploy has ever worked in getting rid of staff I do not know, but with strong tides, pleasure boats and heavily laden barges, they may have succeeded. Not put off, however, Wilsonian member Mike Fidler in Graduate 571 decided to enter this year's race.

The race started in a cold north-easterly wind gusting to about force 5. Shooting the bridges with wind against tide proved too much for some competitors and one Enterprise hit Wandsworth Bridge. The fleet arrived at County Hall, Mike having capsized once and several near misses. One Enterprise, having sailed well the first leg, relaxed at the finish and amused tourists with two capsizes.

The run back turned out to be just as hair-raising as the beat, Mike capsizing at the start. On the way back they passed the wreckage: a Moth on the bank, a Miracle rudderless and many more damaged boats.

The winning boat was an Albacore from Chipstead (Mike's boss, I am told), second a Topper and third a Laser. Mike finished eighth, and 14 finished out of 21 starters.

stop press

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