



31 1/2

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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

FUTURE PLANNING

The Sub-Committee investigating future planning is preparing its report for the General Committee. Many aspects have been and are still being investigated.

To enable these investigations to be carried out fully, it will be necessary to delay the Special General Meeting, when the report is laid before the Club, until late October or early November.

CLUB DUTIES - A REMINDER

We all know that members who do not turn up for their scheduled duties, and don't bother to make alternative arrangements, are an outright nuisance (and may well not be asked to renew their membership the following year!). But just as inconvenient are those who appear on the right day, but far too late. One Sunday morning recently, racing had to be delayed because only one assistant race officer had arrived by 10:30. Please - you enjoy your racing: turn up in good time for your duties so that others can enjoy theirs. (And if you are scheduled for rescue boat duty, don't forget to come prepared to go in the water.)

CONTENTS

Class News	2 & 4-5
Fireball Nationals	3
Commodore's Trophy	3
Small Ads	5
Where do we live	6
Maidstone River Carnival	7

CLASS NEWS

Miracle

Martin Jessop

Eleven boats competed in the Late Summer Points series, the final result being:-

1. MERLIN - M. Jessop
 2. PIPENANNA - J. Cassell
 3. WAT NAME - J. Tyler
- GERONIMO was a close fourth.

The August Cup series was entered by eight boats, who enjoyed sunny weather and moderate winds. The result was:-

1. MERLIN - M. Jessop
2. E.L.O. - M. Grundwell
3. RONDO - C. & R. Fryatt

Although all the fleets in the Club seem to be suffering from fairly low turn-outs, the number of Miracles turning out regularly for racing has been slowly but surely increasing through the season, and we are in a much more healthy condition than last year. Let's keep this happy trend continuing!

Finally, may I thank everyone who turned up to help with the GP14 Open. Thanks to your efforts the whole event ran very smoothly, in spite of the large number (and weight!) of GP's which arrived.

All the best, and keep sailing!

Fireball

Roger Johnston

It has been a summer notable for light winds, and clearly a good proportion of the Fireball fleet has been on holiday, getting married, at the Nationals, etc., because turnout has been rather disappointing. Geoff Maskall, sailing Panik, had a good summer winning the Late Summer Points Series in fine style. Hedda and I were second with Max Carnegie-Jones and Peter Stock third.

Not satisfied with this Geoff went on to win the August Cup after some exhilarating sailing down as far as the Otterham Creek buoy. The results were:-

1. Geoff Maskall - 2 $\frac{1}{4}$ points
2. Martin Jones - 8 points
3. Tony Mason - 8 $\frac{3}{4}$ points

Six boats competed.

(cont.)

FIREBALL (cont.)

Medway Regatta seems a long time ago now but the Fireball racing is worth recording. The fleet was rather depleted this year, only nine boats competing, but the racing was very close. In the seven-race series there were five different race winners. The eventual winner was a visitor from the North of England, C. Yates sailing Lunedale Woolyback. Whilst he only won two races he was always well-placed, whereas the other race winners, who included Geoff Maskall and myself, also had to count poor positions. The results, to the first Wilsonian place, were:-

1. C. Yates - Lunedale Woolyback
2. G. Gransden - Clever Clog (MCC)
3. G. March (Bewl Valley SC)
4. G. Maskall - Panik (WSC)

The Wilsonian Fireball fleet was represented this year at the National Championships by Max Carnegie-Jones and Peter Stock who obviously had a very memorable and stimulating week at Thorpe Bay. (See Max's report on page 3. His boat, incidentally, is now up for sale as he has his eye on a newer one for next year.) A notable feature of this year's championship was that it was won, for the first time for many years, by a fibreglass boat. Can this be pointer for the future?

So now we are beginning the Autumn Points Series and a good turnout is ESSENTIAL to finish the season strongly. Remember, we have to justify the continuation of a separate class start for next year. And - don't forget - there's a nice silver cup to be won in the Autumn series, presented by Robin and Geraldine Musters last year.

Finally, a note for your diaries. Medway Cruising Club have their Fireball Open on September 19/20. Let's give them some support and perhaps bring back some pots. Phone me for details or see the notice board.

The Fireball Nationals

Max Carnegie-Jones

This year the Fireball Nationals were held at Thorpe Bay, a little nearer than Penzance, where they were last year.

On arriving at the club we were directed to our boat space, which happened to be opposite last year's World Champion (Kim Slater). We managed to put the boat together fairly quickly, with only a few minor problems, then we had a quick inspection of the opposition. We counted the number of boats and it came to only 79, less than half last year's turnout (at least I was to come in the top 100).

Nearly all the other boats were brand new, or newish, with about three different masts and loads of sails, all new of course. We were surprised to see that there was a boat from Australia and even one from Pakistan, of all places.

To get to the sea, you had to pull your boat across the main road, which proved to be very hazardous as the approaching cars seemed reluctant to stop and let you pass. The clubhouse had all the facilities you wanted after a four or five hour race, above all a bar open all day and a space invaders machine. Why can't we have one of those at the Wilsonians?

The practice race was sailed in light winds and turned out to be our best result (39th). On Sunday the wind had increased to force 4, which meant a slightly chaotic gate start. We managed a 60th in that race after some disastrous capsizes.

On Monday the wind had decreased to force 0 gusting 1. We beat as fast as we could and reached the windward mark about 40th, but we were unable to round it, due to the wind (how annoying).

The rest of the week was sailed in winds varying from force 3-4, except on Thursday when the Committee Boat registered gusts of force 6. That race was terrific, surfing down the six foot waves on the runs and taking off on the reaches. The races were about four hours in length, unlike the short races at the Wilsonians.

We ended the week with three finishes and three disqualifications for such reasons as hitting a mark and hitting other people. Hence our excuse for not coming first.

Even so, the sailing was superb and so was the organisation at the club. I would definitely recommend to anyone to go to the Nationals, if only for the experience.

P.S. Fireball Nationals 1982 are at Torbay. We're certainly going.

Commodore's Trophy

CURRENT POSITIONS

with one discard

	1st race	2nd race	3rd race	points		1st race	2nd race	3rd race	points
1. Fireball 12636	3	-	1	5.7	4. GP14 10957	-	7	3	18.7
2. Enterprise 20175	1	-	7	13	5. Enterprise 11031	8	3	-	19.7
3. Enterprise 19261	-	4	5	13	6. GP14 4530	7	-	4	21

CLASS NEWS

Handicap

Barry Cann

The Late Summer Points comprised 10 races with 6 to count. Due to some confusion on the July programme, race results from 5th July to 23rd August have been used. There were 23 competitors (20 for 1980) and a reasonable average turnout of 7 boats for each race. The first six places on overall results were:-

- 1.Laser 37346, FLAKEMAIZEGROAT - Chris Gregson
- 2.Laser 75285 - John Mitchell
- 3.Tasar 716, GOOD LIFE - Barry Cann
- 4.Laser 85269 - Tom Keenan
- 5.Tasar 742, TAISEZ VOUS - Derek McAuley
- 6.Laser 46210, SKIMBLE - David Reed

Congratulations to Chris Gregson who has given the fleet some sparkle and achieved an incredible total of 6 wins! The series saw 13 Lasers sailing in all, which was quite a strong increase.

The August Cup sailed over the holiday weekend was contested by 15 boats. The results were, once again!:-

- 1.Laser 37346, FLAKEMAIZEGROAT - Chris Gregson
- 2.Mirror 16 137, MIRANDA - John Vinson
- 3.Laser 5514, GREEN GINGER - David Musters
- 4.Tasar 1109. SHADOWFOX - Wynn Evans
- 5.Laser 85269 - Tom Keenan
- 6.Laser 54406, VINO TINTO - David Carter

The Commodore's 3 saw 9 Handicap fleet boats sailing out of 30 starters, which is a healthy proportion. Best-placed fleet boats were:-

- 9.Wayfarer 5187 - John Reed
- 10.Laser 37269 - Chris Gregson
- 11.Graduate 2650 - John Smith
- 13.Tasar 742 - Derek McAuley
- 15.Laser 85269 - Tom Keenan
- 16.Tasar 716 - Barry Cann

The next Commodore's is set for 20th September and will probably be the largest fleet of the season.

Good luck for the Autumn Points.

GP 14

Alan Smith

Since my last literary efforts, we have completed three more competitions and typically of our racing this season all have been decided on the result of the last race of the series.

Our Open Meeting was contested by 23 boats from eight clubs. Unfortunately the weather was unkind to us and we were bedevilled with light airs throughout the day leading to the shortening of the first and second races and the setting of a very short course for the third. First across the line in each race was David Hume from Wembley S.C. but a difference of opinion between him and the Race Officer over interpretation of the rules led to his disqualification from the first race. His successes in the two remaining races, however, made him a clear and deserved winner.

- 1.D.Hume - Red Rooster (Wembley SC)
- 2.N.Thomas - Ghost rider Nayland SC)
- 3.C.Bond - 12289 (Brightlingsea SC)
- 4.P.Whybrow - Parousia (Lee on Solent SC)
- 5.A.Hicks - Sorcerers Apprentice (Brightlingsea SC)
- 6.P.Holmes - Joybel (WSC)

Reflections - Roger Johnston borrowed the heaviest GP in the Club, fitted it out with sails, sheets and fittings from a variety of sources and made it go! Demands for the return of gear during the first race, whilst he held third place, were ignored!

- Do Haze Sails go better in stronger winds?

The August Cup was sailed in better conditions and some tight racing over long courses was enjoyed by all. The first two races were won by Keith Lennox sailing Bin, with David Blyth second and Philip Holmes third on both occasions. However, weighed down by Helen Blyth's moussaka (fix!!) on Monday, Keith could only manage two second places, behind David Blyth in After Ours. Philip Holmes showed his consistency with two more thirds. Final result was a tie for first place between Keith and David, and Philip Holmes taking third place. (cont.)

CLASS NEWS/GP14 (cont.)

The remaining competition was the Late Summer Points and I shall not dwell on this as it would seem that I won and it would be better if I went away and checked the result rather than write about it!

P.S. from Roger and Hedda Johnston - Many thanks to the GP fleet for the friendly manner in which they rallied round with equipment to make a complete boat for us to sail in the Open. We thoroughly enjoyed ourselves and, although we're unlikely to swap the Fireball for a GP permanently, we might like to borrow a GP again for next year's Open!

Enterprise

Dave Vettergreen

LATE SUMMER POINTS

This series was one for the light weather experts, with one race out of time and one other within 30 seconds of the time limit. The series has been won by default, with John Bradley and Derek Laverick having 3 and 2 wins respectively, but having to count non-starts in their results which leaves them 5th and 8th. Every boat lower than fourth counted non-starts in their results.

- 1.20175, FALLOUT -
Dave Vettergreen (17 pts)
 - 2.4949, CLEMENTINE II -
Martin Smith (26.7pts)
 - 3.16166, CON BRIO -
Ray Fryatt (30.8 pts)
- 21 boats contested the series.

(cont.)

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ENTERPRISE (cont.)

AUGUST CUP

With the first three races, sailed in a light shifty N.E. breeze, being won by Dave Vettergreen, John Bradley and Peter Belcher, the series was wide open; each of the three needed to win the fourth race to be sure of winning the series. The wind had increased to a reasonably steady force 3 for the fourth race to make the long beat to 24 a deciding factor. Dave Vettergreen took a short lead with Peter Belcher and Ray Fryatt fighting for second place. Ray went too far out into the still flooding tide on one tack, which left Peter a comfortable second. This order remained the same to the finish, with John Bradley in fourth place.

- 1.20175, FALLOUT -
Dave Vettergreen (4½pts)
 - 2.16684, MYSTERY TRIP -
Peter Belcher (4½pts)
 - 3.19261, SOLID AIR -
John Bradley (6½pts)
- 10 boats contested the series.

THANK YOU

I would like to thank those members who kindly helped me when I most needed it - the day when my money was stolen. On the Monday when I received your kind donations I didn't know what to do or say, but I do know that I have good friends in the Club and I would like to thank them for what they did.

I would like to think I was unlucky and this was the last incident, but I warn others not to leave valuables in the changing rooms or on the shore: give them to somebody. For me the shock was dampened by kindness. I was lucky and I am grateful.

Ian Barber.

WANTED

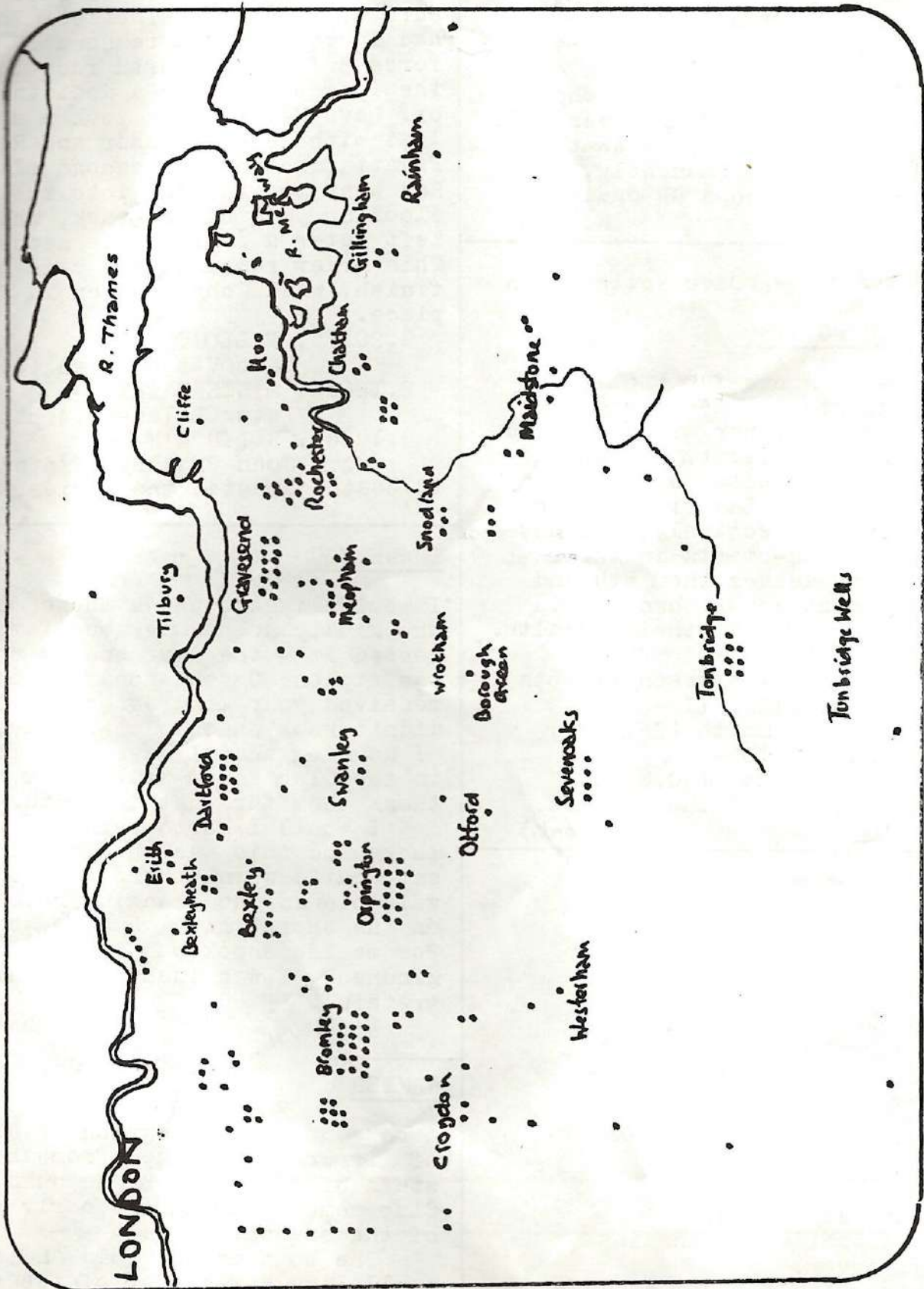
A copy of the photograph or slide of Mirror 3873, taken from the stern of WILSONIAN by an unknown Club member during the early part of the season.

The boat is now sold and so I would like a reminder of the old girl.

Phone Terry Wright:-
Meopham 812361.

where do we live ?

Each dot on the map represents the approximate position of an individual or family on the Club address list (country members excluded).



maidstone river carnival

One of the ideas floated by the Club's publicity and recruitment sub committee was that the Club should find an opportunity to make itself known at suitable local events. There seems to be no reason why we should not be able to increase our local membership, that is to say from places like the Medway towns, Maidstone and Gravesend although as the map on another page in this issue of 31 $\frac{1}{2}$ shows, a very large proportion of the current membership derives from the more densely populated areas nearer London. The first suitable opportunity for Club participation was the Maidstone River Carnival which took place on Saturday August 16th. Alan Smith acted as the Club's agent and it was arranged that we would provide a display of sailing during the programme on the River and also provide a static display in an area adjoining.

On the day, the weather was hot and not very windy. This was good, since it permitted the Club to show the four boats (an Enterprise, a Miracle, a Laser and a Mirror) with their sails up. Tom Sims provided a suitable stand and all day long there was a steady stream of people many of whom were genuinely interested in the Club and its facilities. Some of them have subsequently visited us and applied for membership.

The sailing demonstration was to take place on the river just above the upstream of Maidstone's two bridges. The River there is not very wide - we knew that before we went. What we were not prepared for was that it would be reduced in width by at least a half by rows of gaily decorated motor cruisers moored two, three or four abreast along either bank. Your Club secretary was deputed to give a commentary on the sailing using the carnival public address system (which could fortunately be heard by the crews of the dinghies) and we were able to demonstrate the boats themselves, points of sailing, (David Musters included backwards sailing as a party trick) and some capsizing drill, one example of which was involuntary.

There was a delightful atmosphere at the carnival all day. There were demonstrations of canoes and amphibious vehicles, a raft race and a competition for the best decorated boat. Everyone was in a good mood and if the weather is fine next year, I would recommend it as a pleasant day out. There was a fun fair and quite a few stands and other static displays. I particularly liked a notice on the stand of the National Childbirth Council which said "You can change your baby here." We seem to have quite a few new and potential mums around the Club at the moment. They may like to know that if they are not too keen on the baby they've got already, there is at least one enterprising organisation specialising in part exchange.

The Club's thanks are due to those who took part in the carnival and organised the display: Toms Sims (and family) Colin Vane (and Peggy) David Vettergreen, Alan Smith, John Smith, David Musters, Martin, Len and Yvonne Jessop and Carol Williams.

P.E.B.

stop press

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