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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 "31½" 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.

Copy date for next issue:
To be announced.

NEW BLOOD

Although the sailing season has now finished, committee members will be continuing to work hard (and mostly unseen), on your behalf over the winter, to ensure that the Club will run smoothly next year.

It is in the nature of Club organization that there should be a regular turnover of "workers". Not only do committee members (House, Sailing, General) occasionally see fit to retire, but there is also the periodic (usually 3-yearly) replacement of the Flag Officers at the top of the pyramid by those from lower down, with the relevant experience.

New blood is therefore continually needed from those dubbed OCM's (Ordinary Complaining Members) by a former Commodore. The present Secretary, House Secretary and Editor will all be retiring, so at least three new committee members will be needed next season.

Now is the time to start thinking about whom to nominate (or even whether you will volunteer) to help with the running of the Club next season.

The nominations at the AGM are not a "fix": the apparent nepotism is merely an indication that the only people interested in the future of the Club are those who are already running it!

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FUTURE PLANNING

FROM THE COMMODORE

Despite a great deal of work by the Rear Commodore, Clive Grindley, and his sub-committee, we are not yet in a position to call the long-promised Special Meeting to discuss the future of the Club.

The General Committee has always felt that any such discussion would be meaningless unless members were fully aware of the financial possibilities and implications of any proposals put before them. Many avenues have been explored but the necessity of investigating a recently-emerged possibility has prompted us to allow more time before presenting a report for your consideration.

It must be emphasised that the report, when it is published, will provide members with the full information available to the General Committee and that as well as the possibility of a shore-based development it will explore and evaluate any alternative options open to the Club.

The granting of planning permission does not predetermine what we should do: below Colin Crawford puts forward his own views on the subject and I am well aware that many members hold strong opinions on the kind of Club they would like to see in the future. If you do have ideas or suggestions which you would like the General Committee to consider, please write either to Colin or myself before the beginning of January.

Christopher Stevens

FROM THE VICE-COMMODORE

What do you want?

Soon we will be having a Special General Meeting to decide the future direction of our Club. Have you thought what direction that should be? How is the change going to affect us?

In June 1977, the Future Planning Sub-Committee produced a report, and expressed an opinion on what they considered the best way forward. If you are interested in reading that report, then contact a Committee member. A number of options were reviewed, but perhaps there are others that have not yet been investigated.

Your 1982 Committee will have a great task to do in steering the Club's development in the direction the majority of members want. So when the time comes for our special meeting to take place, make sure you understand the situation as completely as possible.

Colin Crawford

RACING NEWS

COMMODORE'S TROPHY

Commodore's 5

The final race in the series was held on Sunday, October 13. Unlike the previous weeks' gales the afternoon was sunny with very light winds. A looping course was set, which was shortened, the last boats finishing just before the wind finally died. The results show a range of classes:-

1. Enterprise 19261
2. Mirror 16 137
3. GP14 4580
4. Laser 37346
5. Enterprise 4949
6. GP14 10957

Overall Results (74 competitors):-

1. Fireball 12636 - Tony Mason (5.7 pts)
2. Enterprise 19261 - John Bradley (18 pts)
3. Mirror 66 137 - John Vinson (19 pts)
4. GP14 10957 - Ray Blyth (23.1 pts)
5. Enterprise 11081 - Derek Laverick (27.7 pts)
6. GP14 4580 - Derek Cummings (31.7 pts)

LAYING-UP CUP

The final day of each season is the Laying-Up Cup which normally comprises a two-race series for a fine silver cup and some pottery.

This year, when we have had an awful lot of heavy weather sailing, the season did not finish with a bang, but died quietly away.

The wind was a brisk force 1, with later a few force 2 gusts and a looping course was set so that a reasonable distance could be sailed without getting too far from the Club. A wrong course let Tony Mason slip into first place with Geoff Maskall second (both Fireballs) and Derek Cummings (GP14) third. The final boats struggled over the line during one of the gusts just to beat the time limit. As the wind died (!) the afternoon race was abandoned and the prizes awarded on the one race.

A NOTE FROM THE HONG KONG "BOATING MONTHLY"

That intrepid navigator Robin Knox-Johnston.....mentions in passing that he has just got planning permission for a 2000-berth marina on the River Medway in southern England (he currently runs a marina in Troon in Scotland).

Phase One involves building 480 berths and "I need to find about £1.5 million to do it. Know anyone interested in investing in a marina over here? If you think about 480 boats of 28 feet in length, each pay-in £25 per foot per annum, you can see the basic return, and that's before franchises. It's not a Brighton, but could charge as much, and the customers are already there."

CLASS NEWS

Enterprise

Dave Vettergreen

AUTUMN POINTS SERIES

John Bradley dominated this series with six wins from six starts, leaving the rest of the fleet to fight for the minor places. Sixteen boats contested the series.

- 1.19261, SOLID AIR - J.Bradley
- J.Bradley (0 pts)
- 2.16166, CON BRIO
- R.Fryatt (17.7pts)
- 3.4949, CLEMENTINE II
- M.Smith (20.1pts)

TEAM CHAMPIONSHIPS

We entered two teams in the Southern Area Team Championships at Bough Beech on October 24. The teams consisted of:-

Team A: Peter Belcher, John Bradley and Dave Vettergreen.

Team B: Ray Fryatt, Martin Smith and Carl Palmer.

Team A started well with a 1,2,3 victory over Maidstone, and continued with wins over Bewl Valley B, Whitstable B and Arun A, to a place in the final.

Team B started badly by getting the start sequence wrong and losing the first race to Whitstable A, but managed to win two out of four races.

The final against Whitstable A was a disappointment for us as I for one did not sail well and Whitstable had an easy win.

Handicap

Barry Cann

The end of season fleet evening at the Rose and Crown, Wrotham on Friday, October 23 was well attended with over 30 people present. Yours truly gave a round-up report of the 1981 season, including the Autumn Points and Femco Shield results.

Autumn Points (19 competitors):-

- 1.Laser 61749 - Peter Belcher
- 2.Tasar 1109 - Wynn Evans
- 3.Laser 46210 - David Reed
- 4.Marauder 238 - Richard Jordan
- 5.Graduate 1290 - Ray Powell
- 6.Laser 32563 - Peter Young

(cont.)

Handicap(cont.)

The Femco Shield for best overall performance on the points series was won by Gordon and Peter Belcher sail sailing Laser 61749 "SKIDOO". We had 32 competitors all together over the four series of races. The first 10 places were:-

- 1.Laser 61749 - Gordon and Peter Belcher (34.7)
- 2.Laser 37346 - Chris Gregson (42.0)
- 3.Laser 46210 - David Reed (46.4)
- 4.Tasar 1109 - Wynn Evans (49.0)
- 5.Laser 75285 - John Mitchell (49.7)
- 6.Laser 85269 - Tom Keenan (51.0)
- 7.Marauder 238 - Richard Jordan (56.0)
- 8.Laser 43262 - Anthony Keenan (64.7)
- 9.Tasar 716 - Barry Cann and Mike Christmas (65.7)
- 10.Laser 63929 - Robert Burns (66.7)

This is the third year of the Femco Shield, presented annually at the Club's dinner dance. The first year it was won by Chris Stevens (Laser), followed last year by "the Reeds" (Wayfarer), so congratulations to Gordon and Peter. In addition to the Femco Shield the "Ray Osborne Memorial Cup" will be presented to Peter Belcher for his first in the Autumn series.

My wife Linda presented pottery prizes for the first three places in each race series amidst enthusiastic applause. An impromptu pottery prize was awarded to John Vinson (Mirror 16) for achieving a remarkable 3rd overall in the Commodore's. Our other notable results out of 74 competitors (24 of which were our fleet boats) were:-

- 9.Marauder 238 - R.Jordan
- 10.Tasar 1109 - W.Evans
- 11.Wayfarer 5137 - the Reeds
- 14.Graduate 2650 - J.Smith
- 20.Laser 37346 - C.Gregson

Prospects for next year were discussed in a good-humoured and sometimes loud debate. Tom Keenan was proposed and adopted as Laser and deputy Handicap Fleet captain, and yours truly once again as Handicap Fleet captain.

(cont.)

CLASS NEWS

Handicap (cont.)

The question of starts and courses was considered and it was agreed that the Lasers (now 20+) would remain within the handicap fleet for both starts and courses, but would have certain separate prizes. It was felt that lapping and triangular courses should be introduced more often.

The Tasar 1981 Open in July was very well supported and enjoyed with 15 boats competing. The 1982 Tasar Open was confirmed for July 11, as a shared day with the Fireballs again. I was especially delighted to see prospective new members at the Rose and Crown, representing 3 more Tasars for next year. These and 3 others "on a promise" we hope should bring the Tasar fleet to a buoyant 11!

The Graduate invitation day last July had moderate support with 7 boats sailing. Nobody proposed a repeat for 1982. Where are these Grad sailors?

With the dramatic and sustained growth of the Laser and Topper fleets a Single-Handed Open for both classes has been agreed for next year, September 19.

The Hoo Freezer is provisionally arranged for the weekend January 23/24. Would anyone who would like to enter or crew in the event, please let me know by mid-December. This will be the eleventh Freezer, an open handicap event with about 120 entries; there is one practice race on the Saturday with the Freezer on Sunday.

Good Luck for Next Year!

P.S. The blue Tasar (1269) on loan to me is the Association demonstration boat. Would anyone, anywhere, please let me know if you fancy a sail.

Fireball

Roger Johnston

The season ended with a most interesting Autumn Points Series, with five different race winners and the result not certain until the last race. In the end Geoff Maskall won the series from Max Carnegie-Jones and Peter Stock, who put in a very dogged performance, particularly in the very strong winds encountered in the series. The final results were:-

1. Geoff Maskall - 12722, PANIK
2. Max Carnegie-Jones & Peter Stock - 10070, SOULMATE
3. Bob & Martin Jones - 10021, PIPEDREAM
4. Tony Mason & Alan Wilkinson - 12636, BRITISH HUSTLE
5. B. Saunders - 10744, GOLDIE FENDER
(8 competitors)

Tony Mason and Alan Wilkinson were obviously saving themselves for other challenges and finished the season by winning the Commodore's Trophy and the Laying-Up Cup to add to their earlier victory in the Leigh Trophy, and the Spring, Whitsun and Early Summer series - a successful season by any standards.

The series against the Medway Cruising Club Fireballs came to a slightly disappointing end with the final race being spoilt by very heavy winds. The overall winner was Geoff Gransden of MCC, sailing Clever Clog (12199). A good second were Tony Mason and Alan Wilkinson. There's a challenge for them for next year.

Finally, some of you may not yet know that Hedda and I will be moving off the Fireball, and indeed dinghy, scene next year due to family responsibilities, including the expected arrival of our second child. However, we remain undoubted Fireball enthusiasts, having enjoyed several years of excellent racing and challenging sailing.

CLASS NEWS

GP 14

Alan Smith

The Autumn saw the completion of three more competitions. The main focus of attention was the Autumn Points Series which like so many others this year was decided on the last race. The pace was set by David Blyth in After Ours and Mike Doherty in Bin and on the last race Mike led all the way until the entire fleet found a hole in the wind and a seemingly unassailable lead not only disappeared but disintegrated letting David through to win. On paper this was an exciting end to the season but the reality of a slow drift to the line was rather depressing. The final positions were:-

1. David Blyth - AFTER OURS
2. Mike Doherty - BIN
3. Bob Dutton - BOBCAT

The second leg of our team-racing competition with SEGAS was another unqualified success for our 'A' team, David Blyth, Mike Doherty and Derek Cummings, who carried forward a 100% record from the first leg and repeated this to become outright winners. The 'B' team of Bob Dutton, John Ireland and Mike Hancock also piled on the points to come second, ahead of both the SEGAS teams.

The third competition completed was the joint series with SEGAS which was disappointing as a series, as the SEGAS boats seemed reluctant to join in and indeed the last race was in effect a non-event. As we have not yet worked out the results, the overall winner is not yet known, but someone in our fleet can look forward to receiving a W.S.C. vase, which has been allocated for the series.

I am sure that elsewhere in this issue, other fleet captains will be reflecting on poor turnouts, weather conditions and the like, but I will simply say that we enjoyed ourselves, and "we" know who "we" are.

Miracle

Martin Jessop

The closing series of the season, the Autumn Points, was closely contested by 11 boats with the final outcome depending on the result of the last race.

1. "SHAZAM" - M. Fish
2. "MERLIN" - M. Jessop
3. "RONDO" - C. Fryatt

Both Martin Fish and Jim Tyler sailed all nine races in the series.

This season has been reasonably successful as far as the Miracle fleet is concerned, and the three boats which changed hands were sailed just as enthusiastically by their new owners. At present there are several Miracles for sale and it would be good to see these boats remaining at the Wilsonian, so if there are any frustrated Mirror sailors who want to progress to a more comfortable and faster craft, now's your chance! (See the "Classifieds" for further details...).

That's all for now, but I hope you have enjoyed sailing this season and will be back again newly-painted and shiny next year. Happy Christmas!

"RIVER NEWS" MAGAZINE

Following the demise (due to the threatend closure of Grain refinery) of "Medport News", its former editor, Mr. Jack Lacey, has organised the production of a new magazine. "River News" will incorporate articles from clubs, firms or individuals with an interest in any aspect of the River Medway.

The first issue will shortly be on sale at Coppers Bookshop (in Rochester) and Cabin Stores (Upnor). The next copy date will be 12th February, 1982, and contributions should be sent to Mr. Lacey - 316 City Way, Rochester, Kent.

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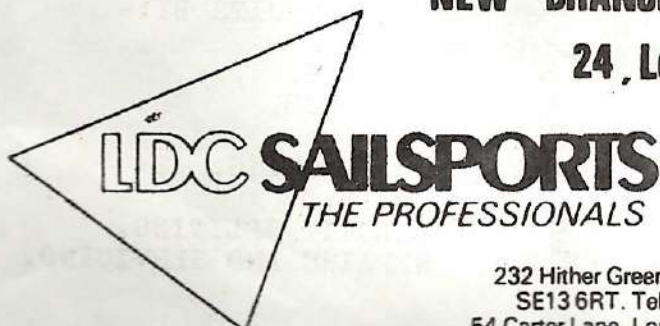
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