

THE CABIN YACHT STORES

• Lower Upnor •



Kent County Council have kindly built a new road to make it easier for you to drive to your nearest chandler. We carry a wide range of fittings, cordage, clothing, paints, charts, flags etc. Rigging repairs using Talorit or Hercul rolled swaging. Leave your damaged rigging with us on Sunday afternoon - pick it up next Saturday or Sunday.

10% discount to WSC members on orders over £5.
Open Saturdays and Sundays to 5.30
Telephone: Medway 78020

Don't forget you can drive, walk or sail to the Cabin Yacht Stores.

THE ANNUAL DINNER AND DANCE

Following last year's success, the Annual Dinner and Dance for 1982 will again be held at the Inn on the Lake (on the A2 at Cobham).

Ever present inflation has forced us to increase the price of tickets unfortunately to £11, but we are sure this will provide good value for money, so keep the date free.

Tickets will be available from the House Secretary, John Cassell, who can be found at the club between races most Sundays; or you can apply by post on the tear-off slip below.

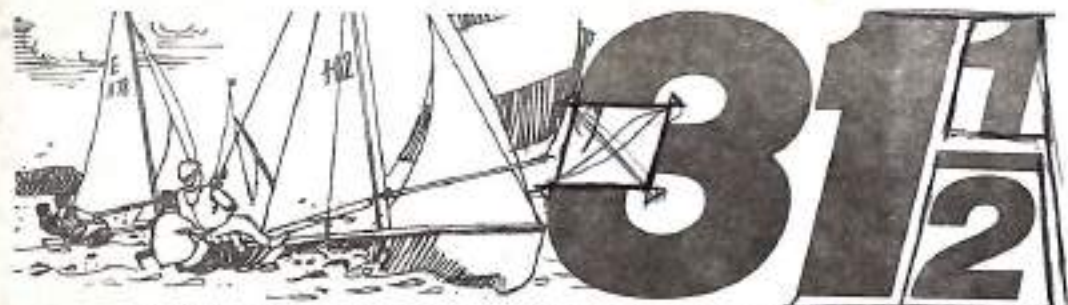
To: John Cassell Esq
46 Pine Avenue, Gravesend, Kent DA12 1QZ (nb NOT 4) as in the handbook)

Please let me have dinner and dance tickets for the WSC Annual fting on Saturday 27 November 1982 at £11 each.

Ticket to be sent to (Name and address) _____

Cheque for £ _____ enclosed.

(Please send a stamped addressed envelope when applying for tickets if you can)



THE WILSONIAN SAILING CLUB MAGAZINE

Number 22

October 1982

WILSONIAN SAILING CLUB

Hoo, Kent.

Commodore:

Christopher Stevens
15 Osentia Road,
Lewisham,
London SE13
Tel: 01 852 2958

Secretary:

position vacant

The magazine of the Wilsonian Sailing Club is called 31½ because the Club's headquarters the barge WILSONIAN is moored halfway between navigation buoys 31 and 32

Editor:

see opposite

Opinions expressed in 31½ are not necessarily those of the editor or of the officers or of the General Committee.

With the decision having been taken at the Special General Meeting to go ahead with the new clubhouse project, it is perhaps not surprising that that subject features in one or two articles in this issue of the Club magazine. Your acting editor took the opportunity to tell the press that the club might be losing its barge and gaining a new purpose built clubhouse. You may have seen the article in "Yachting and Boating" or heard the piece on Radio Medway. Unfortunately both the press and the broadcasters have an unfortunate habit of editing the material to suit their own tastes. So the radio station concentrated only on the fact that not all the members agreed that the move was a good one, and the magazine omitted to say what sort of a club we were and where we could be contacted.

The December edition of "31½" will have a new editor. Terry Wright, whose address is 12, Tradescant Drive, Meopham, Kent has edited this edition jointly with me. His telephone number is Meopham 812361. Will you please ensure that your contributions for the December edition of the magazine reach Terry by Saturday 20 November 1982.

Before putting down my pen, I would like to thank the class captains and other contributors to the club magazine during my spell as acting editor. As for the rest of you, please don't forget that 31½ is a medium for you to express your views on club policy, to exercise your literary skills, to show off your photographs (so long as they are black and white) or demonstrate your skill with a drawing pen. I hope you will inundate Terry with copy in November.

Peter Bolton

A LETTER FROM THE COMMODORE

I am afraid that as I had to make another extended visit to Hong Kong immediately after the special general meeting at the beginning of July I did not manage to write to you to tell those of you who were unable to be there of the important decision that was taken by a clear majority. I imagine, however that there are few of you who do not know that that decision was to go ahead with the new clubhouse subject to satisfactory financial provision being available.

Nevertheless the first official information which some of you will have had would have been the request to put your hand in your pocket to help finance the new clubhouse on the shore. Your response, however, has been splendid and the level of funds available is such that we can start with the preliminary stages of construction immediately. The precise position is explained by the Club's Treasurer, Richard Jermyn, on another page. As Richard points out, for those of you who were unable to respond to the request to offer a donation or a loan by the end of August, the opportunity is not lost altogether. That date was important to permit us to know whether we could start at all. Now that hurdle is past, there is still a need to raise as much money as possible through non-commercial sources in order to keep the cost of financing the finances to the minimum.

As a result of your donations and pledges, negotiations with the Sports Council and the Manpower Services Commission are in hand, agreement has been reached in principle with our landlord on the extension of the lease and an application has been made for Building Regulations approval. You will have seen on the notice board in the dinghy park a proposal to amend the rules of the club to provide a slightly more democratic system of voting when the General Committee is considering applications for membership. This is to bring the club's rules in line with the requirements of the Sports Council. It will make very little difference in practice, since it is the policy of the Committee to vote on applications only when somebody voices an objection.

In the dinghy park and on the approach road, setting-out pegs are beginning to appear: a trial hole will soon be dug in the dinghy park to check the foundation design. The first constructive operation will be the laying of the water-main. This involves laying a new main from the Moo road to the farm and agreement has been reached with the farmer on the amount which he will contribute to the cost. This should be followed by improvements to the road down from the car park to the dinghy park.

We should be able to take the decision to proceed with the actual construction very soon: if the anticipated schedule can be maintained, the new clubhouse should be ready early next season. We shall be holding a number of fund raising events during the autumn and winter: please support them.

BITS AND PIECES - Cont.

One of the unsolicited bits of information which arrived in the editorial office was a letter from British Steel Charter Sailing. Apparently the 59 steel boat which was built in 1970 and achieved fame when Chay Blyth sailed it around the world from East to West against the prevailing winds and currents is now available for charter. Interested affluent members should contact British Steel Charter Sailing at 3a High Street Epsom, Surrey. Telephone Epsom 41058.

More of interest to WSC members is a note from Lina Glass who trades from 2 Mill Cottages, Mill Lane, Aldington, Ashford, Kent. They tell us that they have recently been appointed repair agents for TOPPER International for the Kent Area. They say that they specialise in polypropylene welding repairs but also carry out smallcraft repairs to vessels manufactured in GRP, polyethylene, Polythene, PVC, ABS and ASA. Their telephone number is Aldington 888.

Pains Wessex Schermuly, the well known manufacturers of distress rockets and roman candles, have sent information about their "yacht packs" of flares. You have a choice of an inshore pack (2 red handflares and 2 orange smokes), coastal (ditto plus two parachute rockets to raise the alarm) and a collision warn off pack containing 4 white handflares. Of more interest to dinghy sailors, perhaps, is their miniflare -2 pack containing 8 waterproof red or white aerial flare cartridges which eject to 80 metres and give 10000 candela for about 6 seconds. The whole pack is contained in an unbreakable plastic pouch measuring 150mm x 67mm x 19mm and weighing 9 oz.

Members are reminded that the normal requirement is that boats should be removed from the dinghy park by 1st December. Construction work on the track may cause the track to be blocked from time to time. Every attempt will be made to give you advance warning of track work by means of a notice on the blockhouse. Please do not try to use the track on occasions when you are asked not to. If you have not been to the club for a week or two and you want to avoid a fruitless journey to collect your boat at the end of the season, you could do worse than telephone either Clive Grindley or Barry Cann for the latest information.

SMALL ADS

FOR SALE Laser 'M' rig: red and blue; bag, battens, spar, halliards and instructions. Used five times only. As new.
Phone Barry Bew. Gravesend 66750

WANTED - by impoverished schoolboy. Old or damaged SOLO hull and/or any Solo bits and pieces. Anything considered.
Phone: Paul Bew Gravesend 66750

WANTED Laser in good condition for prospective member.
Contact Barry Cann Maidstone (0622) 812134.

BITS AND PIECES

Those members with wooden boats who intend refurbishing them this winter may be interested in a new type of paint remover from the Nitromors people, Wilcat (Decorative Products) Ltd

It's called Nitromors Breakthru and is claimed to lift up to 10 coats of paint, leaving the surface ready for painting in about an hour.

It contains no acids or caustic chemicals and can be used on wood, metal, plaster mouldings, marble, stonework, brickwork and putty but NOT GRP.

It comes in 500 and 850 ml pots at £2.99 and £3.99 respectively and is ready for use straight from the container.

If you prefer the old traditional way of stripping old paint, then the new Black and Decker hot air blower device as advertised on the box lately looks like an improvement over the original blowlamp, which personally I always found difficult to get on with, spending more time getting it going and keeping it going, than I did actually stripping paint.

Still on the same theme, read recently about a new Japanese VBLC (Very Large Bulk Carrier) designed from the ground up with extreme economy of operation its major feature.

This had been achieved by a variety of means, the most interesting of which to dinghy sailors was the painting of the bottom with SELF POLISHING, LONG LASTING, NON FOULING PAINT!, fiendishly clever these orientals!

The Club Officials have noted that there are a number of road trailers left lying around in the dinghy park and urge the owners to remove them otherwise a parking charge may have to be levied.

HELP WANTED.

An experienced 34 year old handicapped helmsman would like a crew to assist in sailing his 16 foot boat, not necessarily this season.

He knows the River Medway extremely well, having sailed on it with his father since the age of five.

If you think you can help, please first contact Sheila Osborne on Medway 403404. The boat is also equipped with an outboard motor by the way.

RESULTS - TOPPER OPEN SEPT. 19th, IN BRIEF, 17 BOATS ENTERED.

First race abandoned, nobody reached 29, where course was to be shortened.

2nd race 1st Go Scratch M. Dhue Greenland Dock S.C. 2nd D. Binstead Bewl Valley. 3rd J. Paine Redoubt S.C. 4th R. Ball Chirstead S.C. 5th Blue Tack Sylvia Cornfield WSC.

3rd race. 1st Go Scratch M. Dhue Greenland Dock S.C. 2nd J. Paine Redoubt S.C. 3rd R. Ball Chirstead S.C. 4th Sea Spray W. Absolom Thorpe Bay, 5th D. Binstead Bewl Valley 6th White Tie and Tails(!) G. Abbott Maidstone S.C. 7th J. Costley Greenland Dock S.C.

I am told no WSC boats took part in the final third race, and as you can see the visitors took all the prizes.

If you have any special skills and can assist in designing, supervising, ordering materials or fitting out the clubhouse, please let Barry Cann or Clive Grindley know. If you can provide building materials, furniture or fittings at advantageous terms, this too would be a great help.

We are embarking on a major undertaking but one which I am sure will bring enormous benefit to the club. I am most encouraged by the support which you are giving and I am already looking forward to the party we shall have to celebrate the commissioning of the new building.

Christopher Stevens.

ps. Dee Sailing Club have just completed their new clubhouse with the help of Sports Council and other grants at a cost of £65,000 and 3,000 hours of sweated labour over a period of eight months (according to Dinghy magazine).

The help of the Manpower Services Commission is clearly worth a lot!

AND ONE FROM THE TREASURER.....

I would like to take the opportunity to thank members for the absolutely splendid response to the request that went out at very short notice for funds and pledges of funds. Our initial appeal, as you will know, had a closing date of 28th August, because that was the date by which we had to know whether the funds were likely to be available to permit us to make a start. In spite of the short notice, and the fact that some people were on holiday, and without any reminders, you raised or committed yourselves to no less than £6000. That permits us to start, but it does not mean that we now have all the money that we need. The more we can raise by way of donations, life memberships and interest free loans over the next few months, the less we shall need to borrow from commercial sources and, this, the smaller the cost of the project. If you were intending to help but were unable to meet the 28 August deadline, do not fret. I shall be happy to receive your money now. There was, I fear, some slight confusion over the choice of words in the letter requesting funds. To simplify administration, loans should be in multiples of £30 (and not less than £30) Donations, on the other hand can of course be of any size. It has been suggested that at the end of the day we should have a role of subscribers so that future members of the club will have a permanent record of those who made the project possible.

Richard Jermyn

During the past months I have heard many discussions on the pros and cons of shore based and floating clubhouses and a phrase that seems to occur regularly is "the character of the club".

For example: a definite "I don't want a shore-based clubhouse — it will change the character of the club" or a more mild "A shore-based clubhouse would be very nice but I think the character of the club might change".

What exactly determines the character of the club? Is it so strongly controlled by the type of clubhouse which is available?

Being a comparatively new club member, I can claim no long-standing association with the barge, but can appreciate some of the merits and disadvantages. For instance, what better way to start the day than to sit on the foredeck of the barge with a cup of tea and watch the sun rise over Hoo Island. But, on the other hand, when I have been in the dinghy park on a dismal Friday evening with a car load of beer to transfer to the barge, I have thought that a shore based clubhouse would be a distinct advantage.

I cannot believe that a shore based clubhouse will transform enthusiastic dinghy sailors into gin drinking landlubbers any more than the reverse happening. If and when a shorebased clubhouse is built, there will be many changes- good and bad- some anticipated, some completely unexpected. But surely the character of the club depends on the members themselves and their enthusiasm for their sport.

When the barge is finally towed away, even the most ardent shore based supporter will feel a few pangs of nostalgia, but if the character of the club is worth keeping- and everybody seems to think that it is, let us not allow this to be towed away as well.

THE CLUB BARGE "WILSONIAN".

Terry Wright.

The shore clubhouse is almost a reality, which means "Wilsonian" will shortly slip her Medway moorings for the last time, never to return.

It would therefore be nice if we could have some good photographs of the old girl properly displayed in the clubroom of the new building, (with the committees approval) which would be of interest to new members, and invoke nostalgia among the clubs "Old Salts".

Also, who knows, in "X" years time, after the cesspit has overflowed a couple of times and the midges that inhabit that corner of the dinghy park have eaten the membership alive, they might provoke a special sub-committee to be formed to explore the possibilities of floating clubhouse as an alternative to the shore-base!

If you have suitable "Wilsonian" photographs, especially as she was when first acquired by "The Old Wilsonian S.C.", please let me have them, or the negatives and I can pass them on to the committee to make a selection.

THE SHORE BASED CLUBHOUSE. Brief progress report.

Work has commenced on laying the water main for the new clubhouse as this can only be accomplished whilst the fields across which it is to run are lying fallow.

Members will have seen the wooden pegs marking out the route of the new track down to the dinghy park. The bends have been eased to enable fire engines to negotiate the track and gain access to the new clubhouse, hopefully this will never prove necessary, but it is just one of the many regulations we are obliged to abide by to gain our new premises.

IMPORTANT- PLEASE NOTE- IMPORTANT- PLEASE NOTE- IMPORTANT!

In view of the foregoing, members wishing to remove their boats should **FIRST CHECK THAT THE TRACK IS OPEN TO TRAFFIC** before going down. If in doubt contact a committee member first, who, if he cannot give you an immediate answer, can very soon find out.

If you don't check you may find the track dug up or one consisting of wet cement! **YOU HAVE BEEN WARNED!**

Finally, work on the new building will be commencing sometime in October. P. 5. It has been brought to the attention of the committee that some members are not happy with the size and position of the kitchen and bar in the clubroom as shown on the plans.

These objections have been passed onto the appropriate sub-committee.

**WET SUITS and Kits**

Direct from our factory
Superb value, top quality, wide range
Large Stocks, quick delivery

LONG JOHNS from £25.55
JACKET and TROUSERS from £48.95

Discount for Club Members:
10% off single orders
20% off orders over £500

See for yourself - write, ring or visit
AQUA-EQUIPMENT

DOLPHIN WETSUITS LIMITED

4 ASHWELL STREET, ST. ALBANS, HERTFORDSHIRE
Telephone: St. Albans 50662

Please send me a copy of your brochure to:

Name

Address

(31½)



A report by Barry Cann

We held our third Tasar open meeting on 11th July with 6 WSC Tasars and 6 visitors from 4 other clubs. Although 12 boats was a slight reduction from last year's 15, we did better than the Fireballs whose open meeting was on the same day, and whose entry was only six, compared with 14 last year. Exhilarating conditions were enjoyed throughout the day with bright sunshine and force 3 - 5 winds. Downstre courses from the club varied in distance from 6 to 15 miles. Frank Robinson crewed by Malcolm Lee (1259) was soon away on a clean port bias start for the first race and led right through to the end.



Dave Smith (255) finished second and Steve Cook (731) third. Derek McAuley (742) claimed that his seventh place was due to an unexpected third crew member, a three pound mullet, which hopped into his boat on the beat to the third mark.

Race two was the longest race, down to buoy 19 and the fleet shared the long windward outward leg of the course with the Medway Yachts Club's Flying Fifteen open

meeting fleet and shouts of "starboard" the order from both fleets. Frank Robinson completed the reaches and runs back to finish first again, closely chased by Dave Smith, Steve Cook and Mike Christmas (714). The wind piped up for race three and there were some exciting planing reaches on the return legs. The winner was again Frank Robinson with Dave Smith second and Bob Dutton (1261) third, ably crewed by Jill Cummings, both of them 'on loan' from the GP fleet.

1st	1259	Mr and Mrs Happy	F Robinson/M Lee	Queen Mary SC
2nd	255		David Smith/ Michael Hunt	Ouse A S C
3rd	731		Steve and Jackie Cook	Blue Circle SC
4th	716	Good Life	Barry Cann/ M Christmas	WSC
5th	1261		Bob Dutton/ Gill Cummings	WSC
6th	1269		J Mitchell/ P Galbraith	WSC
7th	742	Taisez Vous	D McAuley / P Cussons	WSC
8th	1282	Zeus	Ivan Labrum	Queen Mary SC
9th	273		John Carney	Queen Mary SC
10th	988	Pentassara	P and J Sutherland	WSC
11th	1109	Shadowfax	W Evans/ D Clare	
12th	1277	Cosmetic Blemish	A Phillips/ T Dell	WSC

FLEET NEWS

FIREBALL

Max Carnegie-Jones

As nearly all of you will know, Alan Wilkinson anticipates emigrating to New Zealand by the end of the year. Tony Mason (with whom Alan sailed) has put his boat up for sale and bought a Laser. Alan also has a Laser and since he is no longer in the Fireball fleet he has asked me to take over as Class Captain until the end of the season.

This year the Fireball turn-out has been very poor, which has put us in danger of losing our separate start and we shall probably have to sail in the handicap class next season. But it is, however, possible to save ourselves from this happening if we can get together and turn out for the last two months of sailing. If there is anyone in the club who wishes to crew in a Fireball or is even thinking of buying one, please contact me on Gravesend 66661. Geoff Maskall or I will be willing to take anyone for a sail one Sunday lunchtime if they are interested in joining the class. If you want exciting sailing, I can assure you that this is the right boat.

This year's series results so far are as follows:

Spring points:

1st	12722	Panik	Geoff Maskall and Mark Allan
2nd	12636	British Hustle	Tony Mason and Alan Wilkinson
3rd	12908	Sacrifice	Max Carnegie Jones and Peter Stock

Easter Cup:

1st	12908 (as above);	2nd	12636 (as above);	3rd	12722 (as above).
-----	-------------------	-----	-------------------	-----	-------------------

Early summer points:

1st	10744	Goldie Fender	Brian Saunders and Terry Smallbone
2nd	12636	(as above);	3rd 12908 (as above).

August Cup

1st	12722	Panik (as above)
-----	-------	------------------

Late summer points

1st	12722	Panik (as above)	
2nd	9539	Omateresu Omikami	Tim Bolton and A N Other
3rd	10744	Goldie Fender (as above)	
4th	10070	Soulmate	Mike Smith and A N Other

TOPPER AND MIRROR CLASS

Reg Kuhn

Since the last news in June we have seen little change in the enthusiasm for sailing in the Topper class, being only slightly down in numbers per race due mainly to holidays, etc. Keep up the support, Lads and Lassies! We are sorry to lose Pat Hewett from the Topper fleet which is due, he informs us, to his less athletic ability. Pat has supported the small boat end of the club for many years and we hope to see him sailing in the club again soon, even if it is not in a Topper. This issue of "31½" went to press too soon for a report on the Topper open meeting on 19 September, and too late to remind you to take part in it. Alas, the Mirror fleet has not shown any greater support for the racing minority, so come on, Mirror owners, come out and show the flag!

Since the last report we have completed two long series and one short, had our open meeting and hosted the GP14 open meeting. I would like to thank those members of the fleet who turned up to help at the GP meeting and made it successful.

Early summer points. 19 Boats contested this series with the highest turn-out being 11 and the lowest 7. David Vettergreen started well but faded at the end, with Peter Belcher winning the last two races to clinch the series.

1st	16684	Mystery Trip	Peter Belcher	13 pts
2nd	20175	Fallout	David Vettergreen	17.4 pts
3rd	19261	Solid Air	John Bradley	24.7 pts

Late summer points. The result of this series was not decided until the last race with Carl Palmer needing to finish 1st or 2nd and John Bradley needing to finish 1st to win the series. His race was close, with Bradley overtaking Vettergreen in the last reach to win. 17 Boats contested; highest turn-out 11, the lowest 4.

1st	19261	Solid Air	John Bradley	8.7 pts
2nd	18551	African Queen	Carl Palmer	9 pts
3rd	20615	Loose Joints	Rob Cunningham	17 pts

August Cup. This series was started in strong gusty winds on the Sunday with all boats capsizing at least once. Ray Fryatt survived better than the rest to record two wins. On Monday the forecast was the same, but in fact the winds were a lot less. Close racing was the result with Ray Fryatt just winning the morning race from Carl Palmer to clinch the series. Rob Cunningham won the last race. 11 boats contested the August series.

1st	20056	Rag Time II	Ray Fryatt	2½ pts
2nd	20615	Loose Joints	Rob Cunningham	5½ pts
3rd	20175	Fallout	David Vettergreen	10 pts

Open Meeting. We had 22 entries for our open meeting this year, 10 of which were visitors. The first race in light winds was shortened at the downstream mark. P Challis won from P Devitt and Ray Fryatt. The second race, in a stronger breeze, was won by David Vettergreen from P Devitt and R Fryatt. With the wind increasing, P Chaplin won the last race from J Mitchell and P Devitt.

1st	20094	Going Straight	P Chaplin	EMU
2nd	17906	Papakamami	P Devitt	Chipstead SC
3rd	20175	Fallout	D Vettergreen	W.S.C.
4th	20056	Rag Time II	R Fryatt	W.S.C.
5th	20686	Soft Option	J Mitchell	W.S.C.
6th	19333	Equareos	R Challis	Maidstone SC

HANDICAP

Barry Gann.

Our fleet has some new additions, 3 Lasers, 1 Tasar (2 more expected in October), a Minisail and a Mayflower.

Have also heard on the grapevine that several Hoo Ness Y.C. dinghies, Toys and Albacores are planning to join us next season.

The Early Summer points which comprised 10 races (6 to count) May to July saw 25 boats competing, including 18 Lasers, and the overall results were:

1st	Laser	52340	Sparbo	Martin Jones
2nd	Laser	68929		Robert Burns
3rd	Tasar	742	Taises Vous	Derek McAuley.
4th	Laser	37346	Flakemaizegroat	Chris Gregson.
5th	Laser	9146		David Hollingum.
6th	Laser	46210	Skimble	David Reed.

The Late summer points which had 20 competitors, was sailed over 8 races during July and August. The results were:

1st	Laser	3746	Flakemaizegroat	Chris Gregson.
2nd	Laser	52340	Sparbo	Martin Jones.
3rd	Laser	82569		Tom Keenan.
4th	Laser	77617		Tony Mason.
5th	Tasar	1261		Jim Tyler.
6th	Laser	21565		Ken Crundwell.

The Tasar Open is covered in a separate report.

Two Wilsonian Tasars sailed in the Tasar National Championship held at Felpham S.C. near Bognor over the August Bank holiday. Exciting conditions were enjoyed with force 3-5 winds and 5 foot waves.

Derek McAuley and Jim Tyler 742 were 9th, Barry Gann and Bob Dutton 716 finished 11th.

The Island Race held 12th September at Sheppey Yacht Club had a record entry of 159 boats. Derek McAuley was best placed of the 4 Wilsonian Tasars, finishing 36th.

First Laser Open. By the time you read this the first Laser open will have been run on September 19th, hopefully with an entry of some 25 boats.

We now have 21 Lasers in the club whose enthusiasm has achieved good turn-outs, average starts being 6 for the Early summer points and 8 for the late series.

Subject to the sailing committee's decision, they will have full fleet status for the '83 season, with the likelihood of the Fireball's sailing with the Handicap Fleet. (However, see Fireball Fleet news, all is not yet lost! Edit.) Hope to see you all sailing in the Leigh Trophy on 3rd October.

MIRACLE.

Martin Jessup.

First some results:

Late Summer Points.

1st	Merlin	5½ Pts	Martin Jessup.
2nd	E.L.O	7 "	Ken Crundwell.
3rd	Pipenanna	20 "	John Cassell

The weather during this series was generally fairly rough, as it has been throughout the season, causing a number of capsizes.

Our fleet has slowly increased to over twenty, several of the newcomers are novices and we welcome them particularly.

Our racing turnouts have not been spectacular, but I am sure next year many more will feel confident enough to give racing a try. Cheerio for now.