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Before you rush off down to the postbox to send your cheque off, I had better tell you that this Advertisement first appeared in the 1963 edition of a yachting annual and is reproduced by kind permission of BELL WOODWORKING, who of course now trade from 199 HARBOURHOOD ROAD SOUTH, LEICESTER LE3 21G.

BELL'S built the first GP 14 in 1949 and are still building today, some 33 years later. All BELL boats are in wood, they eschew glassfibre, more power to their elbow for that.

Note that the ad. does'nt depict the boat as the GP 14 exactly, at least not in the way that it is known today. I have always assumed that the boat acquired its sail/class insignia from the fact that BELL woodworking built the first boat, perhaps one of our GP 14 fleet members could put me right on this point.

The W.S.C GP 14 fleet captain is Alan Smith, but dont try to contact him on the number in the club handbook as he has moved recently, which no doubt accounts for the lack of a Fleet newsletter in this issue. I'll let him off this time!



THE WILSONIAN SAILING CLUB MAGAZINE

Number 23

December 1962

WILSONIAN SAILING CLUB
Bea, Kent.

Commodore:
Christopher Stevens
15 Quentin Road,
Levisham,
London SE13.
Tel: 01 857 2958

Secretary:

Position vacant
ANY VOLUNTEERS ?

The magazine of the
Wilsonian Sailing Club is
called 31 1/2 because the
club's present headquarters
the barge "Wilsonian"
is moored halfway between
navigation buoys 31 and 32.

Port:
Terry Wright
12, Tradescant Drive,
Keophan, Kent.
Tel: Keophan 812361

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

" Twilight and Evening Come, the Busy World is Hushed "
So ended the '62 sailing season on October 24th.

These lines came to mind as I sat on the seawall at the end of a near perfect day, watching the sun set over Chatham Dockyard sadly, how opposite. What a super end to the season. The weather had been marvellous, blue skies, bright sunshine and a reasonable sailing breeze.

An excellent and representative turn-out of Club boats came to the start line for the morning and afternoon Laying Up Cup races, and on a personal note an pleased to report that I crossed the finishing line in second place on both occasions! Regrettably, I cannot claim to have suddenly acquired the Rodney Pattison touch and " got it all together " on the last day of the season no, actually I was crewing for Derek McAuley in his "Tasar " Taisez Vous ".

However, we did'nt collect a pot, being beaten on handicap, I think, by Toppers and Lasers. Nonetheless, I learnt more about boat handling and sail trim, race tactics and working the tides etc in those two races, than I have in the last two or three years spent poodling about in a Mirror and Topper on my own, great fun though its been.

Yes, I can heartily recommend crewing for an expert helm as an excellent way to begin to acquire the subtle arts of race craft and sailing generally. Thanks again for the trip Derek.

Copy for the May issue of 31 1/2 must be in my hands by APRIL 23rd. Copy received after this date will be held over until the next issue.

The '83 Subscription renewals should accompany this issue. PLEASE try to renew your sub. as soon as possible in order to ease Treasurer Richard Jerryns cash flow with construction bills beginning to roll in. Many thanks.

Although to those of you who have been to the club to collect your boats recently (and if you haven't taken yours away yet please hurry down and do so at once!) it may not seem that much has been done, there is in fact substantial progress to report.

A number of essential administrative hurdles have been crossed. We have obtained Building Regulations approval, thanks to Ian Wyatt and Keith Jeremiah preparing drawings and designing the foundations. The details of the extension to the lease and the wayleave for the water pipe have been agreed despite the solicitors well-meant complications to what we and our Landlord, Mr Brice, thought was a simple matter.

The amendment to the Club Rules required as a condition of the grant was agreed at a Special General Meeting held in early October.

All the papers are now with the Sports Council and, as a result of some persuasive canvassing by Peter Sutherland during the Dinner Dance when everyone was in a mood to agree to anything, guarantors for the loan have been found without difficulty. By the time you read this the cheque should be in the bank and we should have agreement to actual construction work commencing (it is a condition of the grant that work cannot start on site until everything has been properly agreed and signed).

On site, the water pipe has been laid from the main road and C E P are about to start building the manhole chambers for the stopcocks and meter. This work and final backfilling of the trenches has been delayed by the very wet weather in October and by C E P's own need to finish off another project in Rochester before starting on our Club House.

This week they have appointed a full time site supervisor to run the project and the site hut will be going up. The construction programme proper is scheduled to begin on 6th December.

The trees which had to come down to make room for the building have been felled: John Vinson drove his digger down from Swanley again and a number of people got very wet digging out the roots a few Sundays ago.



USE THIS LIST WISELY

(Tick the articles you would like to find in your Christmas stocking, and leave it in an obvious place.)

- DRY SUIT - rapidly becoming standard wear for winter sailors; these suits keep you dry and warm. From £99
- GLOVES - all leather, all neoprene or a combination of the two. From £5-95
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- BOOKS - Building, Sailing, Tactics, Rules, Navigation, Weather etc. Several new titles for Christmas.
- WATCHES - the superb Casio range of waterproof, trouble free chronographs. From £17-95
- WETSUITS - 1983 range of excellent Seal Marine suits; different types to cater for all requirements and pockets Neoprene socks and helmets.
- NEW CREW - 36" x 24" x 36" aged 18 - 24, experienced and agile. Limited number available. Price on application.
- KNIVES - stainless steel, shackle keys, martin spikes etc. also glazing types.
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- WARMWEAR - jackets by TCG 24 and Jasin for warmth and style.
- SAILS - remember 'boatspeed makes great tactical sailors' Musto, Banks, Holt etc. for all classes to order. Sailboard storm, marginal, regatta & fat head sails.
- SAILBOARD ACCESSORIES - harnesses, trolleys, mast bags, board bags, wax, boom, alloy masts, straps, fins, rod racks, pads etc.

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Size

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Please send your order to :-

Mrs Judy Vinson,

Coldharbour,

Button Street,

Swanley Village,

Kent.

Any queries to :- Mrs Maureen Kelsey, Telephone 01-300-2103

Quotations are now being obtained and materials ordered: detail changes have been made in the design to provide more shower space and a more open plan kitchen as requested by the House Committee.

A planning application has been made to straighten out the top bend in the track down to the Dinghy Park.

With luck when you return your boats to the Dinghy Park at the end of March there will be some real progress to see: currently we expect the building to be finished and ready to use by the end of August 1981 so we shall be starting the season with the Barge still in use.

ON THE TIDELINE

There have been some changes in the General Committee as follows:-

Colin Crawford has resigned from the post of Vice Commodore.

Peter Sutherland and Brian Warwick have agreed to be co-opted onto the General Committee.

In the October issue of 31½ we had a firm offering a repair service for the Polypropylene Topper, now it's the turn of the GRP brigade.

WEB TRADING SERVICES of 32 Bracken Hill Lane Bronley Kent BR1 4AJ Tel 460 4463, offer a full range of fibreglass repairs to all types of Dinghys, Yachts etc, and offer an on site service or at their works. The man to contact is Mr Booth on the above number.

At the Southampton Boat Show a couple of months ago Gillingham Marina were showing a very impressive model of their new layout and facilities. Apparently they have room for 450 boats, let us hope they dont all decide to come out at once!

"TIDELINE" will hopefully carry on from "BITS and PIECES" as seen in previous issues of 31½. The general idea is to pass onto the membership any useful snippets of information and advertising bumph that arrives on the Editorial desk.

Anything in fact that drifts in and ends up on the Tideline.... get it ? OK, so its corny, but at least it has a nautical flavour!

This has been a season of extremes- usually the wind was "too much" or "not enough". The August Cup and Commodore 5 were survival sailing but the Leigh Trophy few managed to complete the course due to the wind disappearing. If the extremes were discounted however the turnouts were good. The growth fleet has been the Laser with not only new members but also members who lost their crew or helm, joining a very friendly eager fleet. In 1983 the Lasers will sail as a separate fleet for their own prizes.

This year we ran eight Open meetings:- Mirror/Miracle, Enterprise, Fireball/Tasar, GPI4 and Laser/Topper.

The sailing, when there was wind, was good but there was a shortage of helpers, especially on the "paired" Open meetings, when many of the organizing fleets members had other commitments leaving a few to (sometimes) struggle.

If fleets do not wish to have and to help at an Open they should tell their fleet captain.

The duties this year have been a problem, partly to fill the duties but also many members have arrived late on duty. Their is insufficient time, for example, if a rescue boat crew arrives at 1045, to start and equip the boat before the racing starts.

I have been pleased to see the increase in new members who have sailed towards the end of the season- this in a year that other clubs have generally seen a decrease in both boats and starts. The annual check of handicaps to R.Y.A showed that on average all our classes are sailing to the correct handicap, so they will not be adjusted for the start of the '83 season.

Here are some dates for your 1983 Diary.

Hoo Preaser 12/13 February London Dinghy Exhibition Crystal Palace 12/13 March
WSC Season starts (Spring Points) 20 March
"May Day" Event all boats handicap 2 May
Topper/Miracle/ Mirror Open 19 June
Fireball/Tasar/Laser Open 3 July GPI4 Open 21 August

(We are still finalising the MayDay Event which may count towards the Medway Regatta.

Cont.

WINTER WORK PARTIES

WORK WILL COMMENCE AT 10 AM AT THE CLUB.

SUNDAY	JAN	16th	SURNAMES	BEGINNING	A TO D
"	JAN	30th	"	"	E TO K
"	FEB	13th	"	"	L TO R
"	FEB	27th	"	"	S TO Z

OF COURSE ANYBODY WHO CANNOT MANAGE THEIR CORRECT DAY SHOULD COME ON ONE OF THE OTHER DATES.

THOSE WHO WOULD LIKE TO COME MORE THAN ONCE WILL BE VERY WELCOME. PLEASE BRING WHAT YOU CAN IN THE WAY OF HAND-TOOLS FOR SAWING, CHOPPING, DIGGING, SHOVELING AND HAMMERING.

Ken Grandwell.



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(31)

BATHTUB HUMOUR

" DON'T WANT TO SAIL A PLASTIC BATHTUB

I HEAR IT NOSE DIVES LIKE A SUB

JUST FOR KIDS TO KUCK ABOUT IN

NOT FOR " PROPER SAILORS " RACIN'

WELL OK I'LL GIVE IT A GO, BUT

I EST THIS TUB IS BLINKING SLOW.

WHAT'S THIS, SHE'S OFF AT QUITE A PACE,

THE SPRAY FLIES UP INTO MY FACE.

SIT OUT AND FEEL HER SURGE ALONG, OR

SPILL SOME WIND IF IT GETS TOO STRONG.

SHE REALLY MOVES WHEN GIVEN THE CHANCE

AND ACROSS THE WAVES SHE LOVES TO PRANCE

OFF ON A REACH SHE SIMPLY FLIES, WITH

SPRAY AND SPUME SPLASHING IN YOUR EYES.

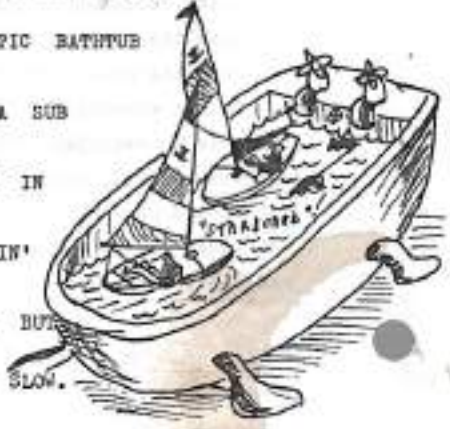
SHE'S LIGHT AND FUN AND LOVES THE CHASE

AND COMPETITION OF A RACE.

SO FORGET THOSE SNEERS AND CONDEMNATIONS

AND GIVE THE **TOPPER** YOUR CONGRATULATIONS!

* Well I had to find something that rhymed ! ANON



Tailpiece: 3rd place in The Commodore Trophy was taken by Ron Jordan in his TOPPER "Black Jack", ahead of several "hairshirt" boats such as Fireballs, Tazara and Lasers. Nuff said?

We are just finalising the 1983 programme now, so any suggestions you may have will have to be made quickly to either your fleet captain or myself.

I hope that you have enjoyed the 1982 season, if you did, tell everyone, including potential members, if not tell me how the season could have been improved. Remember next year the only way to improve your position is to sail as often as possible.

If you want help or advice, speak to your fleet captain, for if he cannot help you he will find someone who will.

Finally on a more personal note, thanks to all those who helped and to those who had me as crew in their boat this year. I had a great season.

THE SHEPPEY ISLAND RACE

Yvonne Jessop

This years round the island race took place on Sunday September 12th. It was a bright sunny day with a barely existant North Easterly breeze. There was a great deal of activity at Sheppey Yacht, Sheerness as 195 dinghies were prepared for the annual race.

The Wilsonian had a reasonable representation with at least 7 entrants including an excellent turnout by the Miracles who made up 3 out of the Miracle Class of 4.

Several other misguided Wilsonian sailors opted for a Tazara thinking they would be home and dry hours before we, the perhaps foolhardy but determined Miracle sailors. I had the privilege of crewing in Miracle 2180 for Paul Absolon, a new, but very enthusiastic and competent Miracle sailor.



There were four starts at half hourly intervals with the slow handicap leaving first. We needed the head start, especially as the wind was so light.

Even so we had visions of returning after dark, but were well stocked up with food supplies.

There were few instructions and rules, but we basically had to circumnavigate the island in a clockwise direction - approximately 30 miles. Fortunately the tide was in our favour enabling us to make slow

progress along the North coastline. We were merrily sailing along past Leysdown-On-Sea when we hit an enormous sand bar. This caused most boats to give Shell Nees a wide berth before entering The Swale. There was also a half submerged wrecked ship to negotiate, but luckily we found a narrow channel allowing us to cut the corner into The Swale.

The tide was low as we tacked between the muddy banks of The Swale although the wind had increased to an exhilarating steady force 1-2 !

In places the channel was only about 20 feet wide and several of us had a short unintentional stop thanks to the glutinous black mud.

The leading 420 passed us part way up The Swale shortly followed by other fast handicap craft including Darts who appeared from nowhere and then swept past into the distance.

Towards the end of The Swale we encountered the Kingsferry Bridge. We were happy to find that the tide was low enough to enable us drift underneath upright with safe mast clearance. The Dart sailors however suffered badly as the each had to partly capsize and walk their catamarans under the bridge.

Paul and I eventually crossed the finishing line back at Sheerness just before 5pm having been sailing for about 6½ hours, less than we had anticipated. The last Mirror finished as the sun set and the overall results were calculated by an impressive little computer.

The first three places were won by 420 sailors and the results of the Wilsonian entries were as follows:

<u>OVERALL</u>	<u>CLASS POSN.</u>		
29th	1st	MIRACLE 2180	P. ABSOLON
35th	1st	TASAR 742	D. McAULEY
46th	2nd	MIRACLE 1329	J. CASSELL
62nd	7th	LASER 85269	T. KENNAN
75th	5th	TASAR 1269	E. DUTTON
76th	6th	TASAR 716	M. CHRISTMAS
80th	3rd	MIRACLE 596	B. JERNYN

I think that these results are quite creditable as we nearly all finished in the top half of the fleet. Each helm and crew completing the course received a certificate of circumnavigation and individual class prizes were also awarded.

I think that the majority of us found that it was a well organised,

WANTED.....

A Sailing Secretary who's main qualification is a willingness to help organise the sailing programme.

A reasonable knowledge of racing rules and club procedures would help but is not essential.

There is an excellent training scheme as the present and previous secretaries will answer any queries.

Interested persons should contact the present Sailing Secretary, Bob Jones or the Commodore, Chris Stevens as soon as possible so you can see the operations before the Annual General Meeting in February.

THE DINNER DANCE

John Cassell

One hundred and eighteen members and guests were present at the annual Dinner and Dance which was held at the Inn On The Lake on Sat. Nov. 27th.

After a substantial meal, which seemed to satisfy even those with the heartiest of appetites, th Commodore proposed a toast of welcome to the guests, to which our landlord, Mr Edward Brice, responded on their behalf; and in his toast to the Club wished us success in the future, particularly with regard to the new Clubhouse venture.

Mrs Stevens then presented the trophies, and for the remainder of the evening there was dancing to the music of "Bonifide". During the evening a raffle and "Roll-a-Coin" were organised and as a result of everybody's generosity about £90 was raised.

May I thank Maureen and Judy and their band of helpers for supervising the raffle, and indeed, everybody for their support which made the evening a success.

SMALL ADS

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MIRACLE 1775. Bell built. Excellent condition, little used. Trailer, cover, extras.

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FOR SALE

BOYS TWO PRICE WET-SUIT to fit 30/32 chest and approx. 5' height.

£10

Phone. Ken Crundwell
Southfleet 3202

FROM THE TRAINING PRINCIPAL

I should like to draw members' attention to the new R.Y.A. National Dinghy Sailing Scheme:

<u>R.Y.A. New Scheme</u>	<u>Old Scheme</u>
Junior 1	No equivalent
Junior 2	" "
National Dinghy Sailing Certificate	Elementary
Seamanship 1	Intermediate
Seamanship 2	Advanced (Tidal)
Racing 1	Advanced (Inland) or Elementary Youth Racing (Red Badge)
Racing 2	Intermediate Youth Racing (White Badge)

There is no need for any one holding earlier National Dayboat Certificates issued before 1983 to update their award.

At a recent Training Committee Meeting it was agreed to hold the following courses at the club during 1983:

R.Y.A. National Dinghy Sailing Certificate - two weekends,	Fri. 29.4.83. - Sun. 1.5.83.
	" 6.5.83. - " 8.5.83.
R.Y.A. Seamanship 1	- two weekends, Fri. 16.9.83. - Sun 18.9.83.
	" 23.9.83. - " 25.9.83.

There will be an application form for these courses in a later edition of 31½.

Club Rescue Boat Courses - Saturdays, 9.4.83., 25.6.83. and 3.9.83.

Applications for the Rescue Boat Courses to Brian Warwick, 9 Butthaw Close, Hoo (Tel. MEDWAY 251446) please.

Courses for Instructors (Racing)

Two courses for Instructors (Racing) will be run by the South East Regional Race Training Co-ordinator, Martyn Styles, on 21/22 May 1983 and 29/30 October 1983. Racing Instructors endorsement will be awarded to all who have successfully attended an R.Y.A. Race Trainers Course.

Contact: Martyn Styles, 2 Elston Lane, Eythorne, Nr. Dover, Kent.

Martyn Styles will also be running courses for young people who are good racing sailors and who wish to improve their performance. These courses will be held at the Centre of Excellence Bawl Valley on 15/16 January 1983, 12/13 February 1983, 12/13 March 1983 and 16/17 April 1983.

Brian Blakeley

thoroughly enjoyable day and I hope that next year we will see many more Wilsonian entries.

All you need is a spirit for adventure (Madness) and unending endurance !

THE COMMODORES TROPHY 1982

Bob Jones Sailing Secretary

This years Commodores Trophy had an exciting finish, not only because the wind was a gusty SW force 4-6 but because at the start of the day, the preceding race results had left no clear leader.

Geof Maskall, Fireball, was on duty in the rescue boat so to beat him the winner had to have less than 25 points, which could be met by several boats.

The final race was a hair raising affair with most of the racing on reaches but some downwind and beating to and from a club buoy in Hoo Bay. Martin Jones, Laser 52340, made it look easy, finishing in 1 Hr 32 Mins 20 Secs. The times for the race were quick, but the race was certainly long enough !

When the results were tabulated it was seen just how close they were, as both the 1st and 2nd places, and then the 3rd and 4th places being decided by discards, with 73 competitors for this series.

1st	John Bradley	Enterprise I926I	"Solid Air"	16 Pts
2nd	Peter Belcher	Laser	61749	16 Pts
3rd	Ron Jordan	Topper	21573 "Black Jack"	25 Pts
4th	Geoffrey Maskall	Fireball	I2722 "Panik"	25 Pts
5th	John Vinson	Mirror I6	I37	25.7 Pts
6th	Martin Jones	Laser	52340 "Sparks"	27 Pts
7th	Richard Jordan	OPI4	I0803 "Windstreaker"	29 Pts

I was pleased to see that in the first seven places there were six different types of boat, as this shows the handicaps were correct for the average courses and conditions encountered. I was also pleased to see Ron in his Topper among the leaders, as yet again it shows you do not have to sail the fastest class, only that you to sail your boat regularly relatively fast for that type of boat.

FLEET NEWS

ENTERPRISE

E

David Vettergreen

We will be holding a social at the end of February/Early March next year. I am hoping to get Tim Gelding of Alpha Sails to come and give us a talk but he has not made a decision yet. The place, date, and cost will be advised later.

AUTUMN POINTS SERIES

15 boats contested this series.

1st	20056	Ragtime II	Ray Fryatt	17.1 Pts
2nd	16684	Mystery Trip	Peter Belcher	35.4 Pts
3rd	16546	White Water	James Macley	35.7 Pts

SOUTHERN AREA TEAM RACING

On Saturday 23rd October, two teams represented the club in the team racing at Bewl Bridge Reservoir. The "A" team comprised Ray Fryatt, John Bradley and Peter Belcher, the other teams in their group were Whitstable "A", Bewl Bridge "A" and Arun "B". Our "B" team consisted of Rob Cunningham, Dave Vettergreen and James Macley who stood in at the last moment as Carl Palmer had to withdraw. The other teams in this group being, Arun "A", Bough Beech "A", Bewl "B" and Maidstone "A".

The "A" team started well with a 1, 2, 3 win over Arun "B", 5 $\frac{1}{2}$ Pts to 15. In the second race against Bewl "A", they finished 2nd, 4th and equal 5th, losing by 8 $\frac{1}{2}$ Pts to 11. The third race against Whitstable "A" was won by 9 $\frac{1}{2}$ Pts to 12, finishing 1st 3rd and 5th. The only team in this group with 3 wins was Bewl "A", which put them into the final.

With James Macley having to collect his boat from the WSC dinghy park on Saturday morning, the "B" team had only two boats for the first race against Maidstone "A", but managed to finish 1st and 2nd, with the absent boat counting as 6th, winning 8 $\frac{1}{2}$ Pts to 12. The second race against Arun "A" was lost 11 Pts to 9 $\frac{1}{2}$ with 2nd, 3rd and 6th places. The next race against Bewl "B" was won 8 $\frac{1}{2}$ Pts to 12, with 1st 2nd and 6th places. The 4th race against Bough Beech "A" was won with a 1st, 2nd and 4th, 6 $\frac{1}{2}$ Pts to 14.

The team through to the final in this group was to be decided by a protest between Maidstone and Arun which was one by Maidstone. This resulted in Maidstone, Arun and Wilcoian having 3 wins each. The finalist was decided on points countback and put Wilcoian "B" into the final against Bewl "A".

In the final, Bewl made the better start and covered well up the beats, and we could not break through completely, but finished 2nd, 3rd and 6th, losing 11 pts to 9 $\frac{1}{2}$.

After getting into the final two years running and finishing second both times, perhaps next year we can do better.

THE CABIN YACHT STORES

VISIT US AT LOWER UPNOR

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WE CARRY A WIDE RANGE OF FITTINGS, CLOTHING, PAINTS POLISHES, RESINS, CHARTS AND ROPES INCLUDING KEVLAR. IN ADDITION WE HAVE A GOOD STOCK OF STAINLESS FASTENERS.

STANDING AND RUNNING RIGGING REPAIRED OR SUPPLIED INCLUDING TALURIT SPLICING AND HEXLOC SMAGING. OUR SPECIALITY, HAND SPLICING OF WIRE TO ROPE AND BRAIDED ROPE EYE SPLICING.

IF YOU ARE TIRED OF HOLDING LIGHTWEIGHT LOW DRAG SHEETS, HAVE A LARGER ONE SPLICED TO THE END FOR EASIER HANDLING. WE HAVE A SPECIAL DEAL AT PRESENT FOR ROPE BOUGHT BY THE SPOOL.

IF YOU HAVE ANY RIGGING PROBLEMS OR SPECIAL REQUIREMENTS COME AND TALK THEM OVER. LET US GIVE YOU A QUOTE FOR ANYTHING YOU WANT.

WE STOCK ANODISED ALUMINIUM TUBE FOR D.I.Y POLES.

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10% DISCOUNT FOR CLUB MEMBERS

DON'T FORGET YOU CAN DRIVE,



WALK,



OR SAIL



TO THE CABIN

YACHT STORES!



Yours truly was persuaded to stay on as Handicap Fleet Captain for 1983, and Jim Tyler agreed to become Vice Captain. The Tasar fleet members were all there to welcome Breeden and Barry Jones (Tasar IOB6) prospective members for next year. Several other Tasars are expected to join for the 1983 season, hopefully increasing our fleet of 6 up to 10.

The Tasar Association have applied to the RYA for a Portsmouth Yardstick of IO7 in lieu of IO6, which would tie up with results achieved at our Club.

Bob Jones confirmed that John Vinson's Mirror 16 will continue to sail off FYII5 for next year (same as Wayfarer).

As the Handicap Fleet we have mutually agreed with the Fireballs to share starts and courses.

Next year the Tasar and Laser Open meetings will take place on July 3rd along with the Fireballs again. These three classes to run the Mirror/Miracle/Topper Opens on May 15th, and vice versa.

PLEASE ENSURE YOU ATTEND THAT DAY TO HELP PERFORM THE EXTRA DUTIES SUCH AS TRACK MARSHALL (FROM 08.30 AM), BEACH PARTY, RACE BOX, ENTRIES/CLASH COLLECTION, FLOUGHMAN'S LUNCHES ETC.

Our improved track should be operational then, without the tight top bend, which will help.

Don't forget visiting boats may also arrive on Saturday afternoons.

The HOO FREEZER will take place 12/13 February 1983 with starts, I gather, at 11.30am Saturday and 12.00 on Sunday. Entry forms can be obtained from Baker Marine (Rochester) Telephone: 0634 43227. Usually around 100 entries for some excellent Open handicap competition with a "Derby" atmosphere. Would people intending to compete let me know so we can arrange our 3 boat Club Team, also any crews/helms looking for a partner!

I expect Bob Jones will explain elsewhere in 31½ our plans for a May Day (HELL) Open handicap regatta next year on May 2nd.

Cheerio, see you at the HOO FREEZER ?

HOW DO YOU MANAGE TO KEEP SAILING WITH A YOUNG FAMILY?

Up until now it has been particularly difficult for parents of young children to sail regularly at our club. Parenthood seems to force sailing couples out of crew boats, into the Laser fleet or out of the club altogether.

One of the advantages of the new club-house is that it should be easier for people to come down to the club with non-sailing friends or members of the family including of course their children. To make the most of the possibilities, we are proposing the formation of a child minding group.

At its simplest this could be a circle of sailing parents rotating the care of their children or could possibly involve grandparents or any other willing volunteers!

To explore the potential of this idea, would any interested parents like to write or telephone Chris Melville at the address below, within the next couple of months?

Margaret and John Mitchell, Chris Melville and John Bradley,
14 Royal Palace, Greenwich, London SE10 8QP. Tel: 01 858 1800.

MIRACLE

Martin Jessop

As the temperature drops and Christmas approaches, the time draws near when the decision "to repaint or not to repaint", has to be taken. I have found that if the boat has been reasonably treated during the season, a complete rub-down and re-paint need only be done every two or three years.

Winter maintenance on the hull otherwise consists of patching up the scratches which inevitably appear on and around the keel. The centreboard gasket may also need replacing.

In contrast to the paint on the hull, the varnish on the topsides leads a hard life, with sand and grit being ground into it by various parts of the crew's anatomy.

For this reason it is worth rubbing the varnished areas down and applying a few new coats each year.

The AUTUMN POINTS results remain outstanding from last season, here they are

1st	2180	P. Absolom	5½ Pts.
2nd	2110	M. Jessop	6¼ Pts.
3rd	1329	J. Cannell	7¼ Pts.

The winner of the series, Paul Absolom, was one of three Miracle entrants from Wilsonian in this years Round Sheppey race. (report elsewhere in this issue). Our Miracle Fleet was also represented by Paul at the Medway Regatta.

Finally, notice of this years fleet meeting.

A meeting of the Wilsonian Miracle fleet will be held on Monday December 20th, at the Rees and Crown, Wrothan village, commencing at 8.00PM.

As usual, a fleet Captain and Deputy Captain need to be elected and if you are willing to take on either job I would be grateful if you could contact me before the night.

If you are unsure as to the whereabouts of the venue, please get in touch with me and I'll try and give directions! .

Goodbye for now, and if I dont see you on the 20th.....Happy Christmas!

TOPPER/MIRROR

Reg Kuhn.

The 1982 season has seen a good and regular turn out for the Topper fleet with the usual eight or nine faces appearing each Sunday, on most race days, out of a total number of sixteen.

I do hope the remaining eight or nine Topper owners may have seen the 1982 races at some time, and perhaps appreciated the great fun and competition to be experienced, and so hopefully will join in next season.

The Topper open held on 19th September was well supported by both home and away helms with a total of seventeen boats taking part. Unfortunately the weatherman must have got the date wrong, producing winds force 0/1, which caused the first race to be abandoned as nobody made it to buoy 29, the shortened course mark within the time limit. The second race was completed, resulting in a close contest.

The third and final race, alas, due to most of us Wilsonians believing the wind would not pick up, was sailed only by the visitors. The overall result was that the first six places were taken by the away

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helms, with Sylvia Cornfield of the WSC coming a creditable 7th.

The results of the 1982 home programme are as follows:-

EASTER CUP Paul Tyler Sky II

SPRING POINTS

1st Ron Jordan Black Jack
2nd Reg Kuhn Pices

WINTER CUP

Paul Tyler Sky II

EARLY SUMMER POINTS

1st Sylvia Cornfield Blue Tack
2nd Ron Jordan Black Jack

LATE SUMMER POINTS

1st Ron Jordan Black Jack
2nd Sylvia Cornfield Blue Tack

AUGUST CUP Paul Tyler Sky II

AUTUMN POINTS

1st Ron Jordan Black Jack
2nd Reg Kuhn Pices

I am stepping down as Fleet Captain in 1983 and hope the new season under a new Captain will flourish and grow in respect of the Topper class.

Editors Footnote. I'm sure Reg went mind if I took on a peice about the Mirror's.

The Mirror turnout, as far as racing is concerned, was once again very low in 1982, with one or two notable exceptions, for example young Paul Bow in "Tina Bell" and Philip Walker in "Pointless", who both regularly turned out, whatever the weather, and Philip, as often as not, sailing his boat singlehanded.

I also saw Philip helming a Dragon during the summer in a M.Y.C race, there were not any other Dragons in the vicinity at the time, so either he was a long way first or a long way last!, let's hope it was the former.

There were always Mirror's to be seen cruising or just plain pottering, but not in any great numbers.

A possible reason for the small turnout is that many Mirror's are sailed by lad's and lassies who in '82 were taking "O" and "A" level exam's.

Anyway, let us look forward to a Mirror revival in '83 with those familiar red sails filling the river and the race sheets.

HANDICAP FLEET

Barry Cann

The AUTUMN POINTS series saw 25 boats competing; results were as follows:

1st	Martin Jones	Laser	52340	"Sparka"
2nd	Geof Jarvis	Laser	68691	
3rd	Derek McAuley	Tasar	742	"Taisez Vous"
4th	Chris Gregson	Laser	37346	"FMC"
5th	Tom Keenan	Laser	85269	
6th	David Reed	Laser	46210	"Skinble"

Geof Jarvis, the "Kiwi", did extremely well in his first Laser season.

Cont.

The end of season HANDICAP FLEET EVENING held on November the 4th at the Rose and Crown Wrotham was very well supported with over 40 people "supping".

Max Carnegie-Jones and his Fireball band also joined in. Next year's Evening should see us enjoying our new Clubhouse for such occasions.

Linda presented the Club's pottery prizes for the first three places in each of the four Points series, then the short series prizes were also awarded, as noted below (not previously reported in 31):

EASTER CUP (12 Competitors)

1st	Chris Gregson	Laser	37346	"FMC"
2nd	Martin Jones	Laser	52340	"Sparka"
3rd	Derek McAuley	Tasar	742	"Taisez Vous"

WINTER CUP (12 Competitors)

1st	Martin Jones	Laser	52340	"Sparka"
2nd	John Vinson	Mirror 16	137	
3rd	John Reed	Wayfarer	5767	"Mr Tim"

AUGUST CUP (14 Competitors)

1st	Martin Jones	Laser	52340	"Sparka"
2nd	Tom Keenan	Laser	85269	
3rd	Peter Sutherland	Tasar	988	"Fantasara"

The FEMCO SHIELD for the best overall performance was contested by 31 boats during the Points series. Martin Jones, a worthy winner indeed, will be presented with the trophy at the Annual Dinner Dance, provided Gordon Belcher manages to return the engraved trophy in time!

Overall results were:

1st	Martin Jones	Laser	
2nd	Chris Gregson	"	
3rd	Tom Keenan	"	
4th	Geof Jarvis	"	
5th	David Reed	"	
6th	Derek McAuley	Tasar	
7th	John Reed	Wayfarer	
8th	Anthony Keenan	Laser	
9th	Phil Clarke	"	
10th	Jim Tyler	Tasar	

Phil Clarke was given a beautiful pottery normalade pot in recognition of his big improvement in Laser sailing this year (from 19th to 9th). Jim Tyler also did very well to achieve 10th in his first year of Tasar sailing.

The most significant end of season event for the fleet is that the Lasers will now leave the Handicap Fleet and become a separate sponsored Class, 23 at the last count.

Whilst delighted to see their progress, it does mean that the Handicap Fleet will drop from about 50 to about 30. Tom Keenan was elected to serve again as Laser Fleet Captain, with Martin Jones endorsed as Vice Captain.

Cont.