



31½

THE WILSONIAN SAILING CLUB MAGAZINE

Number 25

SUMMER 1983

● WILSONIAN SAILING CLUB
Hoo, Kent.

Commodore:
Christopher Stevens
15, Quentin Road,
Lewisham,
London. SE13.
Tel: 01. 852 2958

Secretary:
John Smith
554, Princess Road,
Dartford, Kent.
Tel. Dartford 78927

The magazine of the
Wilsonian Sailing Club is
called 31½ because the club's
present headquarters, the
barge "Wilsonian" is
moored halfway between
navigation buoys 31 and 32.

Editor:
Terry Wright
12, Tradescant Drive,
Meopham, Kent.
Tel Meopham 812361

Copy date for next issue:
September 30th.

A BLAST FROM THE PAST

".....any Newsletter can only be as good as the contributions which are made to it. The Committee would like to see a flourishing correspondence column, and a small Ads service free to members, articles on aspects of sailing, good black and white photographs, cartoons, advice on maintenance will all be welcome".

The WILSONIAN MAGAZINE, experimental edition Nov. 1976

".....members are cordially invited to write to the Editor to air their views in "31½" or to provide articles of interest to Club members about holidays, sailing hints or the best place to eat, buy chandlery and so on".

"31½" August 1977.

".....by the time you get this, many members will have been on holiday and the WILSONIAN Burgee will have flown in many diverse places.

Why not write in and tell us about the places you have visited and your adventures?"

"31½" August 1978.

What applied in 1976 still applies today, the situation has not changed, your contributions to 31½ are still eagerly sought after, SO WHAT ABOUT IT!

Those new design Club car stickers enclosed with the last issue.

A recent spot check by a general committee member revealed that out of some 90 odd cars in our car park only 43 were displaying the correct sticker. It is in members own interest to display the 1983 sticker, otherwise the Club will never sort out the gatecrashers and you may find yourself without a parking space.

FLEET NEWS

ENTERPRISE

David Vettergreen

The season started slowly in the cold and wet weather but I hope that now the sun has arrived a few more boats will be racing.

Our Open Meeting this year is on July 17th and is being run by the GP 14 Class. Your help will be required on August 14th to help run the GP 14 Open.

THERE WAS AN ENTERPRISE SOCIAL EVENING ON THE BARGE ON 23rd JULY

Spring Points Series

This series was dominated by Ray Fryatt who, despite breaking his mast in the 5th race of the series, won 6 out of 9 races. The turn out for the series was disappointing with 9 boats entering, and 6 the highest in any race.

1st	20056	Glissando	R. Fryatt	0 Pts
2nd	20175	Fallout	D. Vettergreen	9 Pts
3rd	14618	Peacemaker	J. Vinson	24.4 Pts

Easter Cup

One boat was disqualified from the first race for not signing off in time, which made the series not quite as close as it could have been. 5 boats sailed in the series.

1st	20175	Fallout	D. Vettergreen	2 $\frac{1}{4}$ Pts
2nd	20056	Glissando	R. Fryatt	5 $\frac{3}{4}$ Pts
3rd	20686	Soft Option	J. Mitchell	9 Pts

Early Summer Points

This series started well with 10 boats in the first race which was won by Ray Fryatt. After this it was disappointing with several turnouts of only 3 and 4. 13 boats contested the series.

1st	20056	Glissando	R. Fryatt	0 Pts
2nd	20175	Fallout	D. Vettergreen	17.7 Pts
3rd	14618	Peacemaker	J. Vinson	36.1 Pts

MIRACLE

Paul Absolom

The last few months have been quite busy for the Miracle Fleet, with our cruise and Open Meeting in May and June showing an increased interest in the organised racing with 11 starters so far in the early Summer points series.

The Miracle Cruise was held on May 1st, the proceedings being enlivened by the weather, and your Fleet Captain deciding we should land on a lee shore ! Picnic lunches and even a bottle of wine were consumed on Darnett Fort Island, and then in a strengthening wind we sailed back to Hoo Creek. It was enjoyed by the crews of the 5 boats who attended, but it may have been too early in the season to attract a bigger response. I would be grateful for your views on this.

Our Open Meeting was a success, with 6 visitors from 4 Clubs attending.

Cont;

Richard Paish from Seegas was the winner with Martin and Yvonne Jessop second in Miracle 2110. The event ran without a hitch and I would like to thank the Laser/Tasar/Fireball Fleets for turning up in the pouring rain to ensure it's smooth running.

Gordon Maclay won the Whitsun Cup in fine style with three wins followed by new member Ken Wade in Miracle 66 and Lucy-Ann Vinson in Miracle 1958. Gordon also came a creditable tenth in the South Kent race, despite a capsizing.

The Spring Points series was contested by 6 boats, results as follows:-

2180	Paul Absolom	3 Pts
1329	John Cassell	6 $\frac{3}{4}$ Pts
2110	Martin or Yvonne Jessop	11 $\frac{1}{2}$ Pts

Eight races for the Early Summer points series have been held so far, with five different boats having gained first places. However, only six of the ten races count towards each boat's final score, many will have to include "did not start" in their score, which is quite a handicap. The moral is..... come down and race when you can!

Finally, it has been most encouraging to see several new members trying their hand at racing, and finding it very enjoyable. I would be grateful for views on whether a "race training day" of sorts would be useful.

FIREBALL

Max Carnegie Jones

The Fireball fleet is again I'm afraid in decline with turnouts averaging about one or two a race. I have to admit though that I have been unable to race much this year due to exams and other problems.

However I managed to win the Spring Points with Geoff Maskall and Bob Jones cleaning up everything else. Our Open Meeting was held on July 3rd with an unbelievable total turnout of 8 boats. We were also let down by the wind, there being none at all. In the first race, Geoff Maskall and Ron Jordan rounded the windward mark ahead of Gordon Butcher and son in second place, with myself and Sue Pollen third. This remained the order to the finish with Brian Saunders and Alan Wilkinson 4th.

The second race started with even less wind, the result being 1st G. Maskall, 2nd Brian Saunders and 3rd Gordon Butcher. A third race was decided to be out of the question, due to lack of wind, time and enthusiasm.

The final result was:

1st	G. Maskall and Ron Jordan.
2nd	G. Butcher and ????
3rd	B. Saunders and Alan Wilkinson.

We are all indebted to member George(?) Jervis for what follows. George saw them in what I think is a New Zealand yachting magazine and thought they would give us all a laugh, they certainly had me falling about, I think you will too!

YOUR GUIDE TO **SALTY LANGUAGE**

Abandon

1. Wild state in which a sailor acquires a boat 2. Wild state in which a sailor relinquishes a boat.

Admiralty Law

Convoluted body of law which regulates behaviour at sea. For example, under admiralty law, captains may perform marriages at sea, but not divorces, bar mitzvahs, or most forms of brain surgery; the eating of one individual on a lifeboat to sustain the lives of others is OK in some circumstances, but certain recipes, such as casseroles and all but a few cold dishes, are forbidden.

Anchor

Any number of heavy, hook shaped devices that are dropped over the side of the boat on the end of a length of rope or chain and which are designed to hold a vessel securely in place until (A) the wind exceeds 2 knots (B) the owner and crew depart, or (C) 3 o'clock in the morning.

Barometer

Meteorological instrument which sailors often use to confirm the onset of bad weather. Its readings together with heavy rain, severe rolling, high winds, dark skies and deep cloud cover, indicate the presence of a storm.

Battery

Electro-chemical device capable of lighting an incandescent lamp of a wattage about equal to that of a refrigerator bulb for 15 minutes having been charged for two hours.

Berth

Any horizontal surface whose total area does not exceed one-half of the surface of an average man at rest, on to which

at least one litre of some liquid seeps during any 12 hour period and above which there are not less than 10 kilos of improperly secured objects.

Binoculars

Entertaining shipboard kaleidoscope which when held up to the light reveals interesting patterns and designs caused by salt spray, thumbprints and scratches.

Boom

1. Laterally mounted pole to which sail is fastened. Often used during jibing to shift crew to horizontal fixed position 2. The sound produced when an alcohol stove is used to convert a boat into a liquid asset.

Buoy

Navigational aid. There are several types and colours of buoys of which the most numerous are: the black can (seen as a fuzzy black spot on the horizon): the red or green day beacon (seen as a fuzzy black spot on the horizon): the vertically striped black-and-white channel marker (seen as a fuzzy black spot on the horizon).

Canvas

An abrasive sailcloth used to remove excess skin from the knuckles.

Centreboard

Permanently jammed movable keel.

Chart

1. A large piece of paper useful in protecting cabin and cockpit surfaces from food and beverage stains. 2. A common decorative motif on place mats. 3. A nautical map that assists the boatman in determining whether he is on the water (blue on charts) or on land (yellow).

Crew

Heavy stationary objects used on ship-board to hold down corners of charts and dampen sudden movements of the boom.

Current

Tidal flow that carries a boat away from its destination or towards a hazard.

Dinghy

Small craft customarily towed from the stern of boats, or stowed on deck on larger boats or stolen from moorings when the owner is away. It serves the purpose of a lifeboat, shore shuttle and wastebasket, and by filling up with water and sinking, it provides a crude measurement of recent rainfall. For reasons lost in maritime tradition, dinghies are by custom equipped with two oars, but only one functioning rowlock.

Engine

Sailboats are equipped with a variety of engines, but all of them work on the internal combustion principal, in which highly machined parts are rapidly converted into low-grade scrap, producing in the process energy in the form of heat, which is used to boil the bilge water; vibration, which improves the muscle tone of the crew; and a small amount of rotational force, which drives the average sized sailboat at speeds approaching a furlong a fortnight.

Hazard

1. Any boat over a metre in length.
2. The skipper of any such craft.
3. Any body of water.
4. Any body of land within 100 metres of any body of water.

Lifebelt

Any personal flotation device that will keep an individual who has fallen off a vessel above water long enough to be run over by it or another rescue craft.

Overboard

No longer on board ship- usually used in reference to a person who has fallen off one.

One of the limited number of circumstances when disembarkation from a boat implies a shortening rather than a lengthening of the life span of the individual involved.

Propeller

Underwater winch designed to wind up at high speed any lines or painters left hanging over the side.

Racing

Popular nautical contact sport.

Rudder

A large, heavy, vertically mounted, hydrodynamically contoured steel plate which, through the action of a tiller or wheel, it is possible, during very brief intervals, to point a sailing vessel in a direction which, due to a combination of effects caused by tide, current, the force and direction of the wind, the size of the waves, and the shape of the hull, it does not wish to go.

Ship to shore radio

A combination radio transmitter/receiver that permits captains and crew members to obtain wrong numbers and engaged tones while at sea.

Shower

Due to restricted space, limited water supplies and the difficulty of generating hot water, showers onboard ship are quite different from those taken ashore. Although there is no substitute for direct experience, a rough idea of a shipboard shower can be obtained by standing naked for two minutes in a closet with a large, wet dog.

Winches

Jocular term for compliant and helpful young ladies on a sailboat. By contrast, women who are serious sailors but dull company are called "windlasses".

Zephyr. Warm pleasant breeze. Named after the mythical greek god of wishful thinking, false hopes and unreliable forecasts.

BRADWELL TO BROXBOURNE a cruise

The story so far. The 16ft gunter rigged dinghy "Tom Thumb" and her crew of two had sailed from Bradwell on the river Blackwater, down the East coast and into the Crouch and are now above the bridge at Havengore creek.

August 2nd 1951. Thursday. After a quick bite to eat we walk ashore to the bridge and get fresh water and information from the bridge keeper. We then go back to the boat and cook up some beans and spam (remember spam?)Ed. in the lee of a tarp ashore.

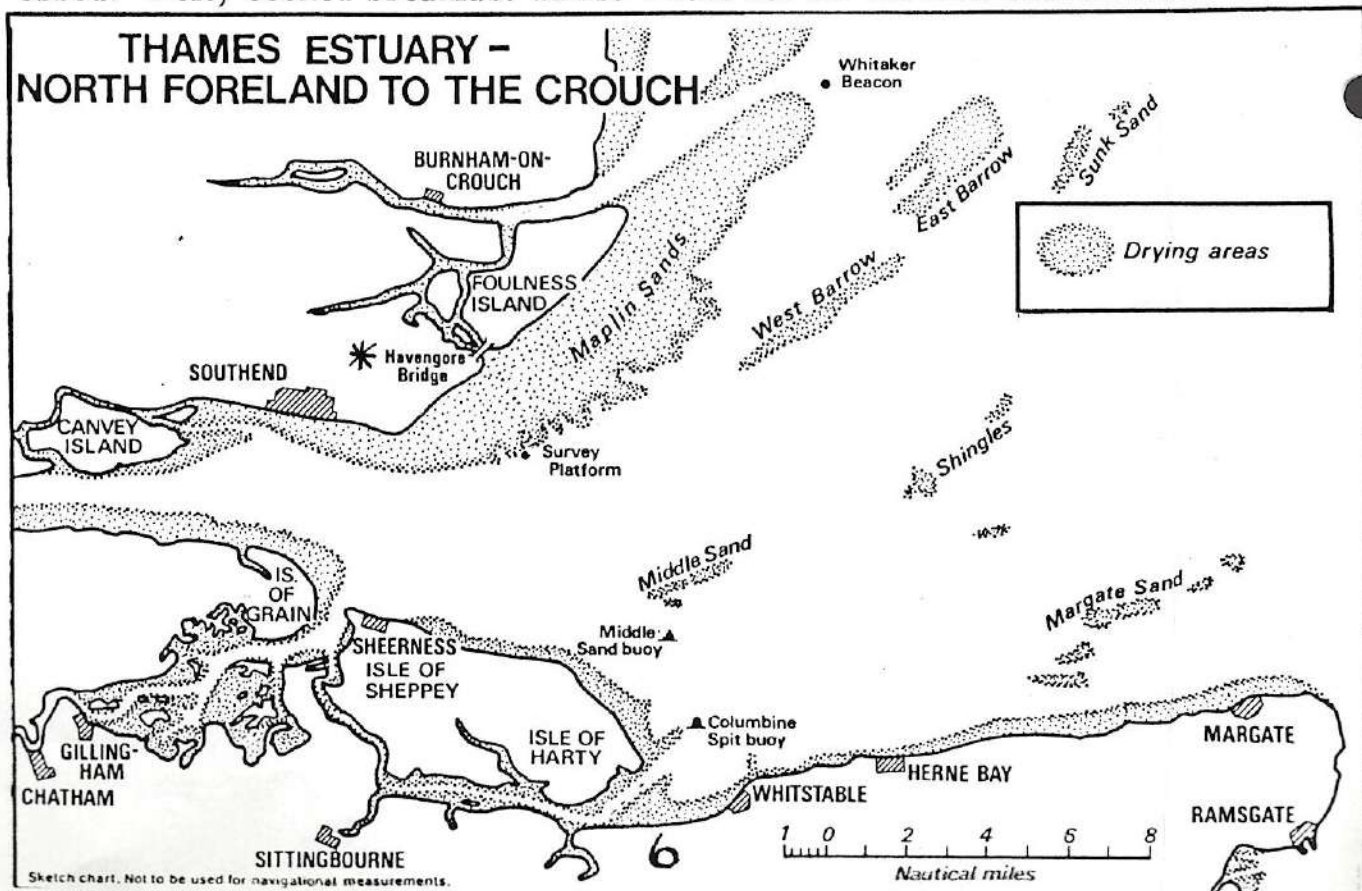
Write up the log, waiting for the tide.?. Then the sun goes down, the stars come out, the wind blows colder.but still no tide. We sit huddled up in the tarp, smoking and spinning yarns with only the mud to keep our feet warm. But at long last we see it coming and get the gear down into the boat. By the time we are ready she is nearly afloat, 2230. We pole down to the fork above the bridge, anchor in deep water and turn in at 2345.

August 3rd, Friday.

0345. I awake with a start to find us heeled right over, bows downhill, well aground on the mud. I let out a yell, hit Lefty in the guts and crawl out in shirt and underpants onto the cold wet mud. After much shouting from me Lefty crawls out similarly clad, and groaning feebly, we push her off with a rush. I leap into the stern headfirst leaving Lefty sinking up to his knees in the mud, and, as he said afterwards, watching unbelievably an underpanted backside (mine) clutching frantically onto the stern and disappearing into the early morning gloom.

He looked at his watch unconsciously seeking reality and finding the time to be a quarter to four, decided anything could happen at that ungodly hour, and so pursued the fast disappearing stern and crawled aboard.

We then did everthing in our power to keep her in mid-channel as the tide ebbed. Lefty cooked breakfast whilst I held her off the mud with an oar.



After getting washed and clewed up we start down to the Bridge with the beginning of the flood. We had to drop the mast at the bridge but got it up again on the other side. About this time we heard the odd crack and bang followed by whooshing and whistling noises, however, we didn't pay much attention as we laboriously worked "Tom Thumb" down the swatchway, having to wade most of the time.

We got within a quarter of an hour of getting out across the sands when a soldier comes over from a nearby gunsite and orders us to go back to the bridge again, and this we do after furious protests. We make fast on the seaward side of the bridge and are escorted up to the bridge hut where a police constable takes our particulars etc. We then wait along with several other boats for the shooting to stop, finally getting the word to go ahead at 1240.


Subject.....Contravention of Shoeburyness Artillery.....
Ranges Byelaws

Dear Sir,

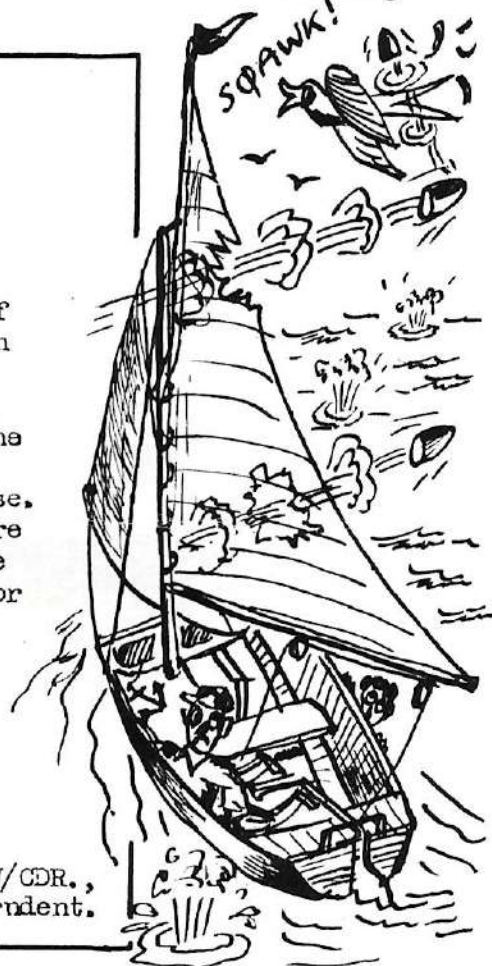
It has been reported to me that you contravened the above Byelaws by being within the closed Inner Sea Area of this Establishment in a sailing boat at about 1030 a.m. on 3rd August, 1951.

By this action, serious interruption was caused to the firing programme on that day. Nevertheless, it is not intended to take any further action in this particular case. You are requested not to offend again, and if in the future you wish to again pass through our Inner Sea Area, you are invited to make prior contact with the Range Sergeant Major (Shoe. 277 Ext. 37), who will give every possible advice and assistance.

Yours faithfully,


(T.J.A. CRESSWELL) N/CDR.,
for Superintendent.

TJAC/LG:



Up sails etc and then beat out of the swatchway grounding once. We get pretty wet, not to mention scared, in the short seas over the sands but tack right-out into the channel below the S.E. beacon of the measured mile. Get the first two beacons in line at 1444, but the tide is against us already and we pass outside the East Shoebury buoy at 1500, second pair of beacons in line at 1518.

Sailing close hauled on port tack with all the wind we want and a good sea running. We continue on port tack down the fairway and are off Southend at 2000, at which point the wind began to drop away, so out with the oars at sea reach buoy No6 after nearly being run down by a large coaster, who's Old Man swears at us for being in his way. The tide starts to flood just before we reach the Chapman Light at 2115. Rowing all the time now, we eventually anchor in Hole Haven Creek (Shell Haven) at 2210 in 3 fathoms.

By now we were deadbeat, cold, soaking wet, hungry and miserable. We had shipped several green 'uns on the way and the floorboards were awash, all our gear was soaked. However, after clewing up, we got the primus going, stripped off to the bare buff and tried to dry out as we had'nt a dry stitch between us. After which we cooked up some beans and luncheon meat and feeling considerably better, turned in at about 1am.

August 4th. Saturday.

(Lefty speaking). Suddenly awakened by urgent shouts from Rob that we are drifting. I decide he must be dreaming and ignore him, but his shouts become more insistent so I stick my head out into the cold morning, as I thought he's dreaming (a mute point, unsettled to this day. Rob) but we heave her alongside a large motorboat moored nearby, make fast with fenders over, and once more crawl into our sleeping bags, the time being the usual 0400.

We awake at 0900 to find a glorious sun with a slight SSW'ly breeze and decide to make the most of the flood and press on up river to the Lea. So casting off we tack out of Hole Haven but when clear of Thames Haven the wind freshens considerably so down sails and out with the sweeps, being already under storm sails we were not able to reef and getting them in was quite tricky with the blow we had.

We pull her up as far as the Ovens in a rough sea, worsened by passing vessels, in particular one of General Steams pleasure steamers which left us wallowing in huge waves. Once past the Ovens the wind dropped and the going was easier but it started to rain a little. It held off long enough for us to find a little creek opposite Gravesend called Bill Meroy Creek, where we made fast and took a look ashore, time 1250.



"Tom Thumb"

watch and watch about, I, Lefty, taking first watch:- Clear night with little wind but very cold. Day ends cloudy, fine and clear with slight WNW'ly wind and loud snores from Rob.

August 5th. Sunday.

0130. "Tom Thumb" afloat and called Rob for his watch. 0500. Rob puts me on the shake and we pole her down the creek and out into the river, only just in time for the creek was drying out very quickly. At 0520 we drop anchor and wait for the flood. I hit the hay again while Rob sits aft sculling the stern around to ease her through the wash of passing ships. At 0700 find her taking ground again so we weighed anchor and started up river under oars against the last of the ebb, and at 0745 pulled her into the shelter of the Tilbury Ferry pontoons and made fast alongside a small motor launch.

We had a brief snack for breakfast, meanwhile some of our wet gear dried out in the now blazing sun. 0900, almost slack water now so we pull out into the river again but find the going tough for about 40 minutes or so, but then made good progress under the oars.

While in Northfleet Hope one of my (Lefty's) old ships, the "Palomares" passed us and I gave her a hail but was too far off to be recognized, unfortunately at the same time a large pleasure steamer came down river and the combined wakes left us pounding and wallowing for a few minutes; the river though was generally very quiet and we were troubled by few steamers.

The wind having moderated a little and now slightly in our favour, we hoisted sail, big jib and storm main'sl off Stone Ness at the end of Fiddlers Reach, which had been dead into the wind. We then made good speed in a fitful wind that would first die down and then slam down on us in terrific squalls. In Erith Reach we had to drop the main in a very bad blow and ran on under jib, even so we put the lee deck under at times, up as far as the Barking Flats. An old spritty barge coming up astern of us dropped his tops'l in the squall so it must have been blowing alright.

We hoisted the main'sl again and passed Woolwich at 1320 and when off Durham wharf dropped it again and ran into the River Lea (Bow Creek) at this stage at 1400. After dropping the jib we proceeded under oars for a while, then dropped the mast to pass under 3 bridges arriving at the first set of locks at 1500. We go straight through when they open both sets of gates to top up the reach at high water.

After making fast on the other side we step the mast and then cook our one and only meal for the day. The lock keepers were very helpful, filling our water can and supplying me with cigarettes, gave us a bit of rope and didn't charge us for going through the lock (7/6d). A motor boat arrived and as she was going up to Broxbourne tomorrow we hope to get a tow. Went ashore to the local, managed to procure a loaf and some matches, also a quart of brown ale for the lockkeepers. Once back aboard we waste no time turning in, time 2200.

August 6th. Bank Holiday Monday.

(Rob speaking again)... Lefty wakes me at 0800, crawl out, bull up some tea and have a couple of bovril sandwiches, then drop the mast, lash up and stow. The sun is out and its a lovely morning. Let go at 0900 and row, one on each oar down to Old Ford Lock arriving 1030. Started to rain by now, row and tow $4\frac{1}{2}$ miles to Tottenham Lock 1220. Rain now set in in good style. Row and tow to Stonebridge lock 1300. Lefty manages to catch his watchstrap on the lock wall holding us off and loses his watch in the 'oggin. (It was a 21st birthday present from his parents a couple of months previously. Ed)

Keep pressing on to Pickett Lock 1415, managing to tow pretty continuously now and get to Ponders End Lock at 1435, pass Brimsdown power station and arrive at Enfield Lock 1530, its very pretty below the bridge. We go up to a cafe' and have a cuppa and a wad each, leaving at 1550. The Lock keeper tells us we have 6 more locks to go, this news dampens our spirits more than the rain, but it turns out to be 5. We are now soaked and hardly notice the rain.

Reach Waltham Lock at 1615, next was Waltham Common at 1700, then Chesunt Lock at 1750, Rammey Marsh Lock at 1800 and lastly Aqueduct Lock, 1830.

Tow on up to Cow Corner and paddle accross to our home berth. Moor up and cart some gear ashore, still raining hard, a bit of wind NNW'ly and garden a bit flooded.

We then get inside, strip off and get into some dry gear and have a good supper, our first meal of the day as usual, then watch TV feeling dry and contented. Eventually turn in about 0100, and so ended the most energetic sailing holiday I've had up to date.

Charge for the locks: single 1/1ld, except Bromley (Bow) which would have been 7/6d. Instead of going out at Bromley it is possible to go down Limehouse Cut and out at Limehouse dock. (Not anymore I dont suppose. Ed)

What's In a Name

Terry Wright

A stroll through any dinghy park soon reveals a very wide selection of boat names and our dinghy park is no exception, the range of choice extending from the quite conventional to the seemingly obscure and I wonder what prompts a particular choice.

My previous boat was named "Swallow", actually it started out as "Last Swallow of Summer" but on reflection that seemed a bit over the top for 11ft of plastic and anyway how do you get all that onto what passes for the transom on a Topper? After toying with "Last Swallow", it finally ended up as "Swallow" but even that was never actually put on the boat, nevertheless she was always "Swallow" to me.

Still with Toppers, we had one at the Club last year called "White Tie and Tails" which I thought rather neat. At the Tasar Open last year two of the visitors boats were called respectively, "Mr and Mrs Happy" and "Cosmetic Blemish", the former had beautifully done reproductions on the bows of those well known TV cartoon characters, the "Mister Men", you may recall the late Arthur Lowe used to narrate the stories. I wonder if helm and crew stayed happy if "MRS" dropped the jib stick over the side or when "MR" failed to see that boat on starboard. However they must have been happy that day as they won the event.

I imagine "Cosmetic Blemish" was so called because of some moulding defect or fault when the boat was built and was probably bought at a bargain price as a result.

Former Club Commodore, Robin Musters had the happy notion of naming his Fireball "Fun" and followed this up with "More Fun" for his Laser, but what does one make of "Flakemaizegroat" ?, perhaps Chris Gregson will tell us why his Laser is so called.

My present Streaker class boat was to be called "Ethel!" taken from the record called the Streak by Ray Stevens a few years back when streaking was in vogue. However I see from the Class Association newsletter that the secretary has gone the whole hog and called his boat "Dont Look Ethel!", so I will think again.



WANTED

A PERSON OR PERSONS WHO WILL UNDERTAKE THE PRINTING (PREFERABLY), OR FAILING THAT, THE DUPLICATING OF "31½" ON A REGULAR BASIS.

In the early days of the Club magazine, during the late seventies, it was printed on quality glossy paper by a production team of two, however due to the dearth of contributions (NOTHING HAS CHANGED!) and the time it took to produce a "quality" magazine, it was decided in late 1980 to duplicate "31½" rather than print it.

The April '82 issue saw two more changes, Peter Bolton the then Club Secretary, took over the Editors job from Hedda Johnson and Peter produced a tabloid version of "31½", with the duplication being carried out by the obliging printing department at his place of work

Unfortunately I don't have access to such facilities, hence this appeal for assistance. To make it quite plain as to what is involved, each issue requires some 300 plus magazines to be produced, if an issue consists of ten pages that means we need a total of at least 3000 sheets of A4 duplicated on both sides. (If printed there is the added complication of reproducing photographs). These pages then have to be collated, stapled together, put into envelopes and posted.

If you are able to help please contact me or any of the General Committee, phone numbers in the Members handbook.

P.S. HOWEVER, HAVING SAID ALL THAT, I THINK THE QUESTION NEEDS TO BE ASKED, DOES THE CLUB NEED A MAGAZINE?, OR TO PUT IT DIFFERENTLY, DO YOU, THE MEMBERSHIP, WANT ONE?

WHEN YOU GET RIGHT DOWN TO IT, THE ONLY REGULAR (SOMETIMES!) CONTRIBUTORS ARE THE CLASS CAPTAINS WITH FLEET NEWS, BUT WITH ALL DUE RESPECT TO THOSE WORTHIES, I SUSPECT THAT THEIR EFFORTS ARE PROBABLY NOT READ BY A LARGE PERCENTAGE OF THE MEMBERSHIP.

ARE, FOR EXAMPLE, THE RESULTS OF THE TOPPER/MIRROR RACES READ AVIDLY BY THE GP14 CROWD?, I SUSPECT NOT, AND VICE-VERSA.

THEREFORE, IS IT WORTH THE TIME, TROUBLE, AND EXPENSE TO PRODUCE "31½"?

THINK ABOUT IT

THE CABIN YACHT STORES

• Lower Upnor •

THE NEAREST CHANDLER TO YOUR CLUB, AND THE ONLY ONE YOU CAN WALK TO, DRIVE TO, AND SAIL TO.



We carry a wide range of fittings, clothing, paints, polishes, resins, charts and ropes, including KEVLAR.

Standing and running rigging repaired or supplied including TALURIT splicing and HEXLOC swaging. Our speciality, hand splicing of wire to rope and braided rope eye splicing.

10% DISCOUNT FOR W.S.

Tel. Medway 78020

Open Sats. and Sundays.

WET SUITS



and Kits

Direct from our factory.

Superb value, top quality, wide range, large stocks.

Quick delivery.

Suits from £28.70

Adult Jacket/Trouser £48.95

Quite unbeatable.

See for yourself - write, ring or visit. **DOLPHIN WETSUITS**

AQUAQUIPMENT

4 Ashwell St., St. Albans Herts, Tel: 66666

Please send me a copy of your current brochure to:-

NAME _____
ADDRESS _____
(314) _____

DISCOUNTS FOR CLUB MEMBERS:

5% discount off single orders

10% discount off orders over £150

small ads small adds

FOR SALE. FIREBALL 12908. (Wood) Two suits sails, new ALVERBANKS and used HOLTS. Two masts, chute, usual extras, with cover, launching trolley, and box trailer. EXCELLENT CONDITION £950

Contact Max Carnegie-Jones Gravesend 6661

FOR SALE. FIREBALL 12636. MOORES GRP. Two suits sails, all the business.

Contact Tony Mason. Gravesend 59991.

HAVE SOMETHING TO SELL?, DOES'NT NEED TO BE NAUTICAL, this small ads section is free to members so why not make use of it and turn that unwanted jun..... I mean desirable item, into some ready cash and then perhaps treat yourself to a new pair of sailing wellies or one of those all talking, singing and dancing electronic gizmos that the best dressed sailors wear on their wrists these days.

STOP PRESS

ANNUAL DINNER AND DANCE

19th NOVEMBER 1983

at "INN ON THE LAKE" SHORNE

Tickets are now available at £12 per person

Please send your application with a cheque and a stamped addressed envelope to: JOHN CASSELL, 46 Pine Avenue, Gravesend, Kent.

Hurry ---TICKETS ARE STRICTLY LIMITED

Further details from:- John Cassell
Gravesend 52967

or Tony Moore
Medway 400578

x x x x x x x x

WORK PARTY

SATURDAY 17th SEPTEMBER

The new section of track above the top bend must be completed before the weather breaks and before the end of the season.

For obvious reasons it would be a waste of time and money to do anything to the old top section. Consequently it is doubtful if the old track will be passable to cars pulling dinghies out at the end of the season.

We have to lay hardcore on the whole of the new section and "break it in" so bring picks, crowbars and hammers (heavy enough to break the hardcore). Once laid the CEP men working on the Clubhouse will compact it.

Attendance at work parties has been very poor and a small handful of members have done more than their fair share of maintenance work from which all members have benefited.

We are a "self-help" Club and depend on the help of members for all maintenance and especially for projects like this.

PLEASE TURN UP ON SATURDAY 17th SEPTEMBER AT 9.00am.