



31 1/2

THE WILSONIAN SAILING CLUB MAGAZINE

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WILSONIAN SAILING CLUB

Hoo, Kent.

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The Club magazine is called

"31 1/2" because the club's

previous headquarters, the

barge "Wilsonian", was

moored, approximately,

halfway between navigation

buoys 31 and 32.

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The intervening months since the last issue of "31 1/2" have seen a lot of activity down at the Club.

Apart from the normal club points series we have hosted four Open Meetings, the Enterprise, Tasar, GP14 and Laser, enjoyed the Tasar and Miracle/"B" Handicap cruises and of course ran the dinghy section of the Medway Regatta on 21st/22nd July. Slotted in between these events have been four races in the Commodores Series. Hopefully, reports of all these events will appear in the following pages.

I'm sure members must be appreciating the great improvement in the Club's catering arrangements this year, now we are firmly established in our new clubhouse. For this we are indebted to our hard working House Secretary, Pam Smith, and her able band of helpers on the House Committee who have laid on an excellent and varied selection of food and drink this season. Apart from the benefit to individual members the Club also gains of course from the increased revenue.

And now, a final reminder that I am standing down as Editor, so this is my last issue of "31 1/2". My appeal in the May issue for a volunteer, has, thus far, regrettably gone unanswered. Cheerio.

TW

MEDWAY REGATTA

Bob Jones, Commodore

This year the Medway Regatta was a bit different! With our 25th Anniversary and our new Clubhouse our offer to run the dinghy section was accepted and for the Saturday and Sunday 21st/22nd July, 13 classes started for four races, a start every five minutes for an hour morning and afternoon. The cruisers and keelboats were organised by Medway Yacht Club from the Gillingham Line.

For an event such as this the courses were all worked out months before and listed and in general boats only went round a particular mark to starboard or port (to prevent a head on collision!)

Everything worked out as planned, except there was very little wind on the Saturday. The Saturday morning races were just inside the time limit, so to give a reasonable lunch break the first eight starts were postponed one hour, so the Miracles led the afternoon starts. With prospects of light winds only two courses were set and arrangements made to shorten the courses, the slower boats being shortened by myself in the scow at 26 and the faster boats at 20 by one of our rescue boats (the wind picked up for the faster boats to plane up through Hoo Creek).

The Sunday gave a better breeze and longer courses were completed well within time limits. The final race was not too long so the prizegiving, at Wilsonian, in front of the Clubhouse, was not too late. On the Saturday evening the House Committee excelled themselves with over 200 people at an excellent barbeque.

The summary and results are on the Clubhouse notice board. Of the 188 different entries, 118 were dinghies, of which 47 were Wilsonian boats. The largest dinghy fleet was Wayfarers, followed by Miracles, due to the promotional efforts of Paul Absolom, well done Paul. There were pottery prizes for each race and a trophy for the series.

Already the planning has started for next year and I will try and keep you up to date with the news. Finally a personal thank you to all those who helped both in the considerable preparatory work and on the two days in question, without all of your help we could not have achieved what we did... an event which all who were there enjoyed.

SAILING SECRETARY'S NOTES

Alan Smith

Following a stormy Commodores Trophy I and the contrasting light airs for Commodores II, the wind picked up again for Commodores III and again there were a number of casualties amongst the Tasars although most boats completed the course.... one way or another. A table of results so far is now posted in the Clubhouse, and by the time you read this it should include the results of race IV.

As will be reported elsewhere in this issue, our Open Meetings so far this season have all been a success and have attracted an encouraging number of visitors. Don't forget though that some visitors travel considerable distances and it is up to us to turn out and make sure that they have a good sized fleet to sail against. It is also noticeable that sailors from other clubs tend to travel to clubs whose own members travel. If you know of an Open meeting at another local club why not go to it. Apart from the experience you will gain it may also encourage members from that club to come to us.

Next can I draw members attention to Club Bye Laws 8 and 14. Number 8 states that Dinghy Park spaces can only be allocated to sponsored classes, ie. currently Lasers, GP14's, Miracles, Enterprises, Mirrors, Toppers and Fireballs. There are other classes who are normally accepted and our "sponsored classes" will be reviewed in the close season. ALL OTHER TYPES OF BOAT REQUIRE THE APPROVAL OF THE SAILING COMMITTEE. The purpose of this rule is to concentrate our racing into our sponsored Fleets and to prevent a spread of different classes in the Handicap Fleets.

Number 14 requires that members OBTAIN THE SAILING SECRETARY'S PERMISSION BEFORE BRINGING A DIFFERENT BOAT INTO THE DINGHY PARK. During this season a number of members have changed boats without even mentioning the change to Fleet Captains and currently we have TWENTY SEVEN ! different classes represented in the club. The General Committee have currently adopted an approach on new memberships of only accepting new membership applications from owners of sponsored classes and we will also be applying this to our existing members where a change of boat is envisaged.

If you are thinking of changing your boat please first have a word with the appropriate Fleet Captain or myself. It would be as embarrassing for us to have to ask you to remove an offending boat from the dinghy park as it would be annoying (to put it mildly) for you.

An enjoyable duty, Race Officer, would be made easier if those who set courses took note of one or two simple rules:-

1. All craft at any one start time should cross the line in only one direction. For example, this season we have had part of the handicap fleet going to CBP and part doing 31S.
2. If possible all craft should finish across the line, if at the same time, in only one direction. This is more difficult because it requires that subtle human attribute known as anticipation. One busy Sunday two years ago I was trying to time in a handicap fleet finishing one way at precisely the same moment as another class was finishing in the opposite direction.
3. The 2 or 3 lap course in rough weather shall take account of the courses set by others. In the high winds earlier this season some craft were tearing around something like 31S-30P-TBP-CBP X3 and were crossing the line, lap 1, as the Race Officer was starting one of the other classes. A lap race could be 31S-30P-TBS X2 31S-30P-TBS-31P-FIN, for example.
4. Requests to change start times and for some classes to start with others should be minimised and made early. For example, a request was made that one class would start with another but (a) it was made just before the whole start sequence and (b) it was not clear as to whether the request referred to the start time and the course. The statement on the board under say, "Enterprise", as "GP's" does not make it clear that it is only the course that is the same as the GP's and not the time of the start. In my experience this rather cavalier swapping around is a prime cause of confusion in the race box.
5. Burgees' are important because they really should indicate whether a craft is racing or cruising. If a crew retires, they should take down the Burgee, (try doing that on a Topper. Ed) and certainly not cross the line. Recently a GP14 tore up to the line and tacked just short. The next tack took the stem fractionally over the line....but they had retired. Keep clear of the line except for starting and finishing.

The above are suggestions but anybody persistently transgressing them could be appropriately sentenced....to be Race Officer.

Fleet News

MIRACLE

Paul Absolom

With the season nearly over, and only the Autumn Points series to go as I write, we have seen an encouraging increase in turnouts for the club racing. Thirteen of the club's twenty Miracles entered the Late Summer Points series at one point or another, and we had ten entrants for the August Cup. On the social scene our Barbeque, too, was a great success with ten Miracles being joined by nine "visiting" boats from the Handicap "B" fleet and the scow for a most enjoyable day. (A report appears elsewhere in this issue.)

We were lucky enough to have seven visiting Miracles entering the Medway Regatta, from clubs as far away as Essex and Eastbourne. Added to our home fleet, this in the light winds prevailing led to racing at close quarters with a knowledge of the rule book a definite advantage! Simon Paish, with father Richard crewing this year, won the two races on Saturday, establishing good leads after using the tides well, but the overall winner, taking home the Slipper Trophy was Simon Hadley, crewed by Carl Willson in "Sloane Ranger", from Loughton Steeple SC in Essex.

Incidentally, Richard Paish, who sails at SEGAS SC just the other side of the river from us, will be the Miracle Association's Race Secretary for the coming year. With another new Association committee member coming from Worthing, this is indicative of the growing stature of the Miracle Class in the South, after some years of the Association being almost entirely based in the Midlands.

A feature of our club racing this year has been the increasing use of the spinnaker, a couple of years ago, this sail was almost a novelty in the fleet, but now most of the boats that race are flying them. Personally, I welcome this, both because they are great fun after a bit of practice and also because it puts us on level terms with other Miracle fleets. Certainly, spinnakers are having an effect on the results as we are learning to handle them better.

The results for the middle part of the season are as follows:-

Early Summer Points.	1st	2180	Paul Absolom	6 $\frac{1}{2}$ pts
	2nd	493	Paul Cussen	9 $\frac{1}{2}$ pts
	3rd	1329	John Cassell	14 pts
Whitsun Cup.	1st	66	Ken Wade	4 $\frac{1}{2}$ pts
	2nd	493	Paul Cussen	4 $\frac{1}{2}$ pts
	3rd	2003	Tim Gorman	8 $\frac{1}{2}$ pts
Late Summer Points.	1st	66	Ken Wade	5 pts
	2nd	2180	Paul Absolom	9 $\frac{1}{2}$ pts
	3rd	493	Paul Cussen	11 $\frac{1}{2}$ pts
August Cup.	1st	66	Ken Wade	7 $\frac{1}{2}$ pts
	2nd	2180	Paul Absolom	7 $\frac{1}{2}$ pts
	3rd	493	Paul Cussen	7 $\frac{1}{2}$ pts

As can be seen, Ken Wade has shown good form in the middle of the season, in particular a run of four consecutive wins in the middle of the Late Summer points giving him a commanding grip on the series. Paul Cussen, however, must feel the fates are against him; in both Bank Holiday events he won the last race handsomely after seeing everyone else retire, only to miss winning the Cup by a whisker. Finally, remember that Ken is a Miracle class measurer, if your boat/sails need measuring contact Ken. A measured boat is worth more!

HANDICAP "B"

Summer '84
report. Barry Cann

The Early Summer Points series sailed between 13th May and 17th June was very well supported with 19 competitors in all, with high average starts of 8.5 boats, of whom 7.5 were Tasars. The first 10 places were as follows:-

1st	Tasar	725	"Dum Dum"	Gordon MacLay	9.25 Pts
2nd	"	1238	"Awol"	Derek McAuley	22.75
3rd	"	716	"The Good Life"	Barry Cann	28.00
4th	"	742	"Kelmor"	Tony Moore and David Kelsey	36.00
5th	"	1263	"Tsuga"	John Vinson	54.00
6th	"	285	"Waveband"	Ken Crundwell	61.00
7th	Mirror	16 137	"Miranda"	Bob Jones	61.50
8th	Tasar	1277	"Cosmetic Blemish"	Arthur Phillips	65.00
9th	"	281	"Helsar"	Ian Wyatt	72.00
10th	"	251	"Nice Legs"	Peter D'Costa	73.00

We had our first island cruise on July 8th, the hottest day of the year! 11 Tasars, the Wayfarer and Tom Sims Grad sailed down to Darnett Ness and "beached" on the South West corner. A glorious barbeque, plenty of Sheps and wine, exploring the anti-Napoleonic Darnett Fort, and a swim in the river rounded off a most relaxing and enjoyable day. Fair breezes and a favourable tide both outward and homeward made cruising three-up a delight.

The Late Summer Points series sailed between 8th July and 19th August and had 20 competitors, with average starts lower due to holidays...6.5 boats of whom 4.0 were Tasars. The first 10 places were:-

1st	Fireball	10744	"Goldie Fender"	Terry Smallbone	11.5 Pts
2nd	Tasar	1263	"Tsuga"	John Vinson	11.75
3rd	"	716	"The Good Life"	Barry Cann	21.75
4th	"	742	"Kelmor"	Tony Moore and David Kelsey	23.5
5th	Fireball	10021		Steve Johnson	29.00
6th	Tasar	1238	"Awol"	Derek McAuley	52.5
7th	Fireball	2797	"Gallow"	John Thomas	57.0
8th	Tasar	281	"Helsar"	Ian Wyatt	63.0
9th	"	251	"Nice Legs"	Peter D'Costa	63.0
10th	"	725	"Dum Dum"	Gordon MacLay	65.75

The Tasar Nationals held at Axe Yacht Club, Seaton, in Devon, 27/29th July, were well supported by our Club with 6 Wilsonian Tasars all having a superb time in a record fleet of 28 boats. Our results were:-

13th	1238	Derek McAuley and Kevin Howton	89.0 Pts
14th	716	Barry Cann and Tim Reed	97.7
17th	1283	Bob Dutton and Steve Delacourt	107.0
21st	1109	Keith Derham and John Benham	128.0
24th	285	Ken and Tim Crundwell	136.0
27th	281	Ian Wyatt and Steve Dempsey	153.0

The next Tasar Class event is the Open at Queen Mary S.C. over the 29/30th September weekend, for which entry forms are available from Barry Cann.

The Sheppey Yacht Club Annual Island Race, held 2nd September, saw the 5 boat Wilsonian Tasar Team giving a good account of themselves on a sunny and breezy day. The record entry of 244 included 11 Tasars. The leading boats from our fleet took just under 5½ hours to complete the 35 mile course.

Cont.

Our results were:-

		<u>Overall</u>	<u>Fleet Position</u>
Tasar 725	Gordon Kacley	43rd	2nd and prize
" 716	Barry Cann	46th	4th
" 1238	Derek McAuley	70th	6th
Fireball 10021	Steve Johnson	80th	7th
Tasar 381	Ian Wyatt	83rd	8th
" 1109	Keith Derham	115th	11th

Whilst our Wilsonian Tasar Team (best 3 count) came 4th of the 7 teams the Queen Mary Tasar team took the third position prize.

I do hope you can all come along for the "Handicap "A" Fleet Day" planned for Saturday 20th October. The idea is for us to swop crews and helms around boats at random and enjoy a variety of short lapping novelty races, starting from 13.00 until late afternoon. In the evening, say from 20.00, we will have a fish and chip supper and prize-giving for everyone. So please bring your wives and girl-friends down for our first evening in the new Club-house to celebrate a very successful season.

"B" HANDICAP

Terry Wright

Since the last Fleet News, the Early and Late Summer Points series have run their course, plus of course the Whitsun and Autumn Cups.

The overall number of entries for these events has been quite good, 18 boats took part in the Late Summer Points for example, 9 of which were Toppers, but unfortunately the turn-out in individual races was not so good, the best we could muster was 8 boats.

John Parsons has been flying the flag for the Solos' to some effect with backing from Mark Sew and John Pattison (a new recruit from the GP14's). The Toppers have been well represented by David Orme, Martin Fish, Jan Brown, Maggie Mitchell and Brian Pentecost but Sylvia Gregson and "Blue Tack" will be sadly missed, Sylvia is selling her Topper and is to share a Cherub with husband Chris. Sylvia of course, has been a staunch supporter of the Topper Fleet since its inception some years ago. After a relapse, the Topper Fleet has built up again this year, and I am sure that if they could all get together and race at the same time, rather than individually on different occasions, they would soon regain their Fleet status. Still among the single handers, Ron Jordan has had a successful season in his Lightning, I say had, because he is in the process of selling "Solitaire".

Bob Jones has been campaigning his Mirror whenever possible but has sailed a lonely furrow most of the time with only occasional support, the bulk of our substantial Mirror fleet seemingly to have taken permanent root in the dinghy park.

Now for some results:-

EARLY SUMMER POINTS.

1st	Solo 2201	John Parsons	5 $\frac{1}{2}$	Points
2nd	Firefly 2773		13	"
3rd	Lightning 105	Ron Jordan	14 $\frac{1}{2}$	"

Cont.

LATE SUMMER POINTS

1st	Solo 2201	John Parsons	6 $\frac{3}{4}$	Points
2nd	Lightning 105	Ron Jordan	9 $\frac{1}{4}$	"
3rd	Streaker 1064	Terry Wright	31 $\frac{3}{4}$	"

AUTUMN CUP

1st	Lightning 105	Ron Jordan	9 $\frac{1}{2}$	"
2nd	* Solo 3205	John Parsons	12 $\frac{3}{4}$	"
3rd	Topper 13517	Alan Fish	15 $\frac{3}{4}$	"

* By way of explanation, John was sailing a borrowed boat.

Finally, we have been invited by the Handicap "A" fleet captain, Barry Cann, to join them on their "Fleet Day" Funarama on OCTOBER 20th, a Saturday. The proceedings will get underway at 1300 with a variety of short lapping fun races, hopefully with crews and helms both swapping places and boats at random...not during the racing I hope, but knowing Barry, anything could happen-and probably will!

This will carry on until late afternoon....providing we have'nt sunk all the boats by then, and then in the evening a fish and chip supper is proposed, followed by prize giving. Our Fleet Captain David Mason, suggests that a short meeting takes place during the day, at which time "B" fleet members can air their views on such diverse subjects as the way the Fleet is organised, would more cruises be popular?, suitability of racing courses, to long?, not long enough? or to short?, or any other point you want to raise. Last, but not least, we need proposals for a new Fleet Captain and Vice Captain for next season, whoever volunteers can then be formally elected at the AGM.

SO, MAKE A NOTE OF THE DATE IN YOUR DIARIES NOW-SATURDAY, OCTOBER 20th

Bring your Wives, girl friends, families, all are most welcome!

SAFETY BOAT CREWS.

PLEASE NOTE!.....*Do not, repeat, do not turn off the fuel supply at the end of the day,*

DOING SO CAUSES AN AIR LOCK TO FORM IN THE FUEL LINE AND THIS IS A MAJOR CAUSE OF THE STARTING DIFFICULTIES THAT HAVE BEEN EXPERIENCED THIS SEASON. THE FUEL LINES THEN HAVE TO BE BLED WHICH IS A DISMANTLING JOB, MEANWHILE THE RACE OFFICER AND CDO ARE TEARING THEIR HAIR OUT...REMEMBER, RACING CANNOT START WITHOUT ADEQUATE SAFETY BOAT COVER.....SO THINK ON! AND KEEP THE BOSUN HAPPY!

The *MIRACLE* Nationals....

a view from the middle of the fleet

Paul Absolom

This year "Rondo", *Miracle* 2180, represented the Wilsonian fleet at the *Miracle* Nationals which were held at the Sovereign Sailing Club in Eastbourne. Paul Cussen left "Shazam" at home to return to the sharp end of the boat and crew for me.

57 *Miracles* entered, and enjoyed a week with the wind blowing an obliging force 3 to 4 most of the time, only dropping to lighter airs for two races. Courses were Olympic triangles with mile long legs, and with the wind usually off the land it could sometimes take half an hour to reach the start line!

The Championship began on Sunday, 5th August with the practice race. Sailing in the open sea in a force 4-5 was a new experience for Paul and myself but we soon discovered that the waves could fool you into thinking the wind was stronger than it really was, and we had to avoid over-tightening sail controls. After this waves were no real trouble, but they did lend a bit of excitement on the reaches.

The starts too were a surprise....we had expected them to be competitive but the standard was extremely high with usually 50 boats having crossed the line only seconds after the gun. In the first Championship race, where the starboard end was heavily favoured, a raft of about twenty boats formed around the inner distance mark with ten seconds to go. After this, the race officer judiciously removed this mark for the rest of the week, which improved matter somewhat, the committee boat being rather too large to tangle with.

Tuesday was scrutineering day....this was very thorough. "Rondo" passed, after we had repositioned an offending spinnaker pole clip. In fact, due perhaps to the strict one design nature of the *Miracle*, no-one had to make major alterations although a new cut of jib from Hyde Sails caused a bit of head scratching. In walking along the beach which served as our dinghy park we noticed Alverbank, Atkinson-Smith, and Morrison sails much in evidence, while Graeme Castle had a set of Holt sails that seemed specially made.... they were certainly different from any others from that company. Spinnaker chutes appear to be still "in", although three of the top boats were using bags. Vertical jamming cleats for the jib are beginning to appear.

The crew's race was on Wednesday; Paul steered us to a creditable 10th out of 26 starters. In the evening we had a "games night"; one of the many

successful social events organised by Sovereign all of which were great fun. Wednesday also saw Graeme Castle score his second consecutive win after less good results in the first two races, putting him, just, in the lead over David Southwell. The standard of sailing at the top of the fleet was very high. Most noticeable was the skill shown by the leaders on the reaches where they usually managed to pull away from the rest of the fleet.

Most of the other competitors we spoke to were interested to hear news of the Wilsonian Miracle fleet....indeed many remembered past Wilsonian members that had been influential in the class association in the early days. Interest was also created by the summer edition of "Halo", the association magazine which had just come out, as there was a splendid photograph of our new clubhouse on the front cover with an article inside.

The last race on Friday featured a massive shift (yes, we were caught on the wrong side) during the second beat. However Graeme Castle still won to take the Championship overall by a whisker. How did we do? Well, we didn't hit anything and we scored 30, 26, 29, 40 and 30 to finish 34th overall. Most of all, the week gave us a real appetite to return next year, to try to better our score and to enjoy a good week's sailing.

SUPPORT YOUR CLUB!

Ken Crundwell

Once the season is over we will need to start our annual maintenance work on the Clubhouse, Dinghy Park and the track.

YOUR HELP IS NEEDED....just think how much you have enjoyed the new Clubhouse and the improved track....remember that this was only possible because Club members were prepared to give many hours of hard work.

I know that those who usually help will come again, but to those who do not come, I would like to say, give it a try, you will be surprised how much fun it can be and what satisfaction you will get.

We will be working ON THE FIRST SUNDAY OF EACH MONTH, NOVEMBER-MARCH, so come along and do YOUR bit for the Club.

Fill your name in on the list in the Clubhouse, or just 'phone me,

KEN CRUNDWELL ON 0474 833202

SUFFOLK SOJOURN

David Kelsey Tasar 742

Having definitely decided that we were not going to have a holiday in 1984, I was somewhat surprised to hear that our children had booked Maureen and I into a campsite near Woodbridge, in Suffolk, called The Moon and Sixpence. They had organised a trailer tent for us at the same time. However, knowing that we had never camped before (apart from the odd night in the Vinson Dormobile), Molly and Ray Fryatt very kindly offered us the use of their caravan.

We therefore set off in some trepidation to Suffolk. Hitherto I had imagined that caravanning meant driving from one public W.C. to the next, and thought campsites were places where one did rude things with a spade behind a corrugated iron fence. We were delighted to find that the Moon and Sixpence was extremely well laid out among trees, with a two acre lake, and, dare I say it, the showers in the Ablution block were better than we have at home! No question of having to stand under a watering can tipped by a piece of rope!

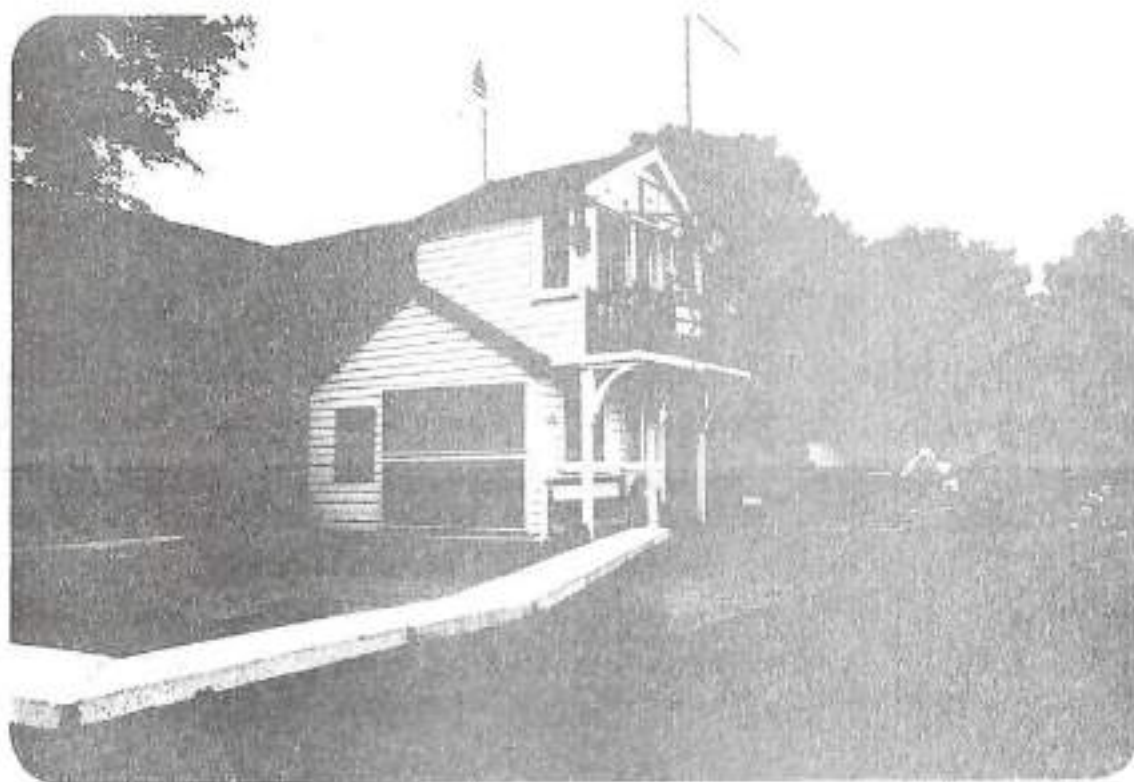
After we pitched camp and secured the awning to the caravan....inside out...(sorry Ray, but we thought the faded part went on the inside!), we decided to explore the surrounding area which included the lower reaches of the River Deben. Within two miles of the campsite was the village of Waldringfield, consisting of one shop plus Post Office, one Church, one school, a boatyard, and a delightful pub called the Maybush, which was situated by the river. The fact that it sold draught Adnams Ale went down a treat!

The River Deben rises to the north-east of Stowmarket, and reaches the coast just north of Felixstowe. The main town on its banks is Woodbridge which is a fascinating old place, with excellent shopping facilities both old and modern, it also boasts the only working Tide Mill in the country. At Waldringfield the river is approximately twice as wide as the Medway at Hoo, although more shallow, and fiercely tidal. During our first walk along the beach we were surprised to find several boats with W.S.C stamped on their sterns. However, all was revealed when we turned a bend in the river and were confronted with Waldringfield Sailing Club, complete with a new Club House built in 1981.

Despite being of a shy and retiring nature, I plucked up courage and asked to speak to the C.D.O. However he was busy in the race box which

incidentally is called the Crow's Nest, and is part of the actual clubhouse, being reached by stairs inside. Luckily I had spoken to the "Tom Sims" of the club, and this helpful gentleman signed me in as a Visitor, (naturally in the Visitors' Book I put "the other W.S.C. under Name of Club) and generally showed me round the club. It had a very large kitchen which was commented upon by a certain member of the Wilsonian House Committee who shares my bed.

As a good Wilsonian I asked where the Bar was situated, only to be told that they do not have one (how about that Roy!). Apparently the Clubhouse is built on Church Commissioners' land which means that they neither have a Bar, or race on Sundays. Apart from Bank Holiday and Regatta weeks, all their racing takes place on Saturdays.



WALDRINGFIELD S.C. CLUBHOUSE (Note the wind vane)

They have eight classes which include yachts-Squibs-O.K's-Lasers-Cadets-Enterprises-Dragonflies and Wayfarers. It is a busy job being Race Officer as each class has its own start. When we were there they had a good turnout of at least ten boats in each class. The Dragonflies are an interesting clinker built dinghy about the size of an Enterprise, with a heavy drop keel. It is a rule that all these boats which race must be poored out on buoys otherwise they lose weight when pulled up on the beach (also they are very heavy) apparently it is a class peculiar to the River Deben and also to Ireland!)

The Club was founded in 1921 and the clubhouse was rebuilt in 1981. The main hall was nicely furnished with large pine tables and chairs, something

perhaps which we could think of for the future. Upstairs was a smaller, carpeted lounge with pine armchairs and coffee tables, and outside was a large sun balcony.

While watching the racing I was suffering from withdrawal symptoms, as although our Rear Commodore had offered me the use of his Laser for our holiday, I had decided not to take it in case Maureen and I ruptured ourselves loading it on and off the car roof....no doubt the fact that I was the only person sunbathing in a lifejacket and wet suit boots in a temperature of 80°F caused one of the W.S.C. members to take pity on me. This kind gentleman was Roger Stollery, and he offered me a sail in his own one designed Punch 2. This boat, although slightly larger than a Mirror, has a unique "swing jib" rig whereby the mainsail and jib are both on the same boom. This obviates the necessity for a crew. Roger, an architect by profession, explained that he had designed this boat, with the use of models, to be completely safe. As he said, "Your Granny could take it out in a force 9 and sail quite happily". I must admit that it was a dream to helm, and although not a fast boat, it was superb for teaching purposes....the fact that Maureen helmed for the first time in her life and we neither capsized, broached or caught fire, must be proof. Roger and his family subsequently lent us various rowing boats and tenders which enabled us to explore some very secluded spots on this delightful river.

We were very sorry to leave this area when our week was up. However, I am sure that we shall be returning at some future date to renew our acquaintance with the very friendly and kind members of The Other W.S.C.

Editors footnote. I also came across yet another W.S.C. in Suffolk whilst on holiday this year. It was the Wivenhoe S.C. on the River Colne. I can also recommend another Suffolk pub dispensing Adnams Ales, the Butt and Oyster at Pinmill on the Orwell, as immortalized in Arthur Ransomes "We did'nt mean to go to sea". You can also still see Alma cottage. T.W.

Mr Heinz can boast of 57 varieties, but we're not far behind with 27. They are, I think:-

GP14, Enterprise, Miracle, Fireball, Mirror, Laser, Tasar, Topper, Solo, Graduate, Wayfarer, Mayfly, Minisprint/sail?, Streaker, Lightning, 470, 420, Adventurer, Firefly, National 12, Hornet, Scorpion, Javelin, Toy, Marauder, Express, International Moth and Mirror 16. Actually thats 28! which seemingly is far to many, (see the Sailing Secs. Notes)

TASARS on the Medway

Barry Cann

A record turnout of 20 boats competed in our Tasar Open held on Sunday 17th June. An amazing variety of weather conditions were experienced, with a baking hot morning and no wind, which delayed Race 1 until after lunch, followed by variable breezes and a thunder storm later in the afternoon.

Race 1 started at 1300, and was a lapping course which saw Barry Cann (716) in the lead at the first mark closely pursued by Derek McAuley (1238). Whilst Cann just held onto the lead, Dudley Binnington (286) overtook McAuley on the last leg to take second, with Frank Robinson (1259) third.

Race 2 started at 1445 with the course set to buoy 28, two miles down river. Gordon Maclay sailed a brilliant race in the light airs to win a close finish from John Parsons (1269) with McAuley placed third.

Race 3 started at 1630 with the breeze around force 3 for a short time. The fleet got clear away on a reaching start, causing great excitement at the first mark, buoy 31, as the fleet rounded virtually as a pack, but without mishap. Sadly the wind dropped again and the windward return against the tide to round the club buoy proved something of a lottery in the patchy breezes. Duncan Deboltz (1309) read the shifts well to win from Binnington with Ken Crundwell (285) having an excellent race to take third.

The Club's excellent pottery prizes were awarded to the first six places overall. Dudley Binnington, a worthy winner who achieved remarkable consistency in the tricky conditions, immediately filled his quart tankard to celebrate in style.

1st	286	Dudley Binnington	(Grafham Water SC)	4.0 Pts
2nd	1309	Duncan Deboltz	(Thorpe Bay YC)	5.75
3rd	1238	Derek McAuley	(W.S.C.)	7.0
4th	1259	Frank Robinson	(Queen Mary SC)	7.0
5th	725	Gordon Maclay	(W.S.C.)	7.75
6th	285	Ken Crundwell	(W.S.C.)	9.0
7th	1269	John Parsons	(W.S.C.)	11.0
8th	716	Barry Cann	(W.S.C.)	11.75
9th	1226	Alan Labrum	(Wraysbury Lake SC)	14.0
10th	988	Bob Jones	(W.S.C.)	15.0
11th	981	Mike Christmas	(W.S.C.)	19.0
12th	711	John Farnham	(Queen Mary SC)	20.0
13th	262	Tony Titcombe	(W.S.C.)	21.0
14th	1261	Jim Tyler	(W.S.C.)	21.0
15th	1263	John Vinson	(W.S.C.)	23.0
16th	742	Tony Moore and David Kelsey	(W.S.C.)	24.0
17th	1242	Mike Hobin	(Fisons SC)	32.0
18th	251	Peter D'Costa	(W.S.C.)	37.0
19th	1277	Arthur Phillips	(W.S.C.)	39.0
20th	1283	Steve Delacourt	(W.S.C.)	40.0

HANDICAP FLEETS "A" and "B"

Do'nt forget SATURDAY OCTOBER 20th is YOUR Fleet Day starting at 1300PM with fun for all, followed by a Fish and Chip supper in the evening. There will also be an informal meeting of the "B" Handicap members during the day to prepare for next season including choosing a new Fleet Captain.....PLEASE TRY AND BE THERE!

My boat trip

On Sunday I went with Daddy in his TARGAR for a trip on the river.

DARNET we went to Ness island and had a Bar Bar there.

We explored the fort and I saw the dungeon.

It was a hot day,

and we all had a lovely time.

Daddy

in the river went swimming and on the way back Uncle Geoff got splashed by the waves. I found

Some

caterpillars

and

took

them

in the

boat

with me.

by some
caterpillars
age 6

can't



MIRACLE *cruise*

John Cassell

The day was sunny and warm with a gentle breeze, ideal conditions, in fact, for a barbeque and it was obvious from talk in the dinghy park that quite a few people had come to the same conclusion.

John Yeo was taking all the equipment and food in the scow, as well as an ever increasing number of passengers who seemed to prefer an engine rather than sails. I believe John was heard to say at one stage, " We're becoming rather crowded, and if Hilda puts that b..... sunshade up, we shall look just like the African Queen! "

And so the "African Queen" sailed, with Humphrey Yeo at the helm and Hilda Hepburn under her sunshade.....not a sight seen every Sunday on the Medway. Sometime later, a flotilla of dinghies left which, after a good broad reach, met up with the scow at Darnett Fort Island. (The flotilla comprised Miracles, a couple of Mirrors, Topper, Solo, Streaker, Graduate, GP14 and I think a Scorpion and a Mayfly.)

Now dinghy sailors don't normally worry about calculating precise tidal heights, but, as those present will confirm, John Yeo demonstrated that we are every bit as competent as those yachties in their larger cruisers. He had obviously had a quick look at the Admiralty Tide Tables and the tidal curve for Darnett Fort Island, for he knew the exact spot on the beach where the barbeque was to be placed. This was lit and as the sausages, chicken and pork chops began to cook, so the tide crept in. By the time the food was cooked a queue of people could be seen, standing up to their knees in water waiting to be served, and as the last piece of chicken was served the water began to lap on the bottom of the barbeque putting out the fire for the return journey. What judgement!.....or was it just luck?

Almost fifty people were present, rather more than was anticipated the previous week, but fortunately Brian Ward had brought a few extra chops etc for luck which seemed enough to satisfy everybody.

Another benefit of the tidal calculations now became apparent. Having landed on a lee shore, the tide had risen so that we were able to push our boats over the small ridge to sail easily off the other side,but not before John Yeo and Barbara Sims had a quick swim.

A good sail back ended what for all was, I'm sure, a memorable day.



*Still time for a
second helping!*



Last orders please!



*Head Chef John Yeo and
Galley Boy Mike Groom
get the Barbeque going.*

PUZZLE CORNER.....

The question posed in the last issue was "what do the American War of Independence, 72 St. Louis Street, Quebec and the Medway Estuary have in common".

The answer is - RICHARD MONTGOMERY, Richard who? you may ask. General Richard Montgomery, to give him his full title, was killed in an attack on Quebec on December 31st 1775 during the American War of Independence. His body was taken to the house that then stood on the spot now occupied by 72 St. Louis Street. (Historians may note that according to the history books, this war started in 1776 but some Colonists led by the General staged, in modern parlance, a pre-emptive strike, abortive as it turned out).

Still baffled?, well here is the answer.....



A Liberty ship in ballast

The World War II Liberty ship that lies in the Medway approaches after being sunk in 1944 bears the Generals name. She was built by the St. Johns River Ship Building Co. yard number 7, of Jacksonville Florida, with engine from The Springfield Machine and Foundry Co. of Springfield Mass. and was launched in July 1943.

The s.s. "Richard Montgomery" was almost at the end of a voyage from New York to Sheerness with ammunition, when she was attacked and damaged by enemy aircraft in the Thames Estuary approaches. She was taken in tow but on August 20th 1944, went aground on the Nore Sands in the Medway Channel and, after breaking in two, was abandoned and has remained there ever since with her explosive cargo still in situ. The masts and derricks can still be seen and some nut paddled out to it once in a canoe and enjoyed a picnic lunch sat on top of the quietly souldering ammunition!

I mentioned it in the first page and am doing so again on the last page. The position of Editor of "31 $\frac{1}{2}$ " is vacant. I feel sure the majority of members would like to see the magazine continue, and am sure that there must be at least one of our 250 plus membership who will take up the challenge.

Perhaps two or three friends can get together and organise the preparation, printing and distribution, that would certainly spread the load. So if you feel up to it, please contact one of the General Committee or any of th Clubs Officers.

Terry.