

THE WILSONIAN SAILING CLUB MAGAZINE

Number 30

DECEMBER 1985

MASTHEAD

WILSONIAN SAILING CLUB
Hoo, Kent

Commodore:

Bob Jones
40 Stangate Road
Knights Place
Strood
KENT
Tel: Medway 719193

Secretary:

John Smith
554 Princes Road
Dartford
KENT
Tel: Dartford 78927

The Club magazine is not called the "DANDY" because, although Desperate Dan is a member, no-one is sure WHICH Member.

Editor:

David Brazier
Lower Slides
North Ash Hill
New Ash Green
KENT
Tel: Ash Green 873857

Gosh, is it really December? And had you wondered where we were?

I moved house this autumn and I'm afraid that 31 1/2 got left behind somewhat. However, I resolve to do better next year and hopefully get three up-to-date issues out. Inside are articles and reports of fascinating originality and vast import and literally hundreds of letters on all sorts of subjects relating to sailing and our club. No, only joking. My request for views from the readership brought forth the same response as it has done since John the Baptist tried to start a letters page in the Magnet.

Having the mantle of Editorship draped o'er my shoulder entitles me to a seat in a non executive role at Club Committee meetings and, jesting aside, it has enabled me to realise the huge amount of work put into the running of the club by just a very few people. It has also let me see what some of the problems are. The principal one does seem to be that of late membership renewal. As I type this it is intended that renewal forms should accompany 31 1/2 in the post and I enjoy getting a "bill" for a largish chunk of cash right on top of Christmas as much as the next person. But there is nothing for it to do: if you want to sail you have to pay and if you don't pay with reasonable despatch it makes the club's officers' jobs much more difficult and starting this year if you won't play the game you will be penalised.

Enough of all this. I wish you all a marvellous Christmas, a happy New Year and look forward to seeing you early in the 1986 season. OR EVEN BETTER, ON NEW YEAR'S EVE!! (SEE INSIDE FOR NEWS OF AMAZING EVENT).

SAILING SECRETARY'S REPORT

Whilst my appointment came after the Laying-Up Cup I thought that you would all be interested to hear about the the 1985 Commodore's Trophy Results. This year GordonMaclay in his Laser 102624 takes the honour with a first, second and third to count. At 17 years I should think the youngest sailor ever to have captured our most prestigious trophy - well done! The first ten places overall were as follows:-

1st	Gordon Maclay	Laser	5 3/4 pts.
2nd	Martin Jones	Laser	10 3/4
3rd	Ian Parris	GP14	16
4th	Gordon Belcher	Laser	16
5th	Mike Doherty	GP14	17
6th	John Bradley	Enterprise	18 3/4
7th	Alan Smith	GP14	22
8th	Ray Fryatt	Tasar	30
9th	Ron Jordan	Streaker	32
10th	John Vinson	Tasar	46

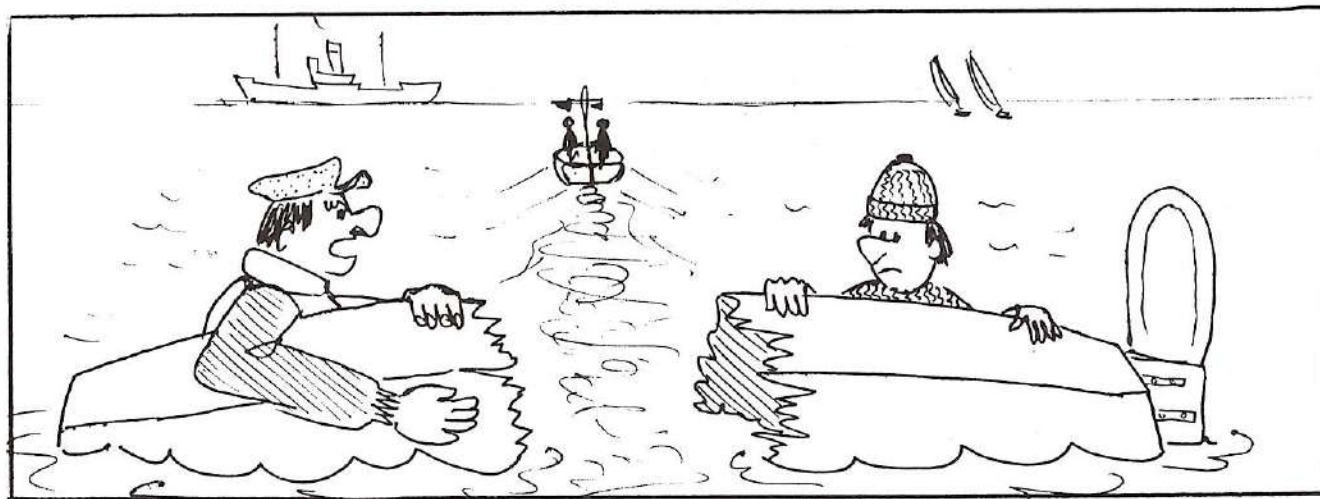
We had 72 boats compete for the Commodore's (70 for 1984), with a notable increase in Solos and decline in Enterprise participation. The figures were as follows:-

	<u>84 series</u>	<u>85 series</u>
Enterprise	9	5
GP14	12	11
Laser	17	16
Miracle	8	8
Tasar	12	14
Handicap A	5	5
Handicap B	7(Solo 2)	13(Solo7)

Having reviewed the average turnout analysis for 1985 The Sailing Committee has decided to re-group the four starts by splitting the Tasar/Miracle/Handicap fleet and combining the GP14's and the Enterprises.

T H E N & N O W

31 1/2 1977



Rescue boat? That was the rescue boat!

FROSTBITE 1985

Our first, and experimental, frostbite series was concluded on Sunday 1st December and immediately declared an unqualified success. The five races which were held with 11.30 starts on Sundays from the 3rd November attracted a good turnout with an average of sixteen starters per race. Each participant was allocated a duty day with three races out of the remaining four to count. With 29 boats competing in winds from force 1 to 6 some marvellous sailing was to be had over the lapping courses. Peter Belcher excelled himself with three wins to take first overall, but suffered the indignity of disqualification in the last race under our five minutes rule. The first ten places overall were:-

1st	Peter Belcher	Laser 117418	2 1/4 points
2nd	Gordon Belcher	Laser 61749	10
3rd	Ray Fryatt	Tasar 371	10 3/4
4th	Derek McAuley	Tasar 1238	12
5th	David Tozer	Fireball 9120	16
6th	Kevin Powley	Laser 86725	18
7th	John Cassel	Miracle 1329	19
8th	Ian Wyatt	Tasar 281	20
9th	Colin Booth	Laser 77750	27
10th	Ken Crundwell	Tasar 285	28
10th	John Vinson	Tasar 1263	28

Pottery prizes were presented to the first four competitors by Sophie Cann in the presence of the Commodore on the last race day. Peter Belcher was warmly applauded for his speech of thanks and plans for a repeat Frostbite for 1986 were confirmed. The classes of boats competing were Fireball(3), Tasar(7), Laser(7), Enterprise(3), Solo(3), Miracle(3), Wayfarer(1), GP14(1), Toy(1). Please do not hesitate joining in next year, some said it provided some of the best racing of the year.

Barry McCann
Sailing Secretary



DUTY CALLS

Everybody knows that the duty list is put together at the beginning of the season (using a combination of crystal ball and random number generator to pick the exact dates that you will be on holiday) and published together with the race calendar. Many of you will also know of the increasingly frantic phone calls made each week, usually by me, to persuade the recipients of my attentions how lucky they are to have the opportunity to acquire experience in the rescue boat/race box or kitchen that weekend because someone else has fallen by the wayside. So what goes wrong and how can you help?

The first point is that some members do not rejoin until after the list has been made up. Perish the thought, but there may be some who think this is a good ploy. If so, I can only say that it is a pretty selfish one since the inevitable result is that a quite unfair burden is placed on those who have rejoined promptly. This is because we are obliged to make up the list from those we know are going to be members for the new year and even then we have still have gaps to fill. In an effort to minimise this problem the General Committee has decided that in future late payers will be charged a penalty.

The second point is that if you are unable to attend for your duty on the roster, it is for you to try to arrange a substitute. People often tell me that this is difficult because they do not know many of their fellow members, but this is not really much of an excuse. The first step is to ring all the other people listed on the roster for the same duty as yourself, or for any other duty you could perform, to find if one of them is prepared to swap with you. I hope you will not think I am trying to teach Granny how to suck eggs if I add that it pays to do this as early as possible. If you are successful you should tell the two CDO's concerned and let me know (Medway 715556 or Miracle 234 most Sundays) so that I can keep the master list up to date.

Only if you have been through the duty list without finding a swap are you in serious difficulty. It is at this stage that I can help. I keep lists of new members, late payers, defaulters and those for whom I have had to arrange replacements. From these I can try to find someone to fill your gap, though if I have just seen my phone bill I might just give you a list of names and leave it to your powers of persuasion (experience of selling fridges to Eskimoes is an asset) If we are to ask others to fill in for you, please remember that the less notice there is, the less likely people are to be available. Thursday or Friday nights are a bit late! A week or two is more like it. I might say that I think we all owe a vote of thanks to those who have stepped into the breach often with hardly any notice at all.

A number of new members have plugged gaps this season and I am sure that we are all very grateful to them. In the past we have given newcomers a free run in their first year so far as duties are concerned, but the fact is that when we have to fill gaps at short notice we often have to take whoever is available. In practice my impression is that new members are very happy to help out - they meet a large number of fellow members very quickly this way (usually just after the bar has opened!) and are often not yet involved in racing a series.

Finally I hear lots of grumbles about inexperienced teams in the rescue boats and the race box. Given that we are a self-help club with no hired hands, a certain amount of amateurishness may be inevitable. Nevertheless I do not think that anyone would deny that there is plenty of room for improvement. If you have any constructive ideas which might lead us towards this improvement, I will be more than happy to hear from you and to put any practicable ideas to the General Committee. So, no more moaning - just drop me a line at

233 Frindsbury Hill
Strood
Kent ME2 4JS

Brian Rennie

ANNUAL DINNER & DANCE

We had been going to the Inn on the Lake for several years but their were drawbacks - it was expensive and you bought a complete package. This year we went to St Georges Hall in Gravesend, hiring the caterers ourselves and also engaging the band. The result, for the 97 members that attended on 23rd November was to show that it is possible to reduce cost without the quality and quantity of either the food or the band deteriorating (shome mishtake shurely -ED). The atmosphere was very good and after the meal, two short speeches and the prizegiving the dance almost became a party with everyone joining in - an event not to be missed.

NEW YEARS EVE AT WSC!!!

Margaret Crundwell has asked me to tell you that the clubhouse will be open on New Year's Eve for an event that should, in a just world, empty the West End and have hordes of pleading gate-crashers converging on our little corner of the world. What is going to happen is a disco (hopefully one that will respect the vast average age of our membership) and an American Supper. This latter institution, little known on these shores requires all-comers to bring food to share. This does not have to be Blueberry Pie, Pretzels, Pastrami on rye and easy with the mustard mac; sandwiches, quiches, mince pies and anything you would like to share i.e. get rid of will be most welcome. The bar will be open, the clubhouse will NOT be cold and a champagne breakfast at 5am will be served in the scow. See you there!



THE PORT IN A STORM

During the year the House Committee, noticing the increase in families and children attending the club at weekends, decided to run a family day at the end of September.

Undaunted by overcast skies and strong winds over fifty children and their parents turned up for a full day of games and fun. Besides the normal treasure hunt and hide and seek, have you ever envisaged how splendid a medium the paving slabs in front of the clubhouse becomes in front of 50 young pavement artists armed with coloured chalks?

At 1.40 pm the club bell was rung and adults finished their lunches quickly to enable the now hungry horde to devour massive repasts.

At the end of the day the trail of happy, tired youngsters trudging to the car saying "When's the next one, Mum &/or Dad?" gave the organisers their thank-yous. Well done the House Committee!



LASER FLEET NEWS

I must first of all apologise for the delay in the calculation of the results and my general lack of availability. This has been due to two reasons. The first is that my job has taken me to Bristol and the second is that I have just moved house.

For those who are interested my new address is as follows:-

13 Town Mead
Bletchingley
Redhill
SURREY RH1 4LQ
Tel. Godstone 844137

The season and the year are reaching their close. It has been a slightly disappointing year. Although the fleet is probably at its largest ever, turn outs have been poor. This would seem to be an ailment that is not exclusive to the Laser fleet and is probably directly related to the weather.

Our own Laser Open Meeting was preceded on the Sunday before by the MYC Laser Open Meeting. The weather for the MYC meeting was good with nice force 4 to 5 wind. In spite of only a handful of WSC boats a good turnout was achieved and there was some very enjoyable and eventful sailing.

For those of you who could not attend the WSC Laser Open Meeting, it was quite successful. There were in total 23 competitors. Eleven were visitors, seven of them coming from MYC.

This year we escaped the dead calm of the previous two WSC Laser Open Meetings. Whilst a little more sun and wind would have been welcome, the sailing was enjoyable. Prizes were given for the first eight boats which were:-

1 R Hamilton	Lowton SC
2 D Binstead	Greenland Dock SC
3 P Belcher	WSC
4 r Stone	MYC
5 s Vickers	MYC
6 R Pratt	N Herts/E Beds SC
7 J Reed	WSC
8 J Prior	Royal Engineers YC

I must admit that my own attempts at capturing a prize were doomed to failure before I left home. I remembered road signs, life jacket, sails, drinks, food, tec., but I forgot my watch. If you did not get a good start, which I didn't out of the three races, and if you were not in the first few round the windward mark, which I wasn't in any of the races, your chances of a good position were low.

The date of the Laser fleet evening has still to be decided. All suggestions will be welcome.

We now come to the most difficult topic of all, the choice of the Class Captain for the 1986 season. I have performed this duty for last two years and it must now be time to introduce some new blood. In addition my job takes me away from home in a rather unpredictable way.

Is there not somebody who is willing to undertake this quite interesting and not particularly difficult job? Applicants for this post should form an orderly queue at my boat. Really desperate applicants may 'phone me at home.

Colin Booth 77750

HANDICAP 'B' FLEET NEWS

Well, that was the Medway Regatta, that was, and really tremendous sailing it was too, yours truly taking home the Solo pot with the issue only decided on the the last leg of the last race! Ron Jordan was the man of the moment in the Handicap "B" sailing from the more difficult MYC line.

Now on to moans and groans. I know most of you who sail regularly but that doesn't make it any easier to read your handwriting (nor yours, John - ED). So, please print your name clearly on the signing-on sheet.

Anchors - there are still boats going out without them; therefore I propose we follow the Laser Fleet in one respect and write them out as a requirement next season.

Courses - During the latter part of the season courses have been set in conjunction with the Miracles, hoping to cancel out the errors that creep in from time to time and to give a little more competition all round. Anyway, I promise to keep on trying.

By the Way - keep an eye on one Benham in hid GRP Solo FLAMINGO II; he is quick enough in the light stuff to make him worth watching in the heavy!

John Parsons

TASAR FLEET NEWS

Firstly a belated welcome to all the new Tasar Sailors; I think everyone would agree that the standard of our racing this year is much improved. We have been receiving quite a few enquiries from members for trial sails so the future looks even brighter for 1986.

I would like to say thank you to all of you that supported our very successful Tasar Open in July. There wasn't a dry boat in the boat park (nor a dry eye in the Race Box - ED). Well Done!

GP NEWS

The fleet teams have successfully challenged the Segas SC teams and regained the trophy for 1985 which we lost last year. Congratulations to all who made the challenge and a special thanks to Pam who left the kitchen for the first time in two years and crewed for Bob Dutton.

The season has shown an increase in numbers of boats competing; up to the end of July the average number of boats afloat was 4.5 (the half a boat was Ray & David's After Hours) whereas in August and September 6.2 boats per race were in the water, with eleven boats for the club open meeting out of 27 entries.

With all the talk of new members who are proposing to join the club and existing members bringing new boats into the fleet, everything is looking good for an exciting season in 1986. With 1986 promising to be a stimulating season a word of reflection; GP14's are just as heavy, or may be heavier, on the slipway whether the boat is first, last or not even racing! As regards the not even racing comment some GP14's have been just "poodling about" because of lack of confidence and knowledge by the helm. Well established members are requested to help and encourage such members to get the racing bug.

Alan Tibbs

ENTERPRISE FLEET NEWS

Since the last issue of 31 1/2 the Enterprise Southern Area Championships have been held at the Club. Those who competed will remember (or possibly never forget) the very rough weather. Many boats suffered from gear failures, including, most dramatically, Hugh Kinder's whosesmast blew down just before the start of the first race. Of the 32 boats that entered 26 were visitors, many of whom would be amongst the best sailors in the country. The winner, Tony Prior (builder of Prior Boats) subsequently came twelfth in the Nationals at Largs.

In the usual club racing the turnout has been disappointingly poor this year, due partly, no doubt, to the bad weather. However those that have raced regularly could now claim without question to be masters of heavy weather, particularly downwind in choppy water. Ron Ramsden who has now completed only his first year of sailing has made terrific progress and carried off the Novices Cup this season.

T H E N & N O W

31 1/2 1976

Mr Edward Brice, who lives in Hoo Lodge, has asked us to ask members to drive slowly over the track around Hoo Lodge. Fast moving vehicles tend to throw stones from the track on to the grass and this is causing damage to Mr Brice's lawnmower.

MIRACLE FLEET NEWS

Since the last issue of 31 1/2, the Miracle fleet has increased by two boats and our racing turnouts, whilst not spectacular, have certainly been respectable. Thanks are due to all those fleet members who firstly turned out to assist in the running of the Tasar Open Meeting and also contributed to the excellent club turnout in our own open meeting on September 22nd. The fact that there were not many visiting boats was probably due to the Southern Area Championships being held the previous week in half a gale of wind. It will be better timed for 1986!

The racing season is now over and we did eventually have some sunny weather. It will be seen from the results that Martin Jessop had a good mid-season; also John & Sue Smith began well by winning their first race in the new Miracle, "Magic Moments".

Early Summer Points

1st	Martin Jessop	2110 Merlin	10 3/4 points
2nd	Bob Jones	1958 Geronimo	12 3/4
3rd	Brian Rennie	234 Nimrod	24

August Cup

1st	Martin Jessop	2110 Merlin	2 3/4 points
2nd	Ken Wade	66 Cariad	4 3/4
3rd	John Cassel	1329 Fippenanna	8

Late Summer Points

1st	Paul Absolom	2180 Rondo	7 1/4 points
2nd	Geoff Stevens	901 Mandarin	13 3/4
3rd	John/Sue Smith	3024 Magic Moments	17 1/2





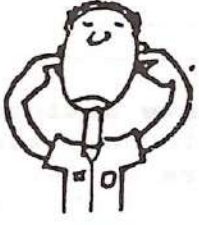

T H E N & N O W

31 1/2 1977

Any newsletter can only be as good as the contributions which are made to it. This experimental issue was only intended to show what might be done. 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 design and maintenance will all be welcome. Though this edition was prepared largely by the Secretary, it would probably be a good idea to separate the editing of a newsletter from any official position in the club, so if anyone is interested in becoming editor of the newsletter, the Secretary would be pleased to hear from him or her. The address and telephone number are to be found on page one.

Standard Hand Signals While On Safety Patrols

for Use by Crewman in Bow to Communicate with Skipper in Cockpit

<p>"I understand your request, but I am unable or unwilling to comply with it."</p> 	<p>"I have reason to doubt your judgment in this matter."</p> 	<p>"Turn to port" or "Turn to starboard," "Increase speed" or "Reduce speed," "Reverse engines," "Proceed" or "Do not proceed," "Danger ahead," or "All clear."</p> 
<p>"We have inadvertently given offense to sailors bigger and/or more numerous than ourselves."</p> 	<p>"Prepare for unanticipated rendezvous with distressed vessel."</p> 	<p>"I am disassociating myself from this safety patrol."</p> 

We wish to thank Ken Thompson, editor of *The Navigator*, official magazine of the U.S. Coast Guard Auxiliary, for allowing us to reprint this bit of levity.

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.C

Tel. Medway 78020

Open Sats. and Sundays.

