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The Journal of WILSONIAN SAILING CLUB

31 1/2

September 1988

Issue Number : 36

Commodore's Letter . . .

More than three quarters of the 1988 sailing season is now behind us, although some of the more exciting races continue to be re-sailed at the Clubhouse bar. How different things might have been had we just done this or that during the race instead of what we thought was right at the time. Hindsight is an enjoyable way of looking back and we can learn from our mistakes. If we do not learn from our experience we have wasted some of the value of our efforts.

So it is with running a Club like ours, for we must take careful note of our past experiences and devise ways of correcting or avoiding mistakes or mishaps so that our sailing and the Club continue to improve.

Your Committee can sometimes be justifiably criticised, and it welcomes this if it is constructive and the critic is ready to help in a practical way. So often those that moan the most do the least! We need help from all the members who are willing, as the Committee is not very large and does have a great deal to do, so do come forward with your criticisms, ideas AND your help.

Club Kids

What a lovely day the members' children had when the Club's instructors had them all out on the river in Optimists and Toppers.

Somehow we need to encourage our younger members to sail, as we seem to be lacking in young helms. Despite the fact that some families have suitable boats available, the children seldom sail. A few years ago there were at least four boats crewed by brothers and sisters who raced regularly, although they were only in their early teens.

Was this an exception? Have we got kids in the Club dying to get out and race and somehow being denied the opportunity, or have we got it all wrong in not having more fun races, games in boats, treasure hunts or whatever? Write to the Committee now with your suggestions or write to the Editor to have your views aired in the next edition. Next year's sailing programme is already being planned, so if there is anything special that you would like considered, now is the time to put pen to paper.

With Sadness

The recent deaths of three of the Club's members has saddened those of us who knew Lyn and Simon Hart and Bob Burns, and I am sure that the sympathy of everyone has been with Robert and also with Bob's family.

Bob had an incurable disease, like Leukaemia used to be but is not any more thanks to public donations providing research into cures for some. This year at Southport, the Club's members are racing an Enterprise in the 24 hour race to raise money for Leukaemia research, to help those still incurable. Your donations will still be welcome now; give as generously as you can and save someone's life!

Enjoy your sailing for the remainder of the season and don't forget to support your fleet evenings later in the year. Do come to the Dinner Dance this year, it is great fun but book early as tickets are limited. Also don't forget to turn up for your winter work party duty - make a note of the dates in your diary.

It's all fun and friendship at WSC - well almost!

K Crundwell

Bits and Pieces . . .

Safety

Since the May issue there has been a good deal of discussion of the safety issue on the Committee, but it is thanks to the efforts of our radio and safety boat sub-committee, and in particular Mike Upton, that I have now applied on behalf of the Club for a VHF licence. Once we have this we shall buy a base station and transportable radios for the safety boats, but we shall need volunteers to qualify as operators to oversee their use. The debate about the need for a fast safety boat continues. Problems have of course been exacerbated this year by the combination of bad weather and mechanical failure. Some of you may not know that only a couple of months ago, Leander would have been lost on her moorings but for the quick action of the Hoo Ness Mooring Master. As it was, the flooding of the boat led to an electrical fire later which cost over £400, though insurance covered most of this.

The acquisition of a fast boat could lead us to make some very painful decisions about the level of subscriptions if we decided to take this course. We shall, however, look at all the possibilities before we reach a conclusion. There would of course also be additional complications in terms of duties if driving such a boat were restricted to sportsboat certificate holders. In the meantime we need to think about the other ways in which we can improve safety and that boils down to reducing the amount of river over which the fast and slow fleets are spread at any time and taking account of the weather and

by : Brian Rennie, Hon. Secretary

amount of river that can be adequately covered when setting courses. There will no doubt be more to report on this later.

Access to the River

Those of you who still take boats onto the water will know that our access area has been encroached upon by the Hoo Ness and Medway trots. You will be pleased to learn that Medway Ports Authority has now confirmed that we should have a minimum access width of 50m and has done something about it.

MPA Stickers

I say those who still take their boats out because we still have a huge discrepancy between the number of MPA conservancy stickers sold and the number of boats in the dinghy park. The MPA has remarked on this and whilst I can quite truthfully say that I am surprised how few of our boats I

ever see on the river. I cannot blame them for doubting my veracity. So if you have not got a sticker, please take a form from behind the bar counter or ask me for one and send your cheque to the MPA. They are apparently prosecuting offenders.

New Members

Finally, can I welcome the following new faces to the Club: J Beaumont and P J Hampson (sharing an Albacore), G B McLaren (Pacer), C C Knight (Wayfarer), N Stewart, C G Davy,

The Wilsonian Vineyard Trail . . .

by : John Talbot

On Saturday 3rd September a party of members, their other halves and some friends numbering 31 in all, availed themselves of the opportunity to visit the Lamberhurst vineyards.

Ken Flowerday kindly organised the hire of a coach and became coach driver for the evening. He made several pick-up points en route starting at Orpington, making his way down to Rochester, before cutting across to Tonbridge and on to Lamberhurst. We arrived at the "start line" a few seconds before the 6 o'clock start.

We were divided into 2 groups for the conducted tour of the vineyards and manufacturing plant, which was followed of course by a fasting session. Strangely no one seemed to be spitting out the wine after the fasting!

Chicken à la Barbara

This was followed by an excellent meal of chicken à la Barbara plus a desert and the

chance to taste the excellent liqueurs also produced at Lamberhurst.

Before departing, we had the opportunity to purchase the wine and liqueurs, so if those of you who did not go on the trip are invited to a friend's house for dinner, they may well have the opportunity to savour some of the delights of the evening.

As one would expect, certain members of the GP fleet returned to the coach with several opened bottles for the return journey.

The whole event was a great success, everyone who attended certainly enjoyed themselves and on behalf of all who went along, I offer our grateful thanks to Barbara and Tom Sims for all the work and telephoning they put in to make it possible, and not forgetting Ken, who spent the greater part of his Saturday collecting and returning the coach and providing such a comfortable ride.

Next stop Boulogne!

Comet News . . .

by : Jackie Hudson

The Comet Nationals were held at the Sovereign Sailing Club during the weekend 23rd and 24th July 1988. Our Club was represented by two Comet ladies, Wendy Hard and Jackie Hudson. Thirty one Comets turned up for the Nationals, which was a record.

On the Saturday the wind was Force 4 gusting 5 when the first race started, with very high waves and towards the end of the first race the tide turned, the wind dropped and the large waves disappeared.

For the second race, the wind got up to about Force 4 again and the rain came

pouring down. After a succession of false starts and veering winds the race started, the wind vanished. Towards the end of the race returned the wind.

The third race was the most popular. The wind was about Force 2-3 and stayed constant.

On Sunday the races were cancelled, and racing round the coast, because of high winds.

Everyone agreed they thoroughly enjoyed the sailing.



Junior Sailing Course . . .

by : a Parent

May I, through the pages of 31½, pay some tribute to all those who gave unstintingly of their time to make this year's *Junior Starting To Sail* course such a success.

The first weekend selected was 11th and 12th June. Saturday 11th was overcast and grey but with a gentle wind the kids started sailing in Hoo Bay and a good day was had. Sunday was a different kettle of fish - blue sky, sunshine and lots of wind, about Force 6-7, so as the safety boats would have been left standing by an Optimist running downwind with an 8 or 9 year old crew not yet expert at *going faster* sailing was called off.

Even then, though, the instructors did not give up - an Optimist was lashed to a trolley in the dinghy park and, by moving it around relative to the wind, tacks and gybes were rehearsed by all the children.

As the course on the water was not completed an attempt was made to get the RYA fleet of boats back for another weekend. They succeeded in getting the six Optimists but the Toppers were not available for the weekend chosen - the 10th and 11th September.

Saturday 10th was marvellous, warm and

sunny with a lovely gentle breeze and so using the RYA boats and some members' own Toppers a superb day was again had by all. Sunday was grey and overcast but still fairly warm and with a fair wind. All the kids were out again - racing now. The instructors had laid a small course down in Hoo Bay and a series of races was run in the morning.

Food had been provided for the children on the three full days - that included hot dinners and cooked tea. I don't think any of them went home hungry.

How I wish someone could have given me such treatment some 35 years ago - I might be able to sail better today.

May I please thank everyone who had any part in this smashing effort, in particular **Wendy Ward** and **Brian Warwick**, on behalf of all the children and parents. I also apologise to other Club members who perhaps don't have children, or don't like children, it must have seemed as though there were hundreds of the *little perishers* about for those few days.

I hope some of those *pains in the's* become series winners in the years to come to justify all your efforts.

VHF Radios . . .

by : Mike Upton

The Club has now been authorised by the Department of Trade to operate a base station and two mobiles for the rescue boats on Channel 37, or the Marina Channel as it is better known.

In order to do this effectively (and legally) we require a number of authorised users to take responsibility for the radios each Sunday. Preferably the Race Officer, but it could be anyone.

A VHF Certificate of Competence can be acquired by attending a one day course which, if the numbers are adequate, can take place at the Club. The cost of this is not excessive and it provides an interesting day. If you would be prepared to attend such a course, please contact either Tom Sims or Mike Upton at the Club or at home. Also, if you already have the certificate, please let us know.

S M Sobey (Pacer), S A Brown, Josephine Armstrong, Mark Gadd (Mirror), Heather Frost, Paul and Ann Heather (GP14), Stephen Dixon, Albert and Anne-Marie

Gomm (Solo), Philip Williams, and D A Abbott (International 505). I hope I have missed no one out. I wish you all good sailing.

On the House . . .

by : Jan Harris
House Secretary

We are now well into the season and since the last report we have enjoyed four social events. The **Quiz Night (1)** was a very successful night, apart from the fact that only 22 people turned up! Everyone pitted their brains against a very hard set of questions but the music quiz had everyone flayed. Did you know that Mozart wrote Beethoven's 5th symphony?!!

May I take this opportunity to thank **Barbara Sims** for organising the trip to Lamberhurst Vineyard. It was a very different evening out and the wine and meal were superb.

Day Trip to France

We are thinking of organising a day trip to France, in November, just in time to get your Christmas drink. I need to know the numbers by 18th September in order to

arrange the coach and ferry booking. If you are interested, see the notice board in the Club, or ring me at home (evenings only) on 0634-725581. I would expect the cost to be around £15 per person, and numbers will be limited.

Dinner & Dance

This year's Dinner and Dance will soon be upon us, and tickets will be on sale at the end of September. It is being held at Gravesend Masonic Hall with a new band this year. Look out for further details.

Please join in ...

As you will appreciate, the House Committee work very hard during the season, and rely on the full support of Club members. Therefore, if you can attend a social function, please do - we always have great fun.



Forthcoming attractions at WSC are:

Sat 29th October Bonfire and Halloween Party

Sat 3rd December Dinner and Dance

Sat 31st December New Year's Eve Party

Sailing Secretary . . .

Rochester River Festival

There was more wind and a bit of rain this year for the River Festival but there was still only time for one race.

1st	Enterprise	19174	Roger Frith
2nd	Fireball	9120	David & Fiona Tozer
3rd	GP14	11866	Ray Blythe
4th	Fireball	12698	Mike Upton
5th	Contender	473	Carl Palmer
6th	Enterprise	20056	Ron Ramsden

South Kent

This turned out to be one of the more pleasant sailing days in this year of strong winds. The race was a beat all the way to the South Kent buoy and a run/broad reach all the way back. There were 11 starters with PY above 120 and 23 with PY below 120.

1st	GP14	12434	Ian Parris
2nd	GP14	12758	Chris Harris
3rd	Wayfarer	84	Bob Dutton

Commodore's 1

32 boats started this race but only 9 finished.

1st	Contender	337	Robin Ramm
2nd	Fireball	12698	Mike Upton
3rd	GP14	12434	Ian Parris
4th	GP14	12758	Chris Harris
5th	Enterprise	19174	Roger Frith
6th	GP14	11866	David Blythe

NOTE : Ladies' Race II

Postponed until 2nd October

by : Dave Vettergreen
Sailing Secretary

Commodore's 2

31 boats started:

1st	Tasar	257	John Bradley
2nd	GP14	12758	Chris Harris
3rd	Fireball	12698	Mike Upton
4th	GP14	10958	Mike Doherty
5th	Streaker	1259	Ron Jordan
6th	Comet	76	Brian Mathews

Commodore's 3

21 boats started:

1st	Tasar	285	Peter Crundwell
2nd	Tasar	2151	Derek McAuley
3rd	Fireball	12698	Mike Upton
4th	Tasar	371	Ray Fryatt
5th	GP14	12434	Ian Parris
6th	GP14	12758	Chris Harris

Pursuit Race

With the growth of classes in the Club, there were 20 starts for 25 classes, spread over 49 minutes.

1st	Fireball	9120	David Tozer
2nd	Fireball	12698	Mike Upton
3rd	Tasar	371	Ray Fryatt

Programme '89

Now is the time to start thinking about the sailing programme for 1989. If you want more variety or special events, talk it over with your class captain and other members of your class.

Solo Worlds "Uitdam" . . .

by : John Parsons

It was Ken's bright idea: put two boats on one trailer, everyone cram into one car, thus saving enough money for six days in a hotel in Monickendam and travel by the more leisurely Olaw route. During the next two weeks I constructed a box section vertical extension to my Pronto trailer; this worked beautifully after one small hiccup (the masts fell off at the first roundabout!). Ken worked almost up to the last minute getting his car ready to pull this lot, putting in those little extras, like new pistons and things.

Eurofizz

The hotel Lakeland proved difficult to find in the dark and necessitated the second navigator making enquiries in a pub before we were able to sink our first pint of what Celia called Eurofizz in the hotel bar. Next morning, after a late breakfast of cheeses, cold meats and sweet porridge covered in chocolate chips, we trailed the boats out to where the racing was to be held at *Camping Uitdam*. Typically Dutch, the racing was organised not from a yacht club, but a yacht as a committee boat, backed up by fast rescue boats offshore and restaurant, shops and camping facilities onshore, i.e. you changed on the beach!

After the first few days spent touring round a very interesting area, the first of six races (four to count) was started on Thursday with the wind a steady 4-5. My first problem - where was the first mark? A compass course displayed on the committee boat being no good to me without a compass! However, that problem solved itself, 90% of the fifty strong fleet were quicker upwind than I was. That race finished some two hours later with both Ken and I fighting

hard not to be last.

Two races were scheduled for the Friday and the wind was getting up enough for me to capsize before the start, causing the loss of some dignity and a tin of Coke. After two laps of the Olympic-type course I had something new to think about, the Kevlar halyard was slowly pulling though the clamcleat. This made the main very full and the boom very low and awkward to get under during tacking and so into the Oggin I went.

After a very nasty five minutes I was glad enough to be helped by the rescue fleet and pointed back to base. Ken carried on for another lap before a knee-sized hole in the buoyancy put a stop to his efforts; nor were we alone, half the fleet DNF for one reason or another, mostly problems caused by the shallow depth of the Markermeer and gale force winds.



It was Sunday morning before racing was once more possible. Two races back to back, five hours or more of hard sailing and we were both pleased to call it a day. Even though we knew we needed one more result for the series, we gave the last race a miss. This gave time for a few beers, a slow pack up of boats and to watch Ken Falcon, last year's champion, narrowly beaten into second place by Hans Arends.

Results

1st	Hans Arends	(Dutch)
2nd	Ken Falcon	(British)
3rd	Ian Barker	(British)

Yours truly was 37th and Ken was 45th out of a total of 50 competitors.

Topper Nationals . . .

by : Wendy Ward

The 1988 Topper Nationals were held at Tenby, Wales. 128 boats took part, one of which came from HSC.

The courses were Olympic - triangle, sausage, triangle, sausage and then beat to the finish. They were mile legs set between a mile-and-a-half and two miles from shore.

All races had gate starts, with the helm finishing 10th in the previous race acting as pathfinder. There is something quite special being part of this kind of start with a large number of boats. After the usual ten minutes the gun goes, the committee boat drops the outer buoy, the guard boat and the pathfinder (on port tack) sail past and we are off. If one has the time to glance along the line it is quite spectacular. I nearly always start early so as to keep out of the way of the more competitive sailors. And to save the panic situation when they call *UP UP* as we all try to avoid hitting the guard boat, thereby being disqualified.

The practice and first points races were sailed back-to-back in strong Force 4 to 5 winds and VERY LARGE WAVES. There were several postponements, but both races were sailed, but with many retirements. Most of

the finishers had been on the water for about seven hours. This is the famous fun boat! Monday, Tuesday and Wednesday saw much better weather, flattish seas and a steady 2-3 wind. Thursday will stay in my mind for a very long time. There was a half hour postponement, then the wind filled in and we started. The wind then dropped and the whole fleet (128 boats) drifted down to the windward mark arriving more or less at the same time. I will leave the next few minutes to your imagination, but suffice to say there was not a lot of *water at the mark, windward boat*, etc. I felt sorry for the Race Officer, he could not see who had rounded the mark or the hitch mark. I don't know how he managed to take the numbers down or if in fact he did.

Friday saw us back to gale Force 8. I did actually make it to the start line but then decided to retire, another year when I did not win the Lady Veteran trophy. Still, there's always East Lothian in 1989, perhaps then In all it was a super week. Allowing time to get to the start and back to the shore after the race, most days we were sailing for 4+ hours. What better way can you spend a holiday? It was my fifth Topper Nationals - every year it gets more enjoyable.

Comets to North Norfolk . . .

by : Jackie Hudson

Jackie and Dave Hudson kept the Comet flag flying by taking their Comets to Brancaster Staithe for the Sailing and Junior week 6th-13th August. This is a week of racing with a fleet of over a hundred boats, ranging from Dart catamarans to Mirrors, on an open sea sheltered by Scalf Head. The weather was hot and sunny with winds from Force 3 to 5.

When the wind made Force 7 on the Friday the racing was cancelled.

The two Comets were racing in the seniors slow fleet, fighting it out mainly with Wayfarers and Enterprises in races lasting about two and half hours each, with Comets coming about half way up the overall results.

Enterprise . . .

by : Ron Ramsden

With only, at the time of writing, eight weeks of the sailing season left, a review of the season up to date is one of disappointment. A total of four boats have sailed this year and not all at the same time either. This makes the future of the racing fleet questionable; for we are failing to maintain a reasonable turn-out to qualify for fleet status.

Roger Frith has now purchased a Tasar and will be moving to that fleet next year, so let's make the last eight weeks worthwhile.

The bank holiday weekend saw the return of some familiar friends to Enterprise: Molly and Ray Fryatt, Judy and John Vinson and newcomers Wendy and Frank Ward and John

Cassell. This was to enable these people to familiarise themselves with the Enterprise for their part in the Southport 24 hour race. A very exciting day's racing was had by all, Roger Frith taking 1st place, myself 2nd and Molly and Ray Fryatt 3rd. It was nice to see Molly and Ray sailing their original boat again.

Southport 24 hour race

The Southport Marathon is now approaching and a team of 16 will be taking part using my Enterprise and all being sponsored to help Leukaemia research. So don't forget to sponsor any of us, all donations gratefully received.

Obituaries . . .

Bob Burns

Bob died this week after a long illness borne with strength and spirit until the end. Such was the man that he was apologising for not being able to do his duty a few days before his death. Ill as he was, he did not shirk his duty at the Regatta and no one would have guessed.

Bob joined the Club in 1974 as a Family Member with three children and an Enterprise. By 1980, the children all grown up, he became a Laser sailor until the last year or so. He had sailed regularly when he was fit but sadly became unable to manage the Laser, although he crewed a Mayfly on occasions.

A quiet man who may not have been very well known outside his fleets, he was always ready to help and to do his share. He was a good man and he will be missed.

Lyn Hart

It is with great sadness that I inform you of the tragic loss of Lyn Hart and her baby son Simon, who were killed in a car crash in late August.

Lyn and Robert joined the Enterprise fleet at about the same time as I did and we had many tussles at the rear of the fleet. Lyn continued to sail through her pregnancy, many of you may recall them being stranded on Hoo Island with gear failure after a capsized.

It is with these fond memories we shall remember her; and to Robert at this difficult time, your friends at Wilsonian offer their deepest sympathy and support.

GP14 . . .

by : John Ireland

It had seemed only weeks since the May issue of 31½ but the September issue is now due and a quick glance through the program reveals that we have since completed two Summer Series events, the Whitsun and Autumn Bank Holiday Cups, our Open Meeting and the home event against Segas.

New Faces

It was pleasing to see that new faces have appeared as regular attenders and that a few long standing members have increased their attendance thus maintaining a steady level of numbers on the water this year.

Mike Innes' new *Fibredon* boat certainly looks as though the committee and the builders have made considerable advances on the use of fibreglass and are gaining promising comments and acceptance by members. I believe Mike was our only member attending the Nationals and, whilst he did not expect to achieve good placings in view of his experience, from what I have heard he certainly enjoyed the event. I note that Bob and Stuart Jefferies have also increased their attendance and made grand strides forward this year in the events. Gary Martin has been in regular attendance this year and enjoyed and persevered with a conglomeration of various crews.

I regret to find that my attendance, however, has not fared too well this year. My enjoyment has been more than preserved by those who have allowed me on as crew. It certainly has been an education and highly recommended to those who feel they have not yet mastered the balance and finesse necessary to achieve placings in the events.

The summer has been a mixture of varied warmth and wind and the racing competitive with some 10 boats entering the Early Summer Series. The fleet has produced some of the best class turn-outs again making the racing, particularly the series, competitive. We do seem to have low attendances for bank holidays and certain peak holiday months, but all in all the fleet

has done well. The results of the various series and cups are as follows:

Early Summer Points

1st I Parris & M Bryant Rough Justice	12434
2nd M Doherty & K Lennox Bin	10958
3rd B & S Jefferies	2024

Late Summer Points

1st I Parris & M Bryant Rough Justice	12434
2nd C Harris & D Cummings Brum SD.	12758
3rd M Doherty & K Lennox Bin	10958

Whitsun Cup

1st I Parris & M Bryant Rough Justice	12434
2nd M Doherty & K Lennox Bin	10958
3rd R & D Blythe Graft	11866

Autumn Cup

1st C Harris & D Cummings Brum SD.	12758
2nd I Parris & M Bryant Rough Justice	12434
3rd B & S Jefferies	2024

Open Meeting

The day started particularly cool for the time of year although moderate winds for most of the day provided a fair nucleus for the day's racing.

In all, 22 boats attended the meeting, with a strong contingent from the Lee on Solent Sailing Club. The Solent members were to be found in good stride following their recent hosting of the GP14 Nationals. With a good turn-out of home members, it was a consolatory note to see a position of 6th become the best home result for the three races held, the result being achieved by C Harris and G Martin (12758).

The morning race was held with the tide falling and with a westerly wind in assistance. The course was set upriver, presenting a testing lengthy beat back against the tide. First place was awarded to Richard Ham and Shaun McKenna (12230) of Papercourt SC, with N Bevington and A Skeens (12634) second, the overall results

Handicap "B" . . .

by : Wendy Ward

Already there are only a few weeks left in the season and yet it seems like only yesterday that I started this job, which I am enjoying thoroughly. My grateful thanks go to Ron Jordan for setting the courses and his instruction which it is hoped will enable me to set proper courses (you might have noticed that buoy roundings have not been muddled lately). With the wind being noticeably strong this year, it has made the sailing quite interesting with most of us learning survival tactics or enhancing them.

July and August have not been good turn-out months within our fleet, with several of our sailors away representing the Club at the Solo Worlds, Comet Nationals, Topper Nationals and Graduate Southern Areas, reports of which appear elsewhere in 31½. The Pacer Nationals are to be held early in September, there will be four boats from Nilsonian attending.

'89 Opens

There have been no Open Meetings this year that involved any of the classes within this fleet. We hope next season that the Club will host a combined Comet and Pacer Open, a Streaker and a Solo Open.

Three members of the fleet form part of the team going to Southport for the Enterprise/GP 24 hour race. Ron Jordan

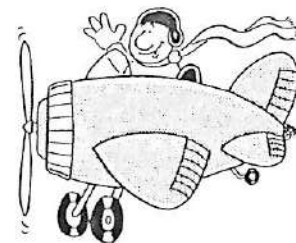
has promised to sponsor the Fleet Captain if she wears her latest *Beany* hat, complete with elastic chin strap. Any other offers considered.

get a move on ...

As we embark on the last of the points series for the season, may I enter a plea to the boats that start after us, please keep clear of the line when we are about to start. The other problem is buoy rounding. I know some of us are slow to round marks, but it does not make us any quicker if you SHOUT *get a move on*. It is much quicker if you go round the outside of us. Shouting just makes us nervous and then you are held up even more. If we are breaking a rule then protest us, but please do not SHOUT.

Fleet Evening

It would be nice to have a Fleet evening. (We have many informal meetings in the dinghy park during the season). We should have a prize giving. Would you like a fish and chip supper on a Saturday, or an informal buffet after sailing on 16th October, or a meal in a restaurant with spouses, etc? Please let me have your views, you can usually find me around the dinghy park on a Sunday.



Don't forget to sign up

for this year's
FROSTBITE

. . . starting soon

Handicap "A" . . .

by : Mike Upton

Doesn't time fly? It doesn't seem long ago that I was putting together the article for the last 31st but actually it was back in May. A lot has happened since then at the Club in general and in Handicap A in particular. Although our turn-outs haven't been as high as I would have liked, we have had some excellent racing and generally the winds have been good, if not too good.

There are a number of results to mention so I shall deal with those first:

Early Summer Points

1st Mike Upton & Chris Bickford	Fireball
2nd Steve Johnson & Steve Brown	Fireball
3rd Ian & Ellie McDonald	Fireball
4th Carl Palmer	Contender
5th John Reed	Contender
6th John & Dave Abbott	505

An amazing 23 boats took part in this series, with the best turn-out being 10 boats in one race. Nice one!

Late Summer Points

1st Ian & Ellie McDonald	Fireball
2nd Mike Upton & Chris Bickford	Fireball
3rd Carl Palmer	Contender
4th David & Fiona Tozer	Fireball
5th Martin Jones	Toy
6th John Reed	Contender

Congratulations to all the above and also to the two Steves (Johnson and Brown) for winning the Fireball class at the Medway Regatta and David and Fiona for winning the August Cup.

Social

Now that the summer seems to be over there are less excuses for not sailing so perhaps we can get a few more of you out on the water for the last few weeks of the season.

Also, with the nights starting to draw in, I believe that we need another social evening. How about Friday 14th October for another curry or other meal out?

Whitstable

Unfortunately the trip to Whitstable that was planned now seems rather unlikely to take place, for a number of reasons, not the least of which is other commitments at both ends. I will invite Whitstable boats to join in our Frostbite Series, but believe that they may sail until December anyway.

Safety

As you will no doubt have read elsewhere, we are now well on the way to obtaining radios for the rescue boats. They will be very welcome and should improve rescue facilities in a variety of ways. Since we often seem to be the boats furthest from the Club, they will be particularly beneficial to us and I would ask you to volunteer for a VHF Certificate of Competence course, mentioned elsewhere. I've got one so it can't be that difficult!

Finally, can I wish you good sailing for the rest of the season. If you need crew or any other assistance to get out on the water, let me know as soon as possible.

being concluded later that day following a number of incidents which were to be heard by a protest committee.

General Recalls

At the start of the second race the tide was now running in against the wind. With a large number of competitors under-estimating the strength of the tide, two general recalls had to be made before the race got under way. A balanced course had been set and was won by J Lovedo and J Gorringe (12840) with N Bevington and A Skeens (12634) second, now with the lowest points over the first two races.

The start of the third race was postponed minutes from the start as it became apparent that a tanker (apparently from the West Indies) had timed the start meticulously. The race continued on the second start sequence, with a course which was to be rounded twice. With the wind falling and the day becoming late, and protests to be heard, the race was shortened. The race was won by S Preston and P McKenna (11625), with N Bevington and A Skeens (12634) now having achieved a consistent second position in all three races.

Prize Giving

A tired fleet attended the prize giving at 7pm to extend a warm applaud to the winners and runners up. R Hams and S McKenna took overall 1st place with a first and third place. Consistent racing by N Bevington and A Skeens earned them 2nd place with S Preston and P McKenna 3rd.

Overall Results

1st R Ham & S McKenna	12230	(LoSSC)
2nd N Bevington & A Skeens	12634	(LoSSC)
3rd S Preston & P McKenna	11625	(PCSC)
4th M Riley & J Hills	12645	(LoSSC)
5th S Taylor & S Sims	12823	(LoSSC)

SEGAS Team Racing Event

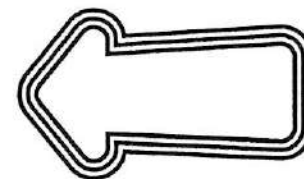
A pleasant day was had on the 17th July when the Segas fleet visited Wilsonian for the team racing event.

Familiar faces from Segas have assembled to represent their fleet for a number of years, together with others taken from other classes, to do battle in the team races for the Segas Trophy. It must, however, be daunting for them not to have taken away the cup for a number of years. This point was muted upon last year and yet we as a fleet have not put any firm proposals together which may enhance the event. We all certainly appreciate the social aspect of the event and perhaps we should concentrate on making it more of a social event by encouraging the attendance of their colleagues to the Club on the day and reducing the racing from three to two. It can be a long, hard day with too little time for acquaintance. Perhaps some discussion is due on the subject.

I close by wishing you all a pleasant close to the season, which regrettably is now looming up at a rapid pace. With holidays over and a possible *Indian Summer* why not get down and give the boat a treat before winter sets in.

CUPS, ETC.

All members please note: If you take a drink or food into the Dinghy Park or on the beach it would be most appreciated if cups, plates, knives, forks etc. were returned to the kitchen and not buried in the sand or left lying around the Dinghy Park.



Miracle . . .

by : Patrick Ward

Southern Area Championships

We had 23 boats attending the open this year, 10 of these being Club boats. Once again the prize winners came from visiting clubs, with **Geoff Deen** from Worthing SC sailing a consistent series of races to become Southern Area Champion.

The wind was ideal, blowing Force 2-3, and we were able to get in all the three required races. Everybody seemed to enjoy the day and the general opinion was that the only losers were the people who did not attend.

I would like to thank the Tasar and Enterprise fleets for running the event and helping make it such a memorable day.

1st	3497	G Deen	Worthing SC
2nd	3460	T Best	ICI, Slough
3rd	2533	R Smale	Worthing SC
4th	316	D Beere	ICI, Slough
5th	236	F Riddle	Worthing SC
6th	2180	P Absolon	WSC

Club Racing

The turn-outs for the series racing are still low with an average of 3.75 boats sailing each weekend.

Some of the best attended weeks have been the special short series where we have had 11 entries to date.

Next races in this series:

18th September 9th October

We are now into our last series of the year (Autumn Points) so let's all make an effort and try to get 8+ boats out each week.

Spring Points (6 entries)

1st	1808	Martin Smith
2nd	2180	Paul Absolon
3rd	206	Colin Lown
4th	1958	Bob Jones
5th	2873	Patrick Ward

Early Summer Points (11 entries)

1st	2180	Paul Absolon
2nd	1958	Bob Jones
3rd	3024	John Smith
4th	2003	Tim Gorman
5th	483	David Sussams

Late Summer Points (9 entries)

1st	206	Colin Lown
2nd	1958	Bob Jones
3rd	483	David Sussams

Miracle and Handicap B Cruise

The day started grey, overcast and raining, but nevertheless 6 Miracles and 7 Handicap boats set off for our destination which was the fort opposite Folly Point. We had an enjoyable sail down river with the wind filling in as we passed 26, giving most of the fleet a plane to the beach where we landed.

As we started to unpack the food for the barbecue, the clouds lifted and the rain stopped, leaving us to enjoy the sun.

Les and Frank were found to be the ablest of the men as chefs and so went to work and it was not long before we were all laying in the sun enjoying our meal.

At about 2pm we packed up and because of the high tide were able to sail back through Hoo Creek.

Many thanks to **Bob** for manning the rescue boat, to **Barbara** for bringing the salad and to **Brian** for the meat.

Any ideas for next year's cruise to **Colin Lown**, who has agreed to be cruising captain.

Fleet Evening - 27th August

1988 racing programme: the two Summer Points Series will be split into morning and

afternoon racing, so hopefully people who can only sail one race will be able to collect a set of points towards a series.

It is also proposed to try personal handicaps during one of these series to see what difference this makes to the overall results (more information on this in the next news sheet).

We are also going to drop two weeks' racing during the summer and hold tuning sessions instead, we also hope to try team racing in the afternoon of these weekends, so do come.

Single handed racing was also discussed and it was decided that it would not give true fleet racing, so people wishing to compete in this way would not count in the series.

Social Programme

The next fleet evening is to take the form of a rules clinic, where we can all sit and re-live some of those more hectic moments afloat and try to establish who was in the right or wrong! So, again keep a look-out for the fleet news sheet, where full details will be posted.

National Championships

The Miracle Nationals were hosted by Bala SC this year, there were 51 entries, 3 of these being Club boats, **Colin** and **Maureen Lown**, **Paul Absolon** and **Patrick** and **Jane Ward**. The weather conditions were far from ideal and because of this the Sunday practice race was cancelled.

Monday dawned and after great deliberation by the Race Officer, it was decided to cancel the day's racing again. We were relieved since the wind was so strong it was blowing the boats off trolleys with no sails up, so it would have been survival sailing if they had decided to run a race.

By Tuesday the weather had improved and so the fleet set off to sail the first points race. It was won by the **Smith** brothers

from Hoverringham SC followed home by **Mark Lunn** and **Phil Sowdon**. The afternoon race was started in an increasing amount of wind (**Jane** and I decided to watch from the shore). After the first triangle it was interesting to note that the leaders went planing past the lead boat (*What?* - Ed). This gave rise to an interesting situation where they then did the wrong course. With this and the increasing wind strength, the RO decided to abandon the race.

On Wednesday the wind again dropped slightly so the racing continued, **Phil Sowdon** won the morning and **Mark Lunn** the afternoon race. This gave an interesting situation where both **Mark** and **Phil** had the same points.

Thursday saw **David Southwell** lead the fourth race in a gentle north-easterly breeze which soon flicked back to south-westerly with gusts of up to Force 7. With some excellent spinnaker work **Mark Lunn** again powered through the fleet to take 1st place from **Phil** and **David**. In the afternoon race huge gusts burst around the mountain and **Julian Elwood** from Oxford and **Cambridge SC** led followed by **Phil** and **David**, but **Mark** again hoisted his spinnaker and raced through to win the race and so clinch the championships.

Friday: with first and second places decided **David** powered away in the last race to lead all the way, finishing more than a leg in front of the **Smith** brothers.

Overall Results

1st	2766	M Lunn & M Jones
2nd	3402	P & L Sowdon
3rd	541	J Elwood & C Gibbs
4th	3496	A & M Smith
5th	3383	D Southwell & A McAlea

We all had a very enjoyable week at Bala and hope more WSC boats will go to Eastbourne next year.

Look forward to seeing you all on the water.