

SLIPPER SAILINGS Spring 2011

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Commodore's Corner



Photo by Emily Whitley

As well as the traditional early season Hare and Hounds Prize Giving and Cruiser Suppers we have also enjoyed another excellent Quiz organised by Dave and Jackie Rea. This was a sell out in advance of the event and as well as having a lot of fun, it succeeded in raising £304 for this year's nominated charity, MacMillan Cancer Support. Interestingly it is their 100th Anniversary this year and of course it is our 90th. Mike Hackman has recently given a fascinating history talk about the renovation of Quay Mill which was filmed by Mike Austen. Look out for DVDs on sale soon.

Lift in went smoothly thanks to all the effort and commitment from the usual suspects and was blessed with good weather which has extended into April. I took part in the cruiser Shakedown Cruise to Haslar aboard Martin Perry's *Vlad the Impala*, which started by setting up the mast according to the owners' association instructions and I then helmed all the way to Gosport while Martin did various odd jobs – exactly what you do on a shakedown I guess! With a significant gap this year between lift in and the start of dinghy and cruiser racing; I detect a healthy emphasis on training and preparation this year. This is also true in the dinghy fleet where the training organisation ran an excellent first Race Training session concentrating on getting the rigging right and valuable hints and tips from the highly qualified team of John Excel, Mike Lillywhite and Mark Riddington. There is more of this to come! The Bosun Team has also lifted, inspected and replaced gear where necessary on all our dinghy racing buoys using a novel piece of technology to aid lifting into *Slipper Maid* whilst protecting the gunwale.

There was a very good turn-out for rack building which was achieved in short order by our new Rack Supremo (Sean Curtis). This was helped by the park being left in a nice clear state (thank you cruisers) and the number of volunteers meant that the club's Topper and Oppie fleet could be sorted and prepared for the season.

The Start of Season Dinghy Meeting has been resurrected and this saw an unprecedented turnout that virtually filled the Function Room! Mark Riddington and Mike Lillywhite told us of the wonders in store for this season and Mark distributed new 2011 course cards and a Google map showing not only the positions of the buoys, but also the mud banks (both of which of course are known to move!).

Mike Balster has indicated that he would like to stand down as our Steward at the end of September 2011. Mike has made a huge contribution to the Club in this role and will be a very tough act to follow. We have agreed at General Committee that the position will be advertised.

Finally see <http://www.conservancy.co.uk/news/view/40/> for details of the new top management team for Chichester Harbour.

James Mant

Solent Cruising & Racing Association

Have you thought about becoming a member of the 'Solent Cruising and Racing Association? The SCRA coordinates sailing events between the many Solent Clubs and produces a detailed fixtures poster every year which the Club receives. Their website is an essential source of events and useful links and is regularly updated. The SCRA also produces The Solent Book, which is a unique and invaluable source of information for everyone interested in the Solent. The association is an integral part of the support group which runs the weather station on the Bramble post and helps pay for this very useful facility. It is also responsible for the majority of the racing marks within the Solent, obtaining sponsorship, as well as laying marks to facilitate all race events.

Membership is £19.50 per year and a free copy of the Solent Year Book arrives in the post in April, a book which includes tide tables for the next two years, contact details for all clubs, classes, harbour masters and ferry information, a must-have for every boat owner. Why not visit the website and join today: www.scra.org.uk and use menus *About the SCRA* and then *Membership*.

Saluja goes South (Part 2)

With *Saluja* being wintered ashore at Foleux, we had a good reason to book a gîte to go out to at Easter 2008 to re-commission the boat ready for the season. Taking the advice of the guy I'd met at the end of the previous season, for 2008 we decided to use the boat to cruise the beautiful South Brittany coastline. Jean François from the boatyard did us a massive favour by allowing us the use of his own private mooring from Easter through to June.

There were a few jobs still to do on the boat, not least the installation of a new cooker, so it was a great pleasure to be able to loan the boat to fellow ESSC members, Pete Wells and Lesley, for its first use of the season. As well as being an excellent yachtsman, Pete is a brilliant 'Mr Fixit' so the cooker and one or two other tasks were left to him. On just looking at the log again, it seems they had quite a boisterous fortnight with, to quote Pete: "a cracking sail (up the Vilaine) under Genoa 3 alone with 30kts over the quarter". It was good to know she was being put to good use Pete!

My wife and I returned to the boat on 25 July 2008, having gone via Dinan to help Jackie and Colin Oiller with the mast on their Seal 28, their plans being to come on through the canals to Foleux in the same way as we had in the previous season. Our first couple of days were spent cruising along the coast and into the Golfe du Morbihan – an amazing entrance with 12kts on GPS and 4 kts boat speed. If you have never been to this inland 'sea' before then I can thoroughly recommend it. To me it combines the expansiveness of Chichester Harbour with wooded river valleys like the rias of Devon and Cornwall. One such arm of the Golfe du Morbihan is the Auray River at the head of which we just happened to arrive as the locals were taking part in one of their team boat jousting competitions. A true spectacle – the French going mad, enjoying themselves, as only the French do at such times.



The summer of 2008 was no better than the previous season, and that particular morning the forecast was predicting Force 7 as a front went through. For this reason I thought it was a good idea to stay in the Golfe, so we spent the morning just pottering around the vast number of Islands until, just at the northern tip of Ile-d'Arz, I could see the line of rain approaching and the waves getting bigger as the expected front hit us. The wind increased from 5 kts to about 30 kts in a matter of seconds, with driving rain so hard I could barely see

where I was going. Clearly time to chuck the anchor over and drop all sail for the security of the cabin and a cup of tea. The squall had finished almost as quickly as it had started so with the sun back out and light winds again we motored up to the little canal and into the marina in Vannes where they have just built a new capitainerie with 5* showers. It was market day the following day, with the whole of an undercover area made over to an enormous fish market. As a result moules were on the menu for lunch.



Wed 30 July 2008 – a beautiful day so locked out of Vannes and caught the first of the ebb out of the Golfe and motored to Port-Haliguen which is on the Quiberon peninsula. It was an absolutely beautiful evening but the following day another Force 7 was forecast so we decided to take a walk to the Pointe du Conguel to watch the Atlantic rollers coming in.

Fri 1 August 2008 – the forecast showed the wind to be moderating après midi so we headed for Sauzon on Belle-Île via the Passage de la Teignouse. Do not under-estimate this little shortcut through the rocks. Sure the wind had moderated but there was still quite a sea running against the tide which threw poor little *Saluja* about a bit. I did have to explain to my wife Sharon that there was no turning back because the tide would be against us and the motion would only get easier as we closed the windward shore of Belle-Île. This indeed happened and, as is so often the case after a tough sail, the inner harbour of Sauzon was absolutely idyllic. There are moorings laid outside the breakwater for deep draught boats but the swell sets right round the top of Belle-Île and makes the many rafts of deep boats roll about all over the place. However, the inner harbour dries completely so, once guided to a fore and aft mooring by the harbour master, one just waits for the tide to drop and then you walk ashore for showers and a beer. (Actually we did walk the dinghy to the slipway so that we were safe in the knowledge we could get back after eating ashore). A truly delightful place and just the spot for lifting-keel boats and all for 9 euros per night.



The next few days were still unsettled with one good day followed by a breezy day, so the big advantage of the area is that it is only a few hours to run for the shelter of the Golfe du Morbihan where there are endless possibilities for pottering even when the weather is rough. The only consideration is the tide in and out of the entrance which gave us 11.7kts over the ground with 4.7kts through the water and that was at neaps!

We were able to make a quick dash across to Piriac-sur-Mer which has a tidal gate to enter the marina – all easy enough and directed by lights when the sill drops. The next day we took the bus to the walled town of Guérande – somewhat overrun with tourists but a worthwhile visit all the same.

Sadly our fortnight was rapidly coming to an end and I was due back in the UK at HISC to help with rescue boat duties for the annual “Fed Week”. So, the next day we locked back in to the Vilaine at Arzal and stayed at La Roche-Bernard for the night. An early start the next

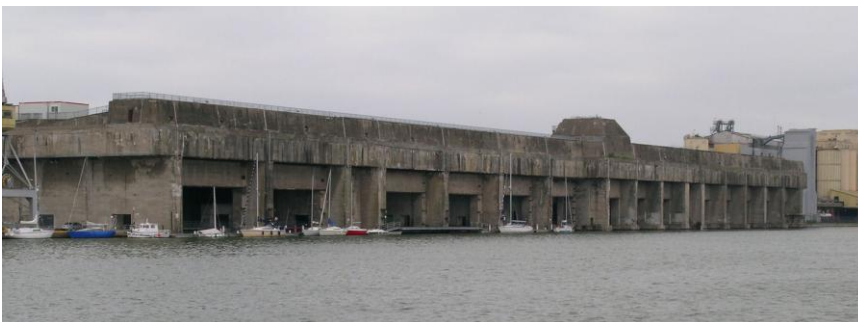
morning was in thick mist but it was so beautiful as the sun burnt the mist off in the surrounding meadows.



The rest of the day involved a quick dash up the Vilaine to meet with the Oillers again before heading off for the St Malo ferry the next morning.

This was not the end of the season for Saluja because Jon, my partner owner, was due out to the boat at the end of August for 10 days before lifting the boat to be wintered ashore. Having seen much of the area already, I left it to Jon to decide where to go next. His immediate suggestion was to go south and

enter the Loire and go and see the second-world war submarine pens at St-Nazaire. This proved to be a light weather trip with much of it on the engine with the entrance to the Loire being a lot easier than the pilot book would have you believe. We locked into the big basin next to the submarine pens and, having now read a book about the St-Nazaire raid, one couldn't help but feel that a lot of the installations were still just as they were when the Nazis had control of the French ports.



For much of the rest of the week we re-visited some of the places Sharon and I had done earlier, not least another visit to Sauzon on Belle-Île because it was so good. We took in the little Île de Hoedic which was absolutely packed with yachts on that very hot day in August. Again the week came to an end all too quickly so it was back to Arzal on the first of the huge spring tides of late August. So high was the tide, that we actually went DOWN from the sea into the river! This time we lifted the boat with mast up and left her, again, for the winter at Foleux.



Well, that's it for now – in episode 3 I will describe the 2009 season southwards to the Med via the Canal du Midi.

David Holmes

Boxing Day Rowing on the Millpond Cancelled - Send in the Clowns

It had been a long December mainly because it had been quite white and cold. The ESSC annual events of the month had all been successfully organised, the Turkey Supper, Christmas Eve Carols and the Boxing Day row on the millpond. What could go wrong? Boxing Day dawned a bit misty, very cold and rowing crews woke in the morning optimistic and eager.

However, disaster was awaiting the keen boat people, as there was no water to be seen in the millpond. No, the council hadn't drained it - it was solid. Andrew Turner with other members of the public were skating on it. There was no option; the annual mill-pond rowing race could not take place in 2010. However, all was not lost, the tide was coming in, the briny harbour was still liquid so the race would take place at sea!



A very disorganised start with clowns nearly taking out Andrew Gould, but the swans knew the course

So five eager crews were assembled to take part in this traditional race of fortitude. Dinghies were inflated and modified, vessels retrieved from the

boat park and skippers identified. Jolly James Mant, Adventurous Andrew Gould and others, each rowing single handed and there was one two handed crew, Magic Mary Alston and Jaunty Jackie Rea, both cunningly disguised as clowns. (*I thought this was their norm – Ed*).

The 13.00 start was orderly, with the five boats lined up at the quay wall by the club, the countdown clear and concise. However as the clown team of Jackie and Mary did their best to go in a straight line they collided with Andy and James, thus losing the lead. A large crowd of enthusiastic supporters cheered, jeered and for a brief moment, serenaded from the club veranda, as they watched the actions of serious boatmen scuppered by the clowns. James managed a clear lead, rounding Echo ahead Andrew. The clowns finally sorted themselves to take turns in rowing rather than continue in an uncoordinated, misguided fashion that could have put a number of larger boats at risk.

As tradition dictates the course consisted of three styles of propelling the boat, two handed rowing facing backwards, two handed rowing facing forwards and single-oared. James (I think) maintained his lead throughout with second and third place closely contested by Andrew and someone else. Bringing up a very slow fifth, or in this case last, the clowns took on the appearance of a crew hunting whales with one standing on the forepeak and the other steering from behind (*this technique explains all sorts of things - Ed*).

The spectators were very patient, huddling for warmth as they lined the millpond wall or crowding out the newly refurbished veranda cheering on their favourite. As the competitors passed the finish line they were hooted in by the race officers, Hugh and Penny Kennedy. Finally, five minutes after hooting the first past the post, Hugh was able to blow the horn as the clowns finally finished the course.



The victors: first past the post James and the Clowns Jackie Rea and Mary Alston

To the Editor of "Slipper Sailings"

Dear Sir

I understand that you have invited letters on subjects other than tales of daring do on the high seas and so I thought you might like some observations from this old fart (my nom de plume you understand).

First I was flattered that my boat should feature on the cover of the club's year book for the second year running and what a fine picture it is too. Goodness knows how many souls there were on board at the time but I think I can see at least sixteen heads. How wonderful that the youngsters appear to be having a great time and managed to find the Skull and Crossbones in the flag locker. It gives me an enormous amount of pleasure to see my boat being put to such good use and makes all those hours of scraping and painting her bottom so worth while. Thank you to the team that helped to launch her at the lift in. Congratulations to the organization that made the lift in so successful. I understand that the crane driver found time the next day when lifting in the boats at another club to send a text to us to say how good our organization had been!! So you know who can wear a feather in his helmet next time.

Your last edition contained a report on the indulgencies of the Bosun's team on a jolly to the IOW to celebrate Tony Como's 80th. They do a great job of looking after our prodigious fleet of boats. I was reminded last week when I was preparing my talk on the history of the club that for years and years we had the same old two rescue boats - the Cheverton and the Dory - driven by Sid Jelly and Chris Tarrant of fond memory. There was no talk then of replacing them every five years nor did the helmsmen have to have a pocket full of certificates to say they were qualified to do the job. I know this is grumpy old man talk but 'elf and safety is the bain of our lives today. The fact is that if such regulations had been in force in the 70's there is no way that we would have been able to afford to renovate the Mill. I am all for making sure that our members are not exposed to unacceptable risks when out sailing/racing/under instruction - particularly the youngsters but do we really need such a large fleet of rescue/nanny boats? I understand we have had to buy a bigger faster engine for one of the boats because a 4hp engine could not keep up with the fleet of youngsters being taught to sail but I would have thought that the instructor would make his pupils sail within hailing distance of the instructor so there would be no need for him/her to chase after them.

I have made good use of the wonderful weather we have been having this last week and have spent the time giving the ESSC pram dinghy a make over. Last year the Bosun suggested that it was not worth repairing and that the club should get a new one but he made the mistake of saying so within my earshot. WHAT? SPEND MONEY! NOT LIKELY. So I have rummaged about in my shed and found some paint and bits of wood and some stainless steel and plastic pipe for a rubbing strake and have been through Covercare's waste bin for some off cuts of canvas and "Hey Presto" the pram has a new lease of life. It also has a new name :- 'SLIPPER BABE' so the Maid now has

a Babe but I bag first use of her as this is the second time I have brought her back from the dead.

I find some of the most interesting parts of boating magazines (particularly inland waterway magazines) are the reviews of new products on the market and I have news of something I have installed in my Narrow Boat 'LEO' which I am sure will be of interest to you sailors. For some time now I have been flirting with the idea of changing all the light fittings on LEO to LED lights as they are so much less of a drain on the batteries but I have been putting it off as they have been so expensive added to which the light they give has, until now, been so cold and harsh. However I have discovered "Baddie the Pirate" Look her up on the web. www.baddiethepirate.co.uk She lives on a narrow boat and markets SMD's (that's surface mounted diodes) which are much brighter than the earlier LED's and are a warm white. They are not cheap but compared with the LED's on sale in the chandlers they are much more reasonable, so much so that I have fitted them throughout LEO and I am delighted with the result. Much less load on the batteries and so I don't have to be miserly with the use of lights when we are tied up at night. The good thing about them is that they can be used as direct replacement for halogen bulbs or standard bayonet bulbs so you don't have to change the fittings. The web site is very good and easy for a computer illiterate like me to understand. Well worth a visit if you are looking for ways to save on your batteries particularly when sailing. May also be of interest to those of you with motorhomes/caravans.

Training at Slipper by Mike Lillywhite

As you all know Slipper is a self help club and we are the envy of many others. This includes the training we provide to cover all aspects of sailing at the club, the majority of which would not be possible without members giving up their time and being so enthusiastic. Listed below are the courses we currently run, organised by the training committee and under the RYA banner. We meet as required but usually once a month during the winter and every other month during the summer. It is made up of myself, John Brook our training co-ordinator, our Senior Instructors and the leaders of all the sailing groups in the club. All courses are run on demand and advertised with global emails as well as on the Training page of the web site. They are mostly run by our volunteers and charged at a fraction of the commercial rate to members involved with club activities, using our Training room and the excellent facilities that have been built up at Slipper.

RYA First Aid: A 1 day course covering general first aid on land & sea, to be re-taken every 3 years. Many club members have taken this course and depending on demand we usually run 2 or 3 a year. Recently we have run this as 3 evening sessions.

SRC Radio (VHF): All people using our VHF radios on patrol boats are encouraged to obtain this certificate, again 1 day, and includes DSC for cruisers; we are keen to get more qualified.

Radar: Self-explanatory and run as required, usually once a year. It was successful as three evening sessions last year.

Power Boat Level 2: A two day introduction to using power boats and a requirement for all our Patrol boat drivers. Run over a weekend and usually two in February or March.

Safety Boat: The next level on from L2 and giving more guidance on safety boat procedures. Very useful for all members helping with race duties, WOW, Junior & Youth groups. Please don't stop at L2; this is a very informative course with lots of hands-on coaching showing recovery techniques. Usually run in March and we are very keen to encourage more members to take part.

L2 & Safety Boat Refresher Days: These are aimed at members who use the patrol boats and would like to gain confidence and brush up on their skills, run at the beginning of the season.

Diesel Engine : A one day course giving guidance on cruiser engine operation and maintenance, run as required.

Cruiser Training : Through club members we can offer the following - RYA Yacht Master, Coastal Skipper, Day Skipper, Competent Crew and CEVNI (European Waterways Regulations). Whether you are someone looking to take up cruising, a dinghy sailor who is looking for a new challenge, a skipper who wants to brush up on a particular topic or someone just interested in learning more about sailing there is a course for you. Please contact Hugh Kennedy for more information.

Dinghy Instructor : Run over three weekends usually in spring, an ideal course for those with reasonable sailing ability who would like to help more with Junior, Youth & Adult courses. First aid & Power Boat L2 are a requirement for DIs, so if you are working towards this course please do these ASAP.

Senior Instructors : We are always looking for competent Dinghy Instructors to move onto SIs and lead our groups. Run over two weekends and we are aiming for every two years with the next one later this year.

Club Racing Coach : If you are a competent Dinghy racer and would like to help with race training (Adult, Junior & Youth), learning different techniques and training exercises, coaching sailors to improve their sailing and racing this is for you. The next course will be during the summer.

If you are interested in any of the above courses, or any other course you think we could run, please contact me, John Brook or Hugh Kennedy (all details in club handbook) who can give you more information on availability.

Mike Lillywhite
Vice Commodore & Training Principal.

ESSC Sailing 2011

The 2011 sailing programme is packed with a busy schedule of events, so there should be something in it for everyone!

Dinghy Sailing

Headed up by Mark Riddington the dinghy section is currently going from strength to strength. All levels of experience, age and gender are catered for in our busy programme. Training is now even more available to the full spectrum of adults, youths and juniors, with our new range of improver sessions open to all. Experienced sailors are catered for with an excellent schedule of racing. If you are not so experienced at racing then shorter course events have been programmed. This should prove an excellent way to improve skills, pick up tips and meet fellow enthusiasts. The racing programme kicks off with the Marsh series – do give it a go! Later in the season there are various other events – such as the evening fun race to the Ship at Langstone. This proved very popular last year. A number of Family Trips to East Head have also been scheduled – these are great family days out. Do check out the programme and join in!

Cruiser Sailing

Your Cruiser secretary is Alastair Pratt and once again an excellent programme of events has been planned. This is social sailing at its best. You can race as seriously or not as you want, enjoy different venues, and party as hard as you like when you get there. We have again packed together a tide friendly schedule of events visiting Cowes, Beaulieu, Yarmouth, Lymington, Hornet, Hamble, St Vaast, LA (Littlehampton), Folly Reach and the midweek group extend this range to Ryde, Newtown Creek, Fishbourne. ‘The Folly Trophy’ and ‘The Yoke’ are our two hard fought interclub races. The Folly Trophy being our very own ‘round the Isle of Wight race’ spread over a more leisurely two days -this is my favourite event! The Yoke usually has a very high turnout from both ESSC and ESC and is a one day race to the Hamble entrance. This is the most fiercely contested race of the cruiser programme – and the party afterwards is highly recommended too! After many years of relatively easy pickings we only just managed to retain ‘The Yoke’ last year. A serious defence is planned in 2011. Your club definitely needs you!! The cruise to St Vaast is another highlight not to be missed. Around 15-20 yachts usually sail across the channel for this event with some serious Relaxation & Recreation when we get over there. Do join in or cadge a berth if you are interested. It is also a useful opportunity to stock up on wine!

Training

Is covered in Mike Lillywhite’s (Training Principal) article, and very comprehensive it is to, covering all aspects of leisure sailing / boating. Do take advantage of the excellent facility – you would be hard pushed to find a better club for training!

Juniors & Youths

There is so much going on for these groups: Juniors sail most Friday evenings, and most Sundays during the season with SOTTs (Sundays on the tide) being a firm favourite! Matt Thorsby and his team run an excellent programme of events for beginners through to experts with Oppie camp being the calendar highlight. Dave Cooper takes over when youths cease to be juniors. The Youths main sessions are on Wednesday evenings but there are plenty of other activities planned, including trips to East Head, Topper Open event, and a Youth Cruise, probably to Cowes.

WOW

Once again under Mary Alston’s leadership ‘Women on the Water’ have got lots going on. So if you like your sailing ‘testosterone free’, want to pick up a few tips and enjoy great sailing in a fun and informative format, do join in. A busy schedule of events is planned together with an excellent training weekend at Cobnor. The social events aren’t bad either!

The above just give you a flavour of what is going on in 2011. Do check out the programme and join in. All these events really are open to all ESSC members.

Hugh Kennedy

YOUR CLUB NEEDS YOU!

Good with numbers? Like working with (virtual) money? The Honorary Treasurer is looking for a volunteer to help run the club's accounts. If you would be interested in getting involved and with helping the club's finances run even more smoothly then please contact Bryan Hodges at family.hodges@tesco.net



Bosun's Report

The Bosun's team take a day off from their rigorous club duties by visiting the Imperial War Museum, the London Eye and HMS Belfast, followed by dinner in town.



I think that they were on a shopping expedition for a starting canon for the club.....

.....whatever it was they bought, they look very pleased with themselves! Ed.

Photos by Julian Mandiwall



The ESSC Dinghy Scene

It is an exciting time of year for the dinghy sailors at the club. Racing starts in mid-April, and we have already had an excellent start to the season with a well attended Race Training day.

The objectives for the 2011 dinghy season are as follows:

- to get as many people on the water as possible, especially those who have not raced before
- to give high quality training to all sailors in our dinghy fleet
- to continue to build a sense of community in the dinghy fleet
- for all of our dinghy sailors to enjoy the season and sailing

To meet these objectives we have made a number of changes to the programme for 2011:

- we have increased the race training offered to club members
- we have changed the scheduling and number of short course races. These races are an ideal introduction to racing at the club.
- some of the WOW and Youth sessions have been scheduled with dinghy racing in mind - welcome to the racing programme WOW and Youths!
- the inclusion of some special races, for example, the family race in August

Following feedback last year, we have placed an emphasis on race training in the first half of the 2011 season. John Excell has been working with the Training Committee to put together a great programme of race training, with 8 sessions planned over April to July. The first session on 3rd April was a great success with over 20 sailors on the water, and the next sessions are going to be run by an RYA Coach. If you want to try racing for the first time, or would like to improve your position in the fleet, please email John and get signed up - the objective is to get as many people racing as possible so don't be shy!

Over the 2010 season the club saw a resurgence in the Laser fleet with some outstanding Laser racing in the Hare and Hounds series. John Fifield remains top dog in the fleet, and has taken steps to control his aggression on the startline. But the pecking order could change as Dave Valentine has organised a Laser training clinic in May, with 18 club members already signed up (and a waiting list in place). The Laser Open is on 16th July and we hope the Laser training will give the skills required for all Lasers in the club to take part.

A number of members have expressed an interest in windsurfing, and Andy Maxted has joined the dinghy team to organise a couple of windsurfing events. Windsurfing is very weather dependent, so there are no dates in the programme for these - they are likely to be scheduled on an ad hoc basis as a weather window presents itself. If you are interested in joining one of the windsurfing sessions, please get in touch with Andy who can keep you posted on likely dates.

The club programme gives details of all sailing events through the year, and gives a list of all the duties to be covered by those who offered to do so in their membership subscription form. Please can I ask that members review the programme and identify their duties - without Race Officers and Patrol Boat crew we cannot run any races. For all those who have a rota duty to perform, please note that Dutyman is now up to date (many thanks

Bryan!) and is to be used to confirm that you can perform your duty. Also, please update Dutyman to reflect any 'swaps' that you have agreed with other club members. For any members who are PB2 qualified but not on the rota, please drop me a note if you are willing to perform a duty - we are always on the hunt for help.

On a final note, please can I give a big thank you to those members who give their time to help run our racing calendar. Many of these members are not dinghy racers but willingly choose to support dinghy racing by doing duties, and training members of the club to be able to perform duties. It is very much appreciated by those in the dinghy community. I would also like to recognise the contribution of the Bosun's team, whose boat maintenance skills and engineering prowess are the envy of other clubs in the harbour.

It's shaping up to be a **great** season; I hope to see as many sailors on the water as possible. If you are not on the email list for dinghy communications, but would like to be, please let me know.

Mark Riddington.

Stop Press

Below are the fantastic results achieved by some Slipper Youth members who raced at the RYA Youth Nationals held at HISC in April. Please take time to read the two links for full details, but in brief here are the results:-

Vikki Payne First Girls in the 29er fleet

Ruth and Tess Allan second girls in the 29er fleet

James Cunnison 27th overall in the 29ers

Georgie Mothersele 3rd in the 420s and qualified for the ISAF boat for the ISAF World Championships in Croatia (see link below)

Phil McCoy 11th in the Gold radial Laser fleet

Pete McCoy 7th in the Standard Laser fleet

Billy Miness 18th in the Standard Laser fleet

<http://www.rya.org.uk/newsevents/news/Pages/RYAVolvoTeamGBRannouncedfortheISAFYouthSailingWorldChampionship2011.aspx>

http://www.ryaracingevents.org.uk/eventsites/content.asp?id=1911&eventid=69609&templ=69609_p

Further to these results, it's worth noting that the ISAF boat gets a fully funded programme of training including sailing, team building and how to deal with the media.

The boats, food, accommodation and flights are also paid for and it is run much like an Olympic event. The media surrounding the GBR team is immense.

Here is a preview of the event: <http://www.youtube.com/watch?v=a512XPQcMU>

TAIL PIECE:

~~~~~  
I like mermaids. They are beautiful, and I like their shiny tails. How do mermaids get pregnant?

(Helen age 6)

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