



SLIPPER SAILINGS Winter 2011

Commodore's Corner

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In this first Newsletter as your new Commodore may I take the opportunity to thank our past Commodore and now Vice President, James Mant. James has been our first Commodore for some time to have a full time job as well, which I am sure I am just about to find out is no easy task. Having said that I believe this is only possible at Slipper due to the huge amount of help and enthusiasm we have supporting us. James set out in his three year reign to make sure the club continued to be strong and well supported in all areas, which I am pleased to say he has achieved, and I intend to continue. During his term the balcony has been refurbished, patrol boats updated and replaced (much appreciated by all users), as well as many other on-going club activities. James will still be very much involved, and I hope pointing me in the right direction, as well as sailing in various dinghies and in his lovely Cornish Shrimper "Breeze" exploring the Solent. What a year to finish on with our 90th anniversary celebrations which have been enjoyed by so many. Sarah Thorsby our new Vice Commodore has led on our activities including our Special Summer Ball and Pirate Treasure Hunt, followed by a tea party for younger members. If you didn't see the action please look at the pictures in the bar. Sarah also led on the DVD with our President Mike Hackman being interviewed by club celebrity Nick Pomfret on how the club was bought and rebuilt by members in the 70's to give us the fantastic facilities we have now. If you haven't purchased a DVD I urge you to buy one from Maria before we run out and you have to pay a extortionate price on ebay !



Moving onto me and how I ended up here ! Well it all happened like this: as a Junior I became a member with my parents and brother when the club was situated over the road. Our Dad bought us a Lark and we had great fun racing, sailing with the school (under John Galyer) as well as just sailing down the harbour for a day trip, until I got into racing motor cross bikes at the age of 14. I then left ESSC, and as with many others, decided to return to sailing later in life in the late 90's. Taken under the wing of Roy Gardiner I started crewing and soon progressed onto my own ISO which was a bit like having a formula 1 car when you couldn't drive in the early days. The next thing I remember was being asked to join

the committee, then to be Dinghy Secretary after some persuasion by the then Commodore Julian Mandiwall, and somehow I ended up here!! I must say I have enjoyed the journey and being able to put something back into the club from which like many others I have got so much. I look forward to being your Commodore for the next three years and working with you all to ensure that all sections continue to thrive.

While talking about the club could I just remind you we are a self-help club, so please help



Mike with his granddaughter and Mandy

where you can, whether it's with sailing, maintenance, socials or the bar. Many of our social events take a great deal of setting up and clearing away. Please help where you can, as they are such very good value for money. Maria does a great job with the bar and is often helped by volunteers, so at busy times, please remember they are there to help, so please be patient when waiting to be served and always take your glasses back to the bar when you have finished.

Lastly but by no means least I would like to thank our Flag Officers, Committee and sub Committee members for standing for office, supporting us all in this one-in-a-million club and of course Roger for putting our newsletter together. If you have any queries, comments or would like to get involved more with helping at your club please contact me or another committee member.

*Merry Christmas & Happy New Year,
Mike Lillywhite
Commodore & Training Principle*



BLIND WEEK 2011

Once again Emsworth Slipper Sailing Club made a considerable contribution to this year's Blind Week. For 25 years members of the Slipper have been involved. Interest increases year on year with some members ensuring it is a priority booking in their busy calendar.

At first glance the concept is daunting, and this is understandable; sailing with people who are strangers is fraught with pitfalls, but then to top that off with the fact that they can't see either is just too much!

However the evidence belies the previous paragraph, as anyone who had been brave enough to dip into Blind



Week finds out. It is one of the great fun sailing weeks of the year. These are very special outgoing people, and they are not just along for the ride. Many have become sought after as crew, and many participants have formed long-term friendships. Beware, you can get hooked!

Spurred on by participation in Blind Week, one sailor has sailed across the Indian Ocean from Durban to Perth - he was single handed, and blind.....

This year no less than six Slipper yachts and sixteen Slipper members joined the full fleet making a total of 22 boats. Each boat has 2 visually impaired crew aboard, along with a skipper and sighted crew members.

The Week is hosted on alternate years between the Royal Southampton Yacht Club and the Royal Cornwall Yacht Club. This year it was the turn of RSYC. Slipper boats trickled in to their free MDL moorings on Saturday to meet their crews and to attend the first night's dinner for 115 people at the RSYC.

The 22 boats do not all sail together, but are divided into smaller fleets and our boats all sailed together, with two other boats, making a fleet of eight that soon became known as "The Slipper Fleet". Our itinerary was: Sunday, Royal Lymington; Monday, Poole at anchor; Tuesday, Portland's Olympic venue; Wednesday, Poole Quay; Thursday, The Folly Inn; Friday, back for the last night's celebration dinner at the RSYC.

Next year Slipper boats and crews will be back to Falmouth for Blind Week (30th June to 7th July). If you would like to know more contact Julian Mandiwall or go to www.visailing.co.uk.

Pictures are worth 1000 words.....





Nab Dash – party time:



TRAINING MATTERS – IT CERTAINLY DOES! by John Brook

Entrapment policy

Although the likelihood of a dinghy capsize and total inversion leading to a crew member being trapped is, thankfully, very low, the potential consequences are extremely serious and sadly there have been fatalities. The risks were assessed by the RYA in a study in 2005: many members will already be aware of the report and its recommendations (it may be read in full on the RYA website).

Every year the RYA inspects ESSC as part of the club's status as a Recognised Training Centre (RTC). This year the inspection findings required us to develop a formal policy on entrapment and include it in our Operations Manual. That draft work is ongoing and the policy should be incorporated in the 2012 update of the Manual.

While waiting for the paperwork to catch up, the really important message for all patrol boat crews to be aware of is:

In the event of a total inversion of a dinghy when some or all of the crew cannot be accounted for, and an entrapment is suspected, the absolute priority is to right the dinghy, at least to get the mast to the waterline. The quickest way to right the boat is by leverage on the centreboard, and one member of the patrol boat crew should always be prepared to enter the water to add more leverage.

The RYA report makes it quite clear that cutting rigging or any other consideration is secondary to the need to identify where the crew are and to get air to them. Righting the boat is the fastest way to achieve this.

Winter training 2011-2012

As the demand for training has increased over the years we have begun winter courses soon after the end of the season. By the time this article is published, one 1st Aid course and one Short Range Certificate (VHF) will have already completed.

Powerboat courses

At present we have an amazing 191 club members trained to Powerboat Level 2 (PB L2), but only 68 qualified at the Safety Boat level, and it is only at this higher level that rescue techniques are taught. To put that in context, there are some 70 duties per year to be covered for programmed events. So, while we are well provided with members to drive the boats at the minimum qualification, our aspiration is to raise standards and thereby reduce risk on the water. So we would like to begin to redress the balance and encourage those with PB L2 and at least one season's experience to train at the higher level. That said, we still need new blood, so PB L2 courses are also needed.

Planning for powerboat courses is well underway. The window of opportunity for weekends in early 2012 when we can conduct the courses is quite constrained by the tides and daylight until the end of January, and then by lift-in on 7/8 April. For those affected by school holidays, unfortunately one of the weekends clashes with half-term., but that is unavoidable. At the time of writing this article, the instructor cover is being confirmed, but the **provisional** dates are:

Sat 11/Sun 12 February	Safety Boat (SB)
Sat 25/Sun 26 February	Safety Boat
Sat 10/Sun 11 March	Powerboat level 2 (PB L2)
Sat 24/Sun 25 March	Foul weather fallback for SB or 2 nd PB L2
Sat 21/Sun 22 April	Refresher training, any level (not a course).

Publicity for these courses will be promulgated in early 2012 once the instructor cover is confirmed.

Cruiser courses

Although the Slipper RTC is not accredited to run courses under the RYA cruising scheme, we are affiliated to the 'Heave 2' school, based in Gosport, which is. Heave 2 is run by a Slipper member, Pete Wells, who offers certificated theory and practical training to Slipper members at a discount.

Following the success of an October event, Pete has a further session planned for March but this is already full! If there is sufficient demand, Pete will lay on a further event. Members may train for any qualification from Competent Crew to Yachtmaster during the same sea days and be assessed at the appropriate level. For further information visit the 'Heave 2' website or e-mail pete@heave2.co.uk

Shore-based courses

The pilot trial, last winter, to run some shore-based training as a series of evening classes was well received and so we will continue to do that. These suit some members but not others, so we will continue to run the one-day format as well. Courses for 2012 are already planned on the following dates:

1 st Aid	Sun 5 February – one day format
1 st Aid	Tuesdays 13, 20, 27 March – evenings
SRC	Sun 1 Apr (no, it's not an April Fool)

Applications for these courses will be invited in the New Year.

Who runs Slipper training?

Covering all of the sailing disciplines, the Training Committee consists of some 15 members. If you want to know who they all are, you'll need to look in the Operations Manual. But, what you do need to know is that the main man is Mike Lillywhite in his role as RYA Training Principal, and that he will retain that role alongside being Commodore. So that Mike has time to eat, sleep and have the occasional sail himself, the admin' for training is done by the Training Coordinator, John Brook. You can contact both of us at the same time on training@emsworthslippersc.org.

Simon Cave and James Leeming Windsurf around the Isle of Wight

On Thursday 12th May at 0720 we set off on an attempt at windsurfing around the Isle of Wight. This was my (Simon)second attempt. I was one of the six Royal Navy windsurfers who took part in the Forces Challenge the previous year, during which only one pair successfully managed to complete the circumnavigation. Having grown up there, James has always had a lifelong ambition to windsurf around the IoW and this would be his first chance. During months of planning, several windows of opportunity had been identified that gave us suitable tidal conditions. Earlier weather forecasts were pointing towards an attempt several days later, but at very short notice it was decided to bring this forward to take advantage of a change in wind conditions the following day. We left Calshot in lighter than expected winds with 9.5m sails; the westerly wind on offer was our least preferred direction due to the long downwind stretches we would have to endure.

The first hour gave me doubts of ever completing the challenge, the winds were light and the formula board I was using was severely disadvantaged sailing upwind in comparison to James's Kona with its daggerboard. The forecast eventually came good and the wind picked up, allowing us to increase our speed and make good progress past Yarmouth on route to the Needles. My initial worries were dispelled with the advantage now reversed; the superior planing speed of the formula board soon became apparent. However, with a safety boat providing essential backup for us both, it was essential to remain in view of each other regardless of the difference in speeds. The first glimpse of the Needles in the distance was a welcome sight, good progress was being made and we eventually sailed through the iconic landmark ahead of schedule, after approximately two hours and thirty minutes.



A shift in wind direction to North Westerly forced us to sail on a long twelve mile run downwind up to five miles off the south side of the island. With St Catherine's Lighthouse now in view, it was time to begin a number of shorter broad reaches in what became the most challenging conditions of the journey. The two metre swell proved very difficult for James, with his longer board digging into the waves. Uphauling the large sail was now very difficult and tiredness was setting in to weary arms; this was his lowest point and failure due to fatigue seemed a real possibility. A spare rope carried for emergencies proved invaluable; a quick modification allowed him to use his harness to take the weight of the sail when uphauling and reserve his energy for the second half of the challenge.

After six hours of sailing we were passing Shanklin, the water had flattened off and our speed had increased. Being ninety minutes ahead of the expected time gave me a huge boost; I felt there was no possibility of failure from this point onwards. We rounded the corner at Bembridge for the homeward leg along the Solent with perfect wind conditions, giving us over eleven miles non-stop on a port tack. The chimney of Fawley power station gave a perfect reference point to aim for and we were on target to reach our destination without tacking. However, with only five miles remaining another wind shift and drop in strength brought our boards off the plane; it was extremely frustrating to be so close with little progress being made. Eventually one last gust gave us enough wind to complete the last few miles of our journey, dodging the colossal container ships leaving Southampton Water to reach our start point.

Tired and blistered, we finally arrived at 1655 after 9 hours and 35 minutes, having sailed just over 76 miles without touching land or needing any assistance. It was a great sense of achievement for us both in a challenge where many have previously failed; as one person who completed the Forces Windsurfing Challenge last year put it “more people have climbed Everest”. We are both extremely grateful to James Topping from Southampton University Watersports Centre and his safety boat crew for their support, without which we could not have contemplated an attempt.

Simon Cave



GPS plot of our route



BOSUN'S BIRTHDAY - Happy Birthday Rex

And lo it came to pass after 69 years that the Hull of the Ark was in need of antifouling; so it was done, and the bottom of the Fair Maid was also in need, and the wise men were not slow to satisfy that need, and also wires from the engine to the lights of the Ark.

And likewise were the struts of the landing stage, and a gentle slope of wood and iron from the landing stage made secure and so also were cleats fixed to the Pontoons. And then,

they did pay a visit to the Malt House, that where there is no malt, nor even barley did live; but in splendid muddle and confusion bits and pieces of value to no one, and they did clear out the bits, and also the pieces did they cast out. So that space did rule, ready for the next lot of bits and pieces. Then one of the wise men did say let us do also to the Shed what we have done to the Malt House and so it was that one of their kind did mount the loft and discard the value items which no one wanted, and so also did another to the cupboards where now signs and lists and tidiness rule; and even to the floor did they cast out unwanted pieces.

It came to pass that the pontoons needed to make a journey from this place to another far away and after they had cleaned them they did move them with much effort and did secure them in the middle of the ocean, that the multitude might enjoy their lights; and did then return them, to the place whence they had come.

Being men of straight eye and level heads they did observe the drunken stance of one of the posts from which did the fleet depart and they did have words with the pole and it was good.

Now it came to pass that the scribe did foresee a need to visit the local city which lay some distance hence, but he did arrange this and the wise men did visit the city and did marvel at the iron horses and ancient weapons and even then to Belfast which they did marvel at, and as so too, did they enter the eye of that city and did marvel .

And then also to the pressure washer, and to the Rescue boats, the flares, radios , ropes, engines. And also the wheels of the trolleys did they attend and they were done; but even so some were attacked by a strange jaundice.

So to accompany these acts did the wise men assemble and attack the metal horse that did live in the ark and did adjust and tinker so that the horse did run smooth once again.

Then did my lord Rex look kindly and say "***** I now have 70 years".

As well as so kindly composing the above epistle, the Venerable Clerk to the Bosun sent the following short report to the Editor, who has reproduced it in its entirety.

The Commodore(one James Mant) sent both the Painting Lot and the Prestigious Bosun's Team a bottle of Champagne to thank them for all they had done during his tenure as Commodore. Here you see some images, showing the Painters boozing, whilst the hazardous nature of Bosun's Operations only allowed a mere tea break. Nevertheless, we were most grateful and kept the bottle to drink Rex's health at his birthday party.

At this function we gave Rex a little present, accompanied by a photograph of said Team, minus the Bosun. I have therefore also added a picture of the Bosun.



Now I only send all this Guff in case you are a bit short on articles, you may wish to use some of the information or photographs (with suitable reference to the photographer, naturally).

So not wishing to cause any offence to the Venerable Clerk I am delighted (reminds me of glow worms - see final page) to include some of his photographic offerings below.

The Hon Bosun...

...and his Team



.....only Tea!

.....and the other Lot – plus booze



For the sake of good order and military, sorry, naval discipline, the cast list for the **Bosun's Team** above includes Rex Riddington, John Fifield, Trevor Davies, Russ Wolstenholme, Tony Corno, John Hitchcock, Clive Frost and Julian Mandiwall.

The **Painting Lot** are Roger Smith, Brian Dennis, Mike Clarke, Katie Cole, Penny Walling, Richard Munday and George Cole (plus Tony Wilkinson, Mike Algar and David Donaldson who were awol when the photo was taken).

Following on from John Brook's article on training, here are a few photographs which hint at the varied aspects of our training activities. I think that they all speak for themselves, but none more so than the final one of the Optimists. Delightfully atmospheric. Editor







ESSC ANNUAL PRIZEGIVING

Yet again the ESSC Prizegiving Dinner in the Clubhouse was a resounding success, thanks to all the hard work put in by many members, and of course by our excellent caterers and their team. The event works so well in the bar. Crowded, but what a great setting. To give a flavour of the evening, here are some images taken by Julian Mandiwall, plus a few taken by the Editor:





"Gimme....."







ON REFLECTION... a final look through the telescope! by Julian & Judith Murch



As we stand down after 10 years on the General Committee, and prompted by Martin Perry's article in the last news letter, "BEHIND CLOSED DOORS...", we thought it might be appropriate to share our perception of how our Club is actually constituted and operated, as well as offering some personal observations. Often you will hear many views expressed in the bar, (particularly from the right side!) about how the Club is or should be run. Many are humorous, some are anecdotal and some are mere conjecture, whilst occasionally some do not reflect current policy at all or the way our Club is really being run by those in charge!

We are guided by two documents: the Club Rules and By-Laws and our Operations Manual. The former describes the way our Club is constituted, should be run and what members may and may not do. The latter describes how most of the key activities should be undertaken. It also provides risk assessments for these activities and there is a section that contains our child protection policy. Within this framework, the overall responsibility for the day-to-day running of the Club lies with the Commodore, who is supported by the Vice Commodore and three

Rear Commodores. These five Flag Officers are supported by the Honorary Officers of the Club. Each Flag and Honorary Officer has a degree of organisational and financial autonomy depending upon their role, with all being answerable to the General Committee. Exceptionally, the Flag Officers may make decisions on behalf of the Club, if it is deemed imperative and there is insufficient time for formal endorsement.

As Martin mentioned, the General Committee appoints sub-committees to run key aspects of the Club but their principal decisions, particularly on financial matters must be ratified by the General Committee. The three major sub-committees, which meet monthly, are normally chaired by one of the Flag Officers and are the Sailing, Premises and Finance & Development Committees. There are also committees responsible for the management and organisation of training, social activities and the bar.

The Club's annual income is currently about £92k and is mainly derived from the membership and boat storage fees as well as a healthy income from our tenants, who lease the top floor of the Malt House, Flintstones Cafe and the Emsworth harbour office. Our major outgoings are due to our sailing expenses, the cost of maintaining, insuring and improving our buildings and the utilities we use.

Each year the Finance Committee recommends a budget for the next year based upon the expenditure in the preceding years, on bids from the sub-committees and on projects planned for the coming year. Unless there have been significant unforeseen costs or a significant drop in income (such as the loss of a tenant) the outcome is invariably very close to that predicted. In November each year, shortly before the AGM, the General Committee reviews the budget recommendations for the coming year, which normally includes a proposal to increase in fees in line with inflation. It also considers the audited accounts for the year ending 30th September, which the Treasurer presents to the AGM in December.

The General Committee's aim for many years has been to operate within our annual budget and still set some funds aside for a "rainy day", whilst maintaining our properties and our fleet of Club owned boats to the highest standards possible. On average our reserve funds on deposit have increased by about £10k annually, despite many ambitious premises projects and our boat replacement policy. The latter which was set up about 10 years ago ensures that we have a fleet of modern and highly reliable craft, which are sold on before they become tired, unreliable and expensive to maintain. Much credit must also go to the teams of volunteers who maintain our boats and buildings for us, thereby saving us thousands of pounds each year, ensuring we generate that small annual surplus. We no longer mend and make do but aim to purchase high quality assets discounted as much as we are able to negotiate.

One of the reasons the Club enjoys some of the lowest fees in the harbour is because we own our freehold, currently valued in excess of £4m for insurance purposes. We pay no rent where many have to. We also receive £17k per year from our tenants, with about £10k coming from the Malthouse. Should we lose all this rental income we would need to increase our fees by about 30% if we wished to maintain our current levels of activity and savings. That said we would still be one of the cheapest clubs in the harbour. Examples of current family fees from the harbour clubs are: Langstone £90.50, Chichester £93, ESSC £111 (about 30p per day!), Mengeham Rythe £126, Dell Quay £159, Emsworth £260, Bosham £435, HISC £548 and Itchenor £665.

Over the years our membership has steadily grown and currently there are about 750 adults. 10 years ago there were about 550 and rising quite quickly. At that time potential new members could come to the bar for an application form and invariably within a few months, with the appropriate sponsorship and the agreement of the General Committee, they would become probationary members. It was at about this time that we began to experience pressure on Club facilities and often social functions were oversubscribed and there was insufficient dinghy parking. It was decided that

we should take a firmer control on the size of the Club, with a decision to limit adult numbers to 600, with the result that once that number was reached applicants had to join a waiting list. In the short term, surprisingly, there was no appreciable increase in the demand on our facilities, so to reduce the size of the waiting list and the time on it, the GC agreed to raise the adult population to 650. Subsequently, the waiting list continued to grow quite quickly and it then could take up to three years before some applicants were considered for membership.

To reduce this extended waiting time, the size of the membership was allowed to rise still further by taking on blocks of new members, first to 700 and subsequently to 750. Once more, the demand for boat park places remained about the same and social events though invariably popular, were seldom heavily oversubscribed. The down side of this increase in numbers was a significant increase on the work load of our Membership Secretary. The upside was a significant increase in annual subscriptions and annual windfalls of joining fees. Today our Club remains exceptionally popular and we are fortunate to have many potential applicants wanting to join us. We do have a waiting list but it is run differently from the way it was in the past. Currently some of the other clubs in our harbour are not so fortunate and are actively seeking new members in an attempt to balance their books. If we retain 700 adults on our books, all other things being equal, we should not need to raise our fees above inflation.

So why is our Club so popular and successful? First and foremost it must be because we enjoy the legacy provided by the foresight and hard work of our President, Mike Hackman and his contemporaries who, 33 years ago, had the initiative and good fortune to be able to purchase and renovate the buildings on our current site, thereby providing the unique venue which we all enjoy today. If you have not yet got round to reading “In Search of a Slipper ... tales from the bar”, which was compiled by a former Commodore, Clive Frost (1995-98) and published at our 75th anniversary in 1996, I suggest you do. You will then realise the enormous personal contribution Mike and his volunteers made back in the early 80s. Secondly, we are fortunate that our Club is run as the “local club for local people”. The majority of our members live within the PO10 postal area and many, particularly the recently retired, offer their non-sailing skills at no charge or at minimal cost to help maintain, upgrade and administer our Club, thereby considerably reducing our running costs. Thirdly, our great strength is that we really are a family club. Whilst many clubs may claim to be such, I doubt if any do more for their families than we do. Support for and from our members is quite literally from cradle to grave. From their earliest days on the Mill Pond to the end of their time, our members always give fantastic support to young and old alike and their families. In the last newsletter we noted the sad loss of two dear friends, Alastair Pratt and John Mant. Hundreds of Slipper members rallied round and helped both of their families through those difficult times. This year, on a much happier note, there were two high points amongst many wonderful events organised for us; the 90th anniversary pirate treasure hunt and the junior cruise to Cowes. Both were great fun for our young people but equally enjoyed by the families and volunteers who made them so successful.

We hope these comments and observations have put things more into context for you. We are firm believers that the more you put into an organisation, the more you get out of it and we are sure that is why it is so rewarding and such a privilege to be an active member of the Slipper family.

Julian and Judith Murch
General Committee members 2001-2011

(Julian was Rear Commodore (Sailing), Vice Commodore, Commodore and Vice President, and Judith our Membership Secretary and Rear Commodore (Administration) during this period. Editor)

