

SLIPPER SAILINGS Spring 2013

Commodore's Corner

Welcome to the spring newsletter and the start of the 2013 season. The weather hasn't been brilliant but it's definitely getting warmer and the days are getting longer.

Although our main club sailing activities take place during the summer, much has taken place over the winter. I am pleased to say Slipper retained the Hare & Hounds trophy racing against ESC and TISC in unusually light winds. You will see later Claire Couzens' lovely poem giving you an insight to some of the racers and their experiences. There has also been some great dinghy racing at Thorney during the early months of the year in much colder and windier conditions. The lift-in went well, despite a late start due to a problem with the crane, much to the credit of our lift-in guru Chris Lunn and his team. Although being 5 or 6 hours behind they completed on time and the parks were left clean and tidy ready for the dinghies.

The premises and painting teams have been kept busy over the winter keeping our club maintained and in good decorative condition. The start hut refurbishment led by Roger Smith has been pressing ahead despite the conditions and I can confirm it is now firmly fixed down. The function room floor was sanded back and treated by a specialist and now looks lovely with the recently replaced curtains made by Janet Balster; we are currently looking at other improvements and changes to the function room area. The lift continues to be a problem and is highlighted as a matter of urgency by the Premises team.

Geoff Whalley and the social team have welcomed some new members and been putting on excellent functions including a very informative talk by Rod Carr on the Olympic Sailing Event at Weymouth. Karen & Trevor continue to provide fine food for our functions, at weekends and the very popular dining in-nights.

This year the Commodore's Charity will again be the Ellen MacArthur Trust which takes young people sailing to help them regain their confidence when recovering from cancer, leukaemia and other serious illnesses. £257 has already been donated from the proceeds raised at the Cruiser Supper.

Our training has been second to none over the winter and I would like to thank our new Training Principle John Brook, Chief Power Boat Instructor Vince Lavender, Chief Sailing Instructor Mark Riddington and all other instructors for their hard work, both over the winter and for the coming season. It really is good to see so much enthusiasm going into training for our members, including Junior, Youth and Adult in all areas - mostly by volunteers from the club.

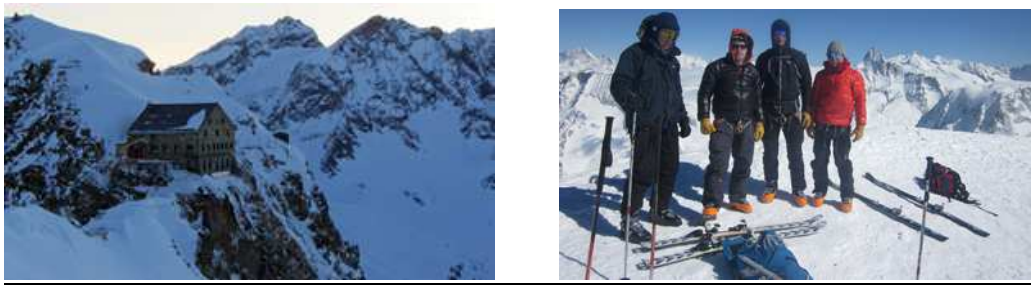
I am pleased to say the hard copy of the programme is now available and if you haven't picked yours up already please do so from the boxes outside the bar door. As usual this

year we have a full programme for all areas of the club and I would like to thank all those who have helped put the programme together and get it ready for collection. As you are all aware Slipper is very much reliant on many people getting involved and making things happen, some in a small way and some in a big way, but it all helps. If you aren't currently involved or would like to help more please don't hesitate to contact me or one of the team, we are always looking for new people and fresh ideas.

I will finish by wishing you a successful season and look forward to seeing you all during the summer.

Mike Lillywhite
Commodore

P.S. My year's winter activities involved completing the Haute Route in extremely cold conditions and possibly the hardest day I have ever had - climbing the Pigne d'Arolla to 3800m in minus 30deg.



Refuge at 3800 metres, and minus 30 degrees!

The Phantom Tweaker!

For many years, just before the first period of cold weather strikes, I have given the central heating in the Club a thorough check over, otherwise I am harangued by those who sit on the right of the bar until a comfortable fag is restored. Invariably, there is an airlock in heater in the NE corner, where most of them gather, so if I can get that one cleared and working, they are generally happy(?) and relative peace is restored!

The Club's gas central heating and hot water system is very similar to those many of us have at home. It has a combination condensing boiler with internal controls and a remote room thermostat. In the Function Room and in the toilets there are standard radiators each with its own thermostatic valve. In the bar and on the mezzanine there are Myson heaters.

Generally there are no problems with the radiators if they are left at their preset values of 3 to 4. The heaters in the bar and mezzanine are quite different as they require a permanent electrical supply to power an internal fan and some rudimentary electrical circuits. In addition, there must be hot water in the pipes from the boiler before they will start working. They have summer and winter settings, a fan speed control and each has an internal hot water sensor as well as an external adjustable thermostat.

Each autumn I set the Myson controls to their winter settings, ensure all are working correctly and then wait for the Phantom Tweaker to strike! It normally only takes a few days, especially if an initial cold period is followed by a mild period before the cold weather comes back. Then the "Tweaker" strikes because he (or she?) wants instant heat and lots of it! So what are the tweaking options when faced with no heat coming from a bar Myson heater?

- Quickly he will discover that switching back to the summer setting will ensure the fan operates whether there is hot water in the pipes or not. Generally he will leave it in the summer mode blowing cold air around the bar.
- The next option is to turn the heater's external thermostat fully up but he will find that it does nothing; however he still leaves it at its highest setting, thereby ensuring that when hot water is available, it puts out far too much heat!
- With knowledge from home, the next item to tweak is the thermostat at the top of the stairs. It should be left on 20 degrees C. I seldom find it so... either way up or way down so it has no possibility of working as designed.

So what is left to be tweaked?

- The temperature of the water leaving the boiler.
- The boiler timer, which can be switched to off, timed or continuous.
- The timer itself which needs to be set to the correct time and the periods it should come on which are normally half and hour before the bar opens and half an hour before it shuts.

So what do I normally find?

- The Function Room radiator thermostatic valves are either fully off or fully on, seldom at their mid settings, so the room is either cold or far too hot.
- In the bar most of the heaters are back at their summer settings, so that when there is hot water in the pipes and no air locks, the bar soon overheats because the thermostats are by-passed by the summer settings!
- Often the boiler timer is set to continuous rather than timed, so we waste a lot of energy when the Club is unoccupied. Also the boiler output temperature is often moved away from its optimum setting of 60 degrees. If it is set too high we waste a lot of energy; if too low the Club quickly never warms up properly.

So what should we encourage the Phantom Tweaker to do before he runs amok?

- First check the temperature of the pipes coming into and out of the base of the bar heaters. If they are cold, there is either an air lock at that particular heater or the boiler is off and no matter how much the controls are tweaked no heat will come out, only fan driven cold air.
- Check the thermostat at the top of the stairs is set to 20 degrees. If it is too low the hot water will not be circulated.
- If access to the office is permitted, check that the boiler is:
 - set to continuous (normal setting for mid winter)or
 - if timed, set to the correct time and it is during one of the preset timed periods.
 - that the boiler's central heating output temperature is set to 60 degrees.

I am not sure if this article will be a rod for my own back as I have given away all my trade secrets! However, if we can reduce the amount of "helpful tweaking" that goes on when the first

period of cold weather arrives we all should remain much warmer for longer. Next autumn if the bar becomes too cold (or too hot) please give me a call and I will endeavour to undo all the Phantom's latest tweaks!

Julian Murch



Training Matters – It certainly does!

All change, but no change

After 5 years of heading up the club's training organisation, Mike Lillywhite has stood down due to there not being enough hours in the day to do that, and be Commodore, and run a business. We all owe Mike a huge debt of gratitude for the inspiration and enthusiasm he has put into the job. I am delighted to say that Mike will remain a key player in the training team, focusing on race training and high performance sailing.

John Brook has taken over as RYA Training Principal, in partnership with Mark Riddington as Chief Instructor (Sailing) and Vince Lavender as Chief Instructor (Powerboats): in the new organisation, the role of the Chief Instructor will become more prominent in the maintenance of qualification standards. The aim of training at Slipper may be paraphrased as 'be safe - have fun', so it's a change of Principal, but not a change in principle.

Calling all patrol boat drivers

All patrol boat crews should be aware of the guidance on dinghy inversion which can be found at Annex A to the Slipper Operations Manual. Extensive research by the RYA concluded (reaffirmed this year) that the most reliable method of rescue for an inverted dinghy where a crew member may be trapped is to right it by leverage on the centreboard, at least to get the mast to the waterline, enough to get air to someone trapped. Accepting that this is not the only method and that circumstances vary, most especially in the knowledge and skill of the patrol crew, the RYA research shows that it is, by far, the most consistent one and that most dinghies can be brought up in 30 seconds to get air to a trapped dinghy crew member.

On every patrol, at least one member of the crew should be dressed and prepared to enter the water to add leverage on the centreboard. If you save someone from drowning but the boat gets damaged in the process, it's a very small price to pay.

You've done what?

Anyway, so there I was, in the Training Room casually chatting to candidates before a course when one of them said she thought Slipper could invest more in training. Well, after they'd got me into the recovery position and I started to come round, I reflected upon this chance remark. Actually, I thought, she may have a point here. The thing is, if you happened not to be at the club when a course was in progress, you might not realise what goes on and, even if you did happen to be at the club, it might still not be obvious.

OK, so what are we doing then, you may ask? Over this winter, from the end of the 2012 dinghy season to the start of the 2013 dinghy season, almost every weekend that was viable for tides and daylight has been used. We all know what they say about statistics, but here are some true ones:

| Course | How long did this course take? | How many Slipper instructors helped? | How many members trained? |
|-----------------------------|--|---|----------------------------------|
| RYA Dinghy Instructor | 6 days over 3 weekends with lots of preparation before that. | One | 6 |
| RYA Powerboat Instructor | 3 days over 2 weekends with lots of preparation before that. | None (external) | 4 |
| RYA Powerboat Level 2 | Two courses. Each 2 days over a weekend | Four or five powerboat instructors for each course | 6 |
| RYA Safety Boat Course | 2 days over a weekend | Four or five powerboat instructors, plus a selection of volunteer dinghy rescues. | 8 |
| RYA 1 st Aid | Three courses. One day or a set of 3 evening classes. | None (external) | 32 |
| RYA Short Range Certificate | Two courses, each of one day. | None (external) | 12 |
| | | Total Slipper members trained | 68 |

By my arithmetic, that's nothing short of quite a lot – some 10% of the membership.

Course Applications

This is a repeat of the message in the Autumn 2012 Slipper Sailings in case anyone missed it. The old method of applying for courses by writing on the notice-board presented all sorts of difficulties, not least the difficulty of reading handwriting and crossings-out, but has emerged into the 21st century. Thanks to the hard work of Richard Scales, course applications are now made through the Slipper website as follows:

- Go to the Training section on the left hand side of the home page and you will find a headline called 'Information on Courses'.
- Press on the 'here' button and that will take you to the authentication pane for the members-only section. At the moment the only function in the members-only section is course applications and there is a common username 'essc' and a common password '20essc12' (these are case-sensitive). That authentication may change at a future date when other functions are added – that will be advised by a more general message, not from the training team.
- Once in the members-only section you will see the courses currently on offer and can press a button for more details.
- If you are interested in applying for a course you can then press the 'enquiry' button, fill in the details requested and submit. That will automatically send a message to the relevant course

organiser who will then definitely have your current e-mail address without letters transposed or missing!

- The course organiser will then be in touch to let you know if you have a place.

Have a great season. Be safe – have fun.

John Brook

Training Principal

training@emsworthslippersc.org.uk



A cold January 2013 Sunday morning, the show goes on!

24-Hour Exercise Bike Ride for Africa

On Friday 5th and Saturday 6th April, Luke and Jo Austen completed a 24-hour exercise bike ride for their charity project in Kenyan secondary schools this summer.

The event was a big success, and the response from Slipper members and the passing public was fantastic. Over the 24 hours well over £700 was raised in addition to online sponsorship.

The lovely weather played a big part in this, as did the heroic efforts of Barnaby 'Tiger' Thorsby who took the bucket around Emsworth's pubs and even managed to get into 36!

The charity, Education Partnerships Africa, works to invest money fundraised in the UK in sustainable educational resources such as textbooks and science equipment, as well as developing programmes in areas including sport, health education and gender equality.

If you'd like to make a donation, go to
<https://mydonate.bt.com/fundraisers/lukeausten1>

If you'd like to keep up with Jo and Luke's work over the summer, have a look at their blog, www.lukejoepafrica.wordpress.com or read a full account in the autumn edition of Slipper Sailings.



Across the Channel in Folkdance

Folkdance is a 1959 wooden Folkboat built by Parhams in Emsworth and she spent much of her life as an Army yacht based in Malta. She was restored by shipwright Andrew Oliver under the direction of her new owner, Susan Rutter, in 2008. Folkdance has a 4hp two stroke outboard and a 12v battery to run an echo sounder, log and VHF.

Susan decided to join the Emsworth Slipper Sailing Club rally to Cherbourg over the Spring Bank holiday in 2012 and James Mant was asked to act as skipper (this resulted in much banter onboard about skippers and owners!). Susan did all the preparations for the voyage including passage plans, victualling and safety equipment which included portable nav lights and a hired valise liferaft.

During the first evening on board, the opportunity was taken to sail the 4 miles from Emsworth to pick up a mooring just inside the harbour entrance off Hayling Island Sailing Club. It was an early start the next morning for the 65 miles across to Cherbourg. With only a light westerly breeze, it was realised after an hour or so that we would have to motor sail to keep up with the passage plan speed of 4 knots. This was to remain the case for the whole of the passage and with no external fuel tank for the outboard, entailed 3 refuelling stops involving a funnel and accurate 2 stroke oil measurement!

In addition to plotting our position every hour on a paper chart, James was keen to try out his new iPhone 4 with the UK and Holland Navionics application (which seems to include the

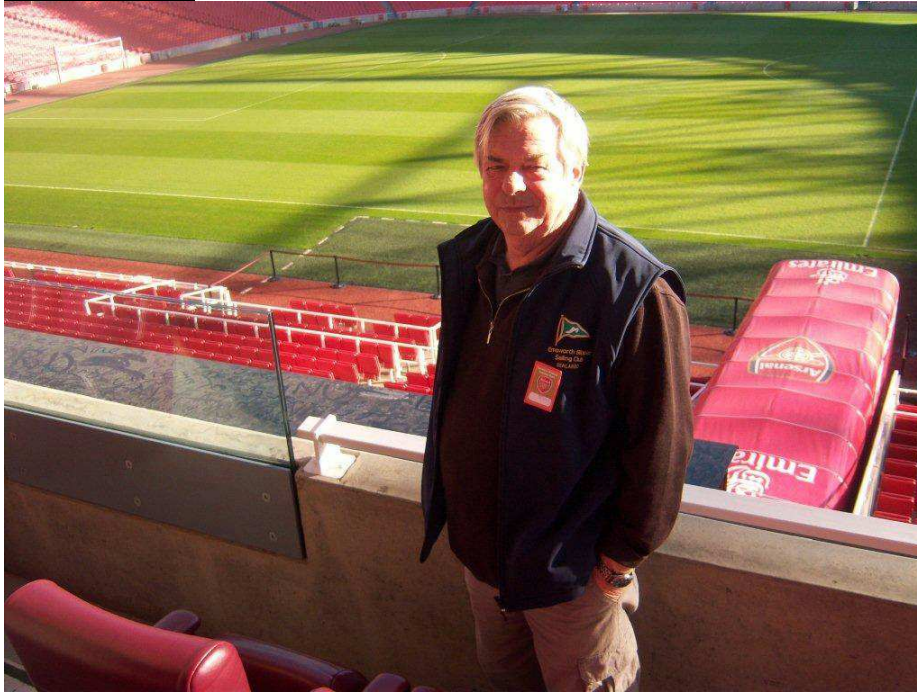
Channel and the North coast of France). Having taken himself off watch fairly early on, James found it quite amusing to lie down below keeping an eye on Susan's course on the iPhone! It was a pleasant and uneventful trip until a fog bank was sighted ahead in the late afternoon at about the time one would normally have expected to start to see the Normandy coast. Visibility was soon down to a few hundred metres and the liferaft was positioned in the cockpit along with a hastily assembled grab bag. As darkness descended, the visibility closed in even further and the iPhone was found to be particularly useful to feel our way through the eastern Entrance to Cherbourg without seeing the powerful lights on either side. In due course the inner breakwater appeared through the fog exactly where expected and we were soon alongside in the marina by which time the fog was lifting rapidly.

The next day (Saturday) a jetty party with all the Slipper crews was enjoyed followed by a good meal in the Cherbourg Yacht Club. Several of us attended Mass in the Cathedral on Sunday morning, followed by lunch in a cafe, and then it was back to sea for the 25 mile sail round to St Vaast. The SW force 6, just starting to whistle through the rigging, put several off but we decided to go, running at around 5 knots just under jib. This was very pleasant in the sunshine although a bit rolly polly (is this a new technical term? Ed). Rounding Cap de Barfleur, we hoisted a well reefed main and soon found ourselves beating into the approach to St Vaast in a F6/7, with a short chop causing plenty of spray to come aboard, but exhilarating sailing nonetheless! Once in the marina, the visitors' pontoon seemed to be full but we took advantage of Folkdance's slender lines to snug in between 2 larger craft (see picture) stepping ashore over the bow (easy without a pulpit).

The first half of the passage back the following day was a fairly demanding close reach into a NW F5, but then the wind started to drop, reefs were shaken out and by late afternoon it was back to motor sailing. It was a beautiful sunny evening and James particularly remembers the pre-dinner gin and tonic and the peace of a small boat alone on a big sea. The approach to Chichester Harbour was after dark and there was slight unease when the Nab Tower light did not appear as expected. Again the iPhone came to the fore in confirming our position and the characteristics of the Nab buoys which we could see. Indeed, the Nab was not lit, but we then picked up the lights of West Pole and the Bar Beacon and were soon safely inside the harbour secured to a mooring off HISC. The following morning it was a short sail up to the mooring at Emsworth. This was the Diamond Jubilee bank holiday. We just got ashore in the dinghy and loaded up the car before the rain started!



Colin Oiller



From Jacky:

It was so wet and windy on Saturday that my phone suffered so there are no photos. However here is a little story of the event.

Having planned to spread Colin's ashes on our mooring on Saturday April 13th we had to go ahead in spite of the atrocious weather. So, if anybody was mad enough to be out in those conditions and happened to see us making our way down to the beach that is where we were going. Bundled up in wet gear and lifejackets for the children we very soon became waterlogged but soldiered on. We reached the mooring, enjoyed a nicely chilled glass of champagne and proceeded to spread the ashes taking care to appreciate which way the wind was blowing! The children completed things by throwing red roses into the sea. The ashes and the flowers left the mooring far quicker than we ever did!

It was a fitting time and place and as we shed a few tears we looked up to the heavens and thought 'Hm, yes who is having the last laugh now!' We like to think that our good friend Paul Watkins had joined him and together they had a wry smile at our antics.

We made our way home and all commented on the fact that not one of the children asked what on earth we thought we were doing?!!

Our grateful thanks go to Mike Lillywhite who on behalf of our lovely club allowed us to use 'Slipper Maid' and to David and Sharon Holmes who ferried us out there and back again. A day we will never forget.

Jackie, Julian, Michelle, Simon, Tory and Keith

Many kind words have been said. I will remember Colin as a quiet, kind man, always with a friendly quip or a word of really helpful advice, and a wry sense of humour. A good friend to us all.

Roger

Princess Sofia Report 2013

After finishing a busy few weeks of University, with lots of coursework deadlines, I was really looking forward to getting out to Palma and back in the boat to experience some good sailing conditions. The aim of the Palma regatta for me is to consolidate my winter's training, test my new kit and ultimately to improve on last year's result.

The newly branded British Sailing Team set up a week's pre-regatta training before the first major event of the 2013 season. Princess Sofia Regatta is a great opportunity for sailors campaigning for Rio 2016 to make their mark at what will be the first major event of the 4-year Olympic cycle for many sailors. It also, almost to the day, marks my first season of sailing in the Finn class.

I got delivery of my new mast and 2 new sails, courtesy of my sponsor Credo, which I used in the pre training and in the event. The equipment has been great and I'm happy with the performance of the new set up. It gives me the best chance to improve my sailing in a highly competitive fleet against the best in the world.

With ISAF's new scoring system being trialed at this event the fleet was split in half into Silver and Gold fleets after a qualifying series that consisted of 6 races. I just made the Gold fleet cut finishing 35th / 78. This put me in a strong position, as I had everything to gain and not much to lose with only one other gold fleet boat behind me at the time of the split.



I enjoyed the challenge of Gold fleet racing with the aim to take advantage of the opportunity to pick up a few places with the new scoring system. But at the end of some hard fought Gold fleet races I managed to pick up one place finishing 4th British boat and 34th overall.

I have a busy calendar this year and am looking to make the most of it. Competing at international events such as: Delta Lloyd in Holland, the Junior Worlds in Lake Garda as well as the Senior Worlds in Estonia and Europeans in Warnemünde, International University Sailing Cup in Moscow, Sail for Gold in Weymouth and Semaine Olympique Française de La Rochelle, and finishing the 2013 season with the Christmas Race in Palamós.

You can follow the progress of my Olympic Sailing campaign via my website, following me on twitter and 'likeing' my facebook page.

www.petermccoy.co.uk Twitter: @McCoySailing Facebook page: Peter McCoy Sailing GBR 29

Paul Watkins

It is with great sadness that I have to report the passing of Paul Watkins on his 56th Birthday. A member for 25 years or so, he had been ill for some time. We will all miss him greatly and our heartfelt sympathy goes to Yvonne, Stephanie, Sarah and Jonathon. A full tribute to this loyal club member will appear in the next issue.

Roger Pratt

SID!

Below is a photo of 'Sid' our Harbour hand (and a few others). The Conservancy held a surprise reception for him to recognise his 45 years of service to Chichester Harbour. They had arranged for him to be pre-occupied by a meeting with Richard Craven in his office, whilst the staff of the conservancy arrived in various vessels alongside the quay on the tide. On arrival, the RIBs activated their blue lights and sirens and the other boats blew their horns loudly. Sid was then instructed by Richard to investigate the commotion, whereupon he was greeted by a round of applause from the crews and other well-wishers. The celebrations were followed by a lunch reception at ESSC. Sid was uncharacteristically speechless, much to the amusement of the guests.

Sarah Thorsby



Photo: John Tweddell

AN OPEN LETTER TO THE HON. CRUISER SECRETARY

I thought that you should at least hear about this interesting first outing of the Slipper Cruiser fleet. Well, from Borborygmae's perspective, anyway. Such a shame you were away in the Antipodes.

For those who do not race proper cruisers (what's an improper cruiser? Ed) the club was holding the Cranwell Cup; a bit of a navigation race really as it is between two buoys, one at Chichester and one at Cowes. You can start at any chosen time on Saturday and take your time when you finish. So it is all a matter of working the tides and sailing a faultless course as fast as possible. The reverse happens on Sunday and you add your elapsed times together. Presto!

Ha! Several boats took heed of the weather forecast and stayed safely at home. We had a filthy time of it (is this the improper bit? Ed), high winds, sometimes fair and sometimes foul, gusting up to 30 knots. Permanent torrential rain. Cold. But then our skipper is the kiddy (or thinks so), knows the rules backwards (really?), has sailed the race before, quite a bit of experience etc. etc. (they are all a bit like that at Slipper). A quick look at the Abridged Cruiser Handbook where it was clear to our skipper that we could go on the most direct "as the crow flies" course, rather than do a dog leg through the Forts, this confirmed by a wily crew member from a competing yacht in the bar the night before..... "We can use the Dolphin Passage on this race" Hmmm..... So we head for the Dolphin Passage and our skipper decides that as it is high water we will not go through the passage, but carry on over the Submarine Barrier, a saving of about 20 metres at the time. The crew mutiny, and the skipper, who knows that an harmonious boat is always a happy boat, relents. Well, sort of relents and only after a pretty exciting exchange or two. "I know these waters like the back of my hand, there is bags of water at high tide"; "I don't give a damn - you sail over that thing and we're never sailing on this boat again". I'm sure you can fill in the missing words.

Anyway, Saturday's race over we potter up the Medina and meet later in the Folly Inn for dinner. There we find that another boat had also sailed our course, but was very sad as they had been told that this was against the rules! Our skipper was able to lift their hopes by saying that it is certain that the Dolphin Passage was now permitted - skipper had read the preamble to all the races labelled "notes", where one conceivable interpretation infers the possibility of using the Dolphin Passage.

Sunday dawns and our refreshed skipper refers to the full Cruiser Handbook (handily left on board) where he discovers that Rule 28.1 clearly states that the Dolphin Passage is out of bounds. A quick phone call that unhappily woke the other Dolphin Passage boat alerts them to this sad news and our skipper interviews the race officer to declare our sporting retirement. But then - lo - another skipper stops by to say that the Dolphin Passage is permitted. A rush of euphoria, that is soon scotched by our skipper as Rule 28.1 in the unabridged version is shown.

So we amble back to Chichester. At least it is not raining.

And finally:



It was the 2012 Hare and Hounds
Where drama and excitement knew no bounds
Despite winds that were pretty light
Room on the start line was very tight
Lots of cries of 'starboard' and 'up'
Everyone wanted to win the cup.

Stand out races - well Hare and Hounds 2
With an Echo start as the northerly blew
Tacking up through the yachts the 40 boats went
And the subsequent prangs left many a dent
Mike and Emma showed how it was done
While Mark just prayed for some light winds and sun.

Hare and Hounds 5 brought a welcome surprise
Dean in a shortie exposing his thighs
Helen, Liz, and Mel - a normally reliable crew
Found themselves rather distracted by the view.
John's now onto crew number four
I wonder - where will he find any more ?

Race seven and a record 50 took part
Julian used cameras to discipline the start
The 300s liked the steady force 4
With Mark back to winning ways once more

For Hare and Hounds 11 some wind arrived
Which did mean that most of the fleet capsized
However Andy in his topper was a confident guy,
He gave Northney a miss and went right down to Tye.
Sam, Patrick and Sean in their lasers were flying
And the Fireball won without seemingly trying

The sun was shining for the final take
Viv and James in the race hut feasted on brandy and cake
The black flag was brandished to calm keen starters down
Andy and Vicky had a good race and took the Sunday crown
So it was all over, but one things for sure
We'll all be back in 2013 for some more

Claire Coussens

Enjoy 2013, it must warm up eventually. Roger