



---

## SLIPPER SAILINGS Summer 2008

---

### The Penultimate View from the Crows Nest!



After the storms and floods of March, I thought we should have a good chance of some settled and dry weather during the early part of the summer. But as you all know, this did not happen and we have had long periods with strong winds from the east and a lot of rain. And when the wind has briefly come from the west, we have had even more rain and gales! To be fair, recently we have at last enjoyed much better conditions at times. However, despite the challenges, particularly to the sailing programmes, the Club has continued to thrive both on and off the water. The Summer Ball was a case in point with Sarah Thorsby and her social team hitting new heights, thanks to all their efforts and the marquee lining triumph of Mandy Gunner and her helpers.

On the sailing front our cruisers have once again retained the Round the Island inter-club Folly Trophy both through sheer weight of numbers and some excellent performances particularly from some of the higher handicap boats. The dinghies not unexpectedly had a slow start but the first three-race mini-series proved to be as popular as ever, with those “pesky” RS300’s of Alex Thorsby and Richard Kennedy always near the front of the fleet. From my viewpoint the numbers racing their dinghies this year seems to be down from our normal levels but of course this may be due to many of our younger stars sailing “on-the-circuit” at various venues round the country. At home, whilst the cruisers were off to Cowes for the ladies race, Mike Lillywhite ran the committee boat for the Topper Open in marginal conditions providing some very exciting sailing as can be seen from the pictures above. We clearly have a strong contender for the RN submarine service. Dive, dive, dive!

With Fed Week only a couple of weeks away, let’s hope our dinghy sailors can again bring home many plates and the team trophy back to Slipper once more.

I hope you all have a great summer break.

**Julian Murch**  
Commodore

### Cruisers

This year’s season has got off to a flying start with good turnouts, excellent racing and many great venues.

The lift-in was its usual slick affair. Even the snow could not prevent the whole operation going like clockwork. Many thanks again to “Bomber” and Alastair who both ensured the whole event ran to plan! And the late cancellation of the usual curry supper, which was hurriedly replaced by a very successful trip up the road to the Spice Village, did not affect the weekend.

The Cranwell Cup was our first trip of the season and an understandably depleted fleet took part. This is a two part race where there are no set start times and the skipper chooses when to set off. The venue was Folly Reach and the Folly Inn. As expected on Saturday it was windy and miserable but the conditions did improve through the day and for those that joined in, a good time was had by all! In a stiff NE breeze we all enjoyed a downhill sleigh ride. Nobody risked a kite, although I think Amaryllis would have done if they could find it! After a very welcome cup of tea and warm up on Melody the pontoon drinks party moved on to Fixation. It was too cold for the usual cockpit party so 16 of us squashed in down below! The meal at the Folly Inn was its usual marvel of organisation (after a rather long queue) but amazingly the food appeared almost immediately after it was ordered! Sunday was an early start for the beat home on the tide in a moderate NE breeze with some sunshine to warm us a bit later on. The early birds on both days benefited from the better tides and stronger breeze with Nessa V just pipping Melody overall.

The next event was the Anchor Trophy and what a super weekend that was! The race started with a flurry of rusty spinnaker hoists in SE 3-4 breeze accompanied by a few rays of sun. The course weaved its way downwind to Mackley Construction for the beat back to Gleeds, off Portsmouth. Nessa was first off the blocks but an unfortunate accident during a gibe en route to Gilkicker forced a retirement. The casualty (Angela) was very efficiently delivered to a waiting ambulance at Gunwharf and bravely reappeared in the afternoon, complete with bandages and a broken collar bone, to enjoy the social whirl at the Hornet. And the race? - Melody won without raising a spinnaker! Russ and Linda's very smart Rassy 'Toccata' (on her first ESSC outing) was the star of the pontoon parties - She must have dropped at least an inch in the water with all of us on board! Confusion over start times and the delayed Back Passage start were definite black marks on my record (please sack me!!). The race itself was a very enjoyable beat back in a very similar SE 3-4 breeze to the previous days racing. Melody romped off into the distance again.

The Bell Trophy was another stonker! With 20 entries and 50 people eating at Gins Farm (I originally estimated 30-40), Gins Farm did well to fit us all in! For the race we were greeted with a NE 3-4, which meant it was largely a downhill drag race. During the race the wind faded to 1-3 allowing the strong tide to play an important role in the final outcome. Those that got the tide right did well. Well done to Borborygmae and to Jenny Vaughan for selecting the best approach to Bealieu and to Julian Mandiwall for all his hard work as crew. (One day he will invest in a roller reefer!) After some heavy partying, the 0700 Back Passage start was a very rude awakening. While being distracted watching Koto kiss the mud trying to short cut the Beaulieu entrance we nearly did the same! But all those that chose to make the start line did eventually navigate the entrance at low tide. The stiff NE 5-6 breeze resulted in a long challenging beat home.

Unfortunately the threat of blockades by revolting French Fishermen put paid to our trip to St Vaast. In some ways they did us a favour because the weather left a little to be desired. A hurried 'plan B' was organised by our Commodore to the less distant shores of The Hamble and Mercury Yacht Harbour. We had a brilliant turnout of sailors determined to enjoy a windy May Bank Holiday and MDL did us proud with excellent berths, a delicious evening meal and a free breakfast!

Then the Folly Trophy - what a sail! The race started off on Saturday in a gentle W breeze, some choosing left and some choosing right. After the Forts we experienced light and shifty winds approaching Cowes but once round the corner the Western Solent did its usual trick of blowing 'old boots'! Most were safely docked in Yarmouth by 1800. Because of the later than usual arrival time and some interesting convoluted docking arrangements, the cockpit drinks parties were shorter than usual. Everyone then dispersed and either cooked on board or dived ashore for some nosebag. On Sunday morning we were greeted with another gentle breeze, this time from the NW and all set off on a fetch/reach to Bridge. Tom and I were particularly pleased to have packed our rather nice flat

cruising chute, which served us well all the way to St Catherine's Point. At St Catherine's the wind seemed to funnel through and this with additional apparent wind from the tide had us all leaping around reducing sail only to be spat out into Sandown into a light, shifty breeze full of holes. Eventually a steadier N breeze settled in for the faster boats to the finish on a beat and the slower boats benefited from a late Southerly sea breeze which suddenly cut in soon after 1300 and enabled them to finish downwind with a spinnaker! On corrected time the results were very close for the top few with Fixation, Koto and Melody topping the ESSC leader board.

The CCRC 60<sup>th</sup> invitation bash to Gunwharf was a great success with very competitive racing on both days, excellent hospitality and a great evening celebration party on the Saturday night. We even got a rather nice boxed commemorative glass for going! Another joint race is definitely on the cards next year!

With a wild Sunday predicted by the weather forecasters it was great to see the majority of the entries turn up for the Ladies Race. Most of the Ladies Race was a close fetch in SSW F4 (perfect sailing weather) with a short beat to HSB at the end. Melody slipped away in front leaving Fixation to enjoy a close tussle with Toccata. Stroller turned up at Shephards wharf surprisingly soon after us bigger boats but not soon enough to secure the top prize which was comfortably won by Judith in Melody. I took advantage of the shelter of the Marina and provided the afternoon entertainment by going up the mast to fix a new wind transducer – Geoff says he is going to ring me when he wants to know the wind strength in future (cheap skate!). Then it was showers, blazers and frocks for our grand evening out at the Royal London Yacht Club. The balmy evening started with drinks on the balcony followed by a delicious meal served in our own sumptuous dining room. It was a lovely old clubhouse, beautifully kept and properly staffed for the members and guests enjoyment - I would not turn a trip down to this club if I could avoid it! Sure enough the weather forecasters were not far off with their predictions and we had a very fast, windy passage home with gusts approaching 30 knots (true) – according to my newly installed gadget!

A number of Slipper members competed in this years Round the Island race with at least four club yachts taking part. Melody was the star performer, with her crew of Flag Officers posting a 4<sup>th</sup> in class and 47<sup>th</sup> overall, Nessa V's skipper battled the conditions with two cracked ribs, Baby Blue had a good race in the challenging IRC fleet and Gelig Knight went round with a crew of just two consisting of only Alex Janicki and Richard Lewis. Others crewed on various yachts; Mike Austen had a blinder on a J109!

Borborygmae, Toucan and Rosella all took part in another successful Blind Week with Nick Pomfret heroically doing the trip to and from Falmouth single handed!

All this and we are only half way through the season!

We all have our summer holiday cruises to go on, then there is the ESSC Regatta, Phillips Cup rerun, Pursuit race, The Yoke and Nab Dash still to look forward to! The new format Regatta this year will be an open single race on the Saturday with the ESSC meat fest as the venue – please join in the fun! The rerun of the Phillips Cup and Pursuit Race will be run together over the same weekend – so lots of silver up for grabs here! The Yoke is compulsory – the ESSC's honour is a stake! The Nab Dash doubles as the junior cruise and is the final sailing event of the season!

See you on the water.

**Hugh Kennedy**  
Cruiser Secretary

## **Two-day Topper Training**

There are three important rules:

1. Try your best.
2. Allow others to try their best.
3. SMILE!

These rules set the tone for a great two days of Topper training by Dave Cockerill and his instructors, Tom Durham, Pete McCoy and Alex Thorsby, ably assisted by Bob Jarvis.

14 Topper sailors from both clubs, aged between 11 and 14, showed not just bags of enthusiasm but a marked improvement over the two days in ability and confidence as well.

A combination of several elements ensured that the sailors had a thoroughly enjoyable and useful two days sailing experience. First and foremost were Dave's unique motivational training skills. Then, there were ideal weather conditions (3 gusting 4 on the Monday and the same on a very sunny Tuesday). Then there was the support. The administration was initially set in place by Nicola Durham and Paul Mothersele, who helped drum up numbers and handed co-ordination into Nicola's capable hands. Last but not least we had excellent kitchen staff (Sarah Thorsby with the help of a few more besides), plus instructors and mums on water (Ruth Austen, Cathy Cunnison and Susan Rutter) who braved the sunny but chilly weather on the ribs. I had to opt out of rescue boat duty on account of my son's dry suit mysteriously shrinking! Instead, I had the pleasure of catching up with mums from Emsworth Sailing Club, who commented on how friendly and welcoming our Club is. While the sailors were put through their paces on the water, we 'beach masters' (Nikki Allen, Pam Bowman, Frances King and yours truly) held the fort back on shore, enjoying plenty of tea and banter, which ultimately had some of us caught off guard as the troops returned. Quick-stepping it onto the slipway, it was a delight to find them all helping each other de-rig and pull the boats ashore – I didn't even have to get my feet wet!

So, what did they do out on the water? For starters, anyone not smiling or having fun was in danger of being capsized by Dave. Thankfully there was no need as the video footage showed everyone smiling (maybe some grimacing) from ear to ear, and having fun, even if it was just as they sailed past Dave! Only joking! One of the most popular games was the buddy racing where a more experienced sailor helped a less experienced one become faster going around a course. This got the competitive spirits going. Once moored alongside the ribs (no doubt using their knot-tying skills – more of that later), hot chocolate and flapjack/doughnuts got everyone warmed up again. Other fun races had little challenges such as when on a beat having to stand on the foredeck, and on the run, having to pitch pole. Amid much hilarity, sailors were learning how to control their boats (or not, in some cases!).

Back in the classroom, after a scrummy bowl of pasta, Dave had the sailors transfixed by his excellent combination of teacher/training instructor skills. They were asked to think about the skills they had been learning with the help of video clips. Mike Austen had been out on the rib taking snaps on the first day. The irrepressible Henry Cunnison had a particularly special relationship with the coach ... Three interruptions, as Dave was speaking were his limit! Sure enough by the first hour, he'd used up his tally of interruptions! But, for the rest of the day, his lips were firmly clamped and his hand raised high. Dave led the round of applause that followed this particular achievement.

No-nonsense-Dave kept his promise that anyone arriving late for briefing had to do 10 press-ups in front of the rest of the group. Barnaby Thorsby, Luke and Jo Austen must have spent a long time in front of the bathroom mirror, judging by their tardiness and were named and shamed. Sportingly they performed the penalty.

Last but not least, mention should be made of the bowline championship. Dave, self professed 'national fastest tying bowline champion' threw down the gauntlet. This was duly and bravely taken up by the sailors. Sparring pairs were finally whittled down to just Ruth Allen, who gave Dave a real run for his money in the Final, only just losing out to his undeniable speed and dexterity. Winning 2 out of 5, Ruth showed delightful cunning catching Dave out while he was chatting. Well done Ruth! Dave held onto his title – but for how long?

Henry presented Dave with a bottle of wine as a small token of thanks, together with a card signed by all the sailors. Dave in turn gave huge thanks to Nicola and Sarah, and to everyone who helped him run a fantastic two days of Topper Training.

We all really look forward to the next one!

**Anna Wood**

### **Social**

The Social Committee have had a busy first part of the year bringing you a variety of sell out evenings. The James Bond Casino night in May was great fun and a good time was had by all.

Another successful Tea by the Sea was held in June, which raised an impressive £400 for the Sail 4 Cancer charity. Thanks to Mark & Frances Taylor who co-ordinated the event and everyone who supported them whether it was donating cakes, serving tea or buying the same! Whilst all the recent functions have been sold out, the ticket sales have been initially very slow which makes estimating the catering requirements very difficult. Your social committee decided to try to alleviate this problem by enticing earlier sales with a discounted ticket price for the Summer Ball if tickets were bought in June. This worked a treat, with frenetic activity on the last day of June and resulting in a waiting list! This made finalising the catering arrangements so much easier that we will be adopting this approach for any social functions in the future, requiring any catering or minimum sales, so watch out!

With regard to the Summer Ball, the weather, yet again, tried its best to dampen our spirits but in true 'Slipper' style we wouldn't be beaten. Themed this year as 'An Italian Masquerade Ball' can I personally thank everyone who attended for their tremendous and very much appreciated efforts in Mask choices. From the hand made to the humorous, from the adapted tide table, to the exquisite shop bought, I was truly overwhelmed and humbled, Thank you for making such an effort and providing such a wonderful atmosphere. Having been so impressed we have decided to follow suit and theme next years Ball as 'White ties and Tiaras'. So for all the artistic amongst you, happy planning!

This years Ball was a huge success made possible for so many reasons and too many people to name individually. However, having said that I would just like to thank my committee for their constant support and hard work and particularly Mandy Gunner, Judith Murch and Judy Plimmer for their invaluable help in lining the marquee. A naïve idea on my behalf, surely it wouldn't be that difficult to line? Just a case of several long lengths of material, hung from the apex and hooked up on the sides, easy!!! My trusting team commenced work with enthusiasm at 10 am and finally

finished somewhat exhausted at midnight! All our hard work and that of the people who were dragged in to help along the way proved so worthwhile with the marquee looking quite spectacular as you can see in the photograph on the front page.

Looking forward, tickets will soon be on sale for our club regatta meat feast on Saturday 30<sup>th</sup> August priced at just £8.50. A vegetarian option will be available. And then we will once again be linking up to the BBC for ‘the Last night of the Proms’ with a bring-your-own picnic on Saturday 13<sup>th</sup> September. Tickets will be just £3 each to cover basic costs.

See you there...

**Sarah Thorsby**  
Hon Social Secretary

### **Radio Sailing Profile: Chris Treagust**

Born into one of the great dynasties of Emsworth, Chris has lived and worked in and around the village all his life. Attending the Bourne School, Chris was taught to sail by David Urry, then a woodwork teacher and national sailing champion.

Carpentry, boat-building, painting and decorating, fibre-glass laminating, kitchen fitting, plumbing – Chris can turn his hand to all of these, and more. An amusing feature of Radio Sailing on the Millpond Wall is the number of passing people, all needing to chat to Chris about kitchens and cupboards.

Having sailed many dinghies at both Slipper and ESC, Chris bought his first 1 Metre five years ago. This was a Mandarin design and Chris found himself hooked on the challenge. The Mandarin was quickly replaced with a series of more modern boats, some of them built by Chris. The Triple Crown design (see above) is his most recent 1 Metre, unusual for its “see-through” looks.

Racing at Slipper has proved a good training ground for Chris, his racing skills are highly developed and his ability to stay calm under pressure is tested by the shameless ribbing of the rest of the fleet.

In the past year Chris has been travelling the Regional 1M circuit, with increasing success, while also racing at Gosport in their monthly series. Gosport is probably the premier Radio Sailing club in the South and the racing is to a very high standard. Chris has won the day on the last two occasions, reflecting his increasing confidence. In May 2008 he attended his first 1M National Championships at Poole MYC where his overall result of 23<sup>rd</sup> was encouraging, but also reflected some “big match nerves”.

Not content with sailing the highly technical 1 Metre boats, Chris has bought a Radio Laser, too. These are less technical, but similarly challenging to sail, particularly in big fleets. Chris will be back at Poole for the Radio Laser Nationals next month.

Warm, cheerful and friendly, Chris is a pleasure to sail against, particularly on the odd times that I manage to beat him!

**John Galyer**

## WOW

### Slipper Cycles 4 Cycles

Slipper members taking part in the WOW organised Cycle 4 Cycle ride have helped to raise £770 for the “Make A difference” Charity enabling children in Burkina Faso to get an education. There were 2 routes devised by Helen Hodges and Lesley Spencer so whether you wanted a family cycle with a quiz or a bit of off road adventure there was something for every age (and fitness level!!) Prizes were awarded for the muddiest child, the worst/best fancy dress and for those that took the most unusual route (well done Bob Fuller and grand daughter...pity they didn't have the compass before they set out rather than after!! )

As you can see from the photos WOW is not all about sailing!!! Dinghy and Cruiser sessions will start up again after the summer break - contact me if you want to come and join us.

**Mary Alston**

WOW Co-ordinator

## Training

The winter/spring training courses, both shore based and water based, were once again extremely well supported, almost all running at maximum capacity. This year some of the courses were organised by John Brook, and I am extremely grateful to him for taking some of the load off my shoulders! There did not appear to be much demand for CEVNI testing this year (although many people did take the test last year), but if there is anyone out there who would like to take a CEVNI test please do let me know. Even if there are not enough people to form a group test (maximum of six) I am quite happy to conduct tests on an individual basis if necessary.

The summer training has been running very successfully, with the junior sessions co-ordinated by Matthew Thorsby and the Youths by Paul Mothersele, both ably assisted by our excellent Senior Instructors and Dinghy Instructors as well as a host of enthusiastic helpers and parents. Our thanks go to them all.

Last week the annual RYA inspection took place – an extremely rigorous one, but needless to say the Club's Training Centre continues to retain its RYA recognition.

I have now confirmed that an instructor will be available to conduct some more Adult Training in September. On offer will be RYA Level 1 and/or Level 2, and possibly one or two of the advanced modules. Please keep an eye on the Training Notice board in the Clubhouse for further information and sign-up sheets. Information about the next series of winter/spring courses should start appearing on the Training Notice board in October or November.

On the development front, our in house RYA Coach /Assessor, Dan Jaspers, in collaboration with other ESSC Members is planning to develop the ESSC training resources this season with the production of a club specific CD/DVD which will include the RYA Training Method in short filmed sections, games to play for all parts of the Youth Sailing Scheme, racing exercises, dinghy fleet management scenarios and practical manoeuvres such as tacking/gybing/spinnaker hoists. These sections will be filmed during the next DI course at the end of the season and will go out to members soon afterwards. If anyone has any contributions that they would like to make to this valuable

resource would they kindly get hold of Dan or me to make their suggestions. We are also aiming to produce an Instructors' Handbook, which will provide brief, concise guidance on how the RYA requirements can be met within the operating procedures that are specific to this Club, as well as information about what to do in the event of any queries or concerns. Finally (for this year!) I am planning to set up a Senior Instructor course before the year's end.

Once again, sincere thanks to all our Instructors, in all disciplines, who give their time so freely – without them none of this could happen. Thanks also to the army of helpers who provide such valuable support and practical help. What a Club we have!

Happy summer sailing!

**Tony Gaunt**  
Training Principal

### **Southbourne Sea Scouts 1974 (A Windy Day)**

I recently came across this diary entry from September 1974 (when I was 16!) and thought it might be of interest, especially as this year sees the 75<sup>th</sup> anniversary of Southbourne Sea Scouts. It is printed here exactly as I originally wrote it.

"Went down to scouts in the morning to help prepare for the scout fete. Wind was very strong and gusts of hurricane force 12 had been recorded along the south coast. Came down at 2pm to help with the fete. Several boats broke away from their moorings and ended up on the north shore of the bay. We helped pull these boats up the shore to the high water mark so that they would not bang against the sea wall. First time I have ever seen the sea with a coating of white spray whistling across the water at great speed. You could not see or stand still facing the wind. "Dane", already low in the water from rain capsized on her mooring and sunk. "Viking" had also sunk on her mooring, the waves had been breaking over her bow. About 5 scout oars were washed up on the beach and also a thwart from Viking. At high water (3.30pm) the wind moderated slightly but was still very strong. As the tide went down we realised we would have to right Dane and bale her out to stop her from bumping up and down on her side while half out of the water. Me, Dave Thompson and Les (Shepherd) took off our jumpers and trousers and socks and put on oilskins. We then waded about 20 yards out to Dane, the water being about 4ft deep in places. We were able to right Dane but were unable to get any of the water out as she was completely underwater. We rested out of the wind in "Trade Wind" and decided to drag Dane into the shore. This we did and then managed to lift the bow sufficiently to get enough water out so she floated. We then bailed for about 15 minutes until she was almost dry and we waded back to moor her. We then decided to do the same to Mr Crane's Arun 18 which was moored not too far from Dane. There was only about 2 ft of water now at about 6.30pm. Having done this we waded back to the shore and tried to see if we could see Viking, but as she was moored in the channel, we thought she might still be sunk. We were just looking forward to changing our clothes when one of the fishermen said that our boat was up underneath a trimaran out in the bay. So off we went wondering how much damage had been done as this was some way from her mooring. We found that one of the floats was resting on top of her and that the breast plate of Viking was smashed and that one gunwale was splintered. Luckily there was not much weight and the 3 of us and 2 other blokes managed to pull her out and we pushed her back to one of our spare moorings after

bailing out. Viking had dragged her mooring anchor all the way to the trimaran and the anchor weighed about 40lbs plus chain. We waded back through the mud to the shore wet through, cold and thoroughly exhausted. Mrs Shepherd had bought us some fish and chips and we were very grateful for this. Dave Thompson gave me a lift home and I got home at 7.45pm."

A 75<sup>th</sup> Anniversary Reunion is being held at the Group HQ in Prinsted on Saturday 20<sup>th</sup> September from 7pm. All who have been involved are invited. If you would like to go, please contact Dave Thompson, 31 Kelsey Avenue, Southbourne. PO10 8NE.

**James Mant**

### **Rest In Peace**

A fitting day was chosen for the final chapter in Paul (Bojan) Ratcliffe's passing. The 63<sup>rd</sup> anniversary of VE Day saw Paul's son and family along with Sid, Jenny and Club members along with Peter and Dawn from the Coal Exchange, fast on his old harbour mooring, armed with a bottle of rum. After a toast to Paul, his ashes were spread on the water accompanied by bright flower heads and the remainder of the rum. Although a poignant moment, the sun shone brightly on the scene to brighten our thoughts of a fine gentleman.

### **Stop Press!**

We have just been informed by HBC that the new car parking procedures have come into force for the South Street car park. There is a maximum time limit of 4 hrs during the week including Saturdays and seasonal parking charges on Sunday until the end of October (?), though there is no time limit. (*Please check the notice boards by the ticket machines for precise details.*) We have also been informed that for special occasions such as lift in/out it should be possible to make special provision for those involved over the two days.

Following a recent Club wide risk assessment of our premises by our insurers, we have been directed to make a number of changes to the way we operate. One mandatory instruction is to keep no more than 50 litres of fuel at any one location. To meet this restriction you will find that the smaller Club owned outboard engines have been moved to the workshop. Privately owned fuel cans in the Wood Barn will also probably need to be moved to new external fuel stowages.

### **And Finally...**

I am pleased to report that Buster now has brand new ensuite facilities, pictured here (a builders bucket with loo seat). These have been given a dry run (eh?) and found to meet all requirements (warm to the touch too!). Now, what more could a woman want?! - Answers, on a postcard, to the usual address please.

**Martin Perry**

Newsletter Editor (in name, at least – A big shout out to Julian Murch who has, once again, done ALL the work involved with this issue. Thank you, Julian – I owe you another pint).