



SLIPPER SAILINGS
December 2008

The Last View from the Crows Nest!

“What’s that I see over there? Is that a bedpan on the horizon?” “No it’s the Emsworth south cardinal mark!” Well for a short period in September, Malcolm and Eileen Bishop’s Moody 31S “Ultima” and the cardinal mark tried to share the same spot in the harbour, with the result that the mark won and the boat’s mast came down breaking in two. Fortunately, Malcolm and Eileen emerged unscathed to the relief of us all. However, this freak accident left Eileen the clear winner of the coveted (?) Bedpan trophy as she was on the helm at the time.

In this edition of the newsletter I was hoping that I might be able to report that the weather had improved but we have had little relief from the strong winds, except for a few dead calms and much more rain than usual for most of the summer. Fed Week in August had the first two days “blown out” and the hardy souls who sailed on the Wednesday and Thursday had to brave two races back to back in very testing conditions, only to find on the Friday that there was no wind until mid afternoon and the final day’s racing was nearly cancelled. That said, the ESSC dinghy team once again did us proud coming second in the inter-club competition. Had some of our members who had declared dual membership with other clubs signed on solely for us, we could have pushed HISC back into second place. At home we also hosted successful cruiser and dinghy regattas. As I write, the Hare and Hounds series is closely balanced with many of our own stars with dual membership deliberately representing either TISC or ESC to make it a much closer competition.

Following their success in the inter-club Folly Trophy, the cruiser fleet was hopeful that they would once again retain the “Yoke”. This year 15 boats signed on but only nine completed the race around the cans to Warsash due to light winds. As you will see from the cruiser report, we triumphed once more and the Yoke remains in its rightful place over the entrance to the bar and long may it stay there! ESC often claims they presented this trophy (probably because they do not see it very often!) but the inscription on it states otherwise.

Back in the spring we thought it would be appropriate to have the Club re-valued for insurance purposes and we engaged a company to assess our worth. The value of our real estate was assessed to be about £3.8m, yet we only had insurance cover for just under a third of that amount. Not surprisingly the premium almost doubled and there were many costly strings attached. These included having our galley’s cooker ventilation extraction system professionally cleaned and inspected. All our electrical wiring was professionally tested and certified. All the portable equipment in the Club had to be PAT tested (we identified over 100 items including extension cables used by the cruisers). No more than 50 litres of fuel could be stored in any building. So both private and Club fuel cans have been moved out of the Wood Barn and the Boat Shed to new fuel stowages alongside Slipper 3. We also had to install some additional fire extinguishers. The annual increase in the insurance premium is of the order of £4,000 and the cost of all the work to implement the new mandatory safety items was about £3,500.

During my time as Commodore I have had the opportunity to award the Silver Slipper to three members who have given outstanding service to our Club over many years and they have been: Peter “Bomber” Wells, John Galyer and David Valentine. It has always been a difficult choice as so many of you do so much for us. Fortunately this self help and our help others ethos is an aspect of our Club that really sets us apart from the harbour clubs, providing many very worthy candidates. This time I wanted to recognise an initiative that started at Slipper and one that has spread to other

local clubs and beyond. Women on Water, which developed from small beginnings in our ladies sailing group has really taken off. Beverly Lewis and Mary Alston jointly created this concept and thanks to Mary's drive and enthusiasm (and the odd item of pink clothing!) she and her helpers have really put WOW and Slipper on the sailing map (chart). It has been a tremendous commitment and achievement and she is a very worthy recipient. I had hoped to award the Slipper at the Annual prize giving but she was elsewhere, so it was presented to her during my annual report to the AGM.

This year we awarded a new trophy for the first time. It was presented by Margaret (Mags) Lloyd to honour the memory of her husband Colin. It has a core of Welsh Slate with a dragon on top and with a leek motif on the front silver plate. Colin was very keen to introduce our younger members to cruiser sailing and many sailed with him and Mags on the Junior Cruises. The trophy will be awarded each year to the Junior or Youth who has either achieved the most on the water or who has made a very significant contribution to junior and youth sailing. Like the Silver Slipper, we had many very worthy candidates, so for this time only it has been awarded to five recipients who are: Alex Thorsby, Alex Mothersele, Pete and Phil McCoy and Tom Durham. Like the Slipper, it will remain in the bar for all to see.

As I indicated at the beginning of this article, this will be my last edition as your Commodore. I never imagined when I took over from Julian Mandiwall in December 2004 that I would still be in post four years and twelve editions of "Slipper Sailings" later. It has been a fantastic honour and privilege to lead our Club and I would like to think that I have been able to move things forward in the way my predecessors have done so successfully in the past. However, without the support I have received from the former Commodores, Flag Officers, the General and Subcommittee members and the membership at large over that period, many of the projects we have undertaken would not have been possible.

My final thanks must go to my wife Judith, who is still sailing with me after 36 years together! During many of my eight years as a Flag Officer, she was a superb Membership Secretary. Latterly as Rear Commodore (Admin) she has given me tremendous support running our Club and has done so much for us, much of which goes unseen.

I haul down my Commodore's pennant with more than a tinge of regret. However, the compensation is the pleasure of now having so many more close friends than I did at the beginning of my tenure.

And finally I would like to wish our new Commodore James Mant and his new team every success for the future.

Julian Murch

The New Commodore!

Firstly, may I say how delighted I am to become your Commodore and I hope I can live up to the high standards set by my predecessors. I thought it would be a good idea to write a few words by way of introduction as although many know me well, many will not have the faintest idea who I am. There is something of a family tradition of involvement in the management of ESSC, going right back to the formation of the Club in 1921 and I think we all learnt to sail on the Millpond!

I was an active Junior in the early 1970's racing a Mirror Dinghy, then a Firefly, followed by an elderly cold moulded 1950's International 14. It was at Slipper that I first met my wife Jenny, who also sailed a Mirror!

In 1977 I joined the Royal Navy where I raced and cruised all kinds of yachts from a 24 ft Fox Terrier to a Challenge 67. Before children came along I shared a J24 with my brother Neil and shortly after our children arrived, our family owned a 21ft Westerly Joustler for 5 years which we cruised in the harbour, Solent and as far as Portland. As we outgrew the Joustler it was back to dinghies, buying a Mirror and an Oppie so that Claire and Peter could learn to sail on the Millpond. This was followed by a couple of Toppers and 6 years ago, I bought "Penelope", a 1983 wooden Merlin Rocket. Currently I enjoy being an invited helm in an RS200. I would rather not mention the recent two year relationship with a 40 year old plywood Fireball!

I retired from the Navy earlier this year and started a new career in Defence research on Portsdown Hill. When not sailing I enjoy walking on the South Downs and I worship at St James Church where I organise one of the sides teams. As far as Club management is concerned, I have thoroughly enjoyed being Treasurer, Rear-Commodore Sailing and Vice Commodore and it is with great excitement that I now accept the privilege of being your Commodore. I hope I can get to know as many of you as possible in the coming months and years.

James Mant

The Team for 2009

President	Michael Hackman
Vice President	Julian Murch
Commodore	James Mant
Vice Commodore	Mike Lillywhite
Rear Commodore – Administration	Judith Murch
Rear Commodore – Sailing	Hugh Kennedy
Honorary Secretary	Ruth Austen
Honorary Treasurer	Bryan Hodges
Honorary Membership Secretary	Mike Clarke
Honorary Dinghy Secretary	Nick Hoath
Honorary Cruiser Secretary	Chris Lunn
Honorary Social Secretary	Sarah Thorsby
Honorary Bosun	Rex Riddington
Honorary Junior Co-ordinator	Matt Thorsby
Honorary Youth Co-ordinator	Paul Mothersele

General Committee

Christine Ablett, Mary Alston, Mike Balster, Geoff Beal, Harry Hatley, Julian Mandiwall, Judy Plimmer, Vivien Reed, Peter Wells and Russ Wolstenholme.

Julian Mandiwall, our current Chairman and former Commodore, has also become an Honorary Vice President for Life.

Christmas Presents/Stocking Fillers

Are you still trying to find a suitable Christmas present for one of your family? How about one of these?

Silk ties	£25.00
Cuff links	£25.00
Tie pins	£10.00
Mugs	£3.00
Lanyards	£1.50

If you would like to purchase any of the above please contact me via email.

rc.admin@emsworthslipperc.org.uk

Judith Murch

Rear Commodore (Admin)

Cruisers

In spite of the unseasonable weather the second half of the ESSC cruiser season was just as active and more importantly – GREAT FUN!

To start with, our two week holiday at the end of July was a bit like an unofficial Slipper outing. During our roaming around the Cherbourg Peninsular and Bay of St Malo we bumped into Toccata (3 times!), Fair Westering and kept in constant contact with Stroller, sharing a few evenings along the way. But now onto calendar events:

Well I'm not sure about Julian's 'Dragons' but Boulder was certainly a challenging first mark for our annual regatta. Selsey Bill is a serious headland and the main fairway is narrow so it should have been obvious (especially to the race officer) that the tide was going to be an issue. Well an issue it was! In a SE 4-5 on paper what looked like a 3-4 hour race, turned out to be quite a bit longer for most. Anyway all 7 yachts that took part enjoyed what had to be the best days' sailing of the year. It was shorts, tee-shirts, picnics, spinnakers, a super breeze, sun cream, a challenging tide and everything anyone would want for a good day on the water! Melody was first round the now infamous Boulder but she did not make it look easy and took a few tacks in the tide to get round! Fixation was close behind but even with the benefit of hindsight, managed to make the rounding of Boulder look difficult, letting Melody slip away into the distance.

Buster got off to a cracking start but they proudly proclaimed their GPS track resembled a child's scribble as they approached Boulder! Paddington bravely sailed by Dave Fry, on his lonesome, went well but his finishing time demonstrated that any yacht going 3-4 knots to windward was going to struggle with a 2-4 knot tide flow at Selsey! Amaryllis claims (and I have no reason to doubt it) that she rounded Boulder at first attempt but Alistair has sailed through these waters before so I'm not going to give him too much credit for this achievement! We had two guest Yachts: Aurora a Bavaria 34 skipper by Neil Burns of TISC and a GK skippered by Graham Holt of ECA. Both were welcome additions to our numbers. Neil and Graham both thoroughly enjoyed their day and were very complimentary about the ESSC and their hospitality. The 'Boulder-Dash' has the potential to be an annual event. More attention to timing and the benefit of a different wind direction may help ease the challenge in future years! Rumour has it that the CCRC lot will be joining us for the sailing and the social next year!

The Phillips Cup and Pursuit races together with a Folly Inn interlude made a great weekend. We had sun, an excellent turnout, race tuned crews, well stocked cool boxes, a plentiful supply of beer but unfortunately no wind!! The very light NW wind that greeted us up until the start on Saturday died completely when the start gun went allowing those who were lucky/clever enough to be on the south side of CRB to drift away on the tide and open a massive gap over those trying to beat back in no wind against the tide to the start line! It did not improve much through the afternoon. Most retired at Gilkicker or before, leaving only Melody with its, light displacement, massive rig, enviably (clean) slippery bottom and ace crew to be the only ones to complete the course! The disappointment of most not finishing did not dampen the celebrations on the pontoon and in the Folly Inn where we were again treated to some slick service and plenty of fine ale.

After nearly causing a mutiny of all the crews by informing them of their early Pursuit Race start times, was it my charm or their competitive edge that got most of them out of their bunks and on the start line on Sunday? The early fog cleared rapidly, the sun shone through but again the wind was little better than on Saturday. Although if there had been some wind (as forecast) the start times allocated should have at least given the smaller, slower boats a fighting chance, the lack of wind at the start and the slight improvement in the wind later all contrived to benefit the bigger faster boats yet again. Melody romped away to a massive lead, followed by Nessa, and then, showing a very impressive turn of speed: Toccata in third.

ESSC retains Yoke – But the ESC team made us work for it! We were greeted with perfect Easterly 3-4 with added sunshine for the start of the 2008 Yoke and this stayed with us all the way through to the finish at the entrance to Southampton Water. The course provided excellent gybing practice down its zigzagging course with a short beat towards the end of the race from Sunsail to Mackley that proved anything but short in the strong west going tide! The sight of 20 odd spinnakers

weaving around the course was a fantastic sight. The numbers of yachts competing was split more equally this year between ESSC and ESC than I have known before and this made for some excellent tussles between rival yachts throughout the fleet. We had a number of no-shows from those that had signed up for the weekend, mostly for totally understandable reasons together with one or two mishaps on and off the course. To add to my concerns Melody was no where to be seen at the start – our illustrious Commodore got his start time wrong! I need not have worried; Melody still managed to creep back up to second position overall by the end of the race. With a 1, 2, 3 in the ESSC results we won the trophy by a fairly comfortable 27 points but the ESC challenge was their best for a while so there can be no room for complacency in future years! The evening bash at Warsash Sailing Club was a great success with plenty of food, wine and chat. We had a civilised 1030 start on Sunday for the Back Passage race home in a similar breeze to the previous day.

Nab Drift. Once again the Nab Dash was a light wind affair but this was more than made up for by the wall to wall sunshine and motley gathering of the usual suspects on the pontoons at Gunwharf intent on having a good time! For those with the faster yachts, the first leg of the Nab Dash was close fetch in 8-10 knot NE, for the not such quick yachts, no handicap adjustment was going to compensate for their fate: trying to get round the Nab with a beat against the tide in a dying breeze followed by the added burden of a turning tide on the leg from the Nab to Gleeds. The wind direction remained fairly constant throughout the remainder of the race but the strength ebbed away as it progressed. The spread of the fleet only served to emphasise the advantages of a faster boat in these conditions.

The pontoon fun and nosh at the Water Margin more than made up for any disappointments on the water and the 0900 start time for the back passage home was reasonably civilized. However the 7 knot north westerly breeze that greeted us on the way out to the line faded away to nearly nothing almost from the start of the race! The breeze home was anything but constant, swinging through 180 degrees at one point and never above 6 knots and usually 2 to 3 – this was painful!! There were a number of understandable retirements with again only the faster yachts completing the race. But the sun did shine, so it was not such a bad day to be on the water!

Not wishing to take away anything from anyone's achievement on the race track, including Melody and Fixation's, it was noticeable that the difference in performance between the modern racing boats and classics cruiser racers was huge. It is always going to be difficult in a handicap fleet to distinguish between skill and boat speed but with a mixture of conditions and tidal influences experienced this season, the modern faster boats were always going to benefit and I know now, having entered that league, that Fixation is no exception! This has not been missed by our handicap monitor Linda and will definitely be taken into account next year. So with a better spread of conditions and some tweaked handicaps we hope to spread the prizes a little more widely next year so please do not give up racing, - 2009 could be your year!

That said, Melody did a superb job in sweeping up a number of pots, holding off the other pretenders including: Baby Blue, Nessa V and Fixation. Ones to watch next year are: Toccata (especially if they get a spinnaker), Borborygmae is certainly no slouch (especially with Jennie at the helm!), Koto can always do it in a following breeze, Amaryllis has proved she is more than capable, Stroller is always up there, Gelig Knight should be in the hunt, Buster is ever present and I am sure that there are a few more racers, old and new that can show us a thing or two. So roll on 2009!

Hugh Kennedy

(Sacked as Cruiser Sec to become) Rear Commodore Sailing.

Dinghies

I don't think 2008 will go down as a vintage season for dinghy racing at Slipper. Whilst we have seen a great number of races cancelled this year due either to a lack of wind or, as has more commonly been the case, too much wind, we have none the less managed to complete all but two of the intended club series and this year have an almost unheard of eight boats scooping prizes.

Regulars at the front of the fleet have collected their usual haul with Matt Johnston winning the Commodores Clanger, Marsh and Treagust trophies, Andrew and Vicky Gould collecting the Randall, Harry Andrews and Philips trophies and John Fifield winning the Victory and Bucks Fizz series. Other winners included Alex Thorsby collecting the Corby trophy, Richard and Matt Lewis the Howells trophy, Theo Galyer and Jack Spencer the Pine trophy, Danny Johnston the Watmore trophy and even me somehow securing the Tango evening series.

As I write, the Hare and Hounds is now well under way with Slipper taking an early lead despite one or two Slipper superstars sailing for other clubs – all, you will understand, in the interest of giving our fellow Clubs a sporting chance!

Earlier in the year we had many dinghy successes. During Fed Week the best placed Slipper boats by class were:

Fast Asymmetric Handicap:	2 nd	Theo Galyer and Jack Spencer	B14
Medium Asymmetric H/C	1 st	Richard and Matt Lewis	ISO
RS 400	1 st	Matt Johnston and Gael Pawson	(Representing TISC)
Medium Handicap	1 st	Ian Porter and John Hartley	Wayfarer
Laser Radial	2 nd	Billy Miness	
RS Feva	1 st	Paul and Jack Fisk	(Representing ESC)
Topper	4 th	Kieran Wood	

At the end of August we had a successful regatta attracting 67 boats over eight classes. The most successful Slipper members in each class were:

Fast and Asymmetric Handicap:	1 st	Theo Galyer and Jack Spencer	B14
Lasers	1 st	Tom Durham	
Laser Radial/4.7	1 st	Ben Hodges	
Medium Handicap	2 nd	Jonathan and Cathie Cunnison	Laser 2000
RS Feva	1 st	Ruth and Tess Allen	

It just leaves me to congratulate all those who took part in the dinghy races this year and to thank the many volunteer Race Officers and Safety Boat Crews who enable us all to enjoy our racing throughout the year.

Let's hope 2009's weather is a little kinder to us all!

Nick Hoath

Dinghy Secretary

A Few Words from the Bosun and Team

We seem to be having a pretty uneventful season so far as boat reliability is concerned. Propellers, though, continue to suffer much more damage than is necessary, so we have to remind users that the leg must be raised if there is a chance that the skeg can touch the bottom.

The Boat Shed is very cramped and crowded, but space to move around in there is now guaranteed if the boats are parked as per the floor markings.

The Team have refurbished the Mill Pond staging, and provided better moorings for the pontoons. If defects are noticed, and are not easily fixed at once, please let us know and we'll attend to it. If the pontoons are moved for any reason, it is vital that the mooring are adequately buoyed for subsequent retrieval.

The Team has been somewhat depleted by Julian Mandiwall's infirmities, but we responded to the situation by delegating all of our clerical duties to him. Hence he now holds the very responsible position of Clerk to the Bosun. Fortunately recovery is progressing well. Incidentally, our Clerk reminds me that defects, and the odd word of praise can be reported by Email to members of the Team. Traditionalists can continue to use the whiteboard.

We had two significant excursions over the summer. The first was in May when three boats visited The Beautiful Island of Wight to celebrate Harry's 80th birthday. We rafted up for lunch at Newtown Creek, and then processed round to the Folly for dinner. Glorious weather and much enjoyed by all, especially the Birthday Boy!

The second trip was a brief visit to Cherbourg and the delights of the Café de Paris, and Carrefour's wine festival. Three laden supermarket chariots thundering over the cobbles! Tidal conditions being high springs on the return voyage were such that at one point we were nearer to Littlehampton than Chichester!

Final news is that we have invested in a new power washer, petrol powered. This will make boat and pontoon scrubbing rather more convenient as there are no cables to be unrolled before use.

Best Wishes to all from the Team, and look after our kit!

Harry, John F, John H, Clive, Tony, Trevor, Julian and Rex

Social

With winter just round the corner, your social committee is looking towards Christmas, only four weeks to go or probably less by the time you're reading this! Since our last newsletter we have enjoyed our Club regatta for which the sun shone amazingly. Our caterer Kane helped us with a new format this year, instead of the usual hog roast we had a meat feast, with beef, lamb and pork being barbequed and served with a selection of salads. As usual for the Slipper, ticket sales were initially slow but picked up with more than 80 people enjoying the evening. Whilst it is naturally lovely to see so many people, last minute catering makes portion control very difficult, so we would very much appreciate your help in buying tickets early (see early discount offer for the Turkey Supper). Once again we linked up with the BBC for their last night of the Proms where I am told a good time was had by all. Particular thanks to Jackie & Dave Rae for all their help. Lift out came and went with its usual excellent organisation, enjoyed all the more with a good curry in the evening whilst being entertained by a local group of 'Shanty Singers'. Jenny informs me the bar is usually pretty quiet towards the end of the evening as most people are exhausted from the hard work, but due to the excellent entertainment, most stayed the distance. The Singers themselves expressed thanks for the warm welcome they were given – they will be back sometime next year due to popular request. Thanks to Mark Taylor for his help in coordinating the Shanty Singers.

Our Prize Giving was held at the Club on November 29th beginning with a reception in the Function Room. This was followed by a meal in the bar produced by Kane Nicholson. There was just room for 80 members to be seated comfortably. It was an excellent evening, which developed into a true party with many staying on quite late!

The Turkey Supper will be held on Saturday 20th December and tickets are now available at just £10 each, but be aware, these will increase to £12.50 from Sunday 7th Dec, so make sure you buy early. The ticket will include a complimentary glass of mulled wine and a mince pie. On Christmas Eve we shall once again be having Carols in the bar and on New Years Eve, the open party with a bring your own theme. Looking forward to next year, we are mindful of the 'credit crunch' so are looking for entertainment that will respect your purse! Dates to be kept free are January 17th where our President – Mike Hackman will be presenting 'The history of ESSC'. For those of you who haven't been to this talk before, it's a must. The story of the House that Jack built is awe inspiring, and we pay respect to those that put in so much effort for us to be able to enjoy the club as it is today. February 7th we have been invited to admire the Hayling RNLI's new rescue boats and enjoy a tour of the refurbished station with particular thanks to Nigel Roper for his help in coordinating this event. And lastly but by no means least, you may be aware that the ESSC players are once again stomping those boards rehearsing for next years Panto. In accordance with Slipper tradition; with every new Commodore there's a Panto! 'Sinderella' will be performed on Friday 6th

March with a matinee and evening performance on the 7th. Definitely not a date to be missed! So, on that note, thank you to all that have supported us over this year and we look forward to seeing you soon.

Sarah Thorsby
Hon Social Secretary

WOW

This year despite inclement weather, WOW has managed some great sails and enjoyed drinks on pontoons, hot chocolate in Flintstones, sails to a pub, not to mention the beverages served while cruiser sailing... there seems to be a common theme here somewhere ?... The use of water in all forms - for recreation and consumption!

All the WOW sailors (men & women) would like to thank all the club members who made their sailing possible. There are really too many to thank individually but we would like our special thanks to go to Dave Hughes, John Fifield, Peter Foster, John Hichcock, Julian Mandiwall, Terry Cassell, Dave Rae – you gentlemen have made a lot of women very happy! Our very special thanks go to John Ford and Janet Enoksen - Evening sailing would not have been possible without you.

Its not only the men that have put a lot of effort in, Fiona Horsman has been brilliant as the ESC WOW Coordinator and has organised the 3 weeks of special training on offer to all wow sailors. Beverly Lewis has given the opportunity for lots of the girls to have a go at Cruiser sailing by organising a programme of day sails throughout the season. Angela Anderson has ensured that our communications actually got sent out, hopefully to all the right addresses and Vivien Reed has done a sterling job ensuring there has been enough patrol boat cover to enable us to sail. Our very special thanks also goes to the cruiser owners who bravely let us sail with them or lent us their boats: Geoff & Mary Whalley, Freda Manly and Julian Mandiwall. Both day sails and a weekend sail were greatly enjoyed and repeats requested.

This year many of the WOW sailors have not only had fun but actually learnt and improved none more so than Sarah Smith who has won the WOW Hichcock Best Improvers trophy – well done Sarah. Highly commended was Lisa Field who has really shown commitment & enthusiasm (as well as some interesting exits from a boat!)

Unfortunately due to bad weather this years WOW race was cancelled... the after race cocktail party still took place at ESC and was a great success despite the lack of a race! This year the Ladies Racing slipper has been awarded to Helen Weekes who has accumulated more points over the season than any other lady. Looking forward to next season, we hope to do more of the same. If you would like to join us or have any suggestions what you would like to see in next years programme please don't hesitate to contact me.

Mary Alston
WOW Co-ordinator

Eva

Some of you may have noticed an unusual looking boat in the dinghy park during the latter part of this season. The boat is “Eva”, the only surviving boat of a class of 6 one design, 16 foot dinghies that were built for some businessmen of Emsworth during the winter of 1895/6 at East Cowes on the Isle of Wight. Eva was built for James Richard Mant, the town's principal butcher (my Great Grandfather). These businessmen formed an Emsworth sailing club ('Eva' has the initials E.S.C. cut into her transom), but it eventually disbanded, and has no direct link with the current clubs.

The boat has been passed down the generations to Fred (my Grandfather) and now belongs to my father, John. John first went sailing in “Eva” before he was born in the summer of 1932! Up until 1987 she was kept on a mooring just off the millpond, and was then laid up ashore until 1998

when John decided to commence a 15 month restoration with the help of Dick Jacobs. The boat is of carvel planking construction, half decked with a high coaming, so you very much sit “inside” the boat. She has an aluminium centreboard in place of the cast iron original.

John decided to attempt the restoration simply because the boat was a family heirloom; the boat probably has no value to anyone else. Before the restoration, my parents visited Cowes Maritime Museum and ferreted out some copies of sailing magazines from 1895 and 1896. My mum, Audrey, found a report saying that Mr R.S. Hills of Sylvia Yard, East Cowes was just completing the planking of six boats for the Emsworth Sailing Club which tied down the firm which both designed and built the boats. They also discovered the lines plan and the sail plan of the boats. The sail plan has not been reproduced exactly. The original working area was 210 sq ft, but the new sail plan is cut down to 160 sq ft.

Although the boat was in the dinghy park for a couple of months, I never got round to going for a sail. I think I last sailed her with my Grandfather when I was about 12. Let’s hope for better luck next year!

James Mant

Friends of Chichester Harbour (FoCH)

Your harbour needs you! Or to put it another way, more ‘Friends’ are needed to help maintain and improve the beautiful but vulnerable Chichester Harbour Area of Outstanding Natural Beauty.

“There is an enormous amount of work to do”, says Martin Rhodes OBE, Chairman of the Friends of Chichester Harbour, “and I am sure there must be many people who would be glad to get involved or support what we do if they knew there was a way to help”.

The Friends were founded 21 years ago, and are aiming to double their existing membership of around 2000. “The more members we have, the more practical conservation work we can do, the more money we can raise to finance projects, and the greater our voice in harbour affairs”, Martin says.

Why is the conservation of the Chichester AONB so important? Although it is very efficiently managed by Chichester Harbour Conservancy and other bodies, there are enormous and growing pressures on this lovely and still unspoiled area.

Well over a million people live within 10 miles of the AONB; 25,000 people go boating in the harbour every year; and thousands of walkers and cyclists make use of the rights of way, cycle paths and quiet lanes. And for wildlife, the harbour is an oasis of marshland and mud banks attracting tens of thousands of birds.

One way in which volunteers from the Friends help the Conservancy to manage this fragile ecosystem is through weekly work parties. Tasks include planting young trees (4,000 last year), clearing litter from the shore line, coppicing and stream management. However, you do not have to join a working party. Just being a member boosts our finances and gives us a greater say in issues threatening the harbour.

“In addition, we currently contribute some £20,000 annually to finance a wide range of conservation and education projects”, says Martin Rhodes. “With more members we could do significantly more and help to ensure the harbour remains an unspoiled oasis for future generations”.

To make it easier for more members from ESSC to join or to recruit others, the Friends and the Conservancy have got together to offer a special Christmas gift membership pack. It costs £10, and includes one year’s free membership of the Friends (value £5), a copy of the book “Chichester Harbour – a Walker’s Guide”, a £1 voucher for use when booking a trip on a Solar Heritage water tour next year, a set of five harbour postcards, and a harbour pen.

To become a ‘Friend’ of Chichester Harbour or see a full picture of what the Friends do visit our website www.friendsch.org. We would be very pleased to welcome more members of ESSC to become ‘Friends’ to enjoy the benefit that membership brings for the modest sum of £5,00 per year or via our Christmas special offer.

We look forward to hearing from you.

Bernard Clarke FoCH [Bernard is a former Commodore of Chichester Yacht Club]

Rules and By-Laws

In the calling notice to the AGM it was announced that our Rules and By-Laws had been re-written in the format recommended by the RYA. The AGM held on 3 December 2008 endorsed them unanimously.

And Finally...

Once again, a big thank you to Julian Murch who has compiled this newsletter - All I have done is dot an i and cross a t. All that remains to be done is to wish you all condiments of the season.

Martin Perry
Editor