



SLIPPER SAILINGS

April, 2017

Hello everyone and welcome to the Spring newsletter. The club handbook, if not already out, is imminent so please familiarise yourself with its contents, particularly any duties you may have been allocated. The 'Slipper Spirit' continues to thrive which is fundamental to the success of our club. I appreciate everyone's time is precious but please volunteer where you can: The bar is always looking for days to be covered and this can be very enjoyable, particularly if you invite friends down to join you. Plus the weeds are tenacious around the boat parks and patio areas meaning that Viv Reed would love some help in keeping them under control. We will also be looking for a new Flag Officer in December as Julian Murch will be stepping down for a well earned rest. This also means we will be looking for a new Cruiser Secretary. If you are interested in getting more involved in any area of the club we would love to hear from you!

I am pleased to report that our current catering provision appears to be very popular. A huge thank you to Den and Lesley Spencer who have been providing some delicious meals at recent functions, dine in nights and Sunday roasts, with Keith's sandwiches and light snacks complimenting our provision beautifully. All areas of club activity are performing well and it is a pleasure to enjoy the vibrancy of Slipper life. So that just leaves me to wish you all a successful and fun sailing season!

Sarah Thorsby
Commodore

BOLEH – The Junk Yacht Near You.



There is an unusual 40ft sailing vessel based in Chichester Marina which you will see around the local area this coming season. Her design is unforgettable and her name is Boleh - which means 'can do' in Malay. She is the property of the Boleh Trust, a charity which was formed in 2009 to preserve and restore this historic junk yacht

(National Historic Ship No: 2281) to working condition.

Built in Singapore of local hardwoods and sailed back to England by her owner and designer Commander Robin Kilroy DSC in 1950, 'Boleh' was designed for ocean cruising with a fusion of Eastern and Western traditions. She has a unique quadruped mast, a long keeled sea kindly hull, generous accommodation within her 16 tons, diesel electric auxiliary propulsion, and eye catching lines. The Trust's website: www.bolehproject.com has a mass of information about the vessel's history and innovative design, as well as a large collection of photographs and a digitised copy of Robin Kilroy's book, published at the time, about his unique boat and her voyage home to Salcombe.

In the late 1960's, following Robin Kilroy's death, 'Boleh' was based in Dover for 3 years as a much loved sail training vessel for the Junior Leaders Regiment, Royal Engineers. 10 years later, after a chequered history which culminated in an arson attack, she was rescued by skilled Hastings joiner, Roger Angel. He restored 'Boleh' in Rye Harbour and sailed her to the Mediterranean where she became his working base for the next 20 years until illness forced him to sell. In 2008 'Boleh' was brought back to England from Majorca on a low loader by her new owners – members of the Kilroy family - and handed over to a Portsmouth charity for restoration in workshops at Eastney.

After an initial setback, the Boleh Trust was formed to take on the restoration and employed many well known names from the skilled marine trades in the Chichester Harbour and surrounding areas. An Apprentice School was set up to train local young people as shipwrights and the Trust worked with a nearby Portsmouth Academy to involve pupils in the Project and put some 'can-do' inspiration in to their education! As the Project progressed the Trust organised a programme of Open Days to share with the local community the Boleh story and Archive, the achievements of the young people and the importance of maintaining traditional skills and maritime heritage.

Thanks to the generosity of the South East Heritage Lottery Fund and the gifts of many individual donors, 'Boleh' was finally returned to the water in 2015 and fitted out with her unique rig in Chichester Marina. Following sailing trials and MCA coding, 'Boleh' was placed on long term lease with an operational sailing charity in the West country which shared the objectives of the Boleh Trust; regrettably this arrangement failed to prosper and the vessel returned to her Chichester base last year.

'Boleh' is now about to start her first fully operational year as an historic sailing vessel owned and managed by the Boleh Trust. She will be working with South Coast charities to sail disadvantaged young people and adults and, when her programme allows, will also be available for commercial hire. The Trust is looking for qualified volunteer skippers and crew to help deliver this programme – please contact **Kevin Hood** in the first instance on **07789 994237**, if you are interested in supporting this worthwhile activity.

Chichester Race Week

Please note that the dates for Chichester Harbour Race Week are August 21st to 25th with 3 out of 5 races to count. We are expecting a strong team from Slipper so please put the dates in your diary. To enter, see timings and the classes racing go to: <http://chichesterharbourraceweek.sailevent.net/>

You are encouraged to enter online as there is a limit of 425 entries and there is a discount if you enter online before 30 June. Last year there were over 400 boats competing, making it one of the largest dinghy events in the country. This year ESSC have booked the 'Bootlegs' to play at 8pm on Tues 22nd in the function room at Slipper. So, enter now! You know it makes sense!!

Talisman – An Emsworth Boat

Bosham car park in the rain in November is not inspiring. Sitting on blocks was a pretty launch looking tired and unloved. Further enquiries revealed a tragic story. The previous owner had started her restoration, but sadly had died before the project could be completed. She was a Nelson 18 at least 40 years old. Major and expensive improvements had already been completed. There was a new Beta engine (just like the one in Slipper Maid) with less than 20 hours on the clock. There was a new fibreglass deck and cabin laid up from the original mould which had been found near Dell Quay and refurbished especially for the project.

Of course, I was not looking for another boat. But recently, Ann and I had become more aware of our friends reluctance to join us in La Petite Amie, our open 7 metre Tofinou day-sailer that we have sailed for more than 20 years. As they grew older, there were more concerns about the lack of a toilet; more concerns about ducking under the boom, and generally skipping about during a squall. A small launch seemed the obvious answer.

Early in the negotiations the insurance company demanded a survey on a boat of this age. John Excell (a club member) quickly produced a thorough report which showed there was more work to do, but nothing really radical. As a really helpful by-product, he also listed all the jobs to be done categorised as either essential or advisory. This opened the way to agreeing a price, completing the purchase and moving her to Emsworth Yacht Harbour (figure 1).

Figure 1: Talisman arriving in Emsworth Yacht harbour



The plan was to refurbish the cabin during the winter of 2015/6; use her during summer 2016, and complete the refurbishment of the cockpit during winter 2016/7. Only at the end of the process would the matt Sadolins finish on all the woodwork be replaced by varnish. Quickly the rudder came off and was sent to Andrew Oliver's workshop for a complete rebuild to repair the split spotted by John. Although it was a bigger job than originally had been expected, Andrew finished the stock with gleaming varnish that showed the potential for the rest of the woodwork.

The perpetually damp atmosphere in the cabin was because all the (new) windows leaked. This resulted in a messy project with Ann inside and me outside re-bedding all the windows with a 2mm bed of CT1. Originally a building product, CT1 is cheaper than Sikaflex and very effective. The mild steel brackets under the floors were removed and replaced with generous resin fillets. Everything was washed, painted and varnished before the new toilet was installed using the existing seacocks. The "pink" bronze cooling water inlet for the engine was replaced, and Luke Cutler serviced the engine. A Raymarine Tridata kit was installed using a package offered at the time of the 2016 London Boat Show at an attractively low price. The traditional (and now obsolete) manual bilge pump from Munster and Sims of Belfast was serviced using a kit provided by the original manufacturers. All the wiring including the electric bilge pump was replaced.

Everything felt dry in the cabin, so we were good to go.

Once in the water, the engine started but refused to stop (the master switch had failed). The next excitement was steam coming out of the exhaust rather than water which resulted in a cautious return to base. The heat exchanger anode had fallen off, but it took a lot of searching before the offending item was found blocking the water pipe as it enters the exhaust (figure 2).

Figure 2: Remains of the exhaust anode alongside a 5p piece.



A club half tide mooring was negotiated for Talisman near Fisherman's Walk (Figure 3). In parallel, there was some research into Talisman's past. She has lost

her boat builder's plate, so her history is a bit of a guess. She has been an Emsworth boat for most, if not all, of her life. Owned by Len Lillywhite (Mike Lillywhite's uncle), she was bought by Alan Dawkins in the mid-1980s and moored off the John King shipyard until he sold her in 2011. In the 1968 edition of Bristow's Book of Yachts, an identical boat is described as an Ocean 18 built at the Mariners Boatyard, Bosham and offered for sale brand new for £1495. Many of these hulls were laid up by Halmatic – another local company.

Figure 3. Talisman with other Slipper boats on the half tide moorings



Talisman's first major outing was to join the Hayling Island RNLI 100th anniversary station sail past (figure 4). The jury rigged mast temporarily flew a large RNLI flag in honour of the occasion.

Figure 4: RNLI Sail past



But all was not well. After a few hours of use there was a regular slight coughing from the engine which was diagnosed as sticky diesel. Several years of

little use, plus an old and almost empty fuel tank had taken their toll. The solution was to replace the tank and fuel pipe runs to be absolutely sure there would be no re-occurrence. The new tank came from Tek-tank in Alton who manufacture a wide range of tanks and will custom build them as well. All of this required dismantling large parts of the cockpit, so it made sense to bring forward the work planned for the autumn into summer 2106. Under the cockpit floor more mild steel brackets were replaced with resin fillets; everything was washed and painted. Andrew stripped the Sadolins from the thwarts and re-varnished them.

For the remainder of the summer Talisman took friends out (some of whom used the toilet!). Small people found the engine cover ideal to stand on to check progress. Langstone Harbour proved to be another world - There are very few leisure boats; no withies; widely spaced navigation markers and big dredgers coming up the channel to Broad Marsh Farm. Everyone, young and old, found going under Langstone Bridge an adventure!

In November, Talisman came out of the water and into Andrew Oliver's workshop for the next phase of her restoration (describing it as the last phase seems a hostage to fortune). All the remaining Sadolins was removed from the wood externally and internally. Underneath, the external wood turned out to be Honduras Mahogany – a real reflection of her age. The hull was sprayed in dark blue (a typically Nelson colour) with two pack Epiphanes. The wood was re-varnished with Ravilak and now positively glows (figure 5). Andrew designed and built a new mast from which to fly the Slipper ensign and which also supports an LED navigation light.

Figure 5: Talisman re-launched after the Andrew Oliver treatment



After 40 plus years in and around Emsworth, Talisman is now ready for another phase in her life – hopefully another 40 years.

Trevor Davies

Editor's Note: The following article was originally published back in 2011. But we have many new members so, in my humble opinion, it merits being recycled here...

Behind Closed Doors

(The secret Life of ESSC Committee's)

After 5 years of editing the newsletter and having found another willing victim to take over the reins, I decided last autumn to see if I could help the club out in a new capacity. So, I put myself forward at the AGM and, with help from you the members, I was elected as a brand new General Committee member.

But, as I approached my first General Committee meeting, it struck me that I had no idea what to expect! I realised that there are probably many members in a similar position so I decided to try and convey, via this short article, what goes on. In this way, I hope to educate and, perhaps, persuade a few more people to get involved. So, with apologies to all of you who DO know what ESSC Committees are all about, here goes:

There are 4 sub-committees which meet once a month, on average, and in strictly alphabetical order they are:

Finance: The club has a healthy balance sheet but this has only come about through careful management and prudent financial planning. That happens here. All expenditure has to be approved and any up-and-coming issues (from all parts of the club) are flagged here to ensure that there are as few financial surprises as possible.

Premises: Apart from the sailing and the club's member's, it is my opinion that our clubhouse and associated property are the jewel in the crown. But this jewel does not look after it's self and the dedicated members of the Premises Committee, together with the hoards who actually do the jobs and wield the paint brushes, serve the club fantastically. All jobs are meticulously tracked from their inception through to completion via a very comprehensive spreadsheet – It is a joy to see the process in action!

Sailing: The reason the club exists! But, once again, every event of all types (dinghy, cruiser, youth, junior, WOW and radio controlled) has to be planned and coordinated via another bunch of dedicated volunteers. This committee also deals with items such as ensuring the right level of safety boat cover is available for all the planned dinghy events, while the Bosun's Team are forever busy ensuring that all the club's sailing and boating kit is available and working.

Social: Definitely the fairest committee of them all! I really enjoy all the social events that I attend but nothing would happen without people deciding what to do and then getting on and actually doing it! It is incredible how many decisions need to be made during the organisation of just one event, all of which will, inevitably, lead to an action. Most of these are dealt with by the members of the committee. Got an idea for a new or different social event? Please let this committee know as they are very open to suggestions.

There are 2 other committee's that only meet as required: The bar and training committees. These would normally only get together to deal with out of the ordinary situations - A good example would be the recent recruitment activity for a new bar steward (Editor: Nowadays, the Training Committee meets 5 times a year).

And last but by no means least, we have the General Committee. This is a gathering of all committee members and happens once a month (with a holiday in August). The chairmen and women of all the sub-committees provide reports, together with all the other flag officers, and any issues are discussed. All are allowed a voice and the range of subjects discussed, and views held, is very wide. People can become very passionate about a subject they have strong feelings for but our Chairman runs a tight ship, while allowing all to have their say. A fascinating insight into all aspects of ESSC. This meeting makes all the meetings I attend at work look a complete shambles!

So, there you have it. I hope that you feel inspired to get involved. If so, you can do this in 3 ways:

- (1) All committee meetings are open to anyone so come along and learn more about your club and how it works. All meetings are listed in the programme.
- (2) All the committee's are looking for volunteers to help with organisation and the resultant tasks. So, think about volunteering...
- (3) The AGM is approaching fast. Fancy becoming a committee member? Then put yourself forward. At the very least, please attend the AGM and vote!

I hope that this article will help to "open the door" on the ESSC committees. If it raises any questions, please do let me know as I will endeavour to answer them for you (with the help of other club member's obviously!). I look forward to seeing you at a committee meeting soon!

Martin Perry

National Stand Up Paddleboard Championships comes to Emsworth for 2017



Emsworth will host the N1SCO European Championships over the weekend of Saturday 29th April 2017. Stand Up Paddleboarding is the fastest growing watersport in the World and is now a common site throughout Chichester Harbour. N1SCO is the largest Stand-up Paddleboard racing class in the UK and is One Design in nature. This means all of the competitors must compete on an identical board of the same design. This keeps the racing both fair and affordable to everyone with the end result purely being a product of the paddler's skill and ability.

Alex Tobutt from Naish in the UK comments 'We are really excited to be working with Emsworth Slipper Sailing Club to bring this event to Emsworth. The venue really is perfect for our racing where we aim to run in a safe environment, close to shore and where spectators can feel involved with the action.'

Paddlers race on an inflatable 'Naish One' paddleboard that actually packs down into a rucksack, thereby allowing competitors to travel easily to events around the world. Racing is not restricted to those owning the right equipment as entry to the event also comes with an option to hire a board and paddle for the day.

Racing will take place outside the Emsworth Slipper Sailing club so spectators will be able to line the esplanade to enjoy a grandstand view of racing that will be happening mere metres away. Competitors will take part in three races, all of which are different lengths including 100m sprints and a 500m Slalom, both in the Slipper pond, as well as a 5km race along the shoreline of Chichester Harbour.

Tobutt explained 'This beautiful venue with the idyllic town and all its services in the background is exceptional in our view and will be really enjoyed by competitors travelling from all over the country with their families.'

The event hopes to attract many new paddlers within a fleet that has gained a reputation for being friendly and welcoming. At last year's Inland Championships, three visitors were offered a lesson from a paddler on the river bank who was preparing for racing the next day. Having enjoyed their lesson with pro paddler Jo Hamilton-Vale so much, they decided to compete in the Championships themselves the very next day. As an open Championships, anyone will be made very welcome and it will be possible for locals to benefit from 'have a go' demo night in the weeks leading up to the event so they can build confidence to enter the main event.

Entry for the event went live in March and you can keep up to date with everything N1SCO in the UK through their Facebook page;

<https://www.facebook.com/UK-Naish-NISCO-126-Air-board-and-race-circuit-619293311451796/>

For any further information please contact Alex Tobutt on 07748 186402 or naishalex@hotmail.co.uk

Locally, Roland Plumb is assisting with this event and provides SUP taster sessions in Emsworth. If you are interested in trying Stand Up Paddle boarding please call him on 07786 577465 or write to: stokedonlineuk@gmail.com, EMSUP or stoked online on facebook.

Lift In (A Stroppy's Eye View)

Lift in this year took place on Friday, 31st March and the crane was booked for just one day. This short description of the day is from a Stroppy Lady's perspective.

Prior to any lift in or out the Stroppy Ladies take planning very seriously and this year was no exception. The planning meeting, as has become customary, took place in a local hostelry.



Mel, Sharon, Gilly



Jackie, Sheila, Julia

During the planning meeting we discuss many things 'stroppy' and catch up with each other. Sheila lets us know the time the crane is due to arrive and timing of the first lift. This year Beverley and Nikki were unable to join us at the planning meeting, but they joined us via social media, and Gilly joins us every year.

The crane arrived early on Friday morning as arranged and Sharon and I had the first boat stropped and ready to lift by 7.20. In fact, three boats were stropped and ready by 08.00. The first boat was successfully lifted from the north park at 07.35, which was about the time the rain started to fall quite heavily.



It takes a minimum of two stroppies to prepare and strop a boat and two on the boat to attach the strops to the crane. Another stroppy acts as a runner to collect

strops into a wheelbarrow and take them to the next boat to be prepared. This year four of the regular stroppies were unavailable for lift in duties; which left us a little shorthanded. We therefore needed a little help and outsourced the barrow running to a new boy, Dave. His responsibilities included fetching the strops and rinsing them off as yacht owners get very upset if their newly polished boats get muddy.



As you can see, Dave fitted in with the team because he was able to sit down on the job!

So what does a Stroppy Lady actually do? The order of the boats to be lifted is printed out and stuck onto the front of the crane. That way we know where to take the barrow of strops to prepare a boat, whilst another is being lifted. On the whole this list is followed, but it's not unknown for The Big Cheese to alter the order - After a boat has been stropped in readiness!

At least two of us are required to prepare a boat. The ends of the strops are handed up to the stroppy on deck and secured to a winch to prevent them from falling off. Positioning the strops is very important; the boat needs to be balanced at its centre of gravity, before the crane takes its full weight. Many owners have stickers or marks on the deck to show us the position to place the strops. We also have a folder of photographs of previous boat lifts to guide us on where to site the strops.

The banksman instructs the crane-driver: this year we had Devon again. However, it is the stroppy lady the banksman looks to for positioning the crane over the boat. The stroppy at the bow looks up and when the top of the crane is directly above her head, it's in the right place. The chains are lowered, and when the wind blows the heavy hooks swing quite alarmingly at face level. We take great care in not allowing the heavy hooks and chains to drag on a yacht's cabin top as we attach the strops to the crane.



Lift in this year was a fairly relaxed affair. We started early in the rain and had to wait for the tide to come in for the fin keeled boats. For the first time in many years we were able to sit down for a cuppa, provided by Viv and Judy.



Whilst we were having our cuppa the mast parties used the crane to place the masts on the yachts. Stropky ladies are not involved in this at all and it can take up to seven men to place a mast in-situ.

In the afternoon, the boat owners and crew members amongst the stropkies were needed aboard their own boats so we recruited a fifth stropky, Jo (Sorry Jo, no photographic evidence of you). Jo is a very experienced stropky, having done the role professionally, in her job. And after half an hour, she got to be as muddy as those who'd worked all through the morning.



All the boats were lifted in by 4.30, and the final job of the stropky ladies is to help build the partition wall between the dinghy and tender parks.

Many sailing clubs no longer do lift-in or out using a crane company, home grown banksmen and stropkies as Slipper do. Lifts at ESSC are successful because of the organising that takes place for months beforehand and the teamwork that takes place on the day. Many club members are there from start to finish, including boat owners, crews, club members without boats and others who want to be involved. There are the stalwarts who are there year in and year out, without whom the lifts just wouldn't happen (you know who they are!). This year 30 boats were lifted and 26 masts were fitted and we'll be doing it all again in reverse in October.

Jackie Rea

And Finally...

A big thank you to all those who contributed articles for this edition of the Newsletter – Without you, it would not happen! And on that note, please do get writing. More articles are needed for the next edition, which I hope will appear in the autumn. Thank you, in advance, and I hope that everyone has a fantastic season.

Martin Perry

Newsletter Editor