

SLIPPER SAILINGS

July 2005

The View from the Crows Nest!



Since the last newsletter in March much has happened and I am pleased to report that the Club is continuing to go from strength to strength thanks to the great support and effort of my fellow Flag Officers and the General Committee. However, another reason why our Club continues to be so successful is because there are so many who willingly give their time and energy to support Club activities. You are the unsung heroes who really make things happen both on and off the water. The self-help ethos is very much alive and well – my sincerest thanks to you all.

Quay Mill

At the beginning of the year I set the Premises Committee the challenge of producing a plan to refurbish the function room in time for the Summer Ball; had we not been let down badly at the last minute

by one particular contractor, it should have been achieved on time. Despite that, I have had very favourable feed back on the work that has been completed so far, including the sand blasted walls, the new lighting fitted by Phil Gardiner's firm and the curtains produced by Mandy Gunner. By the time you read this newsletter the floor will have been sanded and varnished. During the late summer and early autumn the walls are due to be re-pointed, the radiators will be refitted and new skirting boards attached.

Along the way we have also obtained a new digital photocopier for the Club, supplied by Neil Warren's company, and are now the proud owners of a new, purpose built marquee thanks to contacts I have in the industry, which we used for the Charity Dinner Dance and Summer Ball.

In March I announced that I had engaged in a constructive dialogue with Havant Borough Council concerning the Licensing Act 2003 and thanks to the help of their Senior Licensing Officer and his deputy, I was able to submit our application (seven fold!) at the end of June and also placed a public notice in "*The News*". We should know how we have fared by the end of July, providing there have been no significant objections to our application.

Dinghies

As you will see from Andrew Gould's article, he is enthusiastically leading the dinghy sailors and I am very pleased that so many are taking in part in Club races. However, there are some of you who still have not even collected your dinghy park

stickers for your boats. If you have paid for a space and are not using it, please let Andy know so that it can be reallocated.

Our young Topper sailors continue to go from strength to strength and there have been creditable performances in the Fevas too. I now look forward to seeing some excellent results at Fed Week in August. After HISC, we produced the most boats last year at the regatta, which was rewarded with winning the 2nd place club prize. Let's hope we can repeat that success or even knock our hosts off the top spot this year!

Cruisers

The cruisers are having a successful season having retained both the Yoke and Folly Trophies as well as cruising to St Vaast. I am learning to my cost that the cruiser fleet play just as hard off the water as on it – I now have wine stained genoa sheets and coffee stained decks! We have also learnt that it is possible to entertain 22 people in and around *Melody's* cockpit.



Slipper boats at Warsash (Yoke)



Melody undertaking stability trials in Yarmouth (Folly Trophy)



...and again at the Folly Inn (Cowes Cruise/Pursuit Race)

Oppie/Junior Camp

It was a delight to witness Oppie camp from the water and to attend the barbeque in the evening at Cobnor. The weather was perfect and I will remember for a long time to come, seeing the fleet of Oppies and Toppers sailing back from East Head on Saturday afternoon. Some also came back under power; see Captain James and his motley crew below! Along with James and Judith, I now also have to live down a reputation for singing rather loudly round campfires.



Captain James and his motley crew

Domestic Issues

As I am sure you are all aware, earlier in the year I felt moved to make my views known on how children should be controlled whilst on Club property and particularly when they are in the bar. Thank you for responding so positively. We must ensure that the Club remains safe and accessible to members of ages at all times, though children should not be in the bar after 9pm.

Many of you will also be aware that recently the General Committee was becoming very concerned over security, or lack of it, in the Club. Please will you all make every effort to close doors and gates behind you? When the boatshed is left wide open and the side door is hooked back we are inviting our outboard engines and radios to be stolen.

I also sent an e-mail out recently, with a copy on the notice board, reminding members to sign in their guests and to limit them to no more than six visits per year. Please play it by the rules and ensure you avoid the potential embarrassment of being asked to escort visitors from the Club if they have exceeded their entitlement.

Social

Alan Power and his team are to be congratulated for arranging both the Charity Dinner Dance and the Summer Ball. Both were very successful. The former raised over £800 and with the new marquee we were able to seat 80 under canvass with room to spare at the Ball.

No Smoking Policy and the Area Under the Balcony

At Easter, the General Committee reviewed the no smoking policy that they had implemented in January: with the exception of the area under the balcony, smoking would not be permitted throughout the Club. The onus was very much on those who smoke to keep the designated area clean and tidy. In April the smokers were given the benefit of the doubt and the 'trial period' was extended. Since then other committee members and I have received numerous complaints about the poor state of the smoking area. Had all committee members been present at our July General Committee Meeting, (about 10 were absent) I would have called for a vote on the issue and am sure we would now be a no smoking club. However, we chose to defer our final decision until September, but I think it has now become

inevitable that smoking will not be permitted thereafter.

The debate on smoking led to a discussion over how best to use the area under the balcony in the future and included providing patio tables and chairs, pot plants and additional fencing. If any of you have any other good ideas, please let us know and we will try to include them in our plan to smarten up this area next year.

And Finally...

At the time of writing, Julian Mandiwall had got as far as Bilbao in Spain on his way south, prior to his trans-Atlantic crossing from the Canaries. He and Nick Pomfret had suffered fairly adverse conditions on the way and had waited for a weather window before sailing south across the Bay. Shortly after leaving Poole for Omonville, Nick wasted one of Julian's famous cooked breakfasts. However, he reports that matters were soon remedied once they were ashore in France! We wish Julian and his various crew members the very best of luck.

Julian Murch
Commodore

Dinghy News

The dinghy racing season is now well under way. We've already had over 20 races and an incredible 90 boats have taken part. A reminder though, you need to compete in at least 10 races in the season to qualify for the overall joint series. If you do complete the required number of races, you stand a very good chance of getting in the prizes, which are going down to tenth place this year.

Here are the winners for the series held so far:

Marsh: Stuart and Clare Coles (RS400)

Phillips Cup: Paul Patrick (Int Canoe)

Howells: Andrew Gould and Vicky Lewis (ISO)

Treagust: Andrew Gould and Vicky Lewis (ISO)

Corby: Andrew Gould and Vicky Lewis (ISO)

3 Race mini-series: Andrew Gould and Vicky Lewis (ISO)

One of the most popular series has been the 3 race mini-series, which took place in ideal windy and sunny conditions on Sunday 22 May. 21 boats took part, ranging from Toppers to ISOs. The format is to have three short races from a committee boat start down at Swear Deep, with two races to count. Given that this event gets a good turn out, we hope to have a 3 race series every month next year.

On the other hand, the short course races are getting so few entries that we probably need to cut down on the number of these. Otherwise there will just be too many duties.

A successful asymmetric training series took place on 14th May, with about a dozen boats taking part. Got it all on video, and hope to show it sometime!

We also had a good Laser open meeting this year. I remember now just how painful Lasers are to sail – you can't have a rest like you can in the ISO! The Emsworth event on 7th May was won by James Fifield, and Adam Cockerill won the Slipper open on May 8th. The Radial events were closely fought with Sam Eversfield and Richard Kennedy battling it out for 1st and 2nd places, respectively.

All race results can now be seen on the website in the section labelled 'dinghies':

www.emsworthslippersc.org.uk

Andrew Gould
Dinghy Sailing Secretary

Plea for Help

Our Junior Co-ordinator needs an assistant to help organise junior sailing. If you can help, please contact David Valentine or the Commodore.

National Topper Inland Championships

A fantastic entry of 246 Toppers gathered for the 2005 Magic Marine Topper Inland Championships hosted by Grafham Water Sailing Club over the weekend of 30th April/1st May. Entrants had travelled from Scotland, Ireland, Wales and all corners of England to compete in this prestigious event.

Seven Slipper Juniors nervously looked round the grounds at the Toppers, which covered all available space. This was an impressive entry for a small sailing club and was beaten only by The Chew Valley entry of nine boats.

The racing got underway in a force 2 – 3 southerly breeze and sunshine, with the entrants divided into four fleets each racing against each other twice and competing in six races. A starting line up of over 120 boats was daunting and a very impressive sight!



Ben Hodges gets a good start (sail no 45171)

Conditions were warm and sunny with fairly light winds most of the weekend and some wind shifts caught out many of the competitors in some races.

The event was won by world champion Effion Mon, with National Squad and ex-National Squad sailors taking most of the first 50 or so places. Thomas Durham had some excellent results to finish 33rd and Ben Hodges put in a 7th and a 9th on his way to 56th place.



Jack Spencer looking for room at a mark (sail number 33297)

The Slipper results, which were all a very creditable effort, were as follows:

| | |
|--------------|-----|
| Tom Durham | 33 |
| Ben Hodges | 56 |
| Mike King | 80 |
| Peter McCoy | 150 |
| Phil McCoy | 158 |
| Max Yoward | 161 |
| Jack Spencer | 179 |

Bryan Hodges

Slipper Toppers on the Circuit

After the National Inland Championships the Slipper Topper sailors competed in the Bosham Topper Open on Saturday 21st May. Conditions were blustery and there were 21 nervous competitors hoping that the gusts would not be too strong. The lighter sailors used smaller sails or reefed.

Racing got underway just to the west of Cobnor Point and as well as the winds, the incoming tide was a major factor. Tom Durham (3rd and 4th), Michael King (7th and 8th) and Phil McCoy (10th and 6th) were the most impressive before lunch. In race three there was much confusion with the course and results, but after four races were eventually completed by most competitors, the results were:

| | |
|--------------|----|
| Tom Durham | 3 |
| Phil McCoy | 7 |
| Michael King | 8 |
| Max Yoward | 9 |
| Ben Hodges | 11 |
| Jack Spencer | 16 |
| Peter McCoy | 17 |

The following day was the Portchester Topper open, another event in the Southern Traveller series. The winds were a little less strong and more consistent and the turnout was 29 boats. Three races were run in succession and the Slipper results were all in the top half of the fleet.

| | |
|--------------|----|
| Tom Durham | 3 |
| Phil McCoy | 8 |
| Max Yoward | 10 |
| Michael King | 11 |
| Ben Hodges | 12 |
| Peter McCoy | 13 |
| Jack Spencer | 14 |

The weekend of 4th and 5th June saw the long journey to Deal, Kent and the Nationwide Series event at Downs SC. Racing began in force 6 – 7 offshore winds and for some this was survival sailing...! In the first race, out of a field of 87 boats Tom Durham came 4th and Peter McCoy an excellent 11th. During the second race a squall hit the fleet capsizing as many as 15 boats in one part of the course; 40 boats retired and great credit should be given to the younger lighter trio of Max Yoward, Ben Hodges and Phil McCoy who finished, before racing was abandoned for the day.

On Sunday the winds were a respectable force 3 – 4 and the sun even shone a little. The competitors were kept on the water from 9.40 am until 3 pm, but only three races were held. Two general recalls occurred and four competitors were black flagged. Tom Durham was again the star putting in a 3rd and a 5th on his way to 4th place overall in a fleet that included 30 or so National or ex-National Squad members. The Slipper results were:

| | |
|--------------|----|
| Tom Durham | 4 |
| Peter McCoy | 30 |
| Max Yoward | 39 |
| Ben Hodges | 41 |
| Phil McCoy | 42 |
| Michael King | 58 |
| Jack Spencer | 63 |

Phil McCoy won the prize for the first placed under 13 year old, while Peter McCoy, Max Yoward and Ben Hodges

were 3rd, 4th and 5th, respectively, in the under 14 age group.

ESSC should be very proud of the boys, especially as no other club could boast seven competitors at any of these events.

Bryan Hodges

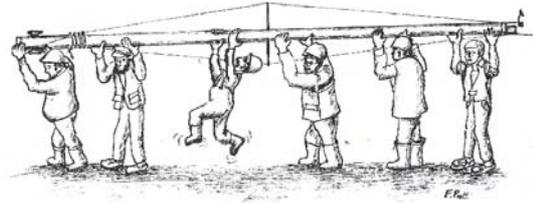
Feva Nationals HISC 28th – 30th May 2005

The new club Fevas had their first encounter with potential full on racing at the National Championships. The weather was frustratingly fickle. On the first day, competitors faced a steady force 6 gusting to 7, which inevitably led to the race committee having to abandon the racing. The second day saw the other extreme, with competitors being towed out of the harbour into the bay in search of some wind! Already 3 races down, the race officers tried in vain to get in 4 races, but only just managed 3 before the force 2 wind died completely; despondently the boats were towed back. At last the 3rd and final day provided a good wind (force 4) with some excellent sailing.

Sixty seven boats entered this year's championship. Despite some trying sailing conditions, the Slipper sailors put up a valiant effort with some star performances from Guy Ellis and Alex Mothersele finishing 2nd in one race and a very respectable 10th overall. Paul and Georgie Mothersele finished 20th following some pretty consistent good sailing. The Junior section was led by Alex Thorsby and Hamish Ellis finishing 28th, followed by Max Yoward and Phil McCoy (32nd) Ben Hodges and Jack Spencer (49th) and last but not least, Pete McCoy and Michael King (53rd). Congratulations to all who competed.

Sarah Thorsby

Cruiser Notes



PLENTY OF HELPERS AND EVEN THE ODD HANGER-ON!

Lift in! Cartoon courtesy of Fiona Pratt

The season got off to a good start when my first wife became a grandmother, which meant that we missed the Cranwell Cup! Still, with a Fastnet sailor for a dad, the new grandson surely cannot fail to end up sailing. Meanwhile on the water, after some fairly competitive sailing, Nigel and his crew on *Gelig Knight* took the cup.

A big thank you to the 13 Slipper boats that joined eight boats from the other club to contest the Yoke. There were blustery conditions both on and off the water, but once again Slipper prevailed and the Yoke will grace our bar for another year.

The Spring Bank Holiday cruise to St Vaast-la-Hougue was a tremendous success. Boats that went over on the Friday and returned on the Monday certainly hit the right weather conditions, particularly on the Monday when a soldier's wind ensured a 12 – 13 hour crossing quay to quay. This was a fitting end to a very enjoyable weekend – the St Vaast market; a champagne reception courtesy of Monsieur Gosselin and hosted by Michael Geary on board *Shakura*, his Oyster 49; and a splendid dinner at the Café du Port attended by a deputy mayor of St Vaast (the town has 5 deputies plus the mayor!). We presented the deputy mayor with the burgees of Slipper and ESC, and CCRC who were also there gave him one of their club plates. All in all a worthwhile contribution to the entente cordiale! Our thanks go to Clive Joyce for all his efforts in organising the weekend.



Presentation to the Deputy Mayor

Meanwhile back at home a couple of pleas to all those allocated space in the tender park. If you use a club trolley please do not put your tender, or club tender, away on that club trolley. The trollies are for all to use and it is very frustrating, particularly at night, to have to play hunt the trolley. Please park your tender and leave the trolley outside the barn or behind the Flint Barn. Secondly, users of the little white ESSC tender please note that its allocated space is on the rack immediately inside the gate.

Russ Wolstenholme
Cruiser Secretary

Premises Committee

What do the following all have in common: a college technician, a social worker, a retired chartered engineer, an architect/builder, a retired jeweller, a college technology lecturer, a retired engineering company proprietor, a retired naval engineer and a serving naval engineer?

Well, we are all members of the Slipper Premises Committee.

Our mission is to keep the fabric of the club in good order and, as directed by the General Committee, to improve the facilities. The aim is to achieve as much as possible by the voluntary efforts of members and contract out the larger and more specialised jobs.

We meet fairly informally once a month. Hopefully you will have seen our

biggest project at the moment, the refurbishment of the Function Room where we are aiming to match the improvements that have been made in the bar. At the time of writing, the walls have been sand blasted back to bare brickwork, new curtains put up and new wiring and lights fitted. After the Summer Ball we intend to have the floor professionally sanded and varnished.

Just after the cruiser lift in we had a superb working party that levelled out some bumps and laid 10 tons of scalplings in the Anchor Park. Mike Lillywhite provided some much needed mechanical help with a mini digger, but the laying was achieved in about an hour with many shovels, wheelbarrows and much enthusiasm.

At about the same time a new plywood floor was fitted to the first floor of the Wood Barn. Derek Pullen kindly offered to supply the materials and undertake the work. He made a good start, but then the call of his yacht to go in the water took priority. A few of us, including Stan Buck, having noted how it was done and that Derek had left his tools, decided to carry on. By the time Derek's boat was safely on her mooring, the job was nearly finished!

There is inevitably a continual requirement for small plumbing, electrical and fitting jobs around the Club that are well within the capability of DIY minded members. The Club continues to be proud of its self help ethos and no doubt work parties will continue to be organised as we strive to improve the facilities for members. It is a great way to get involved and meet other members, so please let me know if you would like to help, and I will keep you updated on when things are happening.

Another project that has been exercising our minds (mainly Julian's) has been the purchase of a new marquee. The original was made by a team lead by Paul Watkins when it became clear that the number of tickets sold for the Millennium New Year's Eve Party was going to

considerably exceed the capacity of the clubhouse! It has done exceedingly well, but needs a large team to put it up and take it down, involves a heavy steel central frame and Paul is the only one who really knows how to do it! The new one is much easier to handle and was successfully used for the recent charity supper and Summer Ball. There is a plan to convert the old steel framework into a trolley to carry the new aluminium structure – re-cycling at its best!

James Mant

ESSC Website

www.emsworthslippersc.org.uk

The new ESSC website is now well established and has been very well received by those who have visited it. It has a fresh style and is easy to navigate. Each page has an owner, with the aim of maintaining up to date information on the site as far as possible. The site is aimed primarily at members but shows a bright, friendly face to those unfamiliar with our Club.

Here's a brief summary of what is available on the website:

Introduction – a welcome from the Commodore

Club – includes lists of officers, General Committee members and contacts for the website pages

News – latest news on club matters

Membership – an outline of membership classes and subscription rates, together with a 'change of details' form

Sailing section pages – news and race results for dinghies, cruisers, WOW, disabled sailing, juniors and radio sailing

Training – news of forthcoming training courses

Bar – opening times

Social – notices of forthcoming social events

Operations – the club's current Operations Manual.

The website is for all of us and we welcome any suggestions for its improvement.

Howard Alston

Social Events

We have had a successful early summer social programme, making full use of our excellent new marquee. The Charity Supper was enjoyed by all and raised around £850 for the Khao Lak appeal. The Summer Ball was the usual success with an excellent buffet by Mark and Bev and we raised about £350 for the *5girlsinaboat* appeal. We also sent a team off to Mengham Rythe SC to play them at petanque – we lost, but maybe we can get our revenge in a return darts match at the Slipper in November.

Looking forward, we have the Hog Roast on Regatta Eve (Sept 3) with dancing to 'One Night Stand' and also a Race Night (Sept 24th) which will prove to be great fun with Nick Pomfret driving the evening along in his inimitable style. In October look forward to a quiz at lift out and an event to celebrate Trafalgar night on 23rd – more details later.

Alan Power
Social Secretary

WOW at Cobnor

A rather overcast 14th April found 14 women gathered at Cobnor for the annual opening to the dinghy sailing season (well for those of us not brave enough to do a winter season, anyway). The force 3 – 4 (4 – 5?) wind caused a few jitters, but quickly blew away any cobwebs once we were on the water in a mix of RS Visions, Picos and a Wayfarer. Everyone had a chance to sail single handed, to crew or helm, with or without an Instructor. The morning session

was a long one so by 1 o'clock we were more than ready for lunch on the beach and a cup of CYE's excellent hot chocolate. Most swapped boats after lunch and enjoyed a short afternoon session with more confidence and only one unplanned capsized for the whole day.

Friday began with sunshine and not much wind, but it gusted occasionally and then picked up towards lunchtime. A Buzz replaced the Wayfarer and after a shorter morning session we swapped boats again and honed our skills in a variety of weather, including hail, heavy rain, thunder and lightning. None of it dampened our spirits, although the instructors were a little nervous when the storm was only a mile away!

Some women sailed on both days and others on only one, but all together about 20 women thoroughly enjoyed themselves and found the days 'inspiring', 'fantastic to be back on the water', 'restored confidence' and 'great fun in a relaxed, safe environment'. Mandy certainly enjoyed her session helming the Vision and was said to be a natural helmswoman by one of the instructors, who were, as always, very helpful and encouraging.

Thanks so much Mary for organising everything and sorry you missed the session.

Vivien Reed

Found

Nobody has claimed a valuable ring found in the ladies toilet. Claimants should contact the Commodore or Membership Secretary.

Three More Yacht Masters!

For many years now Toad Sailing School has had an exemplary record, training RYA Competent Crews, Day Skippers, Coastal Skippers and Yacht Masters. For

those of you unaware of the connection, Toad Sailing School is the training division of the Julian Mandiwall Empire, run by none other than our ex-Commodore Julian Mandiwall! Beverly Lewis, Tim Broomhead, Caroline Manton and I considered ourselves to be very lucky and privileged to be taking part in Julian's final training week, before hanging up his mortar board and setting off on his wonderful adventure across the Atlantic. I think it is true that lucky and privileged were not the only emotions we felt when we heard this was Julian's last course – we were also a little more than nervous about the prospect of failing our mentor's high standards and delivering *Bobo* back to him in one piece for his long planned trip!

Day 1: Having listened to the horrendous weather forecast, we all nervously made our way to Port Solent to join *Bobo* for our five days of training prior to the dreaded exam. As ever Julian was brilliantly welcoming and made us all immediately feel at home. We stowed our kit and dispatched the cars before a thorough safety briefing and setting off. The tricky exit from *Bobo*'s berth with a strong cross wind was down to me, but with Julian's excellent guidance, even I made it look easy (not that all my manoeuvres worked out that well!). Next was the lock, which went OK but could have done better! We set off with a strong cross wind to pick up a mooring at Haslar for lunch. After a simple snack lunch we set off again to the big wide Solent to be met by a now moderating southerly breeze with a fetch turning to a beat to Cowes. Near Cowes Julian decided to throw in our first blind pilotage exercise in an area that we would come to regard as a very familiar part of the Solent by the end of the week: the unlit Bramble Beacon, marking the east of the bank at the entrance to Southampton Water. Again with some helpful hints from our instructor this proved a confidence boost to us all, after which we headed to the Folly Inn pontoon where we put the boat to bed. We then did a little theory

revision before tucking into a delicious fillet steak meal, prepared by none other than our multitalented instructor, Julian! There followed a couple of beers at the Folly and what turned out to be a traditional whisky night cap or two before hitting the sack.

Day 2: The weather forecast was true to form – this was the windy one! Off the Folly Inn the wind gauge was registering 30+ knots and 44+ in the gusts, so Julian decided that it would be best to concentrate on some boat handling skills around the pontoons. We were all put through our paces with some manoeuvres, including reversing, coming along side and best of all, sailing under jib alone between the pontoons! This was similar to a game of chicken: we could only tack *Bobo* under jib alone when we had enough way on to turn through the wind, which meant sailing as close to the pontoons as we dared! We all had a go at the fun, but Beverly definitely proved the most daring and following one or two well judged tacks, or were they lucky close shaves, time was called by an understandably anxious Harbour Master! We sheepishly scampered down the river for lunch. We then did a few less daring manoeuvres around the Cowes pontoon and a short blind passage, followed by a twilight/night passage to the Royal Southampton YC in Ocean Village. It was Caroline's turn to play pilot which went without a hitch. This was an exhilarating sail under jib alone during which we recorded our strongest gust of 59 knots! On arrival Tim took *Bobo* into her berth for the night and we bedded her down before some further theory revision and another delicious supper. This was prepared with the last of the fresh meat, this time chicken expertly cooked by Beverly. The rest of us were beginning to worry about how we were going to follow the high culinary standard! A beer or two at the club and a night cap followed.

Day 3: Wednesday was again a breezy start but the weather forecast promised an improvement and this was borne out

through the day. The morning was taken up with further manoeuvres in Southampton Water, concentrating on our man overboard technique. How many of us come off these courses full of good intentions to practise MOB drills and how many of us actually do it? Well, it showed! They are basically very simple manoeuvres but once a procedure has been decided, it needs to be practised until it happens almost automatically – in a real situation there may not be time to think! After being thoroughly drilled we headed for the Hamble and sailed onto the Warsash pontoon for lunch (the engine always seems to break down at a critical moment on these courses!). After lunch we practised some more blind navigation off the Bramble Bank and around East and West Knowles buoys before returning to East Cowes for an excellent shower in their brand new building. The regular evening theory revision session was getting even more purposeful as the exam loomed, but it did not spoil our enjoyment of Caroline's delicious chilli con carne.

Day 4: Boat handling around the pontoons took up the first part of the morning. Coming alongside forwards, backwards, port, starboard and turning in the length of the boat were the main drills using springs, prop wash, the tide and the wind – all good stuff. Then a pleasant trip across to Wootton Creek with the inevitable engine failure just off the ferry terminal! Up went the jib and then the main halyard without the mainsail! To show off his excellent mast walking technique Julian turned down all offers to climb the mast – we hardly had to haul on the halyard before he had reached the top of the mast and recovered the wayward halyard. Off we sailed again eating our lunch on the move. Then we did some more blind passages down to New Town Creek to pick a mooring at low tide and have a cup of tea. The blind passage out of New Town Creek was punctuated with a brief grounding on the bank just outside the entrance but after some healing and

heavy throttle *Bobo* bounced and skidded off the putty. We headed back to East Cowes, this time for a trip across the chain ferry to the main town centre for an excellent meal at the Italian restaurant (highly recommended) then back to *Bobo* for the usual night cap. Over the course of the week we all forged strong friendships and got to know each other well. We had all gelled into a supportive team, understanding each others strengths and weaknesses and keen to support one another. The evening out served to seal this bond!

Day 5: The exam was scheduled to start at 1800 so the day was spent refreshing what we had learnt, a trip across to the Beaulieu entrance for familiarisation purposes, more man overboard drills, picking up moorings under sail, sailing backwards and a spot on anchoring. We returned to East Cowes to chill out for a non-alcoholic pub lunch. The nerves were certainly getting to me and I do not think I was alone. Even Julian was notably anxious for us, but as ever full of reassurance. During our late lunch in the pub Paul Hay, our examiner, rang Julian to suggest an earlier start of 1600 instead of the planned 1800! We had to say yes, so that put paid to our final revision/chilling out time!

Paul punctually stepped on board and settled into greeting us all, followed by the administrative form filling, the inspection of our certificates, collection of our photos and fees. Julian then bid us farewell and headed back to Emsworth. Paul was exactly as Julian had described him. He was a dour, ex-RN character who knew his stuff and was not going to miss a thing. It took us all a little longer to get to know him better and appreciate what a thoroughly nice chap he was! This delay in appreciation did not help our first night of the exam. We were all a bundle of nerves and the night passage did not go well for any of us. Silly errors and scrambled thinking prevented any of us showing what we were capable of. We got to Beaulieu,

Hamble and back via the Bramble bank, but all of us could have done better. After a deserved dressing down by Paul we all went to bed late that night after eating very little and feeling like we had blown it.

Day 2 of the exam: After the morning weather forecast at 0840, Paul again stepped on board punctually. He started off testing us on our safety knowledge, lights and shapes. This went well and Paul notably enjoyed adding amusing anecdotes. As well as effectively examining us he could not resist continuing our training process at every opportunity with some valuable prompts and hints. This was followed by a demonstration of our boat handling skills around the pontoons which involved all that Julian had taught us so well. We then headed out towards Beaulieu for our blind passages, boat handling and demonstrations of our skippering skills. Excursions to the Lepe buoys and the tide gauge off Calshot followed, but the trip towards Newtown Creek was halted by a dying breeze. After a final twilight/night passage to the Bramble beacon we returned to East Cowes far more confident of our performance but a little disappointed that the dying breeze prevented Paul completing his examination. By this time Caroline decided to resign from the examination. Caroline had it all there but understandably decided that she wanted some more practice and experience on her own boat before completing the exam. We enjoyed our pub meal in Cowes that evening but knowing we still had Sunday morning to go we were careful with our alcohol intake.

The final morning of the exam: We arose to little or no wind again but fortunately the 0840 forecast was true to form, so when Paul stepped on board the wind soon filled in. Off we went to demonstrate our well drilled man overboard technique, general sailing skills and picking up moorings under sail. Then back to the pontoon for a post mortem. The debrief was thorough but very fair. Tim,

Beverly and I all passed our Yacht Master Exam!

Paul joined us for a relaxing light hearted lunch after which we bid our farewells and enjoyed a gorgeous reach back to Port Solent and returned *Bobo* to her berth and owner. We were greeted by a delighted Julian who wanted to know all about our exam.

What a brilliant guy and a great instructor our ex-Commodore is!

Hugh Kennedy

Ex-Commodore Going Up in the World!

Onwards and upwards, Julian has his sights on higher things. Actually he's off to 'never-never land', at least that's how some of us would describe the 'pond' he proposes to cross in '*Borborygmae*' his 34' Westerley Falcon.



Is the ex-Commodore looking for his shadow?

Firstly though he seems to have lost his shadow, hopefully 'Wendy' (Jennie) will be able to sew it back on for him, or possibly it'll need the magic touch from 'Tinkerbell' (Becky) with her fairy dust or sutures from the vast medical kit at her disposal.

It probably isn't compulsory on an ARC trip to carry a strait jacket but 'Toodles' (Geoff) is sailing; and it's well known he lost his marbles long ago!

They're off on the Atlantic Rally for Cruisers, in unadulterated blue waters and competitive trade wind sailing. A distance of 2700 nautical miles in the tropical climes of Gran Canaria to St. Lucia.

Navigation couldn't be simpler, 2nd star on the right and straight on 'til morning – according to 'Peter Pan' (Julian). 'Wendy' will be providing back up with her astro-navigation, so they should get there.

What was he doing up the mast? Well on his ultimate Yacht Master training voyage in January this year, his budding YMs managed to hoist the halyard, very quickly, without the mainsail. Julian just laughed – time for the boy to play! We wish you all bon voyage and safe passage.

Beverley Lewis

Corrosion

Corrosion is defined as: 'the undesirable interaction of a material with its environment', which when you think about it can also apply to wood rot. The direct cost to UK society and industry of corrosion is approximately 6% of GDP/year. How much did your last car exhaust replacement cost?

The small ex-Dutch coaster featured in the film 'King Kong' nearly sank off New Zealand due to organic debris accumulating in an inaccessible section of the bilge causing sulphate reducing bacteria to bore a neat 1" diameter hole through the steel shell plating. She had to be run aground, then a fid was driven through the hole and a cement plug formed on the inside. Filming was held up – at what cost – and the director was not pleased!

Whilst corrosion leaks on buried pipelines in the water and gas industries are yearly becoming less, it was not so long ago that 10% of product gas could not be accounted for and 20% of water was lost in transmission. There are some 2000 miles

of crude and product petroleum pipelines in the UK; you cross two when you go to Southampton by boat, another when you drive to Hamble. Some pipelines operate at up to 2,000 psi and all are protected from corrosion by magic cathodic protection, as of course, is your propeller?

The aircraft industry is not immune either. A flame retardant inhibitor was applied to seat upholstery, resulting in corrosion of the seat fastening bolts. On a heavy landing the bolts failed and all the seats slid forward!

Many concrete buildings constructed in the 70s and 80s suffered severe damage due to an additive in the concrete mix that accelerated the curing process. The resulting corrosion of the steel reinforcing bars lead to corrosion expansion and cracking of the concrete. This allowed more water to get in, causing more corrosion! The cladding of a 12 storey council block had to be completely removed and renewed and 300 families had to be re-housed. At what cost?

Harry Hatley

Saluja Goes North (Part 1)

I really ought to be putting a few words to paper about last year's cruise in *Saluja*: round the Brittany Peninsula to the Glenan Isles in one hop, then back through the canals to St Malo and home by the end of August. However, it is our latest project which is fresher in my memory so I will say something about this first.

Having chartered extensively on the West Coast of Scotland for the past 25 years it had always been in the back of our minds to get *Saluja* there one day. For those of you who have not sailed on the West Coast it is simply the best! We had in fact purchased a road trailer for a Super Seal before we bought the yacht in 1998 – so convinced we were that the only design we wanted was a Super Seal. Although the trailer has been used for various

transportation projects, ranging from taking Jon's Series 1 Land Rover to the 50th anniversary of Land Rovers, to moving a steam engine cab, it had never been used for *Saluja*.

So, towards the end of last season we decided that we would give it a go. In addition to the usual winter maintenance on the yacht, we also took time to completely refurbish the trailer with new wheel bearings, tyres, mudguards, lights and a proper pin and eye tow hitch – the old 50 mm ball being rated at 2 tons not the 3.5 tonnes needed! Instead of being craned into the water at lift in, we (simply) loaded the yacht from her cradle onto the road trailer and strapped the mast on top. As is usual with ESSC lift in, one is always a bit rushed and encouraged with plenty of shouting to get it right first time. This was the first time!!! With hindsight, we should have asked for an extra 5 minutes to remove the chocks from the rear support. Along with the Range Rover's tow hitch being too low, and the yacht sloping forward on the trailer, the whole rig looked positively out of balance! My first firm application of the brakes, to see how quickly it would all stop, resulted in the front wheels locking up and squealing, such was the excess weight on the back of the Range Rover. At least we only had to get as far as Chippenham, park the whole lot in Jon's front garden and make some adjustments to the trailer and tow hitch. Reversing into the gateway did involve stopping the traffic both ways, on the A4, with the help of Lee, one of Jon's pub mates, who had had a few beers by the time we got there!

Equally, the extra time meant we could finish the winter maintenance which hadn't been done in time for lift in. The engine hadn't run since September and Jon was still re-bushing the folding propeller. Now that we are accomplished at jacking the boat off the cradle, we were able to get the whole thing level by removing the packing under the rear support. With Jon's help, my son Jonathan used a drop plate, the

wrong way up, to raise the tow hitch height on the back of the Range Rover.

There is nothing like this sort of project to attract the interest of others. So much so that my head-teacher allowed me to slip away early on the Friday of the May Day weekend for the long journey north. We were quite a spectacle as we left 'The Lysley Arms' car park which is next door to Jon's house. One guy even came out to see us off! We had stocked up with sandwiches and flasks so that we could keep moving by taking it in turns to drive. 45 mph is boringly tedious, but if you only stop for fuel it is surprising how much distance can be made. Jon runs the Range Rover on LPG so we did stop whenever it was advertised (37p per litre is quite attractive given a fuel consumption of 12.8 mpg for the round trip).

The evening traffic up the M5 and M6 was light, but I was surprised at the huge number of parcel lorries. Of course they were faster than us and, when overtaken, their 'bow wave' would sometimes make the trailer twitch. All credit to the commercial drivers who would flash their lights and move out in their lane as far as possible to minimise their effect. Keeping up the pace, we were determined to make it north of the border before we stopped to sleep. Driving into the early hours also meant that there was very little traffic for us to hold up as we climbed Shap and Beattock summits at a 'speed' of 25mph at times! At 4 am we decided it was time for a few hours sleep, so parked up in the lorry park at Annan Water services on the A74(M). The yacht can double up as a caravan on such occasions, but sleep was difficult with lorries coming and going with surprising frequency.

Onwards north at 9 am and the only real hold up on the whole trip was for road works on the A80. Unbelievable but we watched in horror as an impatient driver went the wrong way up a slip road, to get out of the queue, narrowly missing a head on smash with a lorry! Leaving the motorway at Stirling, we were conscious

of our speed and the tail back behind us on a single carriageway road. Just 15 minutes until the first lay-by resulted in 51 cars ready to pass. We stopped as often as we could to let other traffic pass and the vast majority of drivers were courteous in waving as they went by.

If you have never been to Scotland, then the scenery just gets better and better as you go through Crianlarich, Tyndrum, Bridge of Orchy and onwards over Rannoch Moor, down Glencoe to Fort William. Stopping places are distinctly lacking when crossing Rannoch Moor so the tailback had to wait until the top of Glencoe before we could let them all pass. We took the opportunity of taking a couple of pictures to show *Saluja* in her new environment, while being slightly embarrassed by the queue of traffic stretching behind us as far as the eye could see.



The top of Glencoe

We stopped at Fort William having just made it without switching from LPG to petrol. At least Jon now knows he can do close on 50 miles with the red warning light showing on the LPG gauge. (and that's at less than 12 mpg!) The last part of the journey is the final 50 miles on 'The Road to the Isles' which ends at Mallaig. We were booked to have our mast lifted at Arisaig Marine on the Sunday morning and it was great to travel along this road past Glenfinnan and Lochailort in beautiful weather. A couple of hills were steep enough to need 1st gear high range so for the last section, which is still single track

with passing places, the low range box was used. We now appreciate what a fantastic tow vehicle the Range Rover is – doing what it is designed to do, i.e. climb a 1:7 hill in 3rd low range gear, with an all up weight estimated at 5 tons, and still have two lower gears in hand. It is a pity most Range Rovers are used to pose with and do the school run!

Saturday evening saw a quick dash to Mallaig for a couple of beers followed by fish and chips. We stayed overnight with a long standing family friend in Morar and manage to grab a couple of photos of the sun setting over the Cuillin ridge of Skye. Next morning we had the mast lifted by making use of Arisaig Marine's Hymac digger bucket. It wasn't really high enough but luckily we are now adept at winching *Saluja's* mast up to the vertical using the foresail halyards. It was mid-afternoon before we had finally sorted everything out and had *Saluja* sitting on her trailer awaiting her launch so we could join our annual charter trip from Ardvasar, on Skye, at the end of May.

Further plans are to do the Classic Malts Cruise, which involves visiting the Oban, Talisker and Lagavulin distilleries and to compete in West Highland Yachting Week. Beyond that we may cruise through the Caledonian Canal and, having gone to all the trouble of getting her up there, we might just want to do next season as well. I'm afraid the Solent and the Folly Inn don't quite have the attraction of the West Coast of Scotland!

If any of you are contemplating towing a Super Seal and need advice I would say:

1. Even a Range Rover is at the top of its weight limit for towing a Super Seal.
2. Make sure it is level on the trailer and check the nose weight with bathroom scales. Our final nose weight was around 80 – 100 kg.
3. A 50 mm ball hitch is totally inadequate for the weight of a Super Seal.
4. Ensure that all the running gear is in perfect condition – I am convinced that

the reason we had a trouble free journey was because all the bearings and tyres were in tip top condition. (The tyres were running quite hot even in the coolness of night with pressures of 55 psi).

5. Allow yourself plenty of time and do be courteous to the drivers in the tail back behind you – the total of approximately 550 miles took 17 hours, an average of just 32 mph. The return journey took half the time!
6. Let your insurance company know what you are doing – Navigators and General had no worries about us towing *Saluja*, but they do want to know where she is moored as the season progresses. I have to tell them each and every time she is moved.
To be continued...

David Holmes
co-owner of *Saluja*

Caption Competition

As response to this competition in the last issue was poor, we will not be awarding a prize or continuing this feature. Many thanks to the four members who took part.

Feedback

Feedback on this newsletter, covering the content, quality or style would be appreciated. Please send to either the Editor or the Commodore.

Next Edition

The deadline for receiving copy for the November issue is 30th September. Please leave articles in the G pigeonhole or e-mail them to:
newsletter@emsworthslippersc.org.uk
Thank you.

Becky Gardner