



SLIPPER SAILINGS

July 2006

Another View from the Crows Nest!



The Club is thriving and managing to cope in most areas, despite having taken on 70 new members in the spring, though clearly there are pressure points; dinghy parking and the bar on Friday evenings to name but two. We have retained the Yoke and Folly trophies (hurrah!) and there have already been a number of notable individual dinghy successes both at the senior and junior levels. The Caribbean themed Summer Ball was a great success; we have hosted an excellent Topper Open and had a reasonable turn out at our



early Regatta despite the counter attraction of England's World Cup quarter-final. Work on the fabric of the Club continues, with the patio project nearing completion and we now have new tenants on a three year lease in the Malt House, while Rupert Kerly has signed a new 12 year lease for Flintstones.



Normally I start my article with a cartoon of a nautical cove looking through a telescope into the distance, courtesy of Pat Haysom. This time I have competition from Judith for she really did get to the top of a mast. The picture on the left was taken by her looking



down the Medina towards Cowes during our stop over after the Anchor Trophy race. To my surprise and disbelief she was happily hoisted to the top of Malcolm Bishop's Moody 31 "Ultima" to reset his wind vane whilst we were at the East Cowes Yacht Haven. She clearly has "no fear" and this must be one of the reasons she has survived 35 years with me! On the right is her view of me in Melody's cockpit a long way below and somewhat concerned. On the far side of the pontoon is Nigel Higgs's new boat, "Nessa V", a Westerly Typhoon, which is going very well this year and alongside our boat "Melody", an Elan 333, is the Manton's Sadler 26 "Sublyme".

Sailing The support for dinghy sailing has been excellent this year and the three race mini series pioneered by Andrew Gould are proving to be very popular indeed. We have already hosted a very well supported Topper Open meeting masterminded by John Galyer and most of our ISO sailors took part in the National Championships at HISC where Andy was narrowly beaten into second place in very blustery conditions. The cruiser section under Russ Wolstenholme is enjoying tremendous support with more than 15 Slipper boats competing/cruising regularly at most events. We have had a few long races both in time and distance and the challenge for many has been to

finish before the tide turns. Our race to Lymington and back was such a challenge for many and the recent race for the Folly Trophy round the back of the Island was another which started with brisk Force 5 gusting 6 at the Needles but with the Doldrums in Sandown Bay for some. You can see that my allegiance is drifting away from dinghies. However, Fed Week is just round the corner. I will be there with Judith in our RS 400; I hope as many of you as possible will also turn out so that we can do our best to win the Inter-Club trophy once more.

Juniors David Valentine, supported by the junior captains, Alex Thorsby and Tom Kennedy, is again leading our juniors and youths and there are great hopes that many of the individual sailing successes will be repeated at regional and national level once more. Already some excellent results have been reported. At Oppie Camp in June, the weather did David no favours, but those that braved the gales at Cobnor seemed to enjoy themselves ashore. This year a youth team will be selected to take part in a RIB driving championship with local heats being held at the Club. The prize for the winner will be a brand new RIB for the winning club, so good luck to them all.



Premises Much has already been done this year by our willing band of Tuesday night workers led by James Mant. Roger Pratt has provided the lead for the patio area, and a face lift is almost complete, with new rendering, side screens, tables and railings. In Jenny's flat, her kitchen has been refitted by Chris Treagust and when the floor and wall tiles are fitted in August it will be complete. The marquee is proving its worth and we have used it for Oppie Camp, the Summer Ball, the Topper Open and our regatta and once again Pete "Bomber" Wells has come up with

another amazing contraption. This time it is a six-wheeled trolley that holds the entire structure so that it can be easily wheeled in and out of the Malt House Workshop.

WOW Mary Alston and her team are as active as ever and are being used as the example/template at many other harbour Clubs. Their next new venture is to form a WOW cruiser group. From past experience my advice is to avoid any boats with besoms hoisted in the rigging! (besom = broom; I can't be the only one who didn't know – Editor).

Training Tony Gaunt has been running a range of courses over the winter and spring. Many Club members are now benefiting from all the hard work he puts in to ensure their success, and the courses are invariably oversubscribed. To his great credit we have just passed a snap inspection by the RYA - Well, they gave him 45 minutes warning!

Bosun We are really benefiting from all the hard work Rex Riddington and his team are doing for our power boats, with very high levels of reliability. Following his advice we have purchased a new Yamaha engine for Slipper 2 with a power lift. You can see Rex and his team at their HQ, in his article, later in this newsletter.

Social Scene Sarah Thorsby and her new team have done us proud so far this year. I just hope you have recovered from your limbo dancing injuries gained at the Summer Ball! Please do your best to support all the activities she arranges for us!

Security I hope many of you will have received my recent e-mail or seen a copy on the Club notice board about Club security and the protection of our young people. Please do your utmost to ensure the gates and doors are kept closed whenever possible. Hooking or wedging them open is inviting trouble. Only a few weeks ago, some mindless youths smashed their way into the start box and others have tried to break into Flintstones, so please be security conscious.

Young People in the Bar Here are the contents of a notice I posted in the bar recently:

The General Committee was asked to clarify the situation regarding the use of the Club bar by our younger members, particularly on Friday evenings. They came to the following decisions, which are broadly in line with our current procedures:

“There is traditionally a watershed at 9pm when juniors should no longer be in the bar and this is to be maintained. A junior is a Club member or guest under the age of 12. Youths, i.e. those aged between 12 and 18 may use the bar during normal opening hours and should be served with the same priority as adults. On Fridays, if a lot of young people are present, Jenny will endeavour to co- op till trained senior Youths to dispense non alcoholic beverages and confectionary to them. If such help is not forthcoming, during busy periods she will have to rely on the Committee and members present to assist her. However, she will always have the final say on who she chooses to help her. If the bar is extremely busy, all members are asked to leave the front section of the bar clear and not sit on stools in this area. In periods of very high activity, you are also requested not to congregate at the bar by the hatch or sit on a stool in that area as well. Please help us to help you so that everyone can enjoy our fabulous facilities.”

Food Festival This year we had to move our regatta to June so that it did not clash with the Food Festival during 8-10 September. We had little option but to give way, but we did so reluctantly. However, the Club will be at the very centre of the celebrations, with activities all around the Quay. On the Friday, and central to this year’s festivities, will be the launch of the oyster smack, the “Terror” lovingly restored at the Dolphin Quay boat yard with much of the work undertaken by Richard Utley, one of our members. The Harbour Master, John Davis is recruiting a team of boatmen to take parties for guided tours around our harbour in the “Terror” and already we have six volunteers from Slipper. If you are interested and think you might have the time and qualifications please contact me and I will give you more details. For the ceremonial launch of the “Terror”, a temporary Quay will be constructed outside ours to accommodate local dignitaries and sponsors. In the evening there is due to be a grand firework display as well as illuminated water fountains round the Mill Pond.



And Finally I really am beginning to believe that cruisers do have more fun! This year Christine Ablett has been producing Club battle flags and here is our Fleet at Yarmouth recently, proudly flying them..... much to Christine’s delight! We have also set up a **cruiser crew register** run by



Christine on our website at:

<http://www.emsworthslippersc.org.uk/crewregister.htm> so if you need crew, or would like to volunteer to take part in one of our rallies or races please use it.

I hope you all have a fabulous summer break. If you have a story to tell please consider writing an article for the autumn newsletter, particularly if you have pictures to go with it.

Julian Murch
Commodore

Dinghy Matters

The season is now well under way with several new faces taking part. The 3 race mini-series are proving popular once again. A record 37 boats took part in the first of these and 27 in the second. The May mini-series for the Corby trophy was won by Alastair Nichols, after some risky port tack flyers.

Results so far this season:

Philips Cup: Richard & Matt Lewis (ISO)

Marsh: Andrew and Vicky Gould (ISO)

Treagust: Richard and Matt Lewis (ISO)

Watmore: James Mant & Mary Alston (RS200)

Corby 3 race mini-series: Alastair Nichol (Laser)

A successful regatta was held on July 1st. Despite clashing with the World Cup, over 60 boats took part. Thanks to Mike Lillywhite for running it and for all those who helped with patrol boats and teas. The regatta results:

Fast Handicap: 1st Richard & Matt Lewis (ISO)

RS400: 1st Tim Weeden & Martin Sweet

Laser: 1st Chris Treagust

Medium Handicap: 1st Tony Larder & T. Forrest (Merlin)

Feva: 1st Jess Lavery & Phillipa Lawson

Topper: 1st Jack Spencer

Slow Handicap: 1st Georgie Mothersele & Clare Bowman (Scow)

Optimist: 1st Alex Mothersele

Nine Slipper boats made it down to the ISO & Buzz nationals over the May Bank Holiday. Conditions were fraught when the wind whipped up unexpectedly on the bar, leading to a lot of broken masts and one person being whisked off to hospital suffering from hypothermia. Unfortunately, two days racing were lost due to strong winds and the nationals had to be decided on just one day's racing. Nevertheless, everyone agreed it was a bit of an epic event. Slipper scored well with Andrew and Vicky in 2nd, Mike and Dean in 6th and Richard & Matt in 8th out of a fleet of 30 boats.

Back closer to home; the start hut now has a new roof and a new door - Thanks to Mike Lillywhite for organizing this. Thanks, also, to Rex and Bosun Team for keeping all the patrol boats in top working order. I look forward to seeing everyone out on the water, especially down at Fed week to defend that team trophy.

Andy Gould

Sailing Secretary

The View from the back of the Fleet

The season started with a flourish – 22 boats carrying 60 people turned out for the Cranwell Cup and 18 boats a fortnight later for the Anchor Trophy. The support this year has been great with more boats attending than berths booked but one way or another we all get fitted in. Given the numbers it would be really helpful if you can sign on early, if you cannot get down to the club you can always telephone or e-mail me, leaving it till a Friday night before the event may lead to some disappointment.

The Yoke was run later than usual this year but again there was a great turnout and congratulations to all who participated – we have retained the Yoke and it will stay in its regular home above the bar door.

This year the Phillips Cup was sailed to Lymington. Some testing racing in light winds that did not fill in till the fleet turned Egypt Point. Nevertheless, we all got there and enjoyed a very

sociable pontoon party at the yacht haven followed by a more formal meal at Lymington Town Yacht Club, where both the views out over the river and the Solent beyond were splendid.

Battle flags! Christine Ablett has been making some really large club flags. The club is subsidising the cost and for only £10 owners can purchase a flag and fly it at the venues we go to. It makes for a really impressive sight to see a dozen or more flags being flown and tells everybody that the Slipper Fleet is in town. A big thank you to Christine, who is also starting a crew register for those looking for crew and those wanting to crew. Early days yet but it will be web based and details can be found on the club website.

Not everyone who comes on an event races, some simply come for the rally which is fine and what cruising is all about. Those that do race have been racing under a handicap system that uses Portsmouth Yardstick numbers that have been determined by Slipper formulae. Details are on the website but essentially we have taken basic data for boats that had established PY numbers and have produced formulae that return the same PY numbers (or ones very close). The formulae have then been used to determine PY's for other boats in the fleet. It seems to be working well but as with any mathematical model it relies on sufficient data and the more boats that submit data the better can the formulae be refined. So if you have not yet submitted details of your boat, whether you intend to race or not we would appreciate having a completed form, available by e-mail or from the notice board.

Once again Slipper has retained the Folly Trophy. The other club asked that the date be put back this year so that they could get more boats on the water. However on the day they only managed to get 5 boats to the line, one had dropped out earlier in the week before and two dropped out on the Saturday morning, which was all very disappointing as we had a tremendous weekend's sailing although we could have done with a little more wind on the Sunday. We all enjoyed a great evening at the Royal Solent Yacht Club where the food, wine and company were excellent.

I am now mid-way through my third year as your Cruiser Secretary and I would like to thank all of you for the support and encouragement that you have given me. As one old salt said to me at the outset, "one year to begin to find out how the system works, one to put right the mistakes of the first year, one to introduce something new and then retire on a high before you get stale." Next year Linda and I hope to be doing some sailing further afield and so I think the time has come to 'scandalise my main'. Your club will therefore be looking for a new Cruiser Secretary and a volunteer is worth his or her weight in gold. Very happy to talk about what is involved to anyone who is interested – see you in the bar!

Enjoy a really good rest of season and we look forward to seeing you on the water.

Russ Wolstenholme
Cruiser Secretary

Junior / Youth Section

Its official! - Slipper continue to have an immensely successful Junior / Youth training programme, as few other UK clubs have as many registered Youth / Junior sailors or the number of U18 training sessions as Slipper! Nor do the supposed "super" clubs have the same provision of club boats – so say the RYA's Youth and Racing Development Officers. Maybe we should change from Emsworth Slipper SC to Emsworth Super SC?

The RYA carried out a recent assessment at the club for our Champion Club status, over a WNY session and also referring to our profile of junior training sessions, newsletters, programmes, Open meeting / squad results etc; and the two Development Officers were amazed to see so many sailing on a wet and bleak evening, with especially so many young female sailors. One of their comments was "Slipper is a very good model of how the RYA likes to see Volvo RYA Champion Clubs operate" (and that was before we took them to the bar!). They were so impressed by our junior

/ youth section that they will be returning to see the other sessions (i.e. FNO, SMO, SOTTS), and bringing other clubs along to see how we introduce so many youngsters to sailing; whilst gaining the support of assistants, instructors, coaches through many volunteers. Congratulations to all involved with the Juniors and Youths both past and present – we always knew it, but now you've been officially recognised as the best!!

FNO - Oppies have been very successful, with maximum capacities on the Sunday session, and very busy on Fridays. Thanks to Glen Grant, who is running his first season as FNO Organiser, and has brought a wealth of new ideas to the Pond, holding a great session with some very willing volunteers forming a formidable team. Andrew Turner as SI, has now added a new skill of “vandal apprehension” to his CV. Having seen off some vandals attacking the Race Hut during one Friday night, he managed to catch one and make him pick up some of the items thrown into the Millie. I bet they didn't think he could run so fast!!

SMO - With a new SI, Tony Larder, thanks go to Clive Frost for standing in over the first few weeks. Some 52 (yes that's 52) 4-10 year olds are regularly sailing at SMO, so it's a hectic time getting boats out onto the water, let alone actually sailing them. A new “open” canoe enables all abilities to whiz round the pond, and assist the Oppies up close and at their gunwale height. The funds for this canoe came from last years Tuck Shop takings (and the profits aren't that high!), as there was concern from “The Management” that the canoe was not required, nor right for the training (you doubting Thomas's!). Anyway, in addition, the funds also purchased a host of paddles for the young'uns in the Yellow groups to splash about and get a taste of the water with, and for those new to an Oppie to be able to paddle around getting used to the size and “wobblyness” of an Oppie. These young'uns are the lifeblood of Slipper, so long may the funds continue!

For both Oppie groups, a Sailor's Logbook has been re-produced with some helpful ideas on what to expect and practice (with thanks to Neil Warren whose company printed it), supplementing the RYA logbooks and helping sailors reach Youth Stages 1 and 2. If your child doesn't have a copy, let me know and I'll send one to you; or you can print one off from the Junior website. I look forward to a host of RYA certificates being awarded at the Prize-giving this year!

The Oppie Camp was slightly different this year, due to an earlier date (the Caravanning and Camping Club booked 2 years before!). However, some keen hardened campers braved the elements and camped through the weekend. Well done! Whilst the wind blew it's hardest, sailing was still possible in the Sport 16's with 2 slabs in the sail; and a walk through the woods and on the beach enabled more firewood to be collected, and some energy to be burnt off. Several were surprised to see so many plastic bottles and other rubbish on the beach – Maybe we should consider before we chuck stuff overboard next time? (We already do...I hope! – Editor). The tree swings kept the kids busy, whilst a few “old grannies” sat huddled in their blankets, sipping some medicinal liquids.

The rain held off for the BBQ, where 120 odd kept the Slipper spirit going and managed to work their way through the burgers, sausages and corn cobs; with the camp fire running late into the night. The rain could not hold off any longer on the Sunday, so sailing and the camp were abandoned. However, some keen youngsters were taken out in the RIBs for pleasure trips. My comments of “it'll be like the Caribbean” were nearly right – just like the hurricane season instead! As always, without all the helpers, this event would just not happen, so a big thanks to all.

I am already planning next year – book the dates in your diary now! – Fri 8th to Sun 10th June. Tides are excellent, weather obviously booked as well. Oh, what a weekend it's going to be!!! Go buy your tent now so there are no excuses next year – you have been warned!!

SOTTS – Cap'n John reports it's going really well, with a consistent attendance of 20, having been kick-started by the pre-season Cooperman theory sessions. A June “Feva” event had everyone flying the spinnakers up, down and under the boat! Four sailing sessions run so far, with three more to go: 23rd July, 10th September and 24th September. We must say a “well done” to Helen Parker-Jervise and Brendan Wood for completing all of the sessions to date – keep it up guys!

WNY – The Big Man reports that WNY's have been very successful in the early part of the season. A wide variety of activities have taken place and numbers taking part have remained high.

The most recent innovation was a marine version of Rounders. Tides have not been helpful in getting us out on the Harbour, but we have taken the limited opportunities presented to us.

The Girls Group has been a great success, with Nic Rea as their Instructor, and competitive Slipper Fevas are a new phenomenon. The Experts continue to demonstrate superb sailing skills and the next generation is coming through. We were very pleased with the comments made by the RYA Assessors on their recent visit.

The Topper Open was very popular, with 6 Slipper sailors in the Top 10. Numbers taking part were up at 42 – the largest Southern Topper Open this year so far! A brilliant job was done by James Mant and his Race Team. The Topper Parents are also highly effective at supporting our events.

Many youngsters are planning to do lots of sailing over the summer at ESC and HISC and in Italy! Also, large numbers of Slipper young sailors are taking part in competition at Regional and National levels – too many to give all the details here. We will be entering a team for the West Sussex Schools Regatta on 2nd & 3rd September. Remember the ESC Race Weeks – check the website for more details. And parents are required for patrol boat cover.

Half way through the season, and the Junior / Youth teams have been at loads of events, and as has become the norm, performed very well! Lots of results, however there are just too many to mention (and I don't want to miss any), but it is just great to see the Slipper flag flying so high in the reports. Maybe we should have a results / reports section? Though, thinking about it, it would take up the whole newsletter. All this info, and more, is regularly listed on the Junior website – if you're not sure where that is, go to <http://www.emsworthslippersc.org.uk/juniors.php> ; it's well worth a visit! And we still have more Topper events, Fed Week and the Sussex Schools to go! No pressure, then??

Activities off the water continue, with the first ever Youth "Team Slipper" t-shirt to be designed by the Junior Committee. Just £15 will buy you an ice-blue, heavy cotton, quality shirt to show off Team Slipper wherever you go! It's the ultimate in Slipper fashion (watch out Fat Face!), and a must have for the Topper circuit, Fed Week or the West Sussex Schools. Adults need not apply (despite several requests - no names, eh Mary?). The Junior C's and DV (trying to maintain his youth!) were showing off their new kit at the Regatta. If you wish to buy one, email or ring me, and it's yours for just a few beer tokens (They are selling fast, so don't hang about!).

We are trying to organise a trial for the RYA Youth RIB Champs. Because the Harbour Master denied us permission to run a trial inside the Harbour (boo, hiss) on safety grounds, we are trying to set up a trial in Hayling Bay soon - all volunteers welcome, please. The winning driver gains a new 5m RIB for his / her club, and we have some top drivers! Regional finals are being held in August at Cowes, with the overall Final at the Boat Show in September. Contact me or Alex Thorsby for more information.

The West Sussex Schools Youth Association Championships are being held at Pagham this year, at the beginning of September – a Team Manager is required, please. A Notice of Race has been posted on the Youth notice board. As we missed attending last year due to other commitments, notably our own Regatta, I think we need to bring the Trophy back to its home again!

So, that's about it from Juniors & Youths – what a busy section we are!! Keep it coming!

David Valentine
Junior Co-ordinator

Women On Water Update

WOW! Is exactly the right word. Record numbers of women from both Emsworth clubs have been taking to the water this season. All ages and abilities have been getting together to have fun on the Water. The "girls" (a few men are also beginning to join us) would like to give a special thank-

you to the club members who have made the WOW sessions possible. Dave Hughes who provides expert advice and gives confidence to the group that have so far gone out in the Sport 16 - Many are now venturing out singled handed thanks to Dave's help. Ruth and Wendy who are great at checking and helping to ensure rigging is safe, and "buddying" people on the water until they feel happy on their own.

A special thanks needs to go to all the volunteers who provide our patrol boat cover. Luckily, we have made very little use of them, but their presence gives a lot of us the confidence to push our sailing skills, as we know they will come to our aid if things go wrong! The season is not over yet so there is still time to join us. If you would like further information on what we do, when and how then please contact me.

Mary Alston Mob: 07866-887610

ESSC Social Activities



It's been a busy time on the social front recently. The Summer Ball had a Caribbean theme, which proved very successful. The fantastic balmy evening helped a lot, but the 'Sounds of Steel' Steel band courtesy of Portchester Community School was amazing and enjoyed by all. Other highlights of the evening included a coconut shy, Rum Punch and the limbo dancing (which despite many protestations of bad backs before the evening proved hilarious and very popular!!). The floral tributes were provided by Mandy Gunner and were quite spectacular. Many of these were keenly auctioned off at the end of the evening, raising money for The Rowans Hospice.

Hot on the heels of the ball came the Hog roast. Our thanks go to Mike Hackman, who has cooked us his last pig this year. We shall be looking for a new chef to sit and watch the spit turn next year - a hard act to follow, admittedly! Again the sun shone nicely and the evening was enjoyed by 120 of us.

A short rest for the social committee now as the next function will be when we host 'Slipper at home' during Fed Week on the evening of Tuesday 8th August.

Please keep your diaries free for Saturday 30th September when Nick Pomfret will be helping us organise our murder mystery party – set in 'St Cakes' – a chance to be a pupil again – at a school where murder is always on the curriculum! Think St Trinian's and you can't go wrong. Tickets will be available at the beginning of September priced at £12 a head to include an evening of great amusement and a 3 course meal. Our last murder mystery held 2 years ago proved to be very popular so buy your tickets early.

On behalf of your social committee, may I take this opportunity to thank each and every one of you who have contributed to the success of each of our social functions. We aim to provide some

form of entertainment at least once a month. We are always pleased to hear from anyone who has any suggestions for future events and in particular any recommendations for good bands (we are looking for a 'Beach Boy' type tribute band for the next summer ball, any suggestions?).

See you around

Sarah Thorsby
Social Secretary

Premises Update

It is a hot Sunday afternoon in early July and having had two wonderful, but very different, recent sailing weekends in the Round the Island race and the Emsworth Yoke, plus our Regatta yesterday, it is now time to reflect on the achievements of the Premises Committee so far this year.

Developments on the top floor of the Malthouse spring to mind first, where there was a need to find a new tenant to enable this useful income to be continued. At the suggestion of our Treasurer, it was put in the hands of a commercial agent in Chichester, who recommended that some tidying up would improve the letting potential. Ron Clifton agreed to lead on this, and with a willing band of helpers set about covering exposed pipes and cables, painting the walls and varnishing the floor. It wasn't long before a prospective tenant was interested and the Commodore set in motion a clever series of moves. You will have heard of a "win-win" situation? Well, this was a "win-win, win-win" situation. The new tenant only really wanted two thirds of the top floor. Our Training Principle wanted a bigger training room and our Social Secretary wanted a store-room to enable a clear out of the Club Office. So, the eastern third of the top floor of the Malthouse has become the new training room. This involved putting in a new door and altering the lighting circuits. The old training room has become a store, complete with racking, and the office is tidier than anyone can remember! The new tenant designs logos for golfing accessories and has now moved in having just signed a 3 year lease.

The kitchen in the Stewardess's flat was in need of some serious attention, and it was decided that the best solution was to rip it out and start again. The kitchen is very small and the old boiler was taking up valuable space. So first on the list was to remove it, and replace it with a modern condensing boiler on the outside wall at the top of the staircase. Having shopped around for a competitive price, Emsworth Kitchens were commissioned to supply new units. Club member Chris Treagust installed them, doing some of the work in his own time and with considerable help from the electrical and plumbing skills of the Commodore! Chris said it was like installing a kitchen in an old ship, with nothing even remotely square and having to fit round various odd shaped beams! (When did you last install a kitchen in an old ship, Chris?).

The project to improve the patio on the south side of the club is nearing completion, with much help from Roger Pratt who has coordinated the work and purchased 3 new tables. The area is now fully enclosed with new railings, and a gate made by Dave Valentine's father. The old cracked plaster was removed at a Tuesday evening work party and an initial layer of flexible lime based plaster has been applied under the close supervision of Clint Clements. The railings have been repainted, canvas screens make the area more private and 2 new BBQs complete with protective canvas covers have been purchased.

While the 2 RIBs were at Oppie Camp, Clint Clements, John Brook and I resurfaced the boat shed floor. This was a bit like horizontal plastering, using a mix of 2 parts cement to one part sand plus a magic ingredient to ensure good adhesion. Further work is required in the boat shed, to remove old plasterboard on the walls and tidy up the ceiling.

Much thought and research is being put into the proposed sound and vision system, to ensure that it meets the Club's requirements and provides best value for money. Watch this space! The marquee was put up at Oppie Camp and then for the Summer Ball, and has just been taken down

having been used for our Topper Open and Regatta. Pete Wells and Paul Watkins carried out the finishing touches to the marquee trolley as the sections were taken down and loaded onto it. The whole one and a half tons was then wheeled into position in the workshop - It really is a splendid piece of machinery! Paul Cressey has provided new lights and extension cables for the marquee that conform to current safety regulations.

Towards the end of June, the Start Hut door was smashed in by vandals in broad daylight! Fortunately, Andrew Turner, who was supervising Friday Night Oppies, heard the noise and raced round there in time chase a group of youths away and apprehend one of them. A temporary repair was made to the door and a few days later the planned replacement of the roof took place under the supervision of Mike Lillywhite. The opportunity was also taken to take down the mast and replace all the halyards and blocks. Further work will be required to replace or strengthen various parts of the timber construction over the next few months. We would be very grateful for some help with this, so if anyone would like to practise their carpentry skills, please contact me or Mike.

Finally, may I pass on my thanks to the Committee, and to all the members (far too many to mention individually) who have helped in any way with premises work so far this year.

James Mant
Vice Commodore

From Your Membership Secretary

New members: As I am sure that you all know, the Club accepted more probationary members in the spring of this year. Application forms were made available for only one month at the end of 2005 but we still received applications from almost 80 people who wished to join our Club. The General Committee, at its meeting in March, considered all of the applications received before the cut-off date of December 31st, and decided to accept the majority of those who had applied. The result of this is that in some areas of the Club, notably the boat park, we are at maximum capacity and, as a result, we will not be making any further application forms available until the autumn of 2007 at the earliest.

For those of you with friends wishing to join the Club, please ask them to keep an eye on the membership page and news page of our website at www.emsworthslippersc.org.uk where an announcement will be made as soon as we 'open our doors' to new applicants once again. For those without computers, I will inform you through the newsletter in order that you may keep your friends up-to date.

Contact details: As each general message is sent out to everyone with a computer via email, there are always a few messages returned as 'permanently undeliverable'. Each time that this happens, I remove the email address in question from the global email database. However, I am not receiving very many changes of contact details. If you wish to remain in contact with the Club and receive regular updates via email, please ensure that you inform me of any changes to your email address. Similarly, if you move home, please don't forget to let me know where you are now! I know how stressful moving house can be and just how many people you need to inform, but don't forget to include your Club in that list – I would hate to lose you!

Judith Murch
Hon. Membership Secretary

A Heads Up from the Bosun Team



Chris Purdey has retired as Bosun after several years of terrific effort, and bosun'ly duties are now performed by a small team led by Rex Riddington. Team members are Clive Frost, John Fifield, Trevor Davies, John Hitchcock and Julian Mandiwall (NOTE: Clive is missing from the photo – He must be buying a round!). We meet on Tuesday mornings to do what needs to be done, before retiring to the pub. We are always delighted to welcome equipment users and any other visitors at that time - Also at the pub!

We thought it would be helpful to write an article for the newsletter, to highlight one or two issues:

- A new engine has been purchased for Slipper Two. The old Honda was feeling its age and was tending towards unreliability. The Yamaha on Slipper One seems to be very popular with the users and is impressively reliable, so we now have a Yamaha 40 on Slipper 2. It comes complete with power lift, much to everyone's relief.
- The smaller engines seem to be performing satisfactorily, but problems with the cooling system on the No 2 Yamaha 4 revealed evidence of failure to flush after use....

All of our engines must be freshwater flushed after use.

Large engines are flushed using the earphones, the small ones in the tank by the barn door. Failure to comply will result in cooling system failure caused by salting up.

With four stroke engines it is not necessary to empty the float chamber after use. One minute of flushing is sufficient.

- A new trolley has been supplied for Slipper 2, from Hayling Trailers.
- We have spent some time in an on-going refurbishment of The Maid. Oak posts have been replaced, fenders fitted, cover valetted. Starting problems seem to have been resolved by repair and systematic bleeding of the fuel system. She will be coming out of the water at Lift Out in the Autumn for more attention, and she will be launched again at the end of December.
- Julian in particular is shocked by the level of propeller damage that we see. Please treat the props with care. Avoid use in shallow water. A new prop for the larger engines costs in excess of £100.

The administration of boat allocation is no longer handled by The Bosun Team. The Sailing Committee now performs that function. The Bosun Team are only responsible for ensuring that all of the equipment is available when required.

If you encounter any problems with the boats or engines, or if you bend something, please tell us about it immediately. We are an almost no-blame outfit! Contact numbers are in the Club Handbook, or you can Email us if necessary.

Happy Sailing - And don't bend our stuff!

The Bosun Team

The Compass

Why is your compass graduated 0 to 360 degrees? Why not 0 to 100, or 0 to 500? Why such an odd number? – In fact, we are lucky it is not 365 degrees! Back at the dawn of time, some bright Egyptian spark observed that the sun's rays shone down a particular bore-hole every (he thought) 360 days. Thus, he concluded, the world circled the sun once in that period. Fortunately, he miscalculated otherwise we would have a compass of 365 degrees.

So, how do we get from “360” days in a year to applying this to our compass? On the basis that facing north and rotating clockwise to face north again is in the same sense as the earth circling the sun, then 360 degrees was adopted as the accepted norm. However, a degree was too fine a point to note. Hence, the compass was divided into points, half points and quarter points (a point being 11.25 degrees). A bearing or course might be given as “south by west, three quarters west” – Roughly 257 degrees. By the 1930's a simpler form of compass notation, known as the quadrantal system, was adopted, such that a bearing or course was noted as, say, “south 77 west”. Soon after, this became the logical 0 to 360 notation, universal after World War 2.

You might have noticed in the film “Titanic” that when the iceberg was sighted, the Officer of the Watch's order to the helmsman was “hard a starboard” and the helmsman spun the wheel to the right. The ship turned to port and hit the iceberg on the starboard side. This was not a film mistake.

When all boats and ships had tiller steering, it was thought that the brainless helmsman could not interpret the Officer of the Watch's order to direct the ship's head to port or starboard correctly. Hence, he was told to put the tiller (helm) one way, which altered the ship's head the other. Thus, “starboard the helm” put the tiller to the right and the bow went left. This state of affairs continued into the wheel steering era, so full marks to “Titanic's” director – Or was it a happy coincidence? This confusing arrangement (to the younger generation, at least) was reversed around 1930, such that “hard a port” turned the ship's head to the left. Many near accidents occurred during the transition period!

Originally, the left and right of a ship were known as “larboard” and “starboard”, which obviously led to many mistakes – IE: “man the larboard braces!” shouted from the poop deck of a square rigger in a howling gale could well be misunderstood. Where the term “larboard” came from, and when, I have no idea (a quick surf of the WWW was equally inconclusive – Editor). When ships long ago were steered by a steering oar, this was mounted on the right hand side so that it was comfortable for a right-handed helmsman. Hence, steer-board side was corrupted to starboard. As the “outrigger” of the steering oar obstructed the right hand side of ships when moored alongside, they lay with their left hand side to the quay. This led to port side (port as in town). This may also have led to commercial ship's propellers being right handed, to ease going along side, as the stern swings to port when going astern with a right handed prop, as we all know!

Harry Hatley

Lift in 2006

I would just like to publicly say thank you to all who were involved in the crane lift in April (Seems like a long time ago and I've already been asked about next year's lift-in!). For those who weren't there (or have managed to blot out the memories), the weekend was a tad windy at times. More than once I asked the crane driver “How windy is it on your gauge?” only to get the reply “I *can't* tell you....” We worked as long as possible as the wind increased but eventually we had to stop. When it gets too windy the leverage of forty odd meters of extended crane arm in a strong wind is more than the brake and motor can resist.

The strong winds had been forecast for several days ahead, but not with any great consistency between forecasts. The decision point with the crane company kept getting put back; from Thursday lunchtime to 2pm, 6pm, Friday morning, then they even stretched it to midday Friday when the latest forecast seemed good enough to go for it.

I was most relieved when, after we had to stop on Sunday and start again on Monday (day three), I wasn't the only person on the quay with the crane - Quite the opposite. Many extra volunteers (i.e. without their own boat involved) showed up to help swell the numbers. Even some of those who had to go back to work managed to find reasons for their job to take them near the quay, or started early and did short days, or had very long lunch breaks. Thank you all, again, for delivering a good helping of Slipper spirit, just when we needed it most.

Alastair Pratt.



P.S. There is absolutely no truth in the rumour that the lift was delayed into Monday because the Gales lorry wouldn't deliver to Lancer on a Sunday.....!

A Marathon Lift-In? You Bet!

The following is the text of an email sent by Charles Nicolay to Julian Murch on the 4th April, and is repeated here with Charles's permission:

“Talking of marathons..... Were you a bit “cream crackered” by Monday night? Did

the cruiser lift-in feel like a marathon effort this year? Well, it was closer to a marathon than you might think. Having been advised by my doctor to get more exercise, I decided to encourage myself to do so by wearing a pedometer. By the end of the lift-in on Monday, I had taken 45860 paces over the three days. Give or take about three feet per pace, that works out at 26.06 miles – Not too far short of a full marathon! Now, that is a long walk around a small corner of Emsworth!!

Many thanks to all who helped in and organised the event.”

Charles Nicolay
Skywave

Blind Week

Blind Week 2006 took place at the Royal Cornwall Yacht Club in June and was, as usual, well supported by Slipper members. Twenty Four boats took part, which enabled 48 blind crews to partake in the week's cruise as far as Salcombe and back. Julian Mandiwall was fortunate to be asked to skipper one of the two donated charter boats on the week. He was especially pleased as his boat is on dry land in Trinidad - This year then became his 22nd consecutive Blind Week! Almost as many have been sailed by Geoff McNicol, followed by Becky Gardner, Jennie Vaughan, Bob Fuller and Beverly Lewis - Amongst many other Slipper members who have taken part in previous years. Nick Pomfret sailed his new Westerly Falcon down to Cornwall and took part in his first Blind Week as a proud skipper in Toucan. He was heard to object to Julian (his zealous crew) buying a pink shirt in Dartmouth...



Next year, Blind Week moves back to the Royal Southampton Yacht Club, and will be held in the first week in July. Some years, we have had as many as six Slipper boats attending! It is a week of great fun, so if you are interested in taking part, please contact the organiser, Grant Morris on adnm59@ukgateway.net. Alternatively, talk to Julian (me!) on 375485.

Julian Mandiwall

Bob Fuller and Nick Pomfret at one of six Blind Week parties!

And Finally....



I couldn't resist this spare photo, provided by Alistair (it also fills up the rest of page 14 quite neatly!). I always feel like a 10-year old standing in front of a steam engine when the crane comes to town – Mouth open in awe. Isn't Engineering amazing?!

Martin Perry
Newsletter Editor