



SLIPPER SAILINGS

July 2007

The View from the Crows Nest!

The season is flashing by and Slipper sailors are making the headlines once more, in both the big and small boats, at home and abroad. Fed Week is only a few weeks away, the summer ball and hopefully the accompanying monsoon season are behind us as we all keep our fingers crossed that summer will return before the nights draw in.

Offshore, Julian Mandiwall has clocked up more sea miles than all the Slipper cruisers put together as he has sailed the legs that will eventually bring Bobo back to the UK from the Caribbean. He is due to arrive in Falmouth in August. He did us proud by not only being the smallest boat to sail from Antigua to Bermuda but also winning that stage as well. His journey from there to Horta in the Canaries was much more exciting as he and his crew experienced mid-Atlantic storms with 40 knot winds. His closest rival "Cochise" a Swan 46, was dismantled and had to take on fuel from other boats to complete their trip.

The Premises Committee and their helpers continue to make great progress throughout the club with a variety of projects. "Bomber" has been at the thick of the action as usual and has installed a new high power fan in the galley (At full power Mark and his team are likely to be levitated up to the ceiling!). He is also investigating the possibility of installing a water turbine, with the aim of generating our own electricity and feeding it back into the national grid! Elsewhere, work continues to upgrade the office and recently all the water storage tanks in the ceiling were removed. The wood the tanks were on will provide us with a source of matching timber to replace that which has rotted away in the mezzanine roof. When not keeping our boats in tip top condition, the Bosun Team are also refurbishing the Boat Shed. Most of the old fittings have been removed and there is now a new ceiling and cupboards, with a purpose built work bench to follow. The side door now opens inwards, thanks to some clever work by John Anderson.

On the social front, despite the atrocious weather, Sarah managed to stage an excellent Summer Ball and next year she has even more ambitious plans. More details to follow in due course.

Tony Gaunt has successfully led us through another RYA inspection. His article later in this newsletter makes very interesting reading, especially as it shows that the main benefactors of our training are our adults, which came as a surprise to me.

That wonderful weather we had in April seems ages ago - I just wonder if we are going to get a proper summer before we have to put our boats away for the winter. Looking ahead, the Emsworth regattas are over the weekend of 1st/2nd September and the Food Festival with its firework display is from 14th-16th September. In the interim I hope you all have a great summer break and that our dinghy sailors can triumph again during Fed Week (13th - 17th August), though this year it will have to be without Ian Porter as he will be away at the world championships in a brand new Wayfarer.

Julian Murch
Commodore

Dinghy Round-up June 2007

Congratulations to Phil McCoy, 3rd at the Topper Inlands, which is a fantastic achievement given the massive turnout. It must be a wonderful feeling to be leading a pack of 276 boats!

Back at home, we've had some good turnouts for little ole Emsworth, if not quite at the level of the Toppers! There have been some great performances by those pesky RS300s, with Tom Kennedy winning the Howells, and Alex Thorsby winning the Marsh series. They even made it to the editorial of Yachts and Yachting for their 15 minutes of fame! The club and joint club championships remains wide open this year (top ten results). As well as Tom and Alex, Matt Johnston has been putting in some good results in his Finn, plus Richard and Matt have been going well in the ISO. Don't write off Mike and Mandy either, as they could all still win it. Theo and Jack in the B14 have been getting notably faster this year and came in the top ten in the Weston skiff open recently. So far, amongst the two clubs, we have had an incredible 96 different boats take part in club racing this year.

Here are the results of the series so far:

Corby

1 st	ISO 553	Richard & Matt/Simon Lewis
2 nd	ISO 1037	Andrew & Vicky Gould
3 rd	ISO 751	Chris Gordon & Steve Borland/N.Eastwood

Treagust

1 st	Finn 54	Matt Johnston
2 nd	ISO 553	Richard & Matt/Simon Lewis
3 rd	RS300 383	Tom Kennedy

Marsh

1 st	RS300 436	Alex Thorsby
2 nd	RS300 383	Tom Kennedy
3 rd	Finn 54	Matt Johnston

Howells

1 st	RS300 383	Tom Kennedy
2 nd	ISO 815	Mike Lillywhite & Many Gunner
3 rd	RS200 1035	Marcus & Anne Lawson (But they are ESC Andrew!)

I often hear people say that they would like to race but are worried about being shouted at on the start line. I would encourage anyone to join in, as the racing is definitely at the casual end of the spectrum. There hasn't been a protest in the last two decades. Vicky did try once but we could not find the protest forms (good attitude! – Editor). In any case, you can't do worse than our first race ever, when we barged in on a reach knowing no rules, hitting boats left right and centre and were protested out by Richard Lewis. (Langstone SC 1978 - I haven't forgotten, Richard!). Enough reminiscing. Look forward to seeing everyone out on the water, especially at Fed week.

Andrew Gould

Dinghy Secretary

Since Andrew Gould wrote his dinghy section above, we have had even more excellent news from our juniors. Alex and Georgie Mothersele came first and tenth respectively in a fleet of 76 Optimists at an open meeting at HISC.

Based on a range of qualifier events, both Pete and Phil McCoy have been selected by the RYA to represent Team GBR in forthcoming championships this summer. Pete is one of 15 youths selected to represent Team GBR in Holland at the Laser Radial Youth World Championships, while Phil is one of 12 junior sailors selected to represent Team GBR in Ireland for the Irish Topper Nationals.

Recently, Phil won the Topper Nationwide event at Paignton Sailing Club competing against 122 sailors from all over the UK.

Cruiser Log Book

We are half way through the season already!

The racing series has been well attended with three great trips to Cowes and a trip to Bucklers Hard now behind us. Our race to Lymington had to be cancelled due to bad weather. A number of us set off for an eventful trip to St Vaast and a Melody full of flag officers romped away to win their class in the Round the Island Race - And they still managed to make the Summer Ball !

The Cranwell Cup proved an excellent start to the season. This is the navigation race where the skipper chooses his own start time both to and from Cowes. 18 boats made it to the Folly Pontoons to enjoy an excellent evening of drinks on board followed by the usual high standard of nosh at the Folly Inn, properly lubricated, of course! Oh, and the race; 15 boats took part and graciously allowed the Cruiser Sec to win, followed closely by the Commodore! An early start in both directions seemed to be the right decision.

The Anchor Trophy was a race full of snakes and ladders. The light westerly wind at the start got us all away from the line. Those that kept left seemed to benefit from a better tide and a more favourable lift. Once through the Forts the wind was more fickle until the approach to Southampton Water when the wind veered, allowing those on the right hand side of the course to gain this time. Baby Blue triumphed with Melody snapping at her heels. Our overnight stay was at Sheppard's Wharf and thanks to some slick organisation from Christine; we all enjoyed an excellent meal at the Island Sailing Club with views that nearly match those of our own clubhouse! The return Back Passage was the usual drag race in a strong F5-6 following breeze. Only Amaryllis was brave enough to fly a kite but Koto took the first bullet of the series.

The trip to Cowes for the Pursuit Race was much tougher than the race! F6-7 winds on the nose made it a challenging sail for some and a very wet motor for others! In spite of the conditions, 8 of the 9 boats that had signed up for the trip made it to the Folly pontoons. All those leaks on Druid I thought I had cured over the winter were still there! The effort of getting to Cowes made the cockpit drinks and the bash at the Folly Inn all the more enjoyable. In the morning we were greeted by 'calm' but with the forecast promising NE F 3-4, the individual start times were issued. The NE force 3-4 never materialised! Everyone started in virtually no wind with the race effectively restarting at the second mark when a light breeze eventually filled in from the SE and strengthened to provide an enjoyable sail home for the second half of the race. The mighty Melody bagged her first bullet of the season followed by Nessa.

The Bell Trophy proved a tough challenge in the F5-6 conditions with Martin Perry's pocket rocket, Buster, on her first ESSC outing, proving that size is not everything! Druid experienced the classic YM engine failure at the entrance to the Beaulieu River and had a challenging sail beating against a strong ebb tide around the narrow final bend to the marina. Help from the marina dory arrived after all the hard work was done! Bucklers Hard was an enjoyable venue. It started off with Drinks for all on Buster - she sat very low in the water! Then it was back to our own yachts for some galley food - standards ranged between gourmet 3-course meals and carrot stew (it was called Carrot Ragout in the cookbook! – Editor). This was followed by a pint or two in the Master Builder with some of us even rounding that off with a nightcap and stilton back on the yachts. On the Sunday

morning Melody very kindly towed Druid out to the Back Passage start line from where we all enjoyed an excellent drag race, under spinnaker, back to the harbour entrance with Koto making a further convincing claim for the Back Passage Trophy!

Over the May bank Holliday weekend 17 Yachts headed across the channel to St Vaast and of those 15 were ESSC members and 2 turned back with problems. Fog greeted us all where we least wanted it; in the shipping lanes, but with the help of those with radar and/or AIS we all made it across safely and with good speed. The cockpit socials and Saturday bash at the Nelson were up to the usual standard but it was the weather that dominated most of our thoughts. The forecast for the weekend was for a rough patch on the Monday and, sure enough, this time the weather men were spot-on! Darwin Star decided to beat the storm by returning on the Saturday night after a rushed supper with the rest of us at the Nelson. Gelig Knight and Private Dancer went on the early tide on Sunday morning followed by Ultima who headed for Cherbourg. All had a lively trip! On Sunday night the wind blew up to a very noisy gale/storm with many of us wondering if the pontoons would hold out! Monday was little better so the crew of Stroller and Haven Lady, with busy schedules to keep, headed home for a lumpy ride on the Fast Cat. On Tuesday things calmed down considerably allowing April Lady, Fair Westering, Gemma Fay and Slipaway to continue their cruise west while Druid and Trelise caught the exceptionally fair breeze for a near record passage home.

Breaking news: It looks as if we have just won the Folly Trophy again due to sheer weight of numbers after a rough passage to Yarmouth on the Saturday followed by a glorious sail around the back of the Island in near ideal conditions on Sunday. (*Inserted by the Commodore*)

With the Ladies Race, Bank Holiday Cruise, Regatta, The Yoke and Nab Dash to come there are plenty of events left to enjoy. So if you have not tried one of our events please do give it a go. You do not have to race, some simply rally and enjoy the social scene. You will be made most welcome!

Happy sailing.

Hugh Kennedy
Cruiser Secretary

Melody's Round the Island Race (from the perspective of the mainsheet trimmer!)

Many great ideas originate from the Slipper Bar, and this was certainly one of them. The Commodore was thinking of taking part in the 2007 Round the Island Race in his Elan 333 "Melody". Why not form a crew of the Slipper Flag Officers? So it was that Julian and Judith Murch, James Mant, Mike Lillywhite and Mandy Gunner (Honorary Flag Officer for the day!) set sail from our overnight berth at Hamble Point Marina at 0530 heading for a 0620 start off Cowes.

The wind was WSW 15 - 18 knots, with the early start ensuring that we had a west going tide for several hours. At our 10 minute signal from the VHF (from a voice sounding remarkably like Victor Meldrew), we headed from the waiting area to the line which extends some 2 miles from the Royal Yacht Squadron at Cowes to West Bramble Buoy. With nearly 300 yachts jostling for position it was a busy place! Julian positioned Melody just to the north of the centre of the line, principally aiming for clear wind and sailing into the strongest tide on starboard tack. Then we were off. It was a good start, and as we went into the first tack we were well up towards the front of the White group and soon amongst the fleets that had started before us. We settled into a steady routine of concentrating on our own roles up the beat, with Mike judging the boats approaching on the opposite tack. "Wow", said Mike "this is just like an ISO open meeting!" It took a couple of hours to get down to the Needles. Julian has a rare gift of knowing which way the wind is bending and subsequent analysis of our GPS track on his SeaPro software showed that we stayed in the main channel (strongest tide) and were nearly always on the lifting tack.

Round the Needles and it was up spinnaker, but the wind had dropped to 6-8 knots and it was difficult to keep it set on a dead run in the confused wind and sea and with so many boats close behind. A 15 degree alteration to starboard brought the relative wind forward enough to keep the spinnaker set and maintain 6.5 knots through the water. After about an hour the decision was taken to gybe and head into the coast to get the east going part of the eddy to the west of St Catherine's Point. Here we met some of the smaller boats that had hugged the coast, sailing further, but in less foul tide. Judith's spinnaker trimming skills came to the fore here, making the most of every slight change in the wind. Round St Catherine's, with a favourable tide again, the wind increased to 15 - 20knots with Melody relishing the opportunity to surf down the occasional wave.

Approaching Bembridge Ledge buoy with many yachts in close proximity, the spinnaker was taken down in good time and Julian picked a careful line to make the most of our inside position. Unfortunately an incompetently driven Sigma 38 had other ideas and barged in between us and the buoy, causing us to take avoiding action. No contact, no time to protest, so Julian luffed him viciously and left him struggling in bad air in the middle of a large group of boats never to be seen again!

Julian had said he was going to sail a conservative race but there was no evidence of that as he aggressively attacked the close reach past Bembridge to Ryde sands at full speed! We fought to keep the inside track dodging round the slower boats, with the depth sounder regularly alarming at less than one metre under the keel. Ryde Sands are deceptive, proved by several boats stuck fast aground as we flashed by. Now the final beat against the tide back to the finish off Cowes. More ISO open meeting sailing trying to achieve the best compromise between clear wind, avoiding the starboard tackers, reading the shifts and staying out of the tide but off the bottom. Exciting stuff! We had lost track of our relative position round the back of the Island, but then Mandy spotted ahead the J boat that had been leading us on the previous beat. "Get that one!" she shouted and Melody chased her for all she was worth. With a single reef in the main and a full genoa and the wind off the Island varying between 12 and 25 knots, the main was continually played in the gusts to avoid weather helm and enable Julian to keep control.

The finish was equally frenetic, trying to achieve the best approach with boats all around and guns going off for the first finishers. Across the line, down sails and then a 30 minute queue to declare and receive a tankard at the declaration barge. Then head for Northney Marina in time for the next event, the Summer Ball (and we all made it ... just)!

We knew we had done respectively well, but imagine our delight on logging on to the results page the next morning to find that we had won class 5A, 9th in White Group and 98th overall in the ISC fleet. 1603 boats completed the course. Fancy taking your boat next year? Find out all you need to know at: www.roundtheisland.org.uk

[Thanks to Mandy for taking most of the photographs]

Other Slipper boats competing in the 2007 Round the Island Race were:

"Baby Blue" – Beneteau First 31.7	Brian Almond, 25 th in class 3A/292 overall.
"Darwin Star" – Bavaria 37	Ken Walker with the WOW team, 30 th in class 5A/545 overall.
"Saphire" – Dehler 34	Bill Woods, 34 th in class 3B/283 overall.

James Mant

Vice Commodore and Mainsheet Trimmer

JOG'ing Across The Channel

Introduction

As some of you know, between racing with Slipper, I crew on a Prima 38 and compete in Junior Offshore Group (JOG) races. These are passage races to such exotic locations as St Vaast, Deauville, St Peter Port, Alderney, Dartmouth... and Cherbourg! Obviously, every weekend is different but the purpose of this article is to try and give you a “feel” for what a typical JOG weekend is like, hoping that some of you may be enthused enough to take part, either with your own yacht or as a crew on someone else’s yacht.

The Week Before...

Is diligently spent checking the weather forecast every lunchtime. Websites such as the European Centre for Medium Range Weather Forecasts, Metcheck, WeatherOnLine, and the good old Met Office are checked and double checked to try and answer the age old questions: Will it be a 100 mile beat? Shall I need my thermal undies? Will we be drinking beer in the sun if / when we get there?!

The Thursday Before...

Is victualling day. I normally have the dubious pleasure of working out what 8 people will eat and drink over the course of a 2 or 3 day weekend and then trawling round Tesco’s. Bounty Hunter (the Prima 38 I sail on) takes its refreshment seriously, with Pimms and nibbles served just after the race has started, Cabernet Sauvignon served with the delightful evening meal prepared by Sally and beers available as required. The amount spent on alcohol normally equals (or exceeds!) the amount spent on food and “safe” liquids! The proposed legislation concerning alcohol consumption while sailing might cause Pimms to be delayed until we reach International waters, which would be a shame – We shall have to wait and see, though.

Friday Morning...

Finally arrives and the day at work is spent in a quiver of anticipation. Lunchtime sees me downloading the latest wind direction and strength predictions from WeatherOnLine and at 3.30pm on the dot (thank goodness for flexi-time), I am off. I rush home to have a shower and finish packing my bag before putting the house to bed, loading up the car with all the food and drink and heading for the Hamble.

Bounty Hunter is dry sailed out of Hamble Yacht Services, so the crew gather in dribs and drabs with some travelling from Cardiff to take part. The boat is watered and loaded up with kit, the food is packed away, a beer might be consumed at The Square Rigger and we cast off. The trip across to the JOG start line at Cowes takes about one and a half hours and we normally make it in time (there have been occasions where traffic on the M4 or some other land-based calamity have caused close shaves, though!).

The Start...

Is a close fought affair, after which the boat and crew settle down for the spinnaker run in the sun (hopefully!) down the Solent with a glass of Pimms. Much friendly banter is mingled with concentration until Bembridge/The Needles is reached and a course across the channel is worked out. Supper (yum, yum!) is served, the watches are argued over and we settle down for the night.

Friday Night....

Is when races are won and lost – It is amazing how many yachts are not raced as hard during the hours of darkness. Bounty Hunter uses a rolling watch system (3 hours on, 3 hours off) where one person changes every hour. This ensures that you always have a fresh pair of (warm and rested) eyes to keep the boat racing hard and enthusiasm levels high, even if the weather is foul. The off watch time is spent listening to the workings of the boat and trying to sleep (normally, for me, without success!).

Saturday...

Dawns and anxious eyes scan the horizon to try and identify the yachts that are within range. Is that a closely matched competitor or have you got them tucked up on handicap? Breakfast is

served (bacon and scrambled egg butties plus orange juice). The morning wears on with people resting when their watch allows and the finish is approached. A final flurry of concentration and it is over. The engine is fired up and the boat tidied ready for arrival. Once safely moored in the marina, it is time for a few hours kip.

Saturday Afternoon / Evening...

Starts as people gradually wake up from their post race nap. Tea and cake are served before the showers are put to good use and the Après Race starts. This consists of a drinks party hosted by JOG, where cheap wine is consumed, competitors congratulated or consoled and provisional race results perused - Did we win? How many seconds were we beaten by? Why did we come last?!

After warming up, it's time for a posh meal in a smart restaurant – What menu shall we choose, 3 or 4 courses? Would we like an aperitif? And what wine would be good? A few hours later, the world has been put to rights and everyone is feeling pleasantly full and a little tired and emotional. The walk back to the boat is slow and rambling!

Saturday Night...

Starts when the marina is reached. There is much discussion and horse trading about who will do the first watch, the engine is fired up, the mooring lines cleared and we are off. The journey home is a lot quieter and calmer than the race out. Nine times out of ten, the motor is on and this makes sleep easier. The on-watch time (2 hours on, 6 off) allows for star gazing and some safe liquids to be consumed, so that tomorrow's hangover is not too bad and the boat slumbers on northwards...

Sunday...

Dawns bleary eyed as the boat heads back up the Solent and docks in the Hamble. Much cleaning, packing and tidying takes place before the high finances of who has paid what is calculated and everyone pays their fair share of the weekend's costs. Goodbye's are said and the crew split up and head for home, with me moaping about for the rest of the day feeling absolutely shattered. Bed by 9pm, normally, with my eyelids as heavy as lead.

The Week After...

Is spent suffering from "yacht lag"! I am normally starting to feel refreshed again by the Wednesday and that is when I start to look forward to the next JOG weekend away.....

Conclusion

So, there you have it – A typical JOG weekend aboard Bounty Hunter. Obviously, other boats will have different regimes and nuances (some even sail "dry", heaven forbid!) but perhaps I have inspired you to learn more? If so, please visit the JOG website (www.jog.org.uk) or feel free to ask me. See you on the start line, hopefully!

Martin Perry

Training

This year seems to have been a very busy one on the training front. About 430 places have been taken up on the various courses and activities: 67% of these were adults on the wide range of Winter/Spring/adult courses on offer. These ranged from the theory or classroom-based courses such as the Short-Range Certificate, First Aid, Radar, Navigation workshops etc. to the practical adult sailing courses currently being run by Mary Alston, Tony Larder and Chris Tyler. They also included the popular cruising courses which were run by Ken Walker. We also had the multi-activity courses such as the Powerboat Level 2 and Safety Boat. The remaining 33% of course places are divided more or less equally between the current four Junior and Youth sessions; Sunday Morning Oppies, Sundays on the Tide, Wednesday Night Youth, and Friday Night Oppies.

The standard of instruction has been excellent throughout, thanks to the enthusiasm and expertise of our 'resident' and visiting Instructors. More importantly, we have maintained

consistently high standards of safety both afloat and ashore, all thanks to the availability of our properly trained and qualified Instructors.

The popularity of the Junior and Youth sessions means that we now need to increase our teams of trained and qualified Instructors, in order to maintain the levels of safety and standard of instruction to which we have become so accustomed. To this end, I intend to organise at least one earlier Dinghy Instructor course this autumn, as well as the spring course(s). I am also looking forward to more of our DIs with a couple of years or so of experience under their belts progressing to obtain their Senior Instructor qualification. These are internationally recognised and respected qualifications, and should enhance anyone's CV! But the main objective is to ensure the continued safety and enjoyment of our younger sailors, whilst at the same time not placing a burden on any individual instructor or team of instructors. About a dozen people have already said that they would like to attend a Dinghy Instructor course in the autumn, and I will be in touch with these in the not too distant future. Still more are needed, so please think upon which session you would like to become an instructor for – Perhaps the one with your own children, or perhaps you would prefer to avoid them?!

Last week our annual RYA inspection took place, and I am pleased to say that ESSC, as an RYA Recognised Training Establishment, is continuing to impress the Inspectors. The inspection covers not only the fabric and buildings of the Club, but also the boats, training administration and management, the keeping of accurate records, safety ashore and afloat, instructor qualifications and, of course, the standard of instruction. The fact that we are held in such high regard is entirely due to the efforts of **all** the volunteers – Not only the instructors, but also all those who help to maintain our boats and premises to such a high standard, and our thanks go to them all.

Happy Sailing!

Tony Gaunt

Young Sailors Thank Lewmar for New Dinghy

Here is an extract from a recent press release from Lewmar:

Supporting youth sailing is high on the agenda of Havant-based marine equipment manufacture Lewmar. Last weekend Ian Stevenson, (standing by the mast) Lewmar's distributor sales manager, presented Emsworth Slipper Sailing Club (ESSC) with a new Optimist dinghy to kick off the Club's Junior Regatta.

Over 100 children of ages 4 to 17, from Emsworth Sailing Club and ESSC took part in a fun day's racing both on the town's Millpond and on the harbour on Saturday 14th July. Many children taking part in the regatta learnt to sail on Emsworth's Millpond in Optimist dinghies. ESSC has a small fleet of Oppies that children use with the Club to learn the basics of sailing.

Explains David Valentine, ESSC Junior Co-ordinator, "We are really grateful to Lewmar for presenting us with a brand new Oppie to add to the Slipper fleet. These boats give children the chance to get out on the water, give sailing a try, and have fun whilst learning to sail. Many kids who started sailing on the Millpond now participate at national level – which just goes to show how valuable the support of youth sailing is."

Jottings

For hundreds of years, the nautical world had its own units of measurement based on a metric system: Fathom, original rope and wire measurement, cable and mile (6, 60, 608 and 6080 feet

respectively). Recently, to please our European “cousins”, we have complicated this long established Metric/Imperial system by charting depths and ship draughts in metres, an arbitrary measurement with no logical basis (the views expressed in this article may differ from your own! – Editor). The Imperial basis of nautical measurement is the minute of arc, being one nautical mile (6080 feet).

Why is the longitude of Greenwich taken as a world standard? Why not zero degrees of longitude through Moscow, Berlin or Paris? There was a time when each of these countries used this principle, so other countries had to choose carefully which charts to use. With each of these countries using their own meridian, it was noted that at 180 degrees, the “date line” cut countries in half, causing confusion. A study of the globe will show that a zero meridian passing through Greenwich gives a 180 degree “date line” that hardly touches any land masses. Therefore, it is not Britain imposing an arbitrary zero degree meridian on the world but a common-sense solution to a fraught problem.

Why not apply this same principle to the current push for metrication? Why not have chart soundings recorded in fathoms (which is a mans arms stretch) and is not an arbitrary measurement imposed on us by our “cousins”, which the metre is (answers on a postcard, please – Editor)?

Harry Hatley

And Finally....

Summer 2007 has absconded! She (has to be feminine, being so fickle!) took up residence early, in April, but then scarpered on the 1st May. There have been rare sightings of her, such as south of the Isle of Wight on Sunday, 22nd July (SW F2-3, blue skies and warm sunshine) but these are not enough! A reward is available for any information leading to Summer’s re-appearance. Please report back to:

Martin Perry,
Newsletter Editor,
The Club-House Bar (sheltering from the rain!)