



SLIPPER SAILINGS

March 2005

The View from the Crows Nest!



It is a great privilege to be your new Commodore, but as I suspect I may not be that well known to some of you, I thought I would start with a potted history of yet another Julian at Slipper's helm.

I grew up in Salcombe and spent most of my formative years, in, around or on the water racing Solos, Salcombe Yawls and Hornets in that beautiful harbour. I also raced at various venues in the South West, learning my trade generally in the wake of Alec Stone, a national and world champion in the Solo class.

I was fortunate to meet Judith, our Honorary Membership Secretary, whilst we were both students at Bath University – she quickly learnt that it was a case of love me, love my boat! Despite this, we have been happily married for more than 30

years. I have just retired from the Royal Navy after 32 years service, where in my younger days, I was a member of the RN keelboat team. Judith and I also regularly represented shore establishments in the Portsmouth area, team racing Bosun dinghies. We have lived in Emsworth for 20 years (well Judith has) and been members of Slipper for the past 14. I have served on the General and sub-committees in a variety of roles for most of that time, including Sailing Secretary, Rear Commodore (Sailing) and recently as Vice Commodore. When I was not away at sea, we found time to race various dinghies at the Club with some success and recently have become the proud owners of an Elan 333. We intend to take part in cruiser races this year, but also hope to venture beyond the Solent, possibly back down to Salcombe. However, we will plan our summer holidays around Federation Week, racing our RS200 if our bones do not creak too much!

My personal agenda is to try and ensure that we have a happy membership and excellent Club facilities. I know I will not please all of you all of the time, but my aim is to please most of you most of the time – I will do my utmost to achieve this. There are bound to be changes in the way the Club is run and there will probably be resistance from some members who prefer the status quo. However, I would much prefer to be controlling change rather than reacting to circumstances not of our making. The full implications on the Club of the Licensing Act 2003 is a case in point; I have already begun a constructive dialogue with Havant Borough Council on

your behalf to try to ensure we benefit rather than suffer from this new legislation.

Dinghies

Andy Gould has taken over as the Sailing Secretary and one of his first tasks will be to allocate dinghy parking spaces. Quite a few boats in the parks were hardly used last year and some even had bindweed growing up the rigging! If space in the dinghy park is oversubscribed and you didn't use your boat much last year you may not be offered a place. If this happens, your dinghy subscription will be refunded.

Cruisers

Russ Wolstenholme continues to be our Cruiser Secretary and I am looking forward to the programme he has produced. Gelig Knight's salutary experience with a MOB last year shows just how hazardous our sport can be. Perhaps this year, we should insist that all crew on deck should wear lifejackets at all times when racing, just as we do with the dinghies?

Derek Pullen will be leading a team to re-floor the wood barn once the masts have gone and we will also need to lay scalplings in the Anchor Park once the cruisers are in the water. Please see Russ's article for further details.

I would like to congratulate Beverley Lewis and Hugh Kennedy for gaining their yacht master qualifications in January, having undertaken the preparation course with Julian Mandiwall in storm force conditions.

Boat Replacement Policy

A couple of years ago I encouraged James Mant and the Sailing Committee to draw up a boat replacement programme, so that we would always have a fleet of reliable, high quality modern craft. The first major purchase in this programme was achieved over the Christmas period when Slipper 1 was replaced with a new RIB with a power lifting device for the engine. Other boats will be replaced regularly.

Training

We have a very successful junior section and I expect great things of them this year. We are beginning to suffer, however, from our past successes as we now have a shortage of Dinghy and Senior Instructors (DIs and SIs) able to provide training at all levels. Tony Gaunt our Training Principal has plans underway to resolve this and has already run a number of courses.

Membership

Judith has just completed the subscription round for this year. Those that missed the 31 Jan 05 deadline should have received a written final demand. The General Committee has agreed that membership will deem to have lapsed for all those who did not respond to her by return of post. Should any of these 'former members' wish to rejoin, they will have to re-apply, be subject to the standard joining fees and probably to a new joining procedure, potentially taking their turn with other new applicants once we agree to take on more.

Premises

You will see from the Club handbook foreword that I am keen to get more members involved with a wide range of activities, including helping with the bar and refurbishing the function room. For the latter, we will probably still need to use contractors to re-sand/re-proof the floor and sand blast the walls to reveal the original brickwork. During these work periods, you will not be able to book or use the function room for private engagements. I do not believe any existing bookings will need to be cancelled, but suggest that we keep May and June clear for refurbishment.

Social

Alan Power and his team continue to go from strength to strength. The recent Valentine's Disco and Curry Supper was another tribute to their efforts. However, they would always welcome help to clear away on the night and the following

morning. Please do not take this team for granted.

Website

We are indebted to Richard Scales and Howard Alston for setting up the new Club website – it is really excellent! If you have a computer please check it regularly to see important messages as well as race results and forthcoming social events. It can be found at:

<http://www.emsworthslippersc.org.uk>

No-smoking Policy

Those of you who attended the last AGM will be aware that smoking was discussed and the new Committee was tasked to formulate and implement a (no) smoking policy. After much debate, and by the narrowest of majorities, the new Committee chose not to implement a Club-wide ban. We agreed to allow smokers to use the area underneath the balcony out to the railings, but nowhere else for a trial period. This decision was reported on the website, in a global e-mail and in new notices in the Club. Unfortunately, I have already had reports that some smokers are using non-designated areas. The bottom line for these members is quite plain: expect your Committee to implement a total Club-wide ban at Easter if you do not comply with the current policy.

Thanks

I would like to pass on my sincerest thanks to all of you who have contributed to this newsletter, to Becky Gardner for collating and producing it, and to Pat Haysom for the crows nest cartoon. We have received more articles than we can use this time round! Please keep producing them, as they will be used. Those articles not included this time will be published in the July edition. I would also like to thank David Valentine on your behalf for producing an excellent handbook once again.

Finally, I hope I get the chance to see many of you at the Club or on the water. If

you do not know me or other Committee members that well, please introduce yourself. Our photographs are in the rogues' gallery as you go up the stairs in the Club House. Whilst Judith and I are keen to keep up our dinghy sailing, we will probably concentrate on harassing the cruisers this year, providing Colin Lloyd does not give us an impossible handicap. See you out there or in the bar!

Julian Murch
Commodore

Dinghy News

Hare and Hounds

There was some excellent racing towards the end of 2004. Over 50 boats took part in the Hare and Hounds series, with a great turn out from Slipper. In the end Slipper won convincingly, regaining the coveted Hare and Hounds trophy from Thorney Island SC.

1st	Slipper	234 points
2nd	TISC	309 points
3rd	ESC	586 points

Tim and Mel won both the individual Saturday and Sunday series in their RS400. Full results are on the website www.emsworthslippersc.org.uk under the 'dinghies' section.

Saturday Series

- 1st Tim Weedon and Mel Millar (RS400; 8 pts)
- 2nd Paul and Caroline Fisk (RS200; 11 pts)
- 3rd Andrew Gould and Vicky Lewis (ISO; 14 pts)
- 4th Hugh and Rick Kennedy (RS400 18 pts)
- 5th Martin and Penny Sweet (RS400 20 pts)

Sunday Series

- 1st Tim Weedon and Mel Millar (RS400; 7 pts)
- 2nd Mike and Dean Lillywhite (ISO; 9 pts)
- 3rd Andrew Gould and Vicky Lewis (ISO; 12 pts)
- 4th John and Becky Davis (Osprey; 14 pts)
- 5th Martin (raving) Brooks and Claire Wright (L4000; 15 pts)

Joint Series 2004 Winners

Spring Saturday Series: Mike and Dean Lillywhite (ISO)

Spring Sunday Series: John Fifield (Laser)

Summer A: Clive and Ann Brooks (L2000)

Summer B: Neil Mant (Laser)

Autumn: John Fifield (Laser)

Overall (Walker Cup): John Fifield

Short Course Spring Series: A Thorsby (Topper)

Short Course Evening Series: B Tucker (Feva)

Short Course Summer Series: A Thorsby (Topper)

Congratulations to John Fifield for winning the Walker Cup for the overall series between the two clubs for the whole 2004 season.

Most people will have their dinghy firmly under the covers, but a few die-hards are still battling it out at the Thorney Chiller.

A full programme of racing is being put together for this year, starting with the Marsh Easter series on 26th March. It would be good to see the numbers up to the levels they were in the Hare and Hounds where we had an average of 28 boats starting each race and over 50 competing in the series. This was boosted by lots of people from Thorney, where the racing has been very successful over the past couple of years. However, Slipper averaged just 7 boats per race in 2004 (excluding the H&H), so plainly the dinghy racing here needs a boost. What would make you want to compete? Perhaps there are just too many races, or we need to encourage new dinghy racers to join the club? We could consider having more race training, fewer races, or a different format for the races. For example, at the May bank holiday in 2004 there were 3 races in a single day, which led to a very good turnout indeed. Please let the Sailing Committee know your views.

One change to the race series being proposed for this year is to combine the overall spring, summer, autumn, and evening joint series into just one series. The individual Club series remain unchanged as this only relates to the joint series. The format has yet to be finalised, but will probably be 10 races to count out

of all the combined races held at the Club. Prizes will be awarded for the top 10 places. This way the prizes get spread right the way down the fleet, rather than the same old faces winning everything! A similar series would be run for the short course events.

Talking of race training, a race preparation day for asymmetrics (primarily ISOs, but could include RS400s, L4000s and Buzzes) is being planned for early in the season (possibly May 14th). This would be open to anyone who owns one of the boats mentioned above, whatever their standard, and would involve exercises such as timed starts, biased starts, starts where the gun will go at a random time (to perfect hovering skills!) as well as techniques for tacking and gybing. We'll go out in a RIB with the video camera so you can see how good your technique is and hopefully pick up a few tips. If you're interested, please sign up on the notice board.

Andrew Gould
Dinghy Sailing Secretary

Notice to Members

If you are involved in any incident in the Club car park please leave a note for the other party involved!

International Regulations for Preventing Collisions at Sea

With a new sailing season about to get under way, it is perhaps time for a reminder about how the IRPCS affect us in our part of the harbour. It must also be remembered that the IRPCS supersede ALL other rules and regulations, whether or not you are racing.

In particular, the following rules should be remembered and complied with (the salient points have been highlighted):

*Rule 9(b): A vessel of less than 20 metres in length or a sailing vessel **shall not impede** the passage of a vessel which can safely navigate only within a narrow channel or fairway.*

*Rule 9(d): A vessel **shall not cross** a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) [i.e. at least five short and rapid blasts on a hooter or whistle] if in doubt as to the intention of the crossing vessel.*

Cruisers leaving or arriving at Dolphin Creek, the Marina, and our own quay, for example, are in a narrow channel, which extends south past the Fisherman's beacon (red) and as far as the Emsworth beacon (south cardinal). Care should be exercised even beyond this point during busy periods.

Most cruising folk will do their utmost to avoid getting tangled up in a racing fleet, but *'time and tide wait for no man'*, so sometimes passing through is unavoidable and on these occasions the above rules **MUST** be observed.

It is also worth remembering that, if a cruiser is being navigated correctly in a narrow channel, she will be positioned as far to her starboard side of the channel as is safe and practicable. This means that in a potential collision situation she *cannot turn to starboard* to avoid a collision without risking running aground, or worse. In these cases, it should be the responsibility of the smaller, faster and more manoeuvrable boat to take the necessary avoiding action.

The other main rule that is often overlooked is Rule 13, which states:

Notwithstanding anything contained in the Rulesany vessel overtaking any other shall keep out of the way of the vessel being overtaken.

This rule, in effect, supersedes all the other rules, and applies always – even if a sailing vessel is overtaking a power-driven vessel.

We've all heard the often-quoted phrase *'Power gives way to sail'*, but, as the above rules show, **this is definitely not always the case!**

Happy sailing!

Tony Gaunt
Training Principal

Toppers on Tour!

The six pack was dusted off and loaded up with toppers. There was no mistaking ESSC on tour, especially with the McCoys and their 2 pack in hot pursuit, having overtaken Alex Mothersele on his way to the Oppie squad training. We arrived at Parkstone YC, Poole in style! Our arrival was greeted with 'Oh, you must be the Emsworth lot'. Tall, rich and handsome men were sought by the mothers to help unload the very high top boats, but that having failed, some very useful and envious chaps were enlisted to help with the lift. (The six pack certainly aroused much interest, much to the boys proud delight!)

The boys look very smart in their matching squad sweatshirts and are making the most of the training. They have represented the Club well and continue to fly the flag for Slipper, so if you see us en route, give us a wave and a toot.



The ESSC South Zone Topper Squad members
with the six pack

The South Zone Squad Toppers, Alex Thorsby, Peter and Phil McCoy, Jack

Spencer, Ben Hodges, Max Yoward and Mike King, would particularly like to thank the cruisers for allowing the six pack a space in the boat park over the winter.

Sarah Thorsby

Juniors

As I start my first year as Junior Co-ordinator, I am keen to continue the excellent work of John Galyer, and have welcomed the support and enthusiasm given by many parents and Juniors.

For those who don't know me, I've sailed since I was 3 on the Lagoon at HISC, with a then unknown Star Olympic medallist, and gradually progressed through Toppers (yes they made them that long ago!) onto Lasers, Fireballs and now an ISO. I've even sailed a few cruisers of various sizes (ssshhhh!). However, I now look forward to showing my two children, Jessica and Toby, how to sail – watch out for the blue Mirror '*Rainbow Fish*' with the two of them hanging over the side looking for Nemo!!

Anyway, my first task was to hold the Junior AGM and after a nail-biting vote, Alex Thorsby and Tom Kennedy were elected as Junior Captains for 2005. Eight more enthusiastic Juniors form the Committee and some great ideas were raised at the first meeting. Many of these may be incorporated into this year's programme, including climbing, a 24-hour sponsored sail, a Junior Ball served by the General Committee and adults (who's up for that?), plus many more.

New this year, is the addition of a football table, which will be placed in the function room, supplementing the pool and table tennis tables. 'Self financing' it will be a great boost to Junior (and adult) entertainment – I can see a league forming!

Slipper has also been successful in bidding for two RYA RS Fevas, increasing the number of Club training boats. Bids for the grants were greatly oversubscribed and

I believe it was due to Slipper's commitment to training and Squad success that we were selected. Watch out for the Nationals at HISC this year. Thanks should go to Mike Austen who has volunteered to look after the boats. Plus, the Club has committed to purchasing another Access dinghy; this can be used by both able and less-able bodied sailors and further improves our facilities for all abilities and ages. These dinghies will also be used during the Friday Night Oppies (FNO) sessions, as they are stable and ideal training boats. Fundraising is going very well and several further events are planned throughout the year. If you wish to know more, please contact me.

If you are interested in looking after the Club Access dinghies, Oppies or Toppers, please also contact me. It would only take a few hours a year, and would ensure that the boats are in tip-top condition for all to use.

Next on the agenda was to find out what the Juniors, parents, helpers, DIs and SIs want, so a meeting was held to gain as many ideas as possible for the forthcoming years. Numerous thoughts and suggestions were put forward, and it was great to see so many keen supporters. The meeting minutes are on the website.

The Juniors are the 'lifeblood' of Slipper, and I will support them as much as possible to fulfil their goals and to continue the improvements at the Club.

The Junior Captains, said 'this year we hope to re-gain interest in Club racing, and we would like to produce a Club T-shirt; also we are planning on organising a lot more Junior socials. We want to keep interest in racing, but get Wednesday nights to be fun for people who aren't quite as competitive. If anyone would like to suggest a social/sailing activity, please contact us'.

Tony Larder, FNO Leader, when asked what was he going to do this year said the following: 'FNO has stuck to the same proven formula for ages. Everyone enjoys the combination of a bit of fun on the

Millpond, followed by a wind down bag of crisps and chocky bar. OK, perhaps I'm not being honest about the relaxing effect of chocolate on children, but I hate being a spoilsport. Sailing is, after all, both a sport and a social occasion. If I had to identify the purpose of FNO, I would say 3 things: fun, confidence and enjoyment around the water. Once they are achieved, given a number of enthusiastic instructors and helpers giving effective direction, learning to sail will just happen.

So, what can I do as the new FNO supremo to achieve this?

1. Appoint a willing tuck shop team.
2. Publish a program of activities to die for.
3. Enthuse as many parent helpers and instructors as possible.
4. Provide the ideas for games, activities and exercises on the water.
5. Keep the momentum going.

The moral of the story has to be, if it ain't broke, don't fix it. Keep it going!'

So, lots going on there – I, for one, can't wait until the season starts! Speaking of which, we have decided to bring the registration dates forward for both Oppies and Wednesday Night Juniors. This is to ensure that we have sufficient time to enrol enough instructors and helpers. So, parents (or anyone!), please let me know if you wish to help or contact the relevant leaders:

John Galyer and Paul Mothersele – WNJ

Tony Larder – FNO

John Ford – SOTTS (Sunday Oppies on the Tide)

Dave Cooper – SMO (Sunday Morning Oppies)

We really need lots of helpers this year as we expect even more Juniors than before to take-up and continue our sport!

Finally, and a suitable ending, it was great (an understatement!) to see that seven Slipper Topper sailors made it into the RYA South Zone Squad (total number of Squad members is 11), and Tom Durham made the RYA National Squad.

If any junior sailors have questions about their racing etc, you know who to ask for friendly advice; I wouldn't recommend it just before a start though!

Keep watching the Junior website for more info!

David Valentine
Junior Co-ordinator

Cruiser Notes

There is much to look forward to this year, as you will see in the Club programme. Our regular Solent haunts are there of course, and also some old favourites including the RSYC at Gins Farm on the Beaulieu river and the Hornet nearer to home at Gosport. The mid-week sailing group events are also included.

The Folly Trophy should prove interesting this year as it is being sailed the weekend before the Spithead Fleet Review. Hopefully, many ships will have arrived in good time and be anchored for our benefit as we navigate the corridor along the Island coast (see QHM Portsmouth notices to mariners for details, www.qhmportsmouth.com).

New in the programme this year are three weekends to race/cruise (I regard all my races as timed cruises!) with boats from other harbour clubs. So if you fancy showing the rest of the harbour how it is done, both on the water and at the parties then do come along.

A highlight of the year is always the Spring Bank Holiday cruise in company. This season we are returning to St Vaast, repeating the success of last year when eight boats from ESSC and ESC enjoyed a champagne reception and gourmet delight at a waterfront restaurant. It is a great opportunity to make your crossing in company. All boats maintain a listening watch (although there is one boat that our radios struggle to hear – mainly because she seems to go via Le Havre putting a new definition on rhumb line!!).

With safety in mind we are hoping to get the RNLI Sea Safety Team to visit the Club one weekend before lift-in. They will be on hand to carry out a free sea safety check of your boat – see the notice board for details.

This year after lift-in we are taking the opportunity to resurface the boat parks. Accordingly, the tender racks will not be built until two weeks after lift-in, so please remove any tenders there now/do not bring your tender until 21st April. The wooden barn floor is being replaced at the same time. Care will obviously be taken to avoid damage to outboards and inflatable tenders, but we cannot guarantee complete avoidance of damage or accept liability thereto; you are strongly advised to remove them from the club premises while the work is being carried out.

Finally, don't forget the Cruiser Supper on 19th March. This year there will be a Nelson and Trafalgar theme, so make sure you do your homework and come prepared to win the table quiz on all things Nelson. We will again be raising money for local charities; it is always a good night and the generosity of Slipper members makes it well worth all the effort.

I look forward to seeing you on the water.

Russ Wolstenholme
Cruiser Secretary

WOW!

Calling All Slipper Ladies

This years WOW (Women on Water) programme is now out – it's on the website (go into the WOW folder and click on the pdf file) and the notice boards, and diary sized copies are available to Club members on request.

We hope there will be something for everyone this season. We start with 2 days at Cobnor, so feel free to join us for a day or more. The excellent staff at the CYE centre will be gently reminding us how to

sail and giving us the opportunity to sail a variety of boats – it's a brilliant way to get out on the water early in the season. Places are limited and, due to previous years success, are filling up very fast. If you would like to come, please contact Ruth Austen.

We have also organised a programme of daytime and weekday evening 'fun' sails. Dave Hughes has kindly (bravely) agreed to join us this season to help anyone who wants to sail in the 'comfort' of the Sport 16s. So, if you are a beginner, or just want the opportunity to sail in a larger dinghy, look out for the dates on the programme when the 16s will be going out.

Patrol boats cover all our activities and although we encourage people to use their own boats, club ones can be made available. Don't worry about the weather either, if it's not suitable for sailing come and have coffee/lunch/a drink with us. WOW gives you a great opportunity to meet others and spend time on the water.

For further information contact Mary Alston.

Mary Alston

A Few Words from the Bosun...

Slipper 1 Replacement

Before Christmas the Club took delivery of a new rib to replace 'Slipper 1' which has provided many years of use. The new rib is a 4 metre Avon fitted with a Yamaha 25 hp engine. The new rib is fitted with a powered engine lift so the engine can be lifted by just the touch of a switch while still sitting at the console. (No excuses now for forgetting to lift the engine when approaching the beach.)

The ESSC Sailing Committee have decided to keep the name 'Slipper 1' for the new rib. This eliminates any confusion with radio call signs etc.

I am still trying to identify ideal locations for anchors and safety boxes etc.

If you would like a brief tour of the new rib to see the differences then please let me know.

Winter Activities

A number of sailing and power boat courses are planned for this winter period, so, I am sure you will have the opportunity to see the fleet on the water at the weekends.

Boat Shed

Just a few reminders for powerboat users:

- Please position the ribs in a single line against the far wall of the boatshed. This ensures a safe, clear passage exists from the side door to the double doors at the front.
- Please do not put the boats into the boat shed in a herringbone formation.
- Please close all fuel breathers and remove the fuel containers from the ribs when they are returned to the shed. Lay all fuel containers flat against the near side wall of the boatshed.
- Please keep the passageway clear.

If you have any questions or comments about the boats or engines, please feel free to contact me either by phone or e-mail. You can find my details in the ESSC handbook.

Chris Purdey
Bosun

Training

The winter/spring training programme is now well underway, with six out of the ten planned courses and assessments completed. Most have been at, or just over, full capacity. A total of 66 people have completed courses so far (33 on three separate VHF/DSC courses, 20 on the first aid course, 8 on the powerboat level 2 course, and 5 on the dinghy instructor pre-

entry assessment). I am happy to say that the pass rate has been 100% in all areas. This not only reflects the calibre of our membership, but also of the high quality of training provided by our dedicated teams of instructors and course tutors.

By the time you read this the safety boat and senior instructor courses will also have taken place. The SI course was in high demand, but unfortunately, not by many members of ESSC – just three Club members participated. To provide a viable course, we enrolled five more people from Surrey, Sussex and even Kent. All of these people are motivated by this Club's reputation for quality of training and were willing to travel some distance for our course, even though they had to pay the full course fee!

The powerboat instructor course (currently full) will take place in March, and the dinghy instructor course (spaces still available) will be over three weekends in April and May.

That will complete the winter/spring programme, but I have been asked to arrange two other courses. One will be a basic introduction to VHF radios (useful for patrol boat crews, for example) – this won't provide a formal qualification, but will allow the Club to authorise those who have undertaken the course to use the Club's VHF radios under specific circumstances. The other course will be on radar and will be strictly limited to a maximum of eight participants. Both courses will be advertised on the training notice board so if you are interested, watch that space!

Finally, I would like to express my sincere thanks to all our instructors who give so freely of their time and expertise. They all make membership of ESSC a richer and more enjoyable experience – thank you all.

Tony Gaunt
Training Principal

From the Membership Secretary

I would like to thank the great majority of you who returned your subscriptions before the due date. This has made my job a lot easier in my two busiest months of the year.

With all of the subscriptions received, my figures show that the membership currently stands at:

Adults	701
Juniors	147
Overseas	14
Students	20

Volunteers

Thank you to everyone who completed the volunteer section of the subscription form. The list of volunteers that I have produced for the various sections of the Club is now accurate, and where you have added comments/limitations to your volunteered duties, these have also been passed on to those who will use the lists.

Waiting List

It was decided by the General Committee to hold the maximum adult membership at 700, but following a long discussion, it was agreed to admit the remainder of the people on the waiting list this year. Although this means that the adult numbers will rise to approx 726, it is thought that this will have no detrimental effect on the Club. It also means that those of you with friends waiting to join the Club can now pass on some hopeful news.

The Commodore, Flag Officers, Dinghy, Cruiser and Social Secretaries will be monitoring the effect that this has on the Club and, if necessary, the numbers will be allowed to reduce back down to 700 at the end of the year.

No further applications for adult membership will be accepted yet, but applications by Juniors over the age of 12 are still welcome (until our Junior Co-ordinator tells me otherwise). As before, no applications can be made for junior membership between the ages of 8 and 12

unless parents are already members of the Club.

Any further updates will be posted on the Club website as soon as decisions are made, so do keep checking the membership page.

Finally, thanks must go to all those members who have made donations with their subscription renewal. Your generosity has resulted in almost £650 being added to the Access dinghy fund.

Judith Murch
Hon. Membership Secretary

Social Events

The Social Committee aims to put on a range of events during the year to help build Club spirit and attract to the Club as wide a range of members as possible. The traditional events, such as the Summer Ball and Turkey Supper, are the mainstay of the calendar, but we also include 'one offs', like a treasure hunt, race night and Trafalgar night, to add interest and variety.

The current Social Committee comprises Ann Brooks, Pat and Rick Hall, Pat Haysom, Ann Lanchbury, Mark Mansfield, Toby Price, Vivien Reed, Sandie and Richard Swaine and Sarah Thorsby.

Keep an eye on the excellent new website or the Club notice boards for more details of future events.

Events in the Next Few Months

Cruiser Supper, March 19th

Organised by the cruiser section.

New Members' Reception, April 2nd

Hosted by the Commodore, Flag Officers and General Committee, this event will give new members the opportunity to meet existing members and generally have a good chat.

Darts versus Dell Quay SC

This is a traditional Good Friday fixture and this year we are away and can expect

good hospitality at DQSC. All are welcome to play – the more the merrier. This year it would be good to break the other recent tradition: Slipper always loses!

Race Night, May 14th

‘Bettying’ on ‘races’ over a meal. This promises to be a fun filled evening with Nick Pomfret driving things along in his inimitable style.

Know your Emsworth, June 4th

The treasure hunt went down very well last year as an event for all ages. Repeated this year covering the other bits of Emsworth and including a BBQ.

Hope to see you at some events this year!

Alan Power
Social Secretary

Radio Sailing Or Competing for “WATER AT THE MARK” without standing in a cold shower tearing up £50 notes



Photo courtesy of D Holmes

Boxing Day Dancing Santa Trophy

It all started innocently enough when Dick Jacobs was asked to help build a model radio controlled sailboat. An unsuspecting purchaser had received a kit for a ‘Mandarin’, but on opening the box found the hull to consist of nothing more than a fist full of 10 mm x 2 mm strips of cedar. However, the results from Dick’s magic

hands, were nothing short of spectacular. Those strips of cedar transformed into a most handsome one metre yacht. That was the first! Just about everyone who saw the finished boat had to have one. Only that first came from a kit. The rest have literally been hewn out of the solid, with Dick carefully selecting bulks of cedar from which he then produced his own planks. Dick figures that to date he has built close to 50 of these Mandarins.

Many of those boats simply grace dens and dining rooms but a few adventurous souls could not resist the temptation to see how they actually sailed. To some surprise they did sail and with a performance that resembled the real thing. In imitable Slipper style some could not resist proving that they had the faster boat. Impromptu races developed, sometimes with one participant not realising he was competing. With dander up the competition was then on! As the fun element was discovered to be many times the multiple of the size of the boat, more and more of those den and dining room boats were given a final polish and cast onto the water. Today it is usual to have ten to fifteen boats at the start line. This year the special Boxing Day races drew 20 boats for the Dancing Santa Trophy; arguably becoming the most converted of Club trophies.

It is now probably 4 years since Dick built that first Mandarin. Unfortunately, the Achilles’ heel of a wooden planked boat is its vulnerability to damage in the aggressive melee of serious competition. As usual, once into a hobby, enthusiasm grows and some of those early boats have been replaced by more rugged, modern fibreglass designs. Mandarins still continue to show their pedigree, however, by often contesting the lead.

Some may be surprised to learn that the sport of radio sailing is governed by the same ultimate authority as all other forms of sail racing: the ISAF. Control is passed down from the ISAF through the Radio Sailing Division and Model Yacht Association, to Club level. So, races are

run under the same rules as for sailing, with some amendments (appendix E). Class rules refer to the same Equipment Rules of Sailing. Class rules are administered by the International One Metre Association, which reports directly to the ISAF Radio Sailing Division. It is estimated that there are now some 16,000 International One Metre (IOM) boats competing worldwide.

For those many sailors already familiar with the Racing Rules of Sailing, Appendix E runs from E.1 to E.5.10. The main differences on the water are: E 1.3, DEFINITIONS: the 'two length zone is changed to four length zone' (the area around a mark or obstruction within a distance four hull lengths of the boat nearest to it); and E 4.4 PENALTIES FOR BREAKING A RULE OF PART 2 (WHEN BOATS MEET): throughout the Rule the penalty for infringement is just one (1) 360 degree turn including one tack and one gybe, (**not** two turns (720 degrees)).

The IOM class is 'restricted'. The rules produce a monohull boat of: length max 1 metre; depth of hull from water line to under-hull max 60 mm; draft min 370 mm max 420 mm; weight min 4 kg of which the fin and ballast shall be min 2.2 kg max 2.5 kg; controls (radio) two, one for the rudder and one for combined control of both jib and main sheets; rigs 3 (top, middle and storm) of very tightly controlled size and plan.

The rules are in fact refined to be very restricted and start with the phrase 'these rules are closed class rules, which means that anything not specifically permitted is prohibited'. The intent is to ensure that pocketbook racing is eliminated and that older designs are competitive with newer ones. In practice they have allowed development of hull shape but very tightly controlling rigs and sails to almost the point of one design. The success of these rules is seen at open meetings where older and home built designs regularly give good account of themselves against the latest

fashion and professionally built hull shapes. Certainly at Club level, as with any other class and size of boat the skill of the sailor, in tuning the rig and driving the sticks, far outweighs any marginal advantage of the more costly equipment.

The full rules can be downloaded from the ISAF Radio Sailing Division website at <http://www.radiosailing.org> or the MYA website at <http://www.mya-uk.org.uk>

To purchase a completely finished boat with the permitted three rigs and radio control gear from a professional builder will cost between £750 and £2000. However, the boat currently gaining favour at the Slipper is the Widget. This was designed by C Dicks and is produced by Dave Creed as a kit, which includes: hull and deck mouldings with integral fin/mast box, finished carbon fibre fin fitted with lead ballast and carbon fibre rudder, all supplied for £150. The deck fittings will add approx £60, the most used two rigs £150, and the radio control gear as little as £85. So for roughly £450, a new, very competitive fibreglass boat can be put onto the water. This is, however, a kit in as much as the deck and hull must be joined, deck fittings added and rudder tube installed. So, it does call for some moderate hand skills. Also, some savings can be made by making up the rig, but using professionally made sails. A very real alternative is to purchase a second-hand boat, a selection of which are always for sale through clubs and the Model Yachting Association website.

Of course, like any other serious class of racing boat, to compete in open events your boat must measure up and have been awarded a measurement certificate. The process for this is to secure a hull number from the class registrar (check the MYA website), submit the boat to an official MYA Measurer who, if the boat complies with the rules, will issue a measurement record which is then filed with the Registrar who issues the certificate.

The writer became so enthused with sailing an original Mandarin that a second

boat was designed based on that original, but with modifications. To monitor the effect of some of those modifications in a quantitative manner a floatation tank was built and sail plan templates made. Once the floatation tank and sail templates were made it was an obvious step to volunteer services as an official MYA Measurer. Thus, ESSC members have immediate access to an official measurer and to a floatation tank (on request).



The measurement tank

This year ESSC has affiliated to the MYA, so now those members who feel the keen competitive spirit can vent their enthusiasm at MYA sponsored open meetings.

To find out more contact John Galyer, Dick Howell or Roy Scott, or simply come along to enjoy the spectacle on Sunday mornings (10 am start) on the Millpond.

Roy Scott

There's a Hole in my Boat! (Part 1)

Well, actually, she's not my boat! *Sea Nymph III* is a Bowman Starlight 35' belonging to the Royal Navy. I am lucky enough to look after her, run her booking programme (including charters) and take her out sailing whenever I can. Unfortunately, on Friday 7th May 2004, whilst conducting practical day skipper training in the Solent for naval personnel and under the command of a very

experienced yachtmaster examiner, a fishing boat and *Sea Nymph* collided. The circumstances leading to the incident are the subject of a CPS prosecution, so this part will have to wait for a later article. What follows is a description of the damage caused and how it was put right.

My involvement with the subsequent recovery started when I met the yacht as she came alongside at Whale Island, Portsmouth. The bow of the fishing boat had hit the port side of the cockpit (close to the main winch) making a hole about 2 feet across at the toe rail and extending down to just above the waterline. On descending below, the scene reminded me of a car crash. There was broken glass everywhere from 2 shattered mirrors, and structural damage 6 feet in all directions from the impact. On deck, the pushpit had collapsed, but the top guardrail had transferred the impact right round the boat, bending all the stanchions and the pulpit. The steering wheel was also bent!

The crew were understandably in a state of mild shock and I made a brew of tea for all and phoned our insurers, GJW, who swiftly arranged for a local surveyor to attend. He was with us in under an hour. The surveyor recommended Desty Marine at Hamble Point for the repairs and the next morning Neil Desty arrived with a large sheet of ply that he screwed over the hole having applied plenty of black sealant! *Sea Nymph* was then motored round to Hamble. The patch was good but a lot of water came in through the stern gland requiring the bilges to be pumped almost continually.

Desty Marine were brilliant. It is a family run business, with a small highly skilled workforce that specialise in these major repairs. Neil proudly showed me a similar project that was nearly complete and promised that we would not be disappointed. The repairs should take 10 weeks and the cost was estimated at £40K. GJW could also not be faulted, and their close working relationship with Desty

Marine made life easy for me, the customer. I visited every couple of weeks, when Neil personally showed me the good progress being made.

The repair method was essentially to strip out the whole of the damaged area, and then build back a plug to make a fair hull surface from which a mould of the hull shape could be made. The plug construction was then removed, the mould firmly attached to the hull and the hull reconstructed starting with the gel coat and working back into the centre of the boat. The Starlight has an internal and external hull moulding, so this process had to be done twice, filling the gap with foam once complete. The heads compartment is made from one moulding and was repaired *in situ* by a similar method. A large part of the labour cost is in grinding back and polishing the GRP fabrications. The whole boat was covered in glass fibre dust, requiring a 3-day deep cleaning process at the end.



The hole at its largest

Sea Nymph was handed back at the end of August having taken 2 weeks longer than expected, but slightly below the estimated price. I can honestly say that you would never know that she had suffered any damage. The quality of the repair is exceedingly good. There were, inevitably, a few minor defects to correct when we tested everything after handover, but Neil and his father promptly dealt with these before we left the Hamble. We subsequently discovered that the Webasto heater sucked rather than blew, but that was

quickly rectified by one of the Desty team at Whale Island who refitted the fan the other way round!

We lost the use of *Sea Nymph* for most of the season, but I was lucky enough to be able to sail in several other boats, including a Sigma 38, First 31, Hallberg Rassy 31 and an X332. I also learnt quite a lot about GRP construction and repair methods!

James Mant

‘There is a Noxious Smell in the Heads!’

Those members who pass the Club frequently may have noticed that *Ultima* (not *Oldtimer* please Jenny) has been receiving a bit of TLC this winter. This is no more than following the inevitable pattern of cruiser ownership whereby the first winter is spent rectifying as many nasties as possible, the second is an idle one of recovery and the next satisfying the simple necessities of life such as being able to produce ice for the G & Ts.

The title of this account is taken from the surveyor’s report, which reflected the fact that *Ultima* had neither been used extensively nor affectionately tended. That’s why we could afford her. One of the many jobs undertaken this year was to expunge forever the source of the odour that had assaulted the surveyor’s nostrils – this meant replacing most of the loo and its inlet and outlet pipes. What we had not anticipated was that a particularly enthusiastic club member of recently acquired influence would suggest that this might form the basis for an article in the newsletter, **WITH PHOTOGRAPHS** – what an unsavoury proposal! Although I’m quite happy to put words together, if you crave pictures of toilets I refer you to Jabsco’s catalogue or some dubious Internet site.

As you will see I have included a photograph, partly to make the article look prettier, but mainly so that you may fully



Ultima's loo

appreciate the geography of the task. It was taken looking aft through the saloon – please excuse the mess. The heads are beyond the door on the right. The pipes to and from the loo loop unseen up behind the ‘office’ and emerge under the saloon berth in the right foreground. We were quoted between £10 and £20 per metre for the larger (outlet) ‘sanitation hose’, to current E.U. regs of course, but how much was needed? Only 1 foot of hose was visible at one end and 18 inches at the other and at those prices I was not willing to guess how much was in between. After a while we realised that the garden hose could lead us to the answer, so it was brought on board and stuffed progressively up one end of the pipe. After full penetration it was marked and withdrawn. Dear oh dear, did that loo pipe need replacing – I doubt that our garden will ever be the same again. Perhaps I should have borrowed the dinghy sailors’ hose?! At least we knew we needed to buy 5 m of inlet and outlet sanitation hose.

5 METRES! You have to believe it. This huge dimension accounts for the original problem. Clearly, the objective when pumping a ship’s loo is to expel one’s deposits from the vessel – sorry but it has to be said and I apologise to any passing unstable dinghy sailor. Now, since the bore of the hose and the pump are comparable and the stroke of the pump is 120 mm, simple arithmetic shows that it takes 41.67 operations of the pump to fully flush the outlet pipe. Who do you know who is that energetic in the heads? Nevertheless, if any of you join us on

board please do not forget that nothing less than 41.67 pumps will suffice!

That was the easy bit. It was now necessary to interchange old and new hoses, being unable to see most of them and not knowing where they might be secured. Removal of the switch panel exposed a small gap through which, by stealing Eileen’s vanity mirror, I could see the middle of the route. Enlarging the gap enabled the hoses to be gripped by a long pair of water pump pliers and nudged along. Now it was only necessary to securely attach the beginning of the new hoses to the end of the old, to feed an inch, nudge an inch and pull an inch many times over. Within an hour both hoses had been replaced never to be contaminated again on fear of someone being keel hauled.

I trust that this will not deter anyone from buying a Moody 31 because Eileen and I think she is a super boat, especially with a sweet smelling loo. Suitably relieved.

Malcolm Bishop

Caption Competition



Please send your suggested captions to the Commodore. The Flag Officers will judge this competition and the winning entry will be published in the next edition of the

newsletter – printable suggestions only please! The prize will be a Club tiepin/brooch.

Suitable photographs for future caption competitions (or for use as illustrations in the newsletter) are also welcome. Please send files to:

newsletter@emsworthslippersc.org.uk (if they are not too large) or leave a disk/hard copy for Becky Gardner in the G pigeonhole.

Next Edition

The deadline for receiving copy for the July issue is 19th June. Please leave articles in the G pigeonhole or e-mail them to:

newsletter@emsworthslippersc.org.uk

Thank you.

Becky Gardner

Feedback

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