



SLIPPER SAILINGS

March 2008

A Stormy View from the Crows Nest!

Welcome to yet another sailing season. I hope that the weather will be much kinder to us this year...

Well that is how I originally started this article but the following day, there was the storm, so I started again!



There were waves in the car park and only the bailing efforts of Nigel Higgs, Russell Fisher and Judith with barrier construction advice from Roger Plumb stopped the water from coming in through the front door. However, we were beaten in the end by the volume of water that was flowing into the Mill Pond over the lock gate, because the water, under the Club rose so high that it started coming up through the floor in the annex. The lock gate was almost a metre below the sea level, which rose to almost 6m against an expected high tide of just 4.9m allowing the water to flood into the Mill Pond. This freak condition occurred because there was a spring tide at the same time as the pressure was very low at 968mb and the wind was blowing a full gale from the south with gusts to 50kts.

Looking ahead, we again have a very full programme both on and off the water. Some of the highlights are mentioned in the following articles and all can be found on our web-site and in the 2008 handbook. I also hope some of you will take the opportunity to book a trip in the Terror and enjoy the peace and tranquillity of our harbour during a mid week cruise crewed by members of the two Emsworth clubs.

Since the last edition of our newsletter, life has continued to move on apace and as I write, some of our cruiser owners are just beginning to wake up to the fact that only a few weeks remain before their boats are lifted back into the water. As usual, Malcolm Bishop is putting us all to shame with his winter refit on "Ultima", though I am sure many like me will just be happy to get our engines ready, propellers back on and antifouling on the hulls in time for lift-in and the navigation race to Cowes and back in April.

Also on the cruiser front, there are two new boats on the scene this year: Hugh Kennedy, I am sure, will be leading the fleet on many occasions this year in his X-boat "Fixation" and be very difficult to catch. The boat looks very sporty indeed, with masses of "tweaking" lines and high tech sails as well. After a year without "Harvey Moon", Russ and Linda Wolstenholme will be back in style (and what style!) with their new Halberg Rassey "Toccatà"; more on these below.

Over the winter period, the social life of the Club has continued at its normal pace thanks to Sarah Thorsby and her team. We had an excellent Turkey Supper just before Christmas and a very successful self help party on New Year's Eve. We have already had a thrilling Nick Pomfret Murder Mystery evening attended by fifty members this year. At the beginning of February those fortunate to attend, also had the pleasure and privilege of listening to Julian Mandiwall recount his adventures of sailing "Bobo" to the Caribbean as part of the ARC 2006 and bringing her home as part of ARC Europe 2007. It was a superb evening and the Function Room was completely full. The talk, delivered in Julian's inimitable style, was full of humour, supported by some excellent photographs as well as audio and video clips. He dedicated his talk to the memory of Colin Lloyd and a collection raised over £550 for local hospices.

We are only halfway through March and already we have had two sailing social events in the Function Room. The first was the prize giving for the Hare and Hounds series between TISC, ESC and ESSC and also for the 2007 inter-club series with ESC. In both series Slipper did particularly well, winning the H&H series in convincing fashion and producing nine out of the best ten sailors between the two Emsworth Club's. Tom Kennedy became the champion of champions adding the inter-club Walker Cup to the Commodore's Clanger he received last year. Unusually for our Club, this prize giving plus curry supper was not well attended and attracted less than forty people from the three Clubs.

What a contrast that was with the Cruiser Supper held a week later. The Function Room was packed out. Thanks to Hugh's excellent organisation and Penny's inspiration to have a sea shanty theme with our own balladeer (Peter Forster), it proved to be a very enjoyable occasion indeed. Some members were clearly using it as a rehearsal for the first pontoon party of the season and most were in good voice! As ever, our volunteer chef Mark Wheeler and his team produced an excellent three course meal for us.

You may recall that at the AGM I announced that Mark would continue to provide our catering at our major functions but that he did not wish to continue providing lunches on Saturdays and Sundays. I am pleased to report that one of his team, Toby Alston has agreed to produce weekend meals for us. Before he took over, we took the opportunity to purchase some new equipment for the galley and Judith carried out a comprehensive steam clean. I hope you will support Toby and help him make this venture a success. It would certainly help him if you could warn him if you are coming with a large group of people as his resources are limited.

I would like to take this opportunity to give a very warm welcome to all the new members who have just joined our Club. I hope as many of you as possible will be able to come to our New Member's Reception in April and throw yourselves fully into and become part of the "Self help ethos" which is at the core of the way we run our Club.

As ever, may I thank all who have contributed to this newsletter and Tony Gaunt and Julian Mandiwall, in particular, for their pictures taken during the storm. I have included two articles which I did not use in the last edition due to an oversight, from Paul Mothersele and Rex Riddington. Paul rightly recounts many of the successes our younger sailors achieved last year and Rex reminds us of all the good work that he and his team undertake to keep our boats and shore facilities in good order.

And finally, I must thank three of our former Commodores for all the work they have done for us recently. Mike Hackman and Peter Hamey have just sanded and re-varnishing the stairs and earlier in the year Colin Urry built a new desk in the office and is currently repairing the door to the bar. However, from reports I have received, they have all discovered (*rediscovered probably*) that they are not quite as agile as they were thirty years ago when they started restoring Quay Mill!

Julian Murch
Commodore

Dinghy Season Preview

I guess I should start by introducing myself as your new Dinghy Sailing Secretary and in doing so I would like to thank my predecessor Andrew Gould for all his hard work over the last few years in establishing such a varied and exciting dinghy sailing programme for Slipper members to enjoy.

By the time you read this, the dinghy sailing season will just about be under way with the Marsh early season series and the first of the very popular three-race mini-series for the Howells Trophy on Easter Monday.

As you can see from your programme, we have another packed season of club racing planned including four of the ever popular three-race mini-series, along with the usual club courses, evening,

down harbour and lap races. We will even be running an out of harbour race this year for those of you wishing to stretch your legs just that little bit further!

As usual we will be reducing our sailing programme to enable our club members to support many of the other harbour clubs' regattas throughout the year and of course we have our own regatta on Sunday 31st August.

Another highlight for the year is the annual Federation Week from Monday 18th - Friday 22nd August and it would be great to see Slipper well represented again at this event and bring home the team trophy.

The inter-club Hare and Hounds series concludes for many their year's sailing, at which point of course Slipper demonstrates their superior sailing prowess against both "the other club" and our guests from Thorney Island SC.

The final event of 2008 is our annual Slipper Shiver, but that's a long way off and we have a glorious summer of sunshine and warm winds to look forward to first. I for one can't wait!

See you on the water,

Nick Hoath
Dinghy Sailing Secretary

Youth Sailing

It was quite a summer for the Slipper juniors that sailed regularly on the various junior and youth circuits around the country last year. The following is a brief overview of the events:

On the Southern Topper circuit the following sailors were regularly seen at various venues from Parkstone to Hawley Lake, from Calshot to Chichester: Phil McCoy, Mike King, Max Yoward, Ben Hodges, Billy Miness, Kieran Wood, Emma Durham and James Cunnison. Six of the eleven events counted for the series, over a hundred sailors took part and the final results saw Mike King win the series with Ben Hodges second.

The Nationwide Topper series saw events at Rutland, Paignton, Carsington, Chew Valley, Mumbles and Sunderland and many of the above sailors took part. On average there are 180 entries at these events and Phil McCoy won at Paignton and was second at Carsington. Max Yoward was 8th at Rutland, Mike King 9th and Ben Hodges 12th at Chew Valley.

Sticking with Toppers, after the Irish Nationals (won by Phil McCoy) the Nationals were a week at North Berwick and these saw Phil McCoy and Ben Hodges in the prizes with excellent performances. Mike King was also well placed in the gold fleet with Billy Miness in silver and Kieran Wood and Emma Durham towards the front of Bronze fleet.

For Phil and Ben it was a quick flight south for the Laser Nationals starting the next day at Weymouth. This was a very tough event with strong winds (the same week as fed week). Pete McCoy who had been putting good results in the Laser Radial at Lowestoft, Kiele (Germany) and the European Youths in Holland switched to full rig and finished as first junior in a strong field. The Radial class (won by Steve Cockerill) saw Max Yoward and Phil finish in mid silver fleet with Ben near the front of Bronze.

The Topper World Championship in late August attracted 170 entries on Lake Garda but the usual weather patterns failed to materialise and launching was brought forward to 7.20 am! Phil and Ben performed very consistently to finish 5th and 13th respectively, with Max also in gold fleet and Billy Miness 9th in silver fleet. A couple of weeks later Ben came 2nd out of 44 at the South Zone championships.

Pete and Phil McCoy and Ben Hodges then had trips to Paignton & Hastings for Laser UK Qualifiers before the final event of the season at Rutland water on 3rd and 4th November. This was the National Laser Inland Championships which took place in light winds. Pete was again top junior finishing 20th out of 65 while in the Radial fleet Phil was 18th, Ben 24th and Max 29th out of 85.

Other club youngsters have also achieved good results around the country. Theo Galyer and Jack Spencer sailed for Slipper at the B14 Nationals and came 19th (out of 28). Alex Mothersele won the Oppie Nationals, a fantastic achievement and Tom Durham came 8th out of 55 at the 29er Nationals.

The sailors move onwards and upwards they will be in the following RYA National Squads for training this Winter:

Mike King	Topper Squad and Paralympic development Squad
Phil McCoy	Laser 4.7 Squad
Ben Hodges	Laser Radial Transition
Max Yoward	Laser Radial Transition
Alex Mothersele and Hamish Ellis	Feva Squad
Tom Durham	29er Youth Squad
Peter McCoy	Laser Youth Squad
Georgie Mothersele	Optimist Squad

Paul Mothersele
Youth Co-ordinator (*and proud father!* – Ed)

Cruising matters (It really does!)

We have got yet another fun packed ESSC cruiser programme for you in 2008! There are trips to the Folly Reach, Hornet Sailing Centre, Shepards Wharf, Gins Farm on Beaulieu River, Lymington Yacht Haven, Yarmouth, Warsash and Gunwharf Quay. All the venues have been booked. Once again Christine has done a great job of pre-arranging dining for most of these venues, including a jacket & tie trip (no jeans!) to the Royal London Yacht Club in Cowes. This should prove a great treat/relief for all of us, at the conclusion of the Ladies Race! Gins Farm is another 'special' and this is worth turning out for the evening venue alone, it is a wonderful venue, but table dancing at the Folly Inn is not compulsory!

The racing should be very interesting this year. Russ and Linda will be moving up the fleet in their new 'Rassy' called 'Toccata' and yours truly has progressed to an 'X-rated' pocket rocket called 'Fixation'! Melody, Nessa, Baby Blue, Amaryllis, Koto, Gelig Knight, Gemma Fay, Stroller, Bobo, Ultima, Fair Westering, Buster, Final Fling, Lancer, April Lady, Paddington, Lexie, Slipaway, Brandysnap, Florya, Toucan and Pulse, will again I am sure make up the main contenders for the pots, but if you have not had a go at racing with us yet, please join us. You will need a handicap for your boat, so I will need some details from you. The handicap form which you need to return to me as soon as possible can be found at: www.emsworthslippersc.org.uk/upload/HandicapDataSheet.pdf.

None of us are unbeatable so you may even win! In between all this cut and thrust of the racing we all have a very sociable time, so if you are not the racing type – why not simply rally! All the events are in the programme, booking forms will be posted on the notice board nearer the time with details of dining arrangements, if applicable.

This year's cruiser regatta is going to be a single day affair on the Saturday only, designed to compliment the dinghy racing on the Sunday. So those interested can do both or help with one and participate in the other! The regatta will be an open event to all comers and will be a single race with the ESSC barbeque in the evening at the Club. Please try and help make this event a success by joining in.

Our annual rally across the Channel to St Vaast is again booked for the end of May bank holiday. Details will be published nearer the time. It is again my intention to have an informal get together for all those interested participants, to discuss arrangements and enable the less hardened 'salty sea dogs' to benefit from other people's experiences. Many cruisers start their summer cruises off from this event but we poor taxpayers have to return home to earn a crust! This is a great weekend; we had nearly 20 yachts from the Emsworth clubs last year (most of them from ESSC), again a very sociable event combined with some proper passage planning and sailing.

You will see from his article that Julian Mandiwall has put a considerable effort into obtaining a group MMSI so please let us all try and learn how to use this mystical part of our VHF set this year!

One nag! (This does not apply to everyone.) On organized events please pay for your berths promptly and please pay for your dining when requested. Please do not expect to be able to use your credit cards for everything so bring some cash! We organisers are volunteers, not debt collectors. Getting some of you to pay is like extracting hen's teeth! End of nag.

Wishing you all a great 2008 sailing season!

Hugh Kennedy
Cruiser Secretary

One or two words from the other Julian concerning Cruisers

I managed to remember from my VHF DSC course that there was something called a Group MMSI number. I thought that I would find out more (after checking with the Hon. Cruiser Sec.) by asking OFCOM if this was an appropriate facility for our sailing club, and was pleased to hear that this is just the sort of use that the Group MMSI is designed for.

For those who have chanced to read this far, but do not have any idea what I am writing about, let me attempt to explain: In radio communication between boats we always used to use a single calling channel, 16. All connections to other channels were done by voice calling on channel 16 (a bit hit and miss as the person you wished to contact may not be listening!). Technology has moved on and all new fixed radios sold for vessels have their own radio telephone number (the MMSI number). So if I want to contact another vessel and I know their MMSI number, I dial it into my radio or select it from my radio's memory, press "call" and a signal sounds on their boat, even if their volume is turned right down (often done to escape the incessant calling and radio checks on channel 16). With the press of a button by the recipient, their radio also tunes to the voice channel that the sender has chosen – and conversation can begin.

A Group MMSI number is just what it says – if there is a Slipper Club cruise to St. Vaast and any one vessel wishes to communicate with the fleet, they just activate that number and the whole fleet (those with DSC radios) hears the call. This could be very useful for safety, weather info and many other purposes, including club racing.

To obtain the Group MMSI number OFCOM asked me for the call sign, MMSI number, name, name of vessel etc., for every user. Cruiser owners gave me that information, but I was interested in why OFCOM wanted so much information, and what the situation would be if a member needed to be added to our Group.

The answer is that we only need to update on an annual basis (which is why next year's membership applications will be asking for more radio information), and in the meantime any new DSC user can pop our Group number into their radio. The reason that OFCOM want all the info. was given as safety.

Users may have more than one group number to use. In this case they simply put the appropriate group number for their current sailing venture into their radio. As a result ESSC now has its very own Group MMSI number: **023200085**

On another tack Blind Week is in Falmouth this year, starting on 21st June. Volunteer crew or boat owners can email Grant Morris, the organiser, on adm59@ukgateway.net, or contact me with any questions.

Julian Mandiwall

WOW 2008

Information about what we are up to this season (dates and times) is now on the WOW page of the web-site or notice boards at the club, so have a look and put the dates in your diary.

This season we are introducing various sessions called "WOW Orienteering". These are open to all standards of sailors and will have a regular patrol boat team who have kindly "volunteered" for most of the sessions, so that consistent support can be given to those that need it. (Thank you in advance John Ford and Janet) The sessions will follow a set course so that you get a chance to sail round the harbour a bit, learn the names of the marks and make the boat go where you want it to - not the other way round!

The orienteering sessions take place in conjunction with the Tango race series and will follow the same course as the race, but will set off separately after the start of the official race. To avoid confusion at the start of the race there will be a separate sign on sheet for WOW orienteering so that those manning the race hut and those on race patrol don't get confused.

The hope is that wow's will have the choice of joining in with the official race if they want the competition or for those who don't, they can sail a set route in the company of others knowing they have their own patrol cover in case of emergencies and can challenge themselves as little or as much as they want to.

Look out for the rest of this season's programme, as there hopefully is something for everyone, Picnics, pontoon party, half term family sails and sessions where we just sail in the company of others. Cobnor is taking place again on the 24th & 25th of April – if you want to join us the application form is on the web site. For those of you who have not been to Cobnor this is when we get together to remind ourselves if we can still sail and is a real confidence booster.

This season after last year's success with WOW cruiser sailing we will be issuing a separate programme of opportunities to sail bigger boats with WOW. Beverley Lewis is co-ordinating this programme which will be available later in the season.

Can I remind any one who wants to receive WOW Emails that currently Angela Anderson is the WOW email Co-ordinator? If you change your address or want to receive info from us please let her know you current address. Registration forms (which are also available on the web should also be sent to Angela as Vivien Reed is still on her backpacking adventure in Australasia.

I hope you are looking forward to this season as much as I am. If you have any queries please give me a call. (07866 887 610)

Mary Alston
WOW Co-ordinator

The Bosun's Call!

Here are just a few notes from the Tuesday Bluebell Stalwarts.

Boathouse Refurbishment

The Boathouse is nearing the end of a transformation and is proving to be a far better working environment.

- Lighting greatly improved by painting walls and ceiling, plus more fittings
- More power sockets
- Lots of useful cupboards
- New workbench

Some of us wanted sofas and a solid fuel stove with kitchen facilities by the clocking in machine but were overruled.

Marina Sill

Members will be pleased to know that an encounter between the keel rubbing strip of the Maid and the Marina sill did not result in damage to the sill. The rubbing strip was also undamaged. If anyone is unsure as to correct clearance for exiting the Marina, Mr Mandiwall will be pleased to advise.

Driving on to Trolleys

Considerable damage is being caused to the keels of our RIBs by the practice of driving them on to the trolleys. If they are not accurately lined up, the keel will scrape along the rear roller fixed structure, which is sharp steel. It is not possible to line up with sufficient accuracy by driving the boat on to the trolley. In view of the foregoing, we need to insist that the RIBs are floated on to the trolleys by hand, if you see what we mean, and if it is not properly seated, refloat and reseat. Thank you.

Rewiring of The Maid

The Maid's electrics were looking very sad, so she has been rewired. There is now a new mast with nav lights as well as a VHF radio, an echo sounder and log. We have also fitted the switch panel on the rear of the engine casing.

Club Mast Refurbishment

We lowered the mast at the front of the Club during Lift-out, so that we could rework the structure, in particular the tabernacle and the shroud mounting points. Since then the instrumentation has been rewired and new sidepieces for the tabernacle have been manufactured. Fortunately the main post in the ground did not need to be renewed.

Other Activities

Members of the Team went round to Portsmouth in Slipper 2 to bring a Club Member's disabled boat back to Emsworth in time for Lift-out, thus enabling a vacant space in the park to be filled with happy consequences for our finances. A very happy day, but the cruiser was a much more comfortable ride than Slipper 2!

Other Members were able to help in the delivery trip of a sailing cruiser from the Hamble to Chichester. This was the happy conclusion of a Member's dalliance with the darker side and the ill advised purchase of a sports cruiser and subsequent re-embrace of the true faith.

Look after the Kit

We have been very pleased with the manner in which the boats were used last year. Well done everyone!

Rex Riddington

Bosun

Up, Down or Somewhere!

Over the last few years I have noticed that more and more club members who ought to know better have become lost or disoriented with respect to where the sea is and where the water flowing to the sea has come from.

This came to a head recently when I heard people in our race hut saying “Bill is coming down to the line now” when quite clearly Bill was sailing from South to North going **up** the channel (and he was also going up wind, so that wasn’t an excuse), and hence he was sailing **up** to the line. To make matters even more confusing, the top mark was Echo, so boats were sailing up the channel, through the line, round Echo and back down through the line again. Thus it was doubly important not to confuse up with down.

It amazes me that members manage to navigate their boats without seeming mishap even when they don’t know if they are going up or down the channels. On the other hand, perhaps this explains certain recent conspicuous groundings on The Winner!

But I also realise that at last I have become a genuine Grumpy Old Man. I have joined the inner circle. This gives me scope for endless amusement. What fun!

Roger Pratt

GOM!

The New Zealand Tri-Nations Challenge

The Royal New Zealand Navy Sailing Club (RNZNSC) had been thinking for some time about hosting a yacht racing challenge against the Royal Australian Navy and the Royal Navy. Last year the Commodore of the RNZNSC set in train a series of initiatives that enabled a formal invitation to be sent to the Commodore of RNSA, inviting the Royal Navy to New Zealand to take part. The Challenge was arranged to coincide with the Bay of Islands (BoI) Regatta in January 2008 and was to be preceded by race training, a passage race to the area and followed by a cruise back to Auckland. So it was that a team was selected that would spend three weeks in New Zealand with the aim of winning the Tri-Nations Challenge event and doing as well as possible in the BoI Regatta. Financial support was provided by RNSA and the RN Sports Lottery to provide flights, team clothing and enable team members to attend, albeit with a substantial personal contribution. Provision was also made for two Shore Support Managers to accompany the team with tasks as varied as laundry, treasurer and social secretary. This became known as the Ted and Jim show!

We all met for the first time at Heathrow Airport and the team building started in earnest, initially in a departure lounge bar and continued throughout the 27 hour flight, including a brief stop in Los Angeles. Arriving in Auckland at first light we immediately felt that warm and welcome tropical atmosphere. It was a short drive to Bayswater Marina where the yachts are berthed. This is very close to where Sir Peter Blake was brought up, and where his mother still lives. The RNZN owns 3 Chico 40 yachts. They are rugged 40 ft sail training yachts with a masthead rig and ten berths.

The next few days allowed the visiting crews to acclimatise to the yachts and get to know each other at a social in a Devonport pub and an excellent BBQ at the Devonport Yacht Club. Incidentally, I brought back a copy of the current DYC programme which is remarkably similar to

ours (although they mainly cater for yachts and keelboats) with colour photos on the front, names and contact details in the back, details of races and courses in the middle and a forward by the Commodore emphasising the importance of club ethos!

The start of the feeder race from Auckland to the BoI at 1000 Friday 18 Jan was getting closer. Unseasonably strong south easterly winds had been forecast for several days due to the influence of a cyclone that had originated in NE Australia. On the start line this had the effect of reducing the number of entries from around 20 to just 5 including the 3 Chicos.

After loading up "Chilly bins" with food from the NATC and crews' spare kit, the 3 minibuses plus trailers and 2 four wheel drives set off in convoy for Paihia in the BoI 120 miles to the north. At breakfast the next morning phone calls came in from the yachts. Manga (RN) had won by 3 minutes from Paea (RAN) with Mako (RNZN) only 30 seconds behind Paea. All three boats had beaten the previous Chico 40 record for this passage and each had broken their spinnaker poles in the process and in addition the head of Manga's No 2 spinnaker had parted company with the rest of the sail. When we arrived at the berth in Opuia Marina, the spinnaker sail head was being recovered from the top of the mast! Further stories of the race followed. Places had changed regularly with winds of up to 45 knots on the quarter and huge breaking seas. There was talk of a foam party in the cockpit and a preference for the mainsheet trimmer in Manga not to watch the nearby dolphins whilst putting in a 2nd reef! There was much wet clothing and Ted and Jim (No 1 and No 2) made a good impression of Chinese laundrymen in the marina facilities.

The following day the previous two days steady rain was replaced by showers. The morning was spent doing more laundry and stowing further food supplies brought up from the Naval Base in the trailers. This incidentally was the day of Sir Edmund Hillary's state funeral in Auckland. A practice sail around the BoI course area was completed in the afternoon and a short split was discovered in Manga's mainsail. This was quickly repaired by the on-site North Sail loft. All 3 spinnaker poles were also repaired and returned to the yachts by an on-site mast maker with new (higher spec) section driven up from Auckland.

The Chico 40's were competing in Division D with 20 entries. As well as bigger boats in Division A-C there were plenty of sports boats and skiffs, some 70 boats in all. The series results couldn't have been closer with the Chico's taking the first 3 places in Division D. The RN and RAN tied on points for the series with the trophy going to the RN based on more 1st places. The RNZN were only one point behind in 3rd.

The next day started slowly, with several of the Kiwis returning to Auckland by road. This gave the shore support crew the opportunity to get afloat with mixed nationality crews for the passage back to Auckland. In Manga we had a RNZN skipper with 3 Australians and 3 Brits. We took the scenic route to the south of some of the islands and through the gap between Cape Brett and the Hole in the Rock. The first night was spent in a brand new marina at Marsden, and the second in Gulf Harbour just north of Auckland. The following day was the Anniversary Day Regatta when it seemed that just about everything that would float was out on the water.

The final highlight was the superbly organised prize giving dinner at the Royal New Zealand Yacht Squadron. The Naval Sailing Club had taken over the largest dining room in the Squadron Club House and we were treated to an excellent meal and speeches from the Deputy Commander Navy, Commodore and Vice Commodore of the Squadron and the visiting team skippers. Of particular note was the presence of Lt Cdr Con Thode OBE RNZN (Rtd) and his wife, Marcia, to present his own trophy to the best performing RNZN yacht skipper in the Coastal Classic race the previous year. Con, now in his mid nineties, is the only New Zealander ever to have commanded a Royal Naval submarine, HMS Scythian, in the Far East Fleet during the Second World War. He is also well known in Auckland for skippering classic yachts since the 1930s, (see the A Class opposite) his support and involvement with tall ships and he is the longest serving member of the RNZNYS. There is also a family link between Con and my Grandfather, Warrant Officer Shipwright Fred Mant, who served on the submarine depot ship in Trincomalee towards the end of

the war. They raced against each other in RNSA 14 dinghies and became very good friends! Con and my father, John, still correspond.

Following the prize giving, the partying changed gear, moving to an Irish Bar on the Auckland waterfront until 3am or later; with some stalwarts catching the first morning ferry back to Devonport. The final day was spent shopping for souvenirs and taking a memorable lunch in the revolving restaurant at the top of the sky tower. Where else can you eat whilst watching bungee jumpers hurtling past the windows!

James Mant

Vice Commodore (*and now a civilian!*)