



SLIPPER SAILINGS

March 2007

The view from the Crows Nest once more!

“Deck(ing) ahoy, sail on the port bow!” “Can you identify her from under all those cruisers?” “Looks like a one metre yacht to me.” “Call the officer of the watch or one of the bar flies and man the (dock)side at the double! It’s the Commodore’s new barge coming alongside!” (keep taking the pills – Editor)

Forgive me for the nonsense above, but I too have decided to continue sailing into the winter and hopefully will find the time to join the team on Sunday mornings once I work out how to sail this latest addition to Slipper’s largest fleet.

On a much sadder note, Chris Tarrant, a former member who many of our longstanding members will remember with much affection has passed away. He ran our rescue boat for many years. Mike Hackman has kindly written a tribute to Chris who epitomised the Slipper ethos.

Much has happened since the last newsletter and many of the articles on the following pages cover these activities but first, a quick look back at the end of last year.

I was so pleased to see that we managed to retain the Hare and Hounds trophy in November. With many excellent individual performances, as ever, in a team event of this nature, it was won by those who were consistent even if they never made it to the top five positions. Well done to you all. As you will be aware, at times there were more than forty boats on the line and ninety members and guests came to the joint prize giving in February.

At our own prize giving last November, another excellent function held in the bar, our worthy winner of the bed pan was Chris Lunn (or should it have been Sheila?) for his/their exploits on the Winner Bank in the summer. I was also very pleased to be able to award the Silver Slipper to John Galyer for all his has done for our Club over many years, particularly in leading and training our younger sailors so successfully.

In early December at the AGM, I introduced some new rules that were endorsed by those present to prepare ourselves for adopting the RYA recognised format for sailing club rules. Since then the General and Sailing Committees have thoroughly reviewed our by-laws, removing many and adapting a few to reflect the way we do our business today. If the copy of the rules and by-laws you hold are many years out of date as I expect most are, you can find a current version on our website at: <http://www.emsworthslippersc.org.uk/upload/RIsandBLSDec06.pdf>

Once again the Turkey Supper was a great success just before Christmas and was completely sold out. May I pass my thanks to all who produced the food and also to our ladies and their helpers who decorated the Club so beautifully. Unfortunately, this was probably the last time (according to Marilyn) that Mike will be carving for us. So a big thank you to him for all he has done for us at these suppers and also for the fascinating talk about narrow boats he gave in January.

We started the year with some new faces on the management team, with Judith as our Rear Commodore Admin and Mike Clarke taking over membership from her. Hugh Kennedy is our new Cruiser Secretary and Paul Mothersele is now filling the new post of Youth Co-ordinator with Tom Durham as our junior/youth captain. Please give them all the support you can, as they come to terms with their new responsibilities.

In early January, the footbridge beside the Club was removed by a crane even bigger than the one we use for the cruisers. Apparently, its reinforced concrete beams were in bad condition and if you recall the foot path on the bridge also puddled badly after a downpour. Captured here are some pictures before, during and after the new bridge was installed. There is no truth to the rumour that this was a trial run to open up the lock in preparation for a new marina for shallow draft cruisers on the Mill Pond!

With only a few weeks to go before the start of the sailing season there has not been the frenetic activity I had expected in the cruiser compound, with the exception of Malcolm Bishop, who appears to be bringing “Ultima” back to factory condition once again. That said, I have spotted a one-legged sailor undertaking some work on “Florya” during the working week but I have yet to spot the parrot! (Since I wrote this, a few more cruiser owners seem to have re-discovered their boats. It must have been the fine weather but no sign of Alastair yet!)

Looking ahead, we will be holding the cruiser supper on 17th March, where the winning Yoke and Folly Trophy skippers will receive their glassware. Dinghy racing starts again on 7th April (Easter Saturday). Midweek cruising starts again on the 19th April, which is the same day as the WOW visit to Cobnor. The first cruiser race of the season to Folly Reach is on the 21st April, providing we achieve a successful midweek lift-in just before Easter. Cruiser owners need to be aware that we have introduced a number of changes to the GSIs this year as well as new handicaps, in part to reflect past performances. Please see the relevant articles provided by Hugh and Russ.

On the home front, the new sound system was installed in time for the Turkey Supper and was successfully used for the draw; linking systems in the bar, mezzanine and Function Rooms together. It was also used by Mike Lillywhite to keep the dinghy sailors in check at the joint prize giving. To complete the system we intend to purchase a video projector suitable for use both in the Function and Training Rooms. Shortly, we are due to install an industrial water softener in the Malt House to stop the showers and holding tanks scaling up. Once it gets warmer, we will be upgrading the office but first we will be removing the two old inefficient gas boilers and replacing them with a single high efficiency combination condensing unit. During the season, we also intend refurbishing the boatshed. You may have also noticed that we have some roof panels down beside the pool table on the mezzanine. During the winter storms, a lot of water was blown in and we may well have some major and potentially expensive work to do in this area.

The Club, and Emsworth in general, have suffered from a lot of vandalism over the past few months. Our harbour master, John Davis, reported that services to the jetty and pontoon had been cut; whilst the door to our start hut has been kicked in and badly damaged twice. During the construction work in preparation for the new foot bridge, many of the barriers, signs and recovered bricks were thrown over the Quay into the water one night. Only recently some (the same?) youths lifted the iron gate off its hinges by our patio and came up onto the balcony, then up onto the roof via the gully breaking tiles as they did so. Each time the police have been contacted but without hard evidence it is difficult to bring the perpetrators to book. A digital photo would certainly help if you have a camera or phone to hand, if you are around when another incident occurs. However, I believe we actually need a surveillance camera at the bottom of South Street to overlook our quay, car park and beyond to the promenade around the Mill Pond. I would welcome your views – Please email me at: commodore@emsworthslippersc.org.uk

And Finally I would like to pass my sincerest thanks for all the support and encouragement I received after my operation in late November. I am back to full fitness once more, and looking forward to another year at the helm of the best Club in our harbour.

Julian Murch
Commodore

Dinghy Matters

No report, as everyone is in hibernation, apparently!

Cruiser Secretary Report

As another winter turns to spring, the days get longer, the jobs on the cruisers begin to get more urgent, with the smell of fresh paint, glue and polish lingering in the air; we know that the new sailing season is on the way! To wet our appetite for the season ahead, we have got the Cruiser Supper to enjoy, the Lift-in to prepare for, followed by sea trials to try out our new gadgets, sails and gear.

Once again the ESSC has got a full and fun packed sailing programme to look forward to, with all the usual favourites plus one or two fresh places for us to visit and explore. I wish I could claim this impressive programme as my own! But I must thank my predecessor Russell Wolstenholme for his excellent handover and for totally setting up the superb sailing programme for the coming year. Thanks Russ!

The Sailing Programme: For the hardened racers, and those that simply like to cruise in company, the season starts off with the familiar run of visits to Cowes. This includes two stays at the Folly Reach for the Cranwell Cup and Pursuit Race and an Anchor Trophy/ESSC first visit to Shepherds Wharf. This year the Bell Trophy takes us to Buckler's Hard Marina, a beautiful spot, but a challenge for those with long keels to escape the river entrance at the bottom of the tide for the Back Passage start home! The Phillips Cup makes a welcome return to Lymington Yacht Haven and more LTYC excellent cuisine! The Folly marathon around the IOW has a later than usual overnight stop at Yarmouth this year and consequently no meal has been booked but we have indulged in step ashore pontoons (ESSC only)! The Ladies Race makes a welcome return to the ever popular Hornet Sailing Club. The Yoke again concludes at Warsash SC – My turn to try and sweet talk a better meal! Finally, we have a chance to live the high life, shop 'til we drop and ogle the night life at the Nab Dash's hip venue: Gunwarf Quay. These trips are great fun and an excellent way to meet fellow ESSC club members, so if you have not tried one before, make this the year!

For those wishing to travel a little further, we have again scheduled a May Bank Holiday cruise to St. Vaast. Chris and Jean Morrin of ESC are making the usual arrangements for the big party on the Saturday night. So what better way is there of starting your summer cruise or sharpening your navigational skills than a cruise in company to St. Vaast? For those who want a little help, support and encouragement before venturing across the Channel, I hope to hold an evening of preparation and planning at the club nearer the time with some seasoned help on hand.

The August bank Holiday cruise has still to be decided but in the past this has been less reliant on marina berths and restaurants and more focused towards seamanship, anchoring, galley cuisine and a bottle of chateaux bilge. I see no reason to change this tradition!

The Russell Cup: A new cup has been added to the list of cruiser trophies. It will be presented annually to the best performing twin or triple keel boat in the combined Series and Back Passage Series races. In single fleet racing in the Solent the slower bilge keel boats are inevitably disadvantaged by the caprices of weather and particularly tide. Russ and Linda Wolstenholme, who have generously presented the cup to the club, hope that it will recognise and encourage more participation by bilge keel boats. Thanks Russ & Linda!

Cruiser Handicapping: A special thanks must go to Linda Wolstenholme for continuing to run and fine tune her very successful handicap system. Using high level statistical data (so it must be true), Linda has even come up with a cunning plan to help rein in some of the more slippery boats in our fleet:

The new formula based cruiser handicapping system, applied for the first time in the 2006 season, worked very well. Adjustments are being made for the 2007 season, based on personal performance and also for the Back Passage Series.

Last season, 16 boats completed 2 or more races and the overall performance of these boats has been assessed for each race they completed using their race position relative to the number of boats raced against. These 16 boats will have their handicap numbers adjusted by a small amount –

A number in the range -8 to +8. The process will be repeated annually and will result in a more cohesive fleet with even closer corrected race times than was the case last season.

In the past, if a boat owner declared at the start of the season that they would not use a spinnaker or cruising chute in the Back Passage Series then a 40 point allowance was added to their normal handicap number. The flaw in this system was that when a back passage race took place in conditions where it was either not possible or sensible for any boat to fly a spinnaker/chute then boats with the allowance had an unfair advantage over the rest of the fleet.

For 2007, skippers will be asked on all Back Passage race declarations to declare whether a spinnaker/chute was hoisted at any time in the race. If a skipper declares that a spinnaker/chute was hoisted then the boat's normal handicap number will apply. All other boats will have their handicap numbers raised by 4% for Back Passage races (thereby giving more points to slower boats than to faster boats).

Work is ongoing to keep the handicap formula under review, particularly with respect to bilge keel boats where we have less data than for fins. We want to encourage more boat owners to complete a club handicap form even if they do not intend to race, although obviously race results will make the data more useful. So, why not join the fleet, after all everybody can enjoy the venue party regardless of where they came in a race!

Late starters: In recognition of the fact that it is not always easy to make the start line on time, especially when the wind and tide conspire against us, a new rule will apply with regards to the use of your engine:

8.2 *Any boat not having crossed the starting line and not being nearer than two cables from any point of the line may use her engine or be towed to assist her in reaching a point not less than two cables length from any part of the line. This applies after the preparatory signal and the start. Except for a competing committee boat any boat which uses her engine within two cables of the start line after the 4 minute signal has been given, and before crossing the start line, shall incur a five minute penalty on elapsed time.*

And in further recognition that late starters have enough problems to contend with without attracting a further 10 minute penalty:

15.0 *LATE STARTERS: A late starter will be defined as a yacht, which does not sail in the vicinity of the starting line, between the preparatory signal and the start of the race: see also 8.2. Late starters will leave CRB to starboard within 20 metres and their elapsed time will be calculated from the starting time of the race to the yacht's finishing time.*

So do not worry if you are a bit late, join in and you may catch up!

Radios: A lot of us, if not most, have now got VHF radios equipped with DSC. At a recent presentation at the ESC (you were all invited!), the representative from the coastguard encouraged us all to help free up channel 16 and use the DSC function more often for both routine and coastguard calls. The now familiar ESSC yacht register includes all known club MMSI numbers, so let's make an effort this year to start using them on each other, maybe set up a group and use our new VHF's full capability! I suggest that for club races we nominate/use the working channel M (or 37) on **low power** for pre-race, start and race chatter.

Last of the Summer Wine: For those lucky enough not to be limited to weekend sailing there will, I am sure, be the usual midweek excursions. What a lovely place the Solent is midweek! I for one would like to know more about what I am missing. So a write up from a midweek correspondent could be a very welcome inclusion in the next newsletter? - Any volunteers? Roy? (Articles for future newsletters are welcome at any time – Editor).

I am a new boy at this Cruiser Secretary role, so please excuse any inevitable lapses and omissions that may occur during the year! If you have any ideas of how to improve the lot of the ESSC cruisers please do let me know. Wishing you all a very enjoyable cruising season.

Hugh Kennedy
Cruiser Secretary

Junior / Youth Section

Hi, I'm Tom Durham, the new Junior Captain. Many of you will know me from around the Club, but for those of you who don't - here we go! I started sailing Toppers at Slipper when I was 12 or 13. Thanks to the brilliant training on Wednesday nights, I was good enough to get into the Topper Zone Squad. Then, the next year, the Topper National Squad, racing in National, European and World championships. After that, I had a brief spell in Lasers before moving into the 29er. I now race a 29er locally and in national competitions, representing ESSC.

This winter has been very busy for the junior section of the club with loads of sailors training hard all over the country. So this summer all you adults had better watch out!

2007 should be a great year for the Juniors, with Slipper hosting the Junior Regatta on the 14th July. This is set to be a great event both on and off the water, so I hope to see you all there!! Also, don't forget the Topper Traveller on the 17th June (with open training the day before). Wednesday night sailing starts with registration on the 18th April and has even more nights on the tide! Speaking from experience, this is a great way to improve your sailing skills plus a chance to learn from the more experienced junior sailors. All of this would not be possible if it wasn't for the adults who give up their time to help - Many thanks to all of them from all of us juniors. I look forward to seeing you all on the water,

Tom Durham
Youth Captain

A FEW THINGS YOU MAY NOT KNOW ABOUT OPTIMIST SAILING

A typical start at an event (picture removed – Editor)

At ESSC, Optimist sailors increasingly show determination and skill on the racing circuit. Like the Toppers, there is a well-attended racing circuit outside of the club for Oppie sailors. Many of our club juniors are travelling far and wide to attend larger open meetings in the South. A typical Optimist open meeting will attract on average 40-50 boats and this summer the open meeting at Lymington Yacht Club had 103 sailors on the start line!

Just being on a start line with 103 boats is a daunting prospect, although some of our Oppie sailors are used to a hectic line because of the excellent winter training programme run by the RYA and IOCA (International Optimist Class Association). Training at squad level starts with the RYA 'Southern Zone Squad' and as sailors improve, their training continues with IOCA who run the Development, Intermediate and the National Squads.

Slipper members that achieved Oppie squad status this winter:

Alex Mothersele	-	National Squad
Charlie Warren	-	Intermediate Squad
Georgie Mothersele	-	Intermediate Squad

In addition, Pheobe Warren and Ruth Allan are up and coming forces to be reckoned with and I am sure both girls will have a chance of securing places in the RYA Zone Squad next year. Squad places are difficult to achieve and to qualify for a place in the National Squad, Oppie sailors are required to be ranked under 30 out of 335 in the country! For the Intermediate Squad, the sailors must be ranked between 30 and 60.

Squad sailors (and their parents) also get the chance to see the sights of Great Britain, with training weekends held as far away as Pwelli (Wales). During these weekends, sailors train in open

waters for up to 5 hours a day and continue in the classroom until early evening. Finally, they have to socialize with their friends!

The 2006 Optimist National Championships were held at Pwhelli Sailing Club, where they had a record entry of 335 boats. Not many sailors can say they have sailed in a fleet that big! So, you can see Oppies are not just for learning to in sail on the millpond but are also a serious boat to race at a very competitive level - Most of our of Olympic sailors, including Ben Ainsley, spent time in the Oppie. I'm keen to encourage more Slipper sailors to follow this path, so if you would like to learn more about Oppie sailing beyond the Millpond then feel free to ring or email me (Contact details in the Club programme). More information can also be obtained from: <http://www.optimistsailing.org.uk/new/home.htm>. The association is FREE for the first year so why not join?

Paul Mothersele
Junior Coordinator

Women On Water Turn Poetic

Pussy Cat, Pussy Cat, you've been ashore
You haven't sailed for a month or more;
Spring's round the corner so let's get afloat
It isn't a problem if you haven't a boat.

Hard to remember where you've stashed your kit,
Your brain isn't working and you don't feel too fit?
Check out our programme and look at the dates,
Take yourself sailing with plenty of mates.

Twenty-two sessions from which you can pick,
To put in your diary pretty damned quick;
Then take your time and take your leisure,
As you dream of a season of sailing with pleasure.

New to the sport? Don't worry at all
We've patrol boats present with trained crew on call;
A little bit nervous and all of a fumble?
Come feel at home 'cos we're ever so humble.

It's Women on Water, we won't make you blush
Whether you drift or whether you rush;
Think of the fun on the water this year
Then ask yourself what on the earth you'd prefer.

(Wow! – Editor).

Mary Alston Mob: 07866-887610

ESSC Social Report

Welcome to the 2007 social programme! - We have a great year lined up for you. Please keep an eye on the website and the notice board outside the bar doors. Here you will find details of the next function. Coming up in the next few months: Cruiser Supper on the 17th March, Darts against Dell Quay Sailing Club on Good Friday, An evening of live jazz with cheese and wine in May and the Summer Ball in June - Themed as a beach party, you can be sure of some fun. We have a surf

board simulator and disco provided by Nick Pomfret amongst other entertainment. Please be sure to buy your tickets for events sooner rather than later - Last years events proved very popular with some members being disappointed as they had left things too late!

Sarah Thorsby
Hon. Social Secretary

Slipper Maid's Refit

Interesting things have been taking place behind the closed doors of the Bosun's shed. The cosseted RIBs have been thrown outside at the mercy of the elements, and The Maid has occupied pride of place for two months for the purpose of a thorough refit. This exercise has stretched the skills portfolio of the Bosun Team to the utmost, but the results have been outstanding. The main effort has been in the following areas:-

- The Maid has been re-engined with a new 20hp Beta diesel.
- The engine installation has been improved with a repositioned primary filter and stern greaser. A fuel bleeding pump, a transparent raw water strainer and a simplified keyless control panel have been fitted.
- New rubbing strake extrusions have been fitted to the gunwales.
- The hull has been filled and polished and the seats repainted.
- Her name has been repainted.
- New automatic bilge pump installed.
- All lines and warps replaced and spliced, fenders fitted.
- Antifouled and anodes replaced.
- Ensign and staff fitted.

She was re-launched on 19th December and satisfactory sea trials were conducted during which 'Tye' was moved to its correct position. This was very much a labour of love for the Bosun Team – Most Club Members have a bit of a soft spot for The Maid and the work was completed on time and to budget! The folks at Beta were very good indeed – They gave us an excellent price and lots of extra bits and pieces. They were most approachable and friendly and their product is first class. The method of operation of the engine is much simplified and no longer involves an ignition switch. Please read the Handling Notes below before use. The Team has acquired two new members over the past few months and now consists of the following (craftsmen all, mostly):
Tony Corno, Trevor Davies, John Fifield, Clive Frost, Harry Hatley, John Hitchcock, Julian Mandiwall and Rex Riddington.

Rex Riddington
Bosun's Locker

Handling Notes for Slipper Maid

STARTING

- Unlock padlocks, place locks in pocket provided and open engine cover.
 - Check oil and water contents and rotate stern greaser a quarter turn.
 - Turn both battery switches 'on', then close engine cover.
- DO NOT TOUCH THE COOLING WATER SEACOCK. IT REMAINS 'OPEN AT ALL TIMES.**
- Ensure throttle/gear lever is in neutral and disengage gearbox by easing lever outwards, then open throttle slightly.
 - Push 'Heat' button for 5 secs max. A longer time is unnecessary and harmful.

- Push ‘Start’ button and allow engine to warm for a couple of minutes.
- Check that water is coming out of the exhaust pipe – STOP engine if not!
- Return throttle to idle and proceed as required.

STOPPING

- Press ‘Stop’ button.
- Open engine cover and switch off batteries, leaving battery keys in sockets.
- Close and padlock engine cover.
- Return keys to boathouse

DO NOT TOUCH THE COOLING WATER SEACOCK. IT REMAINS OPEN AT ALL TIMES.

Please leave The Maid as you found it – in pristine condition. Report any problems to the Bosun Team in the book inside the boathouse.

Fisherman’s Walk

Fisherman’s Walk is probably best known among the club’s dinghy sailors as a hazard to centreboards, catching the unwary with a sharp “bump” as you cross from the western edge of the channel towards ESC. Many will remember it as young children, walking out to sea in wellie boots with soft smelly mud on either side. It has also been a life line when returning from down the harbour when a dying breeze and a strong ebb tide prevented return before the water had gone. It was possible to land at Second Hard and walk ashore leaving your boat to be recovered the following day, and you could wheel a dinghy up the path. Fisherman’s Walk is now in a poor state of repair having not been maintained for some 30 years and the hards have given way to soft mud, preventing their use as landing places. Much of the path is made from gravel that has been added over the years but in places it is possible to see the original underlying bundles of branches (also called faggots), which form a base or foundation for the path. Unfortunately, the repairs in the 1970s used concrete edging boards, which were definitely not centreboard friendly!

The history of the path is very much tied up with the Emsworth oyster industry that thrived in the 19th century. Study of detailed maps from the late 1700s and early 1800s clearly show Fowley Island but no indication of Fisherman’s Walk. However, it can be seen on a chart from the mid 1800’s, following its present course as far as Fowley Rithe and finishing directly opposite Fowley Island. It is known that Fowley Island was used as an oyster bed, so it seems likely that the path was used for transporting the oysters to Emsworth. It is possible that a causeway ran across Fowley Rithe to enable access on foot to the island at low water. Unfortunately, all this came to an end in the “Great Oyster Scare” of 1902 when the Dean of Winchester died from eating Emsworth oysters that had been growing in beds fed by raw sewage from the newly constructed sewer system. It is also possible that the walk was used to haul or “warp” fishing boats along Emsworth Channel and this may explain its name. With boating increasing as a leisure activity during the 20th century, the path became more popular as a means of returning to the shore at low water and of course for anyone to experience walking out across the mud in complete safety.

There is a growing body of opinion in Emsworth that believes it is time to do something about repairing the path as far as second hard before it is lost forever, using traditional materials and removing the concrete. A small committee has been formed, led by Roger Bleasby, involving the Conservancy, the Friends of Chichester Harbour and both Sailing Clubs to see how this project might be taken forward. Watch this space!

The above photograph (removed – Editor) was taken in the early 1990s and shows the course of the path, with an orange dinghy moored at First Hard and Second Hard bottom left.

James Mant Vice Commodore

A NEW FACILITY

Members may be interested to note that the wind direction can now be ascertained externally from the club. This cunning apparatus obviates the need to climb the internal stairs and peer at the dials half way up the stairway to the bar. Dinghy sailors will soon realise the benefits of this facility before venturing on to the water and if they have any doubts as to the finer points of use, they will only have to ask any of the Oppie sailors how to avail themselves of the provided visual information. The Club was most fortunate in being able to provide great community support to the local fire service by offering this great training opportunity for their operatives. Once again, the club is indebted to enthusiastic volunteers and there are no apologies for naming them:

Donor of original vane: **The family of BARRY OLDHAM, in his memory.**

Fitting of original vane by ladder held by **STAN BUCK: COLIN OILLER.**

Reason for removal of pointer: Miserable **EX-STEWARDESS** (unable to sleep).

Location of original pointer: **UNKNOWN.**

Site photographer and surveyor: **JULIAN MANDIWALL** (courtesy of **BOMBER**).

Permissions: **JULIAN MURCH** and premises committee 2006.

Refurbishment of original compass-points and base, drawings and metalwork, silent bearing construction, engineering of new pointer, shaping of the Slipper to his design, general de-rusting and recoating: **REX RIDDINGTON (a.k.a. THE BOSUN).**

Inspiration for Slipper Design: **Mrs. MAUREEN RIDDINGTON.**

Support (spanner supplied by **HARRY HATLEY**): **BOSUN'S TEAM.**

Dismantling and refitting: **CHRIS LUNN.**

Turntable ladder to access roof for work to proceed: **FIRE BRIGADE**

It is a sincere hope that the design of the Slipper will stir a few memories without causing mental or physical stress to male members. It is also hoped that the pointer's unending journey will not disturb our cherished and cheery stewardess' slumber.....

Anon

CHRIS TARRANT

In 1973 I attended the Club's Annual Dinner Dance and Prize giving. Colin Urry was Commodore at the time and it was to great acclaim that he awarded the Silver Slipper to Chris Tarrant in recognition of his dedication to the Club as the Rescue Boat Skipper. Many of the members present on that occasion had cause to be thankful that Chris had stood by them in moments of capsize or for a tow home for lack of wind. Today I was amongst his family, friends and many RNLi crewmen attending his funeral and thanksgiving for the life of a wonderful man, who for as long as I have known him has dedicated himself to the saving of souls from the sea. After the service a reception was held at the Slipper when we were able to raise a glass (pints of course) to his memory and to swap yarns of his exploits. It is such occasions that bring home to me how the years are slipping bye. Fifty years ago all my friends were having twenty first birthday parties. Next it was all wedding parties. Then christening parties as children arrived, followed by some more wedding parties (not so many now as some of our children prefer to have partners rather than spouses). More christenings for the Grand-children and now its funerals! But even funerals can have their happy side as they so often bring families together when they have been scattered to the four corners of the Country/World. Friends can renew friendships and not only recall all the fun of the past but determine to live to the full every moment that's left of the future.

For those members who have joined the Club in later years and have not had the good fortune of knowing Chris, I will try to tell you a little about the man who was a superb club member and who, I am afraid to say, we sometimes took too much for granted because he never made a fuss and was always there to run the rescue boat whenever there was a race. I cannot recall Colin's exact words when he presented the Silver Slipper to Chris but you may be sure that on that night we all recognised how much Chris had done for us. The rescue boat at that time was a Cheverton with an air-cooled Lister Twin engine, which most of you will know, was a magnificent work horse. No namby-pamby electric starter, just a good old manual crank. In the 70's it was the practice of Pop Parham, a revered founder member, to make a model boat for a deserving member and he made a model of the Cheverton for Chris. Chris's teenage son Nick often accompanied him in the Cheverton and was taught to handle the Dory, which had a Mercury 50. Nick was telling me today about the time he was put in charge of the Dory on the day of the Nab race and was told by his father to go like hell to keep up with Andrew Turner in his Flying Dutchman. The "Health and Safety" Police wouldn't let us send a teenager in charge of a dory out round the Nab now!

Chris' was a wireless operator in Lancaster and Lincoln bombers during the war. Like so many veterans, he did not talk much about his war experiences and it was not until 1984 that the five aircrew members managed to trace each other and have a reunion at Hendon, which they repeated annually until the grim reaper started to call their numbers. Chris was the last of that crew. After the war, Chris worked in the building industry until 1970 when he was taken on by the Building Control department of the West Sussex County Council. This job involved him in visiting sites all around the County and he often found himself in Selsey, where he soon struck up an association with the Selsey lifeboat and its crew. I suspect that he may well have wangled the odd trip on the boat. Rumour has it that on one occasion he drove to Selsey in eleven minutes telling the police that he was on a call to the lifeboat!

Chris joined the club in 1970. He bought a small boat with an outboard engine but the first family voyage to Fowley Island was not a success. His wife Enid declared that boating was not for her and never went out in it again (sounds familiar). But Chris was not a man to give up, so he decided to sell the boat and take on the roll of rescue boat skipper, which he filled with distinction.

His knowledge of the building regulations was called upon with great effect during the renovation work on The Mill. Having a gamekeeper on the poacher's side is a distinct advantage! He was afloat doing service in the rescue boat in 1981 when his father had a heart attack and the fact that he did not know about it until it was too late upset him very much. It was in the days before mobile phones and nobody thought to ring the Club and get them to contact Chris on the radio. Chris decided that it was time to give up the rescue boat duties. He still retained his connections with the Selsey lifeboat, though and in 1988 Enid was encouraged by Thelma Parham and Min Holt to join the Emsworth RNLI Fundraising Committee. Inevitably, Chris was roped in to help in all their events and this led to his joining the Hayling Island Lifeboat Station as a Shorehelper in September 1993. He helped to recover and refuel the Lifeboats on completion of their service. In those days, the boats were launched and recovered by winch, which could be heavy work, particularly in rough conditions. Chris acquired all the necessary skills with ease and although he could never get over to Hayling in time for a launch he always responded to the pager to assist with the recovery and enable other volunteers to return to their employment or even bed depending upon the time of day or night. Later, the manual aspect of launch and recovery was largely replaced by 4 wheel drive tractors.

When the RNLI introduced a policy of compulsory retirement above a certain age (Health and Safety police, again) Chris could no longer be involved in operational duty. However, in true form, he volunteered his services in fuel management and ensured that boats and tractors were always topped up with fuel. In addition, he became Boathouse Manager greeting members of the public, showing them around and generally chatting with people. He was a caring and compassionate man who could communicate across all generations. Behind the scenes, he was always tinkering with ideas on how to overcome problems and invariably came up with a solution by the next weekend. One solution was a portable support for the flexible fuel saddle tanks and another was a hull

support for the D Class Lifeboat - Both of which are still in use today. In the words of Nigel Roper, the LOM of the Hayling Station who gave an address at the service "His dedication and enthusiasm has served as a shining example to the younger generations of the Lifeboat Service. We will miss his dry wit and good humour. He will not be forgotten. Christopher – A good job, well done."

It is a tribute to the esteem in which Chris was held by the RNLI that twenty members of the Hayling Island station attended the service and the reception afterwards.

Mike Hackman Wednesday, 14 February 2007

JOSEPH

As you may know our little lad Joseph sadly passed away on 1st January this year. Jill and I just want to thank Slipper members for all their kindness and help through the 15 years that Jo was with us. He loved the club (especially when the crane was working) and you always made him feel so welcome and special. It was a great tribute to him that £2200 was raised at his "celebration" service to split between Naomi House Children's Hospice and Rachel Madocks special school. We should also like to say how much we appreciate the overwhelming support given and offered to Jill and I at this hard time.

No doubt Jo and Colin will be watching the forthcoming lift-in as they are great pals!

Jill and Julian Mandiwall

ESSC JUNIOR CELEBRATION OF SUCCESS 2006/7

The achievements of Slipper's Junior sailors were celebrated in a recent event at the Club. Dozens of youngsters, their proud parents and interested friends were welcomed by James Mant, Vice Commodore. Guest of Honour, John Robertson, is the helm of the World Champion Sonar Team and his talk focussed on the importance of good communication in the crew. His second theme was "enjoyment in sailing" which was interesting in the context of a very serious challenge for the gold medal at the Paralympics in Beijing.

Paul Mothersele, ESSC Youth coordinator, introduced the awards for the dedicated group of older Juniors who help to run Wednesday Night Youth Sailing throughout the summer. Awards went to Mark Mansfield, Nic Rea, Tom Kennedy, Rick Kennedy, Theo Galyer, Alex Thorsby and Tom Durham.

Over the past few years, ESSC has developed large numbers of talented young sailors who have been selected for RYA Regional and National Squads. This winter in the Topper Zone Squad are Emma Durham, Billy Miness and Kieran Wood (See below), while no less than twelve youngsters have been selected for National Squads: Hamish Ellis, Ben Hodges, Jon Holmes, Mike King, Pete McCoy, Phil McCoy, Alex Mothersele, Georgie Mothersele, Jack Spencer, Charlie Warren, Freya Yoward and Max Yoward. (See below left): In introducing the award winners, John Galyer spoke about the dedicated support that they had received from their parents.

This involved considerable amounts of cash but most of all the time spent travelling the length and breadth of the country.

A further category of presentations went to the Club's "next generation" sailors – Those starting out in local and regional competitions. They were awarded "Club Colours" in the form of a cloth badge to be sewn to the back of their buoyancy aid that proclaims them as members of Team Slipper. Proud winners were Ruth Allen, Jo Austen, Luke Austen, Sam Cooper, Henry Cunnison, James Cunnison, Mollie Gilbert, Robin Hope, Lily Summers, Barnaby Thorsby, Phoebe Warren and Brendan Wood (see below left).

Junior Coordinator, David Valentine spoke of the outstanding support given to Slipper Juniors by their key sponsors, Harbour Chandlers. A framed Certificate of Appreciation was presented to Harriet & James Thomson that recognised their major contribution to the success of our Junior operation. When you next visit the Emsworth Chandlery, look for the Certificate in pride of place behind the serving counter!

Junior Captain, Tom Durham, moved the vote of thanks to John Robertson and presented him with an engraved Slipper glass. The proceedings ended with canapés lovingly prepared by Sarah Thorsby.

John Galyer

And Finally....

As some of you know, my trailer sailer Buster (a Hunter 490) has recently been overtaken in my affections by the new Buster (a Hunter Sonata). This means that I now own too many boats and the Hunter 490 is for sale. So, hoping that I am not abusing my position as Editor and that no one is offended by this august publication being so cruelly sucked into the materialistic world, anyone want to buy a Hunter 490?! One or two careful owners (and me!), she has given me lots of pleasure and can be yours for a very negotiable amount of hard currency.

Go on, give me a ring. You know it makes sense!

Martin Perry
Newsletter Editor