



SLIPPER SAILINGS

March 2004

From the Eye of the Commodore

The AGM and Christmas have passed, 2004 is here, and the warmer sailing season is approaching fast. The Slipper is as poised as ever to maximize all the opportunities of our amazing sport – and to endeavour to provide all of us with a safe, but exciting and fun environment in which to sail and socialise with like-minded people.

Well, almost safe. It does appear that the inherent perils, recently highlighted in our accident book, are the dangers that befall the aficionados of model boating. One member broke his arm while undertaking a very complex piece of finger work on his joy sticks, and intense concentration by Chichester's Harbour Master triggered his ignoble immersion in the Mill Pond. Well, a metaphoric immersion anyway, for he is rather tall.

I have recently returned from a fact-finding mission to India and one of my tasks was to see how much we could learn from a short sojourn at the Royal Bombay Yacht Club. The club retains its name, but is located on the waterfront in the city of Mumbai (formerly Bombay). There are many adventures I can relate, but the most relevant is the amazing degree of service offered in the lounge bar. We really do lag behind. Imagine wandering into the bar at the Slipper, taking a comfortable chair, lifting the small inlaid brass bell from the

polished teak table surface, shaking it with just the correct amount of wrist action to elucidate a light tinkle – and WHOOSH, someone in a smart sailor-suit (squared collar, shorts and knee socks) appears, with nibbles, to take your order in an instant. What's more, you aren't charged until you are ready to leave! I am already in conversation with Jenny over this exciting innovation, but for some reason she has stopped taking my calls....

I am currently feeling sad but glad: sad to be in my last few months as Commodore and coming to the end of what has been an important and pleasurable era in my life; and glad because we all need a change, and frankly I could do with a bit of a rest! I do wish that the fire alarms would not go off at random intervals – but on the other hand, better a false alarm than the ultimate catastrophe to our beautiful club.

Please do not forget that your General Committee and Flag Officers are here to serve the club. Please get in touch about any matter that concerns you, or with any suggestions you may have. General Committee meetings are open to any member, and there is a suggestion book in the bar. Volunteers are always needed for many different duties – from the bar to digging holes, from deciding on furnishings to writing the next panto! If you are not getting club e-mails it means you are not on our e-mail list, so please let one of us have your address if you wish to be

included. This is your club, but without you, it is nothing.

Enough! I wish you all a really great sailing season and encourage you to join in with the cruisers and dinghies. I know how daunting it is to take part in an unknown scenario when perhaps you have never participated in that particular activity. Never forget that all the participants felt like that originally, and as they understand this so well from their first venture they will be delighted to give advice and help, never presuming your questions as 'silly'. Please don't forget to have lots of fun, but please remember just how dangerous the water can become if you lose that weather eye that becomes 'second nature'. The more experienced you become, the more your guard can drop. Be safe.

I'm off to buy my bells now....

Julian

Dinghy News

The Hare and Hounds series was a great success again this year, with up to 35 boats taking part in some races. Thorney Island SC have been getting stronger and stronger with their fleet of RS400's, and this year they took the lead halfway through the series. It was all down to the last race. With a tremendous effort TISC took the first four places to ensure they won overall. Well done to TISC and all who sailed in the series, especially Francis King and Caroline Miles who braved the elements to crew in fast asymmetrics – they gained a lot of experience and enjoying every minute (well almost!!!).

The Slipper Shiver went ahead despite conditions that made cancellation a possibility. Thanks to a great team effort £60.00 was raised for charity. Steve Cockerill from Rooster

Sailing was the convincing winner in his RS300.

On to this season and the new style programme is now complete. Many thanks to Dave Valentine for all his hard work putting it together and sorting out the printing. As usual we are relying on many of you to carry out duties during the year. Please look through the programme and make a note in your diaries now. If you can't make a duty please find someone to swap with and then let me know.

The short course races have been very popular, so as a trial we are running them from the beginning of the season. I know you are all keen to get on the water so I hope we have a good turn out. The first races will be over the weekend of April 3rd/4th.

Coached racing will take place on Easter Sunday and is ideal for anyone wanting to give racing a try. Help will be available on all aspects of racing, from rigging your boat to taking part in short races, and with tips on improving your sailing. All welcome, so please contact me or look out for the notices.

Dinghy Park stickers will be allocated soon. Please read the instructions that come with it. Could you please make sure your sticker is placed on the mast above the cover or on the transom, if you have a Topper or Laser, so it is easily seen? All boats without a visible sticker will be treated as if they haven't got one and removed from the park.

If you have any suggestions or ideas on improving sailing at Slipper please contact a member of the sailing committee. We are always keen to hear your views and ideas – remember it is your club.

Hope to see you all on the water soon.

Mike Lillywhite
Dinghy Secretary

2004 Social Programme

We have a good range of social events planned for 2004. The programme includes 'traditional' Slipper events like the Summer Ball (10 July) and the Turkey Supper (18 December), although we are roasting a hog instead of a sheep for the Regatta Disco (31 July). The new format for the Prize Giving went down very well last year so will be repeated (20 November). In addition, by popular request, we will have a Dinner and Dance (23 October) to celebrate the end of the season.

An evening of music from the Emsworth Concert Band and fireworks promises to be a memorable evening (5 June). The band will play a combination of marches, swing, singalong and the Britannic Salute to commemorate the 60th anniversary of D-day.

Other events include a Murder Mystery Supper (25 September) and a Barn Dance (17 April).

A family BBQ and Treasure Hunt, and a Skittles Week (7 – 13 November) are also planned.

We will look at the format for New Year's Eve, to see if we can attract more types of members – suggestions welcome.

Please keep an eye on the notice board in the club and on the website for details of coming events. We would like to attract as many people as possible – not just the regulars but those who perhaps have not participated so much in the past. As well as being enjoyable it is a good way of meeting other members.

If you have any comments or suggestions about club social events please e-mail me. We have a very active Social Committee made up of: Pat Haysom, Jane Taverner, Ann Lanchbury, Ann Brooks, Sandra and Richard Swaine and Sarah Thorsby

who look forward to meeting you at the next Social event!

Alan Power
Social Secretary

Training Odds

The powerboat courses are under way and seem well subscribed, so let's hope for a drop of winter sun. One of the best parts of these courses is the broad mix of members, though we did get a bit swamped by the cruiser guys a few years ago when the French got insistent on qualifications.

On a personal note, could I say how pleased I am that Tony Gaunt has stepped forward and become the new RYA Training Principal. He seems to be just the guy to get me organised – well done mate!

On a double personal note, I would like to say that the Slipper Shiver race team was the best I have ever worked with. A pursuit race is always a bit dodgy to run in the winter as it has to be borne in mind that the Toppers will have 45 minutes longer on the water than the quick boats. If we could keep this team together it would be great. Incredibly, some have already volunteered!

See you on the water or in the bar.

Roy Gardiner
Training co-ordinator

Calling all Instructors

Anyone wishing to instruct on any of ESSC's RYA courses in the future **MUST** be listed on the Club's Register of Instructors. Details of this Register are also held by the RYA. If anyone wishes to be included on this Register (and has not already done so) please

send the following information to Tony Gaunt, the Club's RYA Training Principal, via e-mail or the Club's internal mail system:

1. Your date of birth (yes, the RYA really DOES want to know this!).
2. A list of all Instructor qualifications held.
3. The date of obtaining each qualification.
4. Whether certificates held are Inland or Coastal.
5. Approximate number of courses per year you are involved in, for **each** qualification.
6. The date of the last course you were involved in, for **each** qualification.
7. The date of obtaining your current First Aid Certificate and/or its expiry date.
8. Your RYA Membership Number (if applicable).

Please note that persons not on the Register will NOT be able to instruct on any of ESSC's RYA courses in the future.

Tony Gaunt
RYA Training Principal
tonygaunt@rya-online.net

Club Waste Transfer Notice: What We Can Legally Put in Our Dustbin

I signed this note on behalf of the club last month. Would all member please note that we **ARE NOT** covered for anti-foul paint tins, old engine oil or dangerous substances. Please take these away: do not leave them around the club compounds or put them in the club dustbin.

Don the Gas

Club Photos

Do you have any significant pictures relating to ESSC?

This year I am starting to archive all of our photos and you might have some tucked away. I am looking for anything you feel ought to be included. They can be ancient or modern, sailing or buildings – anything really! Examples might include the first Topper Open, or something relating to WOW.

If you have digital photos, please talk to me first.

You must be able to date and name the photos (in pencil on the back). Leave in an envelope with Jenny, and I'll confirm receipt. All photos will be returned.

If you want to discuss, then contact me or leave me a note at the club and I'll get back to you.

Eileen Higham

Emsworth Chandlery

The Emsworth Chandlery has been taken over by the Thompson family and ESSC wishes them every success in this venture. You will be pleased to know that the same discount arrangements to bona fide members of ESSC will be maintained – just ask for details.

WOW

Try a Boat Day at Cobnor

Following two very successful days last year, WOW has arranged an opportunity to try all sorts of different dinghies and sail in a different part of the harbour. Experienced instructors and patrol crew will be on hand.

Dates: Thursday 22 April and Friday 23 April.

Time: 0930 – 1430 (this is to be confirmed but will fit with the school run).

Cost: £25 per day. You are welcome to come on both days – people did last year as it was such fun.

Cobnor provide limited kit, but please be prepared to provide your own footwear. Beginners are welcome, but not complete first timers.

So, if you feel you would like a chance early in the season to develop your confidence in good company or extend your experience sailing different boats, please call Ruth Austen or Mary Alston.

PS: WOW have organised this but it is open to all. Places will be allocated on a first come first served basis.

Mary Alston

Dancing Santa Challenge 2003 Won by Roy Scott

Poor sailing conditions on Boxing Day led to a 24-hour postponement of ESSC's annual Radio Sailing Dancing Santa Challenge for 1 metre boats. A strong field of 13 turned up for the re-arranged event. Excellent sailing conditions in bright sun and shifty conditions provided a strong challenge for the competitors.

A triangular course was set, with the wing mark close to the western shore. This proved the downfall of many as the wind in that area was very light. Starting was off a short line close to the pontoon, which provided very exciting action.

Race 1 was won by a surprised John Galyer, not noted for his appearances at the front of the fleet! Neither of the favourites, Chris Treagust nor Roy Scott, completed the

race. Roy dominated the next 3 races, while Chris sorted out some boat problems. Chris won the last 3 races in fine style.

A consistent performer was Anthony Reeves, who finished all races in the top 5. This was sufficient to win him a very creditable 2nd place overall. Chris Treagust's early problems pushed him down the ranking to 3rd overall.

A delighted Roy was presented with his trophies by Radio Sailing supremo, Dick Howell.



Dick Howell presents Roy with the trophy.

John Galyer

Yacht Corrosion and Prevention: GRP

The problems outlined in a previous *Slipper Sailings* can, in most cases, be prevented by the yacht designer and builder. Corrosion prevention should start at the drawing board: avoid two different metals (i.e. stainless steel and bronze) being in contact and underwater; make sure anodes are installed correctly and suitable sized wire connects metal underwater fittings and the engine block; bond over the shaft coupling; and fit anodes where possible.

Don't complain if anodes need replacing each season – they are doing

their job and are called sacrificial anodes – and don't bond in keel bolts.

Next time this short series will cover the additional problems with wooden boats.

Harry Hatley

Friday Lunch

Mark and Bev are back serving their delicious food. Take your pick of their curries, casseroles, famous club BLT, toasties and kid's menu.

Friday 1200 – 1400

Saturday and Sunday 1200 – 1430

On Sundays take the weight off your oven and try the Sunday roast.

ESSC Good Food Guide 5 star Award!

The Three Peaks Yacht Race

Many of you may know Susan Rutter, a member of Emsworth Sailing Club, who was diagnosed with, and treated for breast cancer last year.

Since her recovery Susan has completed several fund raising events for cancer charities.

Her latest project is 'The Three Peaks Yacht Race – 2004' to raise money for Breast Cancer Care and St Wilfred's Hospice, Chichester. The all girl entry '[5girlsinaboat](http://www.5girlsinaboat.org.uk)' will be on the starting line on 26 June 2004 at Barmouth, Wales. This gruelling race will take the crew to Caernarfon for the ascent of Snowdonia, Whitehaven Marina for Scafell Pike and finally to Fort William and the climb up Ben Nevis.

If you would like to find out more about the project or make a donation, please write to [5girlsinaboat](http://www.5girlsinaboat.org.uk), PO Box 73, Emsworth, Hampshire, PO10 7ZF

or have a look at the new website www.5girlsinaboat.org.uk.

Susan Rutter

Coastal Skipper to Yachtmaster

It had been an inhospitable day with a grizzled sky. A hint of mist had lain in the air all day. It was December 1993 and three would be Coastal Skippers were huddled round a trestle table downstairs at the Slipper for a briefing from Mr Toad. 'I only have two rules on my boat: gentlemen sit down to pæ and no alcohol will be taken...'. I missed the last part of the sentence as my mood suddenly matched the day – a week in the Solent in December and nothing to warm the cockles of my heart – why am I doing this? Of course the words I missed were '...until sailing is finished for the day and the boat is put to bed.' What followed was a very enjoyable week of sailing and what I can only describe as one of the most alcoholic weeks of my life!

Ten years later Mr Toad had transformed into Julian and Nick joined two of the class of '93 (Jennie and me), this time as hopeful Yachtmasters. The opulence and friendly atmosphere of the newly refurbished Slipper bar did their best to put us at our ease. The boat rules were the same, but this time the three 'hopefuls' all appeared a tad anxious. This apprehension was to stay with us throughout the 5 days of preparation, only to become a heightened state of nervousness when the examiner stepped on board at the end of the week. Julian tried to put us at ease saying 'I'll tell you if I don't think that you are up to it', so no pressure here!!

A few days later we arrived at Port Solent to find 'Bobo' as immaculate as

ever. After a detailed safety briefing, we left the shelter of the marina and were surprised to be given a full salute by the master and number 1 aboard Rougette. Margaret and Colin had suffered a ripped mainsail on the Junior Cruise and were effecting repairs tied up alongside the waiting pontoon.

After a few manoeuvres under power to demonstrate that it is possible to turn a 34 foot yacht on a sixpence, we headed out of the harbour and set sail for Cowes. Once we cleared the slop that always seems to feature off Spit Sand, the strong easterly winds (that continued throughout the week) pushed us west at a cracking pace. We ended up in Yarmouth having demonstrated how to inelegantly go alongside a pontoon in Cowes, sailed some wavy straight lines between marks in the Solent and enjoyed the run down the Western Solent without the expected man overboard exercise. Oh yes, and having lost a winch handle overboard in a frenzied manoeuvre off Egypt Point!

A quick run ashore the next morning to replace the handle was followed by Julian losing what hair he has left as we robustly practised pile mooring. Sufficed to say that our approaches were more measured by the end of the morning. In the Solent the wind was easterly F5/F6, just right for our first man overboard whilst dodging the ferries! As if that wasn't exciting enough, Keyhaven was the lunch stop. We crew were doubtful about finding the narrow entrance channel on a lee shore, but it proved fairly easy and boosted our confidence. More boat handling and man overboard drills were followed by a night in Lymington.

Next day it was still blowing hard and the morning was spent beating up to Beaulieu with each of us trying our skills at blind pilotage. I headed for

Hamstead Ledge perfectly – the only trouble was that I had been aiming for Salt Mead! Ah well, it would be better at night and so it proved to be as we each had to find small unlit buoys and poles around the Bramble Bank. Jennie insisted that we would have to stay until we got to within 3 metres of her mark, East Knoll, even if it took all night. Fortunately it proved no problem for her to find. Julian decided that we needed a man overboard and was disappointed that nobody panicked. Things were beginning to gel now.

Not far short of midnight we found ourselves motoring towards Ocean Village. As we were sorting out lines and fenders we noticed a small yacht adrift – its mooring chain had parted. So we took it in tow alongside and Julian gave us an impromptu masterclass in boat handling as we left it alongside the marina office pontoon in the care of the night watchman.

At breakfast next morning disaster befell us in the form of Nick descending the companionway steps more quickly than intended with a kettle of boiling water in one hand and a frying pan awash with hot fat in the other. The result, one scolded forehead. I thought that dunking his head in a bucket of cold water was a good idea, but Jennie's more considered approach of cold towels followed by a dry dressing had the advantage that Nick was able to keep breathing!

Later in the day we tried to keep the excitement level up by taking the boat into Ashlett Creek. If you have never done it, just take a look at the chart! At the last minute we remembered that the boat had an engine! This made the exercise feasible and the fact that we suffered a horrendous foresail wrap at about the same time was purely coincidental – at least that was our excuse!



The considerate way of treating Nick's injury

An eve of exam condemned crew's supper was taken at the Folly. A fairly sleepless night followed for all of the crew, who could be heard muttering to themselves about red to red, green to red and something about having a diamond between your balls making it difficult to move about.

The exam day dawned to a fresh easterly. In the morning we did a few manoeuvres off Cowes deciding on the best sail plan and lunchtime found us in East Cowes awaiting the examiner. The afternoon was spent putting the finishing touches to our passage plans. Who would have guessed that we were potential Yachtmasters. Although the principles were generally OK, none of the plans were perfect as we soon found out when Paul, the examiner, stepped on board at 1600 hours sharp.



Finalizing the passage plans

After some formalities and dinner, we headed out to the Solent. The wind had increased and so it was a quick

about turn to the safety of Cowes to change our sail plan before leaving the shelter of the estuary. Jennie took us to Beaulieu, I found the East Knoll buoy and Nick found the Bramble Pole. Then, perversely, the moon decided to come out from behind the cloud! We made our way back to East Cowes to get our heads down for a few hours. Again the crew did not sleep well, but were up and ready to go by 0800.

At this point we picked up a radio call to the boat from Solent Coastguard. The message was for Jennie calling her home urgently. Nick and I spent the day sailing around the Solent with Paul setting man overboard drills, blind pilotage and berthing exercises, interspersed with questions on meteorology, safety and all things nautical.

Jennie, along with Nick, completed the practical a few weeks later and the Slipper now has three new Yachtmasters. All three of us are quite sure that this achievement is in no small part a reflection of just how good a teacher Julian is. His relaxed manner and encouragement really boosted our confidence and his advice focussed minds and sharpened skills. So Julian, stand up and take a bow.

Russ Wolstenholme

Next Edition

The deadline for receiving copy for the next newsletter is 14 May 2004. Please leave articles in the G pigeonhole or e-mail them to:
newsletter@emsworthslippersc.org.uk
Thank you.

Becky Gardner