



SLIPPER SAILINGS

November 2005

Another View from the Crows Nest!



This year seems to have flashed by, our regatta has come and gone, we are already beginning to make plans for next year, the cruisers are ashore once more and the dinghies are preparing to defend the Hare and Hounds Trophy from Emsworth and Thorney Island Sailing Clubs. But what a successful season it has been for our Club and its members.



Andy and Vicky Gould heading for the regatta start

Dinghies

Under the captancy of Andy Gould our Sailing Secretary and with the help of Ian Porter, Slipper has become the Chichester Harbour Federation Club Dinghy Champions for the first time, pushing HISC into second place aided by a significant contribution from our junior sailors. Our members were also very successful across a wide range of classes, with many bringing home the coveted Fed Week plates, including class winners Al Nichol (Laser) and Ric Kennedy (Laser Radial). In addition, further afield during the summer, Ian Howarth won the Fireball World Championships and Mike and Dean Lillywhite won the ISO Eurocup.



Slipper members with their trophies

Our juniors also continue to go from strength to strength not only at Fed Week, but also in the zone squads. I was particularly impressed to hear that Phil McCoy has recently been selected for the National Squad – congratulations to him!

Cruisers

The cruisers have had a very successful season retaining the Yoke and the Folly Trophies, soundly beating ESC in both

events. I have certainly appreciated first hand all the work our Cruiser Secretary, Russ Wolstenholme, has put in to ensure a full season of racing, cruising and socialising ashore, culminating in a thrilling race out to the Nab Tower and back in quite testing conditions.

Julian Mandiwall successfully sailed his boat to the Canaries during the summer with the help of Club members and will shortly be go back out to begin his Atlantic crossing. We wish him and his crew the very best of luck.



Amaryllis (top) (Alastair Pratt) and *Gelig Knight* (Nigel Higgs) heading for the start of a very early Back Passage race from Warsash in September after the Bell Trophy

Bosun

Our Bosun, Chris Purdey, who has continued to ensure our power boats are well maintained and reliable for many years, has decided to stand down at the end of this season. We therefore desperately need someone or a small team to replace him. The Bosun is automatically a member of the General and Sailing Committees, so if you would like to become involved with the maintenance of our fleet and the running of our Club please let Chris or myself know that you are interested.

Premises

On the home front, under James Mant's leadership we have continued to make significant progress refurbishing the Function Room and now the major work is complete. However, there is still quite a lot to do to finish the project and every week a little more progress is being made thanks to a work party that meets every Tuesday evening. If you would like to help, please come along at 8 pm and see if you have some DIY skills we could use. You may also have noticed that the unsightly concrete lintels and window surrounds on the south wall have been clad with timber, but you may not be aware that this excellent work has been undertaken by two of our more senior members, John Mant and Dick Jacobs. Quite literally behind the scenes, Clint Clements has also been providing the materials and expertise to insulate the internal cellar walls so that the cold should not seep through causing condensation and mould to grow on the external walls and it appears to be working well.



Members and visitors assembled in the Function Room for the regatta prizegiving

Social Activities

On the social front we have had some very successful functions, including the regatta hog roast and dance – thanks to head chef Mike Hackman and bandsman Vince Lavender and their teams. More recently, sixty of us had a super evening with a race night and dinner at the Club hosted by Nick Pomfret. However, we almost had to cancel the race night due to poor initial ticket sales. At £12 for a three course meal provided by Mark Wheeler, it was excellent value for money and the racing

was very entertaining indeed. It amazes me that with our excellent facilities and functions we still find it difficult to even get 10% of our adult members together. I would be very interested to know why most of you are staying away.

Alan Power and his team have worked tirelessly to ensure the success of these events and those who participated in them will appreciate all he and they have done. Alan has decided to stand down at the end of the year so a volunteer or volunteers are required to keep the parties going. Like the Bosun, the Social Secretary is automatically a member of the General Committee. If you are interested in joining or leading this team please talk to Alan or one of the Social Committee.



Alan in party mood at the last Turkey Supper!

Panto

If you have been down to the Club recently you will have seen that we plan to stage the pantomime Moby Dick. Jackie Oiller is pulling a team together (Oh no she isn't, oh yes she is!) and having attended the first reading I can assure you that it will be great fun for participants and audience alike. The panto is due to be staged early next year. If you would like to be involved in some way please contact Jackie.

No Smoking

As predicted in the last edition of Slipper Sailings the General Committee decided to implement a Club-wide ban on smoking when they met in September. This decision has been published widely and I would ask you all to ensure that it is observed and that you also make your guests aware of this policy if they are smokers.

Licensing Act 2003

Just after the last newsletter was published; I was very pleased to hear that we had been granted our new Club Premises Licence unopposed under the Licensing Act 2003. This new licence is effective from 24th November. From then on we will have the right to sell and consume alcohol on the premises from midday to midnight, 365 days a year. This is very much blanket cover so that we do not have to apply for extensions (variations in new speak) for our social functions. The actual hours that the bar will remain open will still be determined by the General Committee and will remain as they are until further notice. Please note that there will not be any drinking up time under the new rules, so sales will always cease well before the bar is physically closed. Please also be aware that until there is a significant increase in demand and sufficient volunteers to run the bar on Friday lunch times, the bar will remain closed and food will not be provided.

And finally

If you would like to be more involved with the management of your Club, please consider becoming a candidate for election to the General Committee in December. Alternatively you could volunteer to be co-opted onto one of the sub-committees next year or assist one of the Honorary Secretaries. If you would like more information on what is involved with any of these, please feel free to contact me or indeed any one of the current Flag Officers or General Committee Members.

Julian Murch
Commodore

Dinghy News

Slipper has had excellent results on the water over the summer! Our resident rock-star Chips Howarth, sailing with Vyv

Townend, won the fireball worlds held at Teignmouth in August. This was a huge achievement to be first out of a world-class fleet of 176 boats and adds to his championship titles in the Enterprise, RS800 and several other classes.

A strong contingent from Slipper made the long trek out to Garda at the end of July for the ISO Europeans. Mike and Dean Lillywhite won the championships overall, with Andrew and Vicky coming 3rd and Richard and Matt Lewis 5th. Matt also won the 'chunder in the car' award creating just the right ambiance for the 15 hour journey home! Other successes include Paul Patrick, who was 4th in the International Canoe Worlds.

Apologies if I have missed any other success stories by Club members, but you will have to let me know if you want your name in print!

Fed Week

For the first time ever in the 70 years the competition has been running, ESSC have won the inter-club trophy, beating the favourites HISC into second place. Slipper beat 10 other clubs to win the Inter-club Challenge Cup. Twenty seven ESSC boats took part, with talent spreading right across the fleets giving the selectors a real problem choosing five boats for the ESSC team. In the end, despite two broken masts and an OCS among the team boats, ESSC won outright in no less than five fleets, including the highly competitive Lasers and Laser Radials.

ESSC Team

Wayfarers: 1st – Ian Porter and Rachael Rhodes

Medium Assymetric: 1st – Andrew Gould and Vicky Lewis (ISO)

Fevas: 1st – Guy and Hamish Ellis

Toppers: 3rd – Alex Thorsby

Optimists: 2nd – Charlie Warren

Prize-winners

Lasers: 1st – Alastair Nichol; 3rd – Theo Galyer

Laser Radial: 1st – Rich Kennedy

RS400: 4th – Julian and Judith Murch

Fast Handicap: 4th – Andrew Turner and John Galyer (Osprey)

Medium Handicap: 3rd – James and Claire Mant

Toppers: – 5th Stephanie Warner

Fevas: 5th – Jonathan Holmes and Cheryl Wilkins

ESSC Regatta

The conditions for both the ESC and Slipper regattas could not have been more perfect with a force 4 – 5 easterly and hot sunshine. About 90 boats took part. Big thanks to all those organising, particularly Mike, Mandy, Chris, John, Ruth and several others running patrol boats and handling all the teas and signing on. In my book, this was the best event of the year!

We are now looking forward to the autumn series and the Hare and Hounds. I hope the turn out is as good as last year, when we averaged about 20 – 30 boats on the start line.

Andrew Gould
Dinghy Sailing Secretary

Junior Section

Oppie Camp (17 – 19 June)

I started to set camp at 9 on the Friday morning, and a few other cars started to arrive; then I returned at lunchtime and quite a few tents had been pitched. By mid-afternoon, a mass of tents had taken over the field, culminating in 200+, and you would not believe how much gear was brought – enough and more to fill a 7½ tonner, plus all the patrol craft and the Sport 16s!

Blessed with excellent weather, and a good brief from Paul Mothersele and Dave Cooper – Camp SIs – the Saturday sail away to East Head started well with a pleasant F3 breeze; the Armada of Oppies, Mirrors, Toppers, Cruisers, Dories and

several larger craft made their way on the ebbing tide.

If you were watching the beach and not the water, you would not have seen the swarm of people and boats as they finally approached. Within the next few minutes, East Head was well and truly taken over by Slipper. Despite John Galyer stepping down from the Junior Co-ord role, he just could not stay away and joined us on the beach.

Various thrill rides were run over lunch in the 16s and Fevas, while others played in the sand (or mud depending which way you looked) or reset anchors as the tide ripped!

The return sail in a superbly timed F4 enabled all to return quickly taking a salute for our Commodore moored off Cobnor Head.

With the Camp refreshed (and you will know what this means and why it is good if you have been to Oppie Camp before), and more Members arriving (including those who had sneaked off for a home shower!!), the BBQ began. Some 250 meals were served and the music and songs continued into the night. Notable Flag Officers sang their hearts out!

On Sunday we awoke to yet another glorious day, with a steady breeze. After a healthy breakfast (of course) and a brief, sailing began to either Bosham or off for an ice-cream at Itchenor. Some had disappeared to avoid the clear-up, but most enjoyed the day of sailing and the good weather. Early evening, and the last few decamped, packed the truck, waved off the patrol craft, and went home for an early bed.

It takes a lot of volunteers to run an event as large and successful as this, and I want to thank all who assisted in any way, and particularly those who helped significantly. A few of the old-timers have decided to call it a day so we will need a variety of helpers next year, from patrol craft crews to first-aiders to food organisers. Please let me know if you can help and we need to make sure that camp

next year is as good as if not better than this year – roll on 2006!

Ian Walker Training Day and Evening Talk (25 July)

Via the RYA and Cambridge Volvo (to whom we offer our thanks), Ian Walker provided a day of top level race training for 11 Slipper Juniors. On an overcast day with a steady F3 breeze, the Topper and Laser Radial sailors were given a beach briefing followed by 3 hours on the water practising starting, boat control, changing speed, and short racing. Ian surprised the racers by jumping into a Topper and a Laser, determined to win against some fired up Juniors. While he controlled the Topper race, he was narrowly beaten by Alex T in the Lasers, despite trying to force Alex out of the circuit. Controlling the racers from Slipper One, short courses and rapid fire starts were practiced over and over.

It was a great day, and even my daughter and I learnt quite a bit from the comfort of a large RIB – thanks to Sarah Thorsby for use of the rib and her support/driving, plus the McCoys for their assistance with videoing and patrol boat cover.

The training was followed by an evening talk on Ian's experiences at the Olympics and America's Cup, plus the many other major races he has been involved in and with. If you did not attend, you missed out big time! Many took the opportunity to ask questions and gain tried and tested answers.

Lastly, I have many digital shots of the training day available on CDRs, which have been passed to Alex and Tom for distribution so if you have not seen it yet, let me know.

David Valentine

ESC Race Weeks

The Junior Race Week A was a great week for new sailors, as the small courses enabled those who do not normally enjoy racing to come out in front and realise the

importance of starting. It was also beneficial for those higher up the ladder, as the range of sailors and fleets was brilliant and I have not yet found anyone who did not enjoy the week. There was a brilliant turn out for every race ... and after racing in the pool!

Race week B was much the same with Slipper dominating the Toppers and giving strong performances in the Lasers. Alex Mothersele won the Oppie fleet despite a variety of wind conditions. The socials were once again well thought out (games in the woods, a treasure hunt and the swimming gala) and went down well.

HISC Youth Week

This was well attended by Slipper Juniors and there were strong performances in all fleets with Max Yoward coming second in the Toppers (narrowly missing first place), Theo Galyer winning every race in the Laser fleet, Alex Thorsby coming 5th in the fiercely contested Radial fleet and Charlie Warren doing very well in the main Oppie fleet. Overall it was a great week for the Slipper Juniors.

Junior Regatta 6 August

With the Toppers away at an Open attendance was expected to be low, but the Junior Regatta had a reasonable turn out of 20 boats.

Alex Thorsby and Joe Austen won the RS Feva class, second were Tom Kennedy and Barnaby Thorsby, and third Ali Hales and Tom Dear. Ali Nichol won the Laser class, and in second from ESC, (in his first ever race in his Laser 4.7) was George Burnie, who narrowly beat Theo Galyer in his full rig on handicap.

In the Topper fleet, Hamish Ellis won, Tom Eastell came second and Millie Flint took third. The Pico class was all ESC sailors, and the winner was Tom Greenaway, with Peter Trip in second. It was a good days sailing, with a consistent F3 wind, and a lot of new young sailors left with prizes from our sponsors, Harbour Chandlers.

On behalf of all the Juniors we would like to thank all the parents and helpers for making it all happen and we look forward to next year.

Alex Thorsby and Tom Kennedy

Junior Regatta from the Race Officers' Perspective

The event provided racing for a broad range of dinghies, and both Mike and I enjoyed setting the courses and the fun but competitive nature of the racing. A fresh F3 south westerly provided good conditions for all sizes of crew and dinghies, providing some close racing with most classes finishing their courses in approx 70 minutes (do not worry, we will make it longer next time!!) As they passed the Committee Boat, I tried to take a shot of all who raced. The shot of the girls in the Feva taking time out to wave (or was it pose?) for the camera summed up the day!

Contact prints have been placed on the notice board on the Mezzanine, so please take down the image number and contact me by e-mail and I will send you a copy. They are 2.5 Mb per shot so make sure you have broadband, or provide me with a disc.

David Valentine

Fed Week from the Juniors' Perspective

The Junior turn out to Fed Week was not the best, as the Topper and Optimist Nationals were taking place at the same time. However, Charlie Warren (2nd) and Alex Thorsby (3rd) were both entered as part of THE winning team Slipper. Both Richard Kennedy and Ali Nichol can first in their respective fleets, Richard in a Laser Radial, and Ali in a full rig Laser; Theo Galyer also won a plate in the full rig fleet. Other plate winners included, Alex Thorsby (Topper) and Jonathon Holmes (Feva).

Alex Thorsby and Tom Kennedy

Friday Night Oppies (FNO)

Friday Night Oppie sailors have enjoyed some wonderful evenings on the Millpond, interspersed with the odd blow out or wash

out or flat calm, which I still find really disappointing. Strangely, everyone said the best sailing weather occurred when I went away for the weekend!

As always, we opened the season with an indoor capsizing practice session at Mill Rythe Junior School. I think we should patent the session as a rival to Playzone parties – everyone seems to have such a great time.

The sailing proper started on the Mayday holiday weekend, and as usual, the first two sessions were manic with 48 sailors clamouring for boats. And that is not counting the Commando fleet setting out to take the local crab population hostage in buckets!

The barbeque and marsh mallow roast got us into the summertime party mood and those who made the effort to join the big party at Junior Camp were not disappointed. Next year, for the benefit of serious FNOs, we should get the ice cream van to pitch up in Bosham, rather than Itchenor, on Sunday morning.

After the summer holiday break the eternal optimists reconvened hoping for an Indian summer. During September the average turn out has been just 25 sailors: much more manageable and there have been even enough boats to go round. The progress of many was demonstrated during the Millpond orienteering evening. What I thought would be an impossible dead beat back from ‘Swan Poo Slip’ in the narrowest of navigable channels proved well within the capabilities of those who had a go.

At the time of writing we have just one sailing evening to go. Despite the days still being plenty warm enough, the light just does not last in the evening beyond the middle of September. At this point we focus on getting the logbooks straight ready for presenting plenty of Level 1 and Level 2 certificates on firework night.

It just remains for me to give my ‘Top Tip’ to all FNOs: secondhand boats are cheaper at this end of the season, and

surely you would prefer to sail your own boat rather than share next year?

Tony Larder

Sunday Morning Oppies (SMO)

Looking out of the window as I pen this brief review, I can see leaves on the ground for the first time and the image reminds me that there are only two more Sunday Morning sessions left for the Oppies this year. But what a year we have had. Unusually we have not had to cancel a single session due to the weather and have had kind winds and sunshine for many.

With 15 – 20 children turning up regularly, we have had to be a little more organised than usual and have operated with three different groups. Despite this we have managed to retain the traditionally relaxed feel of Sundays and ensured all the children, even the youngest, have had the opportunity to sail extensively.

There have been many highlights, notably, the Oppie Camp (the best ever until next year!) and of course the Junior Junior (not a typo) Regatta on the pond: lots of competition and fun with sweets for prizes. For me though, the biggest highlight is always watching the development of the children both in terms of their sailing and the confidence they gain from it. With this in mind congratulations go to Jamie Parker-Jervis and Christopher Edwards who have passed their RYA Level 2 and to Lisa Edwards for RYA Level 1. I am sure that more certificates will be awarded over the next 2 weeks.

Dave Cooper

Sundays on the Tide (SOTTS)

For those not aware, SOTTS is the transition group taking Juniors from the Millpond to the open water and tidal conditions. I have run the sessions this year with a great many helpers and would like to thank all those who have enabled the Juniors to gain a great deal on the tide.

Views for next year are to make this more

constructive and really drive the RYA Youth schemes. A new patrol craft will enable these sessions to continue more easily through 2006.

John Ford

Help Needed

Dave Cooper will be standing down as SI for SMOs as his own children transfer 'over the wall'. We are, therefore, seeking an SI and an organiser (not necessarily the same person) to continue this excellent Oppies section. I would like to thank Dave for his support and excellent training over the past years and hope he will continue into SOTTS. Please contact me if you can offer your services for 2006.

David Valentine

Wednesday Night Juniors (WNJ)

At the beginning of the season we set ourselves several goals:

- to build more fun events into the programme, without losing the emphasis on racing
- to encourage more girls to take an active part in WNJ
- to use our own instructors who have been through Club training courses.

Paul Mothersele has made a huge contribution as the *funmeister*, with lots of new activities. These included 'orienteeing on the harbour'. Paul is also very good at building in fun aspects to serious evenings – marshmallows after a Millpond training session and donuts on the moonlight sail, for example – and Toby Price has shown us how to party (particularly at Fed Week)!

There has been a major increase in the number of girls taking an active part in WNJ. The RS Fevas have helped, but the role model of our older girls is also important. Overall the numbers taking part are up, with 31 active members on the register.

Currently we have a pool of seven qualified youngsters who share the instructing duties. The quality of their

work is excellent and their dedication and enthusiasm are outstanding.

The quality of the racers in the group is also very good. This can partly be seen in the results from Fed Week, but just as impressive have been the results from National Championships, European Championships and Nationwide events. Our name is known throughout the RYA Junior classes!

John Galyer

Forthcoming Junior Events

Certificate Presentation & Fireworks (4th November): The best end to the season with certificates (RYA and Slipper), plus the best fireworks on the Millpond – see Dave 'Dangerous' Shields in action!!

Junior AGM (14th December): Make sure you have a Captain/s and a Committee that represent the views of the Juniors!! See David Valentine, Alex or Tom for more details.

Assistant Junior Co-ordinator/s Required

Unfortunately working/flying all over the world, being with the family, sailing, and trying to be the Junior Co-ordinator do not work, so I desperately need an assistant(s) to help throughout next year.

If the role is shared it is only a few hours a month, and would enable the Junior section to maintain its success. The Juniors are the lifeblood of Slipper and would welcome the support of any parent to enable their weekly sessions and events to continue throughout the year. The role would include a variety of tasks, such as working with the Junior Committee to drive their projects, helping organise some events, and advising the General and Sailing Committees of Junior activities and requirements.

Please contact David Valentine if you would like to help drive the Junior section forward.

David Valentine
Junior Co-ordinator

Slipper Toppers On Their Travels

Since the last newsletter the Slipper Topper sailors have competed in eight events all around the country.

On June 18th the Southern Traveller Series was at Datchet Water, near Windsor. Hot sunshine but light variable winds kept the competitors on their toes. The turnout was a disappointing 17, six of these being from Slipper. After four races the national squad sailors took the first four positions with the Slipper sailors making up the top ten positions.

Results: Tom Durham 4th; Phil McCoy 5th; Mike King 7th; Peter McCoy 8th; Ben Hodges 9th; and Max Yoward 10th.

Next in the Series was the Hill Head Event on 25th June, which again saw good weather and a gentle sea breeze. A larger field of 27 took part in three races and with no discards the leaderboard saw big changes. Excellent performances from Ben, Tom and Phil saw them take 4th, 5th and 6th, respectively, and consistent racing from Jack Spencer saw him finish 9th.

Results: Ben Hodges 4th; Tom Durham 5th; Phil McCoy 6th; Jack Spencer 9th; Mike King 11th; Peter McCoy 19th; and Max Yoward 21st.

On the 16th and 17th July the Nationwide Series came to Stokes Bay with a massive entry of 152 boats. The conditions were a little lumpy with reasonable winds and sunshine. The strong tide was a big factor, catching many out and proving the importance of transits. Experienced sailors set the pace and made up the leaders. Six races were sailed over the two days and Phil McCoy, with a best result of 10th, was impressive to be best under 13 overall and Tom Durham (with a 9th place) not far behind. The black flag was used from early on and both Peter and Jack fell victim.

Results: Phil McCoy 39th; Tom Durham 41st; Max Yoward 50th; Ben Hodges 65th;

Mike King 77th; Jack Spencer 91st; and Peter McCoy 128th.

The Topper Nationals were held in Largs (West Scotland) from the 6 – 12th August. Arriving on the 4th for some pre-event training the Slipper guys were delighted to have a really steady force 4 – 5 north westerly and really enjoyed some screaming reaches. Training on the Saturday was similar (except for Ben who was ill) and the racing was eagerly anticipated. Disappointingly, the wind was then very light for the rest of the week! But with decent sunshine the week went well for most with parents cycling, shopping in Glasgow, Laser sailing or playing golf when not peering through binoculars. Not for Nick Yoward though – he was in his rib all week.

The lights winds and the fussy race officer meant for some frustrating delays for the 256 entrants and an unbelievable 100 boats were black flagged, (including Ben). Tom started with a 4th and a 5th and sailed well all week to finish in the prizes. Phil, Mike and Pete all finished in the top half, with Max, Jack and Ben not too far behind.

Results: Tom Durham 21st; Phil McCoy 39th; Mike King 65th; Peter McCoy 125th; Max Yoward 139th; Jack Spencer 141st; and Ben Hodges 151st.

For the keenest and those who had long holidays the trip was made straight from Scotland to Ireland for the Europeans at Blessington (15 – 19th August). Light winds prevailed again and 12 races were sailed by 93 boats. Tom and Phil impressed, with consistency throughout from Mike and Peter as well. The event was won by Bleddyn Mon who also won the Nationals.

Results: Tom Durham 21st; Phil McCoy 39th; Peter McCoy 50th; and Mike King 59th.

Wales was next to complete the UK tour as a Nationwide event was held at

Mumbles. This saw 122 entries and light winds again on Saturday 27th August. Again Tom made a great start and managed to finish in the top ten in all six races. The winds were stronger on Sunday (except in the shelter of the Italian café where Helen and Lesley spent the day). Max finished very strongly with a 12th and a 14th to move ahead of Phil. Ben with a 15th and Pete with a 17th had their moments in another very strong fleet full of National and ex-National Squad sailors.

Results: Tom Durham 7th; Max Yoward 45th; Phil McCoy 46th; Ben Hodges 58th; Peter McCoy 79th; and Jack Spencer 97th.



Racing at Mumbles

The Southern Traveller Series continued with the Calshot Open on September 3rd. There were 24 entries and a strong sea breeze meant super sailing conditions. Race one saw Phil finish 3rd and Max 4th. These two were consistently at the top end of the fleet where they were joined by Ben for races 2 and 3. Unfortunately, they could not beat the older National Squadies so had to settle for 3rd, 4th and 5th places. ESSC is being really well represented and again half of the top ten places were ours.

Results: Phil McCoy 4th; Max Yoward 5th; Ben Hodges 6th; Mike King 9th; Peter McCoy 10th; and Jack Spencer 13th.

After a couple of weeks off, a long trip to Carsington Water (near Derby) was taken for another Nationwide event on

23rd and 24th September. Very light and shifty winds in the first race saw the next two postponed and an early lunch taken by the 147 competitors. Phil McCoy was in excellent form again with 10th, 5th and 12th places on Saturday and as a result was lying ahead of the National Champion overnight. Better winds on Sunday saw Phil slip a little, but still take the prize for first under 13. Max and Ben both performed well to get into the top half with the others doing well in some races.



Phil McCoy showing how it is done at Carsington

Results: Phil McCoy 23rd; Max Yoward 48th; Ben Hodges 68th; Mike King 83rd; Peter McCoy 98th; and Jack Spencer 112th.

Bryan Hodges

Cruiser Notes

At the time of writing the whole country is rightfully enjoying the satisfaction of winning the Ashes back. But for the weather, the Test Series would have been settled earlier. I guess that we, as sailors, are very aware of how the weather can affect our sport and I have to say that so far this year we have fared well as far as the cruiser racing and rallies have been concerned. Strong winds forced us back through the Solent on day 2 of the round the island Folly Trophy (which we won convincingly), Back Passage 3 was abandoned because of the weather (I

missed it, enjoying instead 35°C+ in the Ardeche) and the August Bank Holiday Cruise turned into a pan-Solent event, but otherwise it has been a pretty good season.

We all enjoyed the ‘makings’ of the Fleet Review during our passages through the Solent on the Folly Trophy inter-club race. I say ‘makings’ as even on the Sunday there were relatively few ships in position. How the navy got them all in place in the space of 24 hours one can only marvel at! Those who attended the actual Review all agreed it was a marvellous spectacle.

Not too many boats turned out for the pursuit race. This was disappointing, but those that did come along had a really good time at The Folly on the eve of the race, only to find that the next day they had to apply themselves to playing hunt the marks – QHM Portsmouth had removed buoys for the Fleet Review but neglected to tell anyone!

Those that made it to the Beaulieu River for the Phillips Cup race and rally enjoyed a mid-season dinner at RSYC Gins Farm. As it happened it was the eve of the Fastnet and we were able to toast participating crews who were enjoying their last land side meal for the next 5 or 6 days (they came 206 out of the 254 finishers). Some problems with car parking at our club and also boats not managing to get to Gins Farm meant that our numbers were down. The club is trying to resolve the car parking issue, but a gentle reminder to anyone signing up for an event: if you sign on and book meals and then do not turn up you may be asked to pay for them. Most times we can juggle the numbers but some venue organisations (and RSYC is one) insist on being paid for the number of meals booked.

The August Bank Holiday cruise proved both frustrating and exhilarating! Linda and I tried to steal the march on everyone by leaving on Thursday, as the forecast was for the strong winds to ease and a F3/4 was promised – well we tried but there was no way we could get out of

the harbour the wind was so strong. The next day was initially better, but we ended up beating into a SW F4/5 gusting 6, which was hard work so we ducked into Cowes. A radio check with other boats revealed that they had done the same. The forecast for Saturday promised SW F4/5 backing SE same force. Not surprisingly, beating all the way to Studland only then to be at the mercy of a south easterly when you got there did not appeal and accordingly boats opted to stay in the Solent. Needless to say, next morning, too late for the tidal gate, and again on the Sunday the wind had dropped and certainly did not back to the SE – argggghh forecasters! If you are wondering what there was to be exhilarated about, on the Sunday we had to get back to Emsworth pronto as our second grandson had decided to arrive a week early – have you ever tried explaining to an expectant grandmother that there is no point in rushing as we had to wait for the tide? Just as well we were in Cowes and not Studland!!

The programme for next season is well advanced with some venues that we have not been to for some time and some new ones, but do let me know if there is anything that you would particularly like to do. The mid-week cruisers are planning a trip to Brighton – turning left out of the harbour instead of right – I hope they know that there are fire breathing dragons beyond Selsey! In the meantime do not forget that the inter-club prizegiving (Yoke and Folly) is being hosted by ESC this year on 11th November.

Russ Wolstenholme
Cruiser Secretary

From your Membership Secretary

ESSC invites applications to join the Club once more, news many of you will have been waiting for!

As most Club members will be aware, due to the very long waiting list to join the

Club, your General Committee decided to close the waiting list and make every effort to admit those waiting to join as soon as was possible. This has now been achieved by allowing the previous maximum of 700 adult members to rise slightly and the total adult membership currently stands at 729.

The Flag Officers, Honorary Secretaries and General Committee have been monitoring the effect that this increase in membership has had on the Club and have concluded that there have been no detrimental effects. Indeed, many social events are still undersubscribed – where are you all? The boat parks have been full for both dinghies and cruisers but no one has been denied parking space and no sailing events have suffered. The conclusion reached by your Committee is that we can now invite further applications to join the Club, but on a limited basis.

Application forms will be made available in the Club bar during opening hours from Saturday 29th October until Wednesday 30th November and completed forms must be returned to me (not the Club) by 31st December 2005. Forms reaching me after that date will not be accepted. The number of vacancies for new members will not be known until the end of February 2006, when all the subscriptions have been returned and the associated paperwork completed. *(Please ensure that your subs are returned by January 31st to help me to achieve this!)* Your new General Committee will then be able to elect new members from the applications received.

There are certainly going to be more applications than vacant spaces so please ensure that any of your friends wishing to join complete their applications and return them by the due date as the above time scale will be strictly adhered to.

I am looking forward to a deluge of paperwork and a very busy few months!

Judith Murch
Hon. Membership Secretary

Forthcoming Social Events

Annual Prizegiving Dinner, 26th November

To include a hot buffet, the prizegiving and an after dinner speaker telling stories from Uffa Fox's diaries.

On **November 12th** we are entertaining Mengham Rythe SC for a darts and table football match.

Turkey Supper, 17th December
Usual format!

There's a Hole in my Boat (Part 2)

You may remember Part 1 last year that described the damage sustained to *Sea Nymph III*, a Bowman Starlight 35' belonging to the Royal Navy following a collision with a fishing boat in the Solent in May 2004. It was not possible to provide details in that article of the collision due to an impending prosecution on behalf of QHM Portsmouth. The court case took place this August and the circumstances that led to the incident can now be given.

Sea Nymph was conducting day skipper training under the command of an experienced Yachtmaster examiner and was sailing close hauled on port tack about half a mile off Gilkicker Point. The wind was WSW force 3 – 4 and visibility was good. The crew of *Sea Nymph* noticed the twin hulled fishing boat (subsequently identified as the '*Phyllis John*') approaching from the west when it was still about a mile off. It was going at speed, 14 knots according to a subsequent reconstruction of the QHM Portsmouth radar track. As it was clearly not fishing, *Sea Nymph* was the right of way vessel, and elected to stand on expecting that *Phyllis John* would alter course to keep clear.

As *Phyllis John* closed on a steady bearing (from red 30), the skipper of *Sea Nymph* became concerned and moved up to the port shrouds to get a clear view. At this point, the *Phyllis John* made a slight alteration to starboard; enough it seemed just to pass astern. *Sea Nymph* continued to stand on, but a few seconds later *Phyllis John* returned to her original course and shortly afterwards the foot of *Phyllis John*'s port bow struck *Sea Nymph* on the port side about 6 feet from the stern.

Just before the impact, the crew of *Sea Nymph* realised that the *Phyllis John*'s wheelhouse appeared to be empty and two crewmen were seen on the aft deck. It seemed that the *Phyllis John* was on autopilot.

The force of the impact slewed *Sea Nymph* round, filling the cockpit with water. The man on the helm was thrown off, causing a minor injury to the back of his head. The impact damage to the hull can be seen from the photograph below, but was fortunately just above the waterline and in the calm sea no further water was taken aboard. The skipper of the *Phyllis John* also sustained a head injury and headed straight into Portsmouth without stopping to check the state of *Sea Nymph* and her crew – she could easily have been sinking. Having assessed the seaworthiness of the boat and informed the coastguard and QHM of the incident, *Sea Nymph* motored into Portsmouth.



Damage from the impact

The subsequent investigation by QHM Portsmouth firmly placed the blame for the

incident on the *Phyllis John* for failing to keep clear and failing to maintain a proper lookout. The International Regulations for Preventing Collisions at Sea (IRPCS) also require the stand on vessel to take avoiding action when a collision cannot be avoided by the action of the give way vessel alone. However, in this case and bearing in mind the different speeds of the vessels, it was considered that there would have been insufficient time to react. All the actions taken by the crew of *Sea Nymph* were agreed, although it stated that they should have sounded five short blasts to indicate their presence. The court agreed with these findings and the skipper of the *Phyllis John* was convicted and fined £750 plus costs.

James Mant

Sailing an Atlantic Circuit

The plan was simple. Buy a boat, give up our jobs, rent out the house and sail off into the sunset. So we did! On September 1st 2002, Vicky, Polly, Angus and I set off from Emsworth in our Sparkman and Stephens 40 '*Alexandra Louise*'. We planned to head for Falmouth, then cross the Bay of Biscay to La Corunna, then on to the Rias of NW Spain, Madeira, Canaries then across to the Caribbean. As we sailed past Swear Deep on our way out of Chichester harbour, there were a few tears, having just said goodbye to Cesca, Tasha and all our friends and relatives on the quay. We thought we were going for 3 years then! It did not quite work out like that, as it turned out, but it was a good excuse for a farewell drink or two at the Slipper bar. Thanks for the convoy out of the harbour and special thanks to Don for the autohelm and Roy Gardiner for that block! We used that block straight away to fix the kicker when the old one exploded going across Biscay.

Biscay was wet. We set off from Falmouth beating into a force 6 and it

seemed to take hours to get round Ushant. We soon initiated 'leak patrol'; a team dedicated to tracking down leaks and curing them with window seal. No matter where you slept there was water dripping in. We even had water coming in through the dorade vents. Four days later, La Corunna was a welcome harbour, where we all got pleasantly drunk.

As we cruised down the Rias and off to Madeira, we met a few people who complacently referred to the forthcoming Atlantic as 'crossing the pond'. Having done it three times now, I will never, ever refer to it as 'the pond'. Scary, wild, remote, moody, very boring, very exciting, yes, but nothing like a 'pond'. We were joined for the crossing by Rory and Cesca, and set off from La Gomera in the Canary Isles on December 2nd, heading for Barbados. The first ten days were idyllic enough. We had light easterlies and could fly a spinnaker every day, letting our hydrovane do all the steering. We soon discovered that cruising folk become so fond of their self-steering gear, they give it a name – ours was called Wendy.

After a few days the wind died completely. We sat there rolling, with the rig starting to shake itself to pieces. Despite preventers on the main and a poled out genoa, the sails would slat and bang with every roll. It was so bad I managed to lose Vicky's freshly baked bread in the washing up bowl. We ate it anyhow. Eventually we took the sails down completely and sat there wallowing. We heard on the SSB radio that the group who had left La Gomera at the same time as us had all given up and gone to the Cape Verde Islands. We were 100 miles ahead of the bunch at that stage and did not have the fuel to get there, even if we had wanted to. So we carried on alone.

A yellow pepper overtook us and we tried in vain to catch the turquoise and yellow dorades that surrounded the boat. A couple of whales paid us a brief visit, then left to cruise the oceans. To save fresh water, we put a ban on washing. Not that

this affected me and Rory that much, but you know what gurls are loike when it comes to washing!! Sometimes, you would come onto your 4-hour watch to find that the boat had lost steerage way and was pointing east, not west. Not that it mattered at 0.0 knots on the log, but psychologically it was bad to be pointing the wrong way. The weather turned sultry and moody, with big black clouds, but no wind or rain. The sea was as smooth as glass, but a big underlying swell coming from the north made it feel like hills and valleys of gently rolling countryside: Tempting for a walk! You can see how single-handers start to go mad.

Finally, the wind picked up, but from the west, not the traditional easterly trade winds. The routeing chart showed zero percentage chance of a westerly wind in this part of the ocean. It had never happened before in all the recordings – maybe this was global warming kicking in and changing the established patterns? Fortunately, *Alexandra Louise* is deep-keeled and is never happier than when beating to windward in 10 knots. Vicky did one of her 'Anybody out there?' calls on the VHF and picked up an Italian yacht close to our position. The race was on! We tacked neck and neck for about three days, occasionally seeing each other, but normally just relaying our positions over the radio. The Italian was called Horatio and had a dog called Nelson, who used to grab any unfortunate flying fish that leapt aboard.

After a few more days of headwinds, side-winds and no winds, the trades finally picked up, heralded by the cotton wool cumulus clouds that march ever-westward like an army. The weather became hot, sunny and windy. This was more like it! We were bowling along with two reefs and poled out genoa, rolling from gunwale to gunwale. Cesca introduced us to Friday night, party night (a bit different from Southsea nightclubs, she did admit) and Rory taught us Gin rummy, with the emphasis on the gin. We decorated the

boat with tinsel and a small plastic Christmas tree. Vicky cooked us a Christmas lunch of honey roast ham, roast potatoes and vegetables. Getting the tray of hot fat out of the oven in those conditions was highly dangerous, but she managed it, and we had a small celebration.

With just a couple of hundred miles to go to Barbados, we spotted a French boat that appeared to be overtaking us. We did not like being overtaken by the French, so we shook out the reefs. Then, disaster! As the boom hit the water on an especially big roll, it snapped off our gooseneck. We had to take the main down and rig up twin poled out genoas. With the wind now firmly established behind us, this sail plan took us all the way to Barbados. We arrived just after midnight on 28th December, having spent 26 days at sea. Incidentally, for anyone heading for Barbados, you can forget all that Yachtmaster chart work rubbish. The lights on the latest Admiralty charts are hopelessly inaccurate anyhow. The trick is to follow 'de music'. When it is at its loudest, bung the anchor overboard, and you will find yourself in Carlisle Bay just off a restaurant/pub/disco venue called the 'Boatyard'. After 4 weeks at sea, we really appreciated its rum, cold beer, showers and warm white sand. Phew! Makes you really appreciate things like concrete, grass and beds that do not roll.

As for the rest of the Caribbean, well I could go on and on about idyllic anchorages, palm trees, snorkelling and rum.... The Caribbean, though fairly crowded with yachts, is still beautiful and unspoilt by hotels and tourist developments that have wrecked the Canaries.

One of our favourites were the Baths at Virgin Gorda. There is a deserted beach just a few hundred yards from where the tourists all go! We even managed a night with a tropical island all to ourselves, when we anchored off Sandy Island near Jost Van Dyke. The Tobago Cays is like the East Head of the Caribbean! Dozens of

yachts, but still a fantastic anchorage that is only accessible by boat.

But, it was not all sunbathing and picturesque anchorages. We spent a lot of time fixing things, like that day in Admiralty Bay, Bequia when I had to fix the macerator pump, the bilge pump (third time) the navigation lights, loo door catch, VHF, petrol tank, changed the oil, impeller, starter motor, anode and cleaned up the oil spilled all over the teak deck. To celebrate finishing that lot, I got out a cold beer and sat down in the cockpit. Then a pelican with diarrhoea s**t on me. Pelicans have huge appetites and the fall-out was more of a cluster bomb than your average sparrow pooh. I had just cleared that up when it did it again. Not happy, I had to climb half way up the mast screaming at it before it flew off!

The most dangerous moment was at Foxy's bar, Jost Van Dyke. We were on painkillers again (the cocktail, not the drugs). We had just run out of money, but the barman said 'I can fix dat, mon. Dees is free'. Had to re-anchor at 3 am when we could barely talk, let alone stand up.

We spent two seasons in the Caribbean, joining in Antigua race week on a Swan 65 with a huge asymmetric and we even won the Rolex Regatta on a Prima 38.

After the best part of 2 years away, with a short interlude back in the UK to pay for all those cocktails, it was time to bring the boat back home. We chickened out of the Pacific, as we reckoned the world is just too windy. Even at 40 foot, ours was one of the smallest boats out there!

The trip to Bermuda was a sleigh ride, averaging over 140 miles a day, peaking at 160! Bermuda itself was delightfully civilised and pleasantly cool after the heat of the Caribbean. We spent a lot of time making the boat absolutely watertight and battening everything down ready for the next leg. We picked our weather window very carefully when leaving for the Azores. It was late May, late enough to

avoid the winter depressions and early enough to be out of the hurricane season, or so we thought!

For the first day or two we had fine weather. Then on Monday 24th May, we received the following weather broadcast on the Navtex: 'Possible tropical cyclone 25N 65W moving north-east.' I plotted our position – we were right in its path. That really put me off my muesli. A gale we could cope with, a hurricane is another matter. We started to read up on dangerous semi-circles and the really dangerous quadrant to the front and right of the eye of the storm. That is exactly where we were, so we headed north at full speed under motor. It would add a day or two to the voyage, but put us 200 miles to the north of the track of the low centre. We motored for a day and made 100 mile of northing before receiving another forecast. The storm had changed direction and was heading straight for us again! Great! Super! We headed south. By this stage we were starting to get seriously worried, as they kept on about this tropical cyclone. Fortunately, we had the satellite phone that Paul Mothersele gave us before we left. You have no idea how grateful we are! We managed to get a forecast from Peter O'Hea who was on the internet (www.fnmoc.navy.mil). He said it was going to hit us no matter what! Bermuda radio gave us the phone number of the Hurricane Centre in Miami. 'There is no tropical development. I am not even bothering to send a spotter plane over that one' they said. The relief was wonderful. In the end, the centre of the low went straight over us and that was bad enough. When Vicky woke me at 4 am, the barometer had just plummeted 5 Mb and the wind was screaming through the rigging. The gusts were hitting 50 knots, so we took all the sails down, set Wendy on watch, put the storm boards in and went below.

With no sail, the motion was not too bad as the waves had not had enough time to build up too much. It was wild and

lonely. As the day went on, the wind dropped to 30 knots for a time and we unrolled a scrap of jib. The sun came out briefly, and we watched the stormy petrels brush the crests of the waves with their wing tips. At least they seemed to be enjoying themselves. We got the latest forecast from 'Herb' who runs the SSB net. 'Another low approaching. This is more like November weather. Be prepared for storm force conditions north of 34N with winds of 40 to 45 knots.' We had had enough of this. With as much sail as we dared, we powered south-east at speed; anything to get out of the path of these lows that were coming in steady succession across the north Atlantic. The wind remained at about force 6 to 7 for the next few days, and we made good progress.

On the long crossing to the Azores, we had a radio net on the SSB for boats travelling in the same bit of ocean. We used to give each other the first line of a limerick to be composed during the night watch. Here is one of them:

While sailing along to Horta
I said to myself 'I oughta'
A change of my pants
Might aid the romance
And help me go out and court her

A change of underpants definitely worked. Vicky and I are now married! We made it to Horta, which is a fantastic place. We hired a car and went off to find a picnic spot; a green field surrounded by hedges of blue hydrangeas, a long way from the sea!

From the Azores, we sailed to Falmouth, dodging gales as usual. We sailed for days through a sea of millions and millions of baby Portuguese Men O'War. Off Brest, we suddenly started seeing shipping again and picked up radio 4. We got back into Falmouth on 29th June and celebrated with beer and a Cornish pasty. We stopped at Fowey and Beaulieu, finally getting back into Chichester harbour on my birthday, July 6th.

It was a sad moment selling the boat. After 12,800 miles of sailing, we had become very fond of her. She never broached, always tracked in a straight line, and looked after us in the worst of storms. So now everyone tells me it is 'back to reality'. So you call this weird world of PowerPoint demos and spreadsheets reality? I think Bernard Moitissier was right!

Looking back, our time in the Caribbean is best summed up by the poem on my T-shirt:

'Dat rum an de parties, dem girls an de beer, me got to de point me not at all here... but wid de sunshine an ropeburn and salt in me hair, me vaguely remember me must have been there!'

Andrew Gould

Feedback

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

Quay Mill Machinery

When the club purchased Quay Mill in 1977, it still contained some machinery, shafting and various items had to be removed before the conversion could be done. Some items were taken by members, restored, and now adorn the bar and the rest of the building, but the larger pieces found refuge in the Hackman's barn on Hayling Island and stayed there for many years, until the property had to be cleared. No doubt several members can remember removing the heavy items from the mill to the island.

What does one do with redundant mill machinery? The Hampshire Mills Group was contacted and said they could not only move it, but also find good homes for it.

So, we thought members might like to know what happened to it.



Some of the machinery in the 'Club'

There was a maize or bean kibbler that is now being restored in Basingstoke before being fitted on the stone floor of Longbridge Mill at Sherfield-on-Lodden. This is a mill which the Mills Group cleaned out many years ago preparing for a thorough survey, but unfortunately vandals got in and there was a disastrous fire, during which their kibbler was completely destroyed. (For those who do not know, a kibbler is a machine with grooved plates for course grinding various animal feed, such as beans.)



Longbridge Mill at Sherfield-on-Lodden

The mill has now been restored to working order and volunteers from the Group mill and produce flour there on the fourth Saturday of every month. There is great demand for the flour, which is also sold by the adjoining restaurant and bar – worth a visit after the sailing season!

The oat crusher (the use speaks for itself!) has gone to Calbourne Upper Mill on the Isle of Wight, where it will be

cleaned up and will be part of their display. The Holgate Windmill Trust at York was interested in the small sack hoist, but unfortunately it would not fit in the cap of the mill, so it is now in the store of the Hampshire Museum Service. Also there is something, the purpose of which is still under discussion – it could have been a dough mixer, but that is not certain. Anyone remember?



CRUXEASTON WIND ENGINE 2003

In the North of the county at Crux Easton is a large, hundred year old wind engine that has been restored by the Group with a grant from the Lottery. Various lengths of line shafting, etc. have been most useful to replace the old rusty ones and the mill's winnower and plate mill are on display in the adjoining building. These will eventually be driven by the wind engine as part of the exhibition, to show that it produced animal food as well as pumping water to the highest point in Hampshire. The mill complex is open several times a year and it is worth a visit, not only to see sails turning, but to look down the well to the water 340 feet below – the pump machinery at the bottom of the well has yet to be recovered – any volunteers?!

The remainder of the machinery is in the County's store at Chilcombe near Winchester and it is hoped that good homes can be found for it, but at least it is safe there! Hampshire Mills Group is in

contact with most parts of the country and there are always people restoring mills who need replacements so you can be sure that Slipper Mill machinery will be welcome and well looked after.

The Hampshire Mill Group is very grateful that the Club saved this machinery some 30 years ago, enabling it to be used in mills again.

Tony and Mary Yoward

Next Edition

The deadline for receiving copy for the March issue is 15th February. Please send any articles to the Commodore. Thank you.

And finally

From my article at the beginning of Slipper Sailings you will have seen that Chris Purdey and Alan Power are standing down and we need volunteers to replace them to ensure that we have a fleet of well maintained craft to support our sailing and an enthusiastic Social Secretary to co-ordinate our entertainment ashore. However, just as we were about to go to print I learnt that Becky Gardner, who has produced this newsletter for 2.5 years will also have to stand aside. We therefore need a new editor to produce the next edition. If you are interested please contact Becky and/or me and we will give you our perspectives on what is required.

On your behalf I would like to thank Becky for all the work she has put in over recent years to ensure we have an interesting successful and informative newsletter.

**Julian Murch
Commodore**
