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# SLIPPER SAILINGS

November 2006

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## Yet Another View from the Crows Nest!



Where has the season gone? It seems no time at all that I was wishing you all a fabulous summer break, yet as I write, here we are with the cruisers just ashore and the dinghy sailors preparing for the inter-club Hare and Hounds Series. The AGM is only a month away and we have already done most of planning for next year's programme. The Yoke and Folly trophies have



been presented back to us for safe keeping for another year by the "other club" and the Fed Week 2<sup>nd</sup> place team trophy is back in our bar once more. There have been lots of outstanding sailing performances, particularly by our younger sailors and we still remain one of the most popular clubs in the harbour, with many keen to join if only we had spaces for them. Work on the fabric of the Club has continued and our new tenants are now well established in the Malt House.



**Sailing** We missed out retaining the inter-club cub trophy at Fed Week by just one point to HISC. However, it was a splendid team effort and again there were many personal successes for Slipper sailors, including the plate winning reappearance of a Flying Dutchman in the Slipper camp and Andy and Vicky, our Euro Cup champions, just being beaten into second place in their ISO. The club three race mini-series have maintained their popularity with large entries and



dinghy sailing continues to be very well supported.

Some of our cruiser sailors went on extended cruises this year including Malcolm and Eileen Bishop, Tony and Dorothy Morgan, Hugh and Penny Kennedy and Keith and Pauline Hobbs. However, some did not get quite as far as they had intended as Chris and Sheila Lunn proved when they claimed the Winner Bank for Slipper by spending the night there; though it was suggested that they strike the Club burgee, whilst encamped!



The Saturday and Sunday cruiser series has seen some very



close racing throughout the season culminating in the Nab Dash in quite windy and choppy conditions. At the beginning of this article is our boat Melody at full displacement speed during the Bell Trophy race to Warsash, a reminder of that fabulous weather we had during most of the summer. (Photo courtesy of Ralf Nuttal the co-owner with Geoff Beal of Koto)

This year I even managed to get out of the Solent and dashed across the Channel to St Vaast and Cherbourg helped by James Mant and an Italian friend of his family. This dawn shot was taken on our way home in mid Channel.

**Juniors** David Valentine has continued to provide the leadership that has made our juniors so successful this year and he has received wonderful support from:



- Glen Grant – FNO Organiser
- Beverley Lewis – Joint FNO SI
- Andrew Turner – Joint FNO SI
- John Brook – Joint SOTTs Organiser
- Jim Garland – Joint SOTTs Organiser
- Dave Cooper – Joint SOTTs Organiser
- John Ford – SOTTs SI
- Tony Larder – SI & Joint SMO Organiser
- Paul Mothersele – SI & Joint WNY Organiser
- John Galyer – SI & Joint WNY Organiser

Their hard work has paid off and we now have many of our younger members selected for national and zone squads. This is a tribute not only to the individuals concerned but to the members and parents who have helped make this happen.

**WOW** Mary Alston’s team of sailing ladies, with great support from some of our gentlemen, has continued to grow and thrive. Please see her article later in the news letter. Opposite are Mary and Beverley Lewis at top speed during Fed Week. (Photo Dave Holmes)



**Training** No sooner is one round of training over, than Tony Gaunt is setting up the next series of sessions, which this winter will also include diesel engine maintenance and practical cruiser instruction from

competent crew up to yachtmaster. The latter is thanks to Ken Walker a member and yachtmaster instructor, who is offering his services and his boat, a 38 foot Bavaria, at very reasonable prices.

**Bosun** Rex Riddington and his team seem to thrive on challenges. Recently they have replaced a wooden post on our quay, are about to install a new weather vane on the Clubhouse, have replaced a large Ventaxia grill high on the north wall. All this is in addition to keeping all our power craft and engines in tip top condition. Now they are about to tackle their biggest challenge yet, which is to replace the engine in Slipper Maid. The photo opposite shows the team with their new engine. Next year with help from the premises team they will be refurbishing the boat shed.



**Premises** The premises team under James Mant has continued to make steady progress with the fabric of our buildings and a number of projects are nearing completion including the patio facelift and refurbishing the kitchen in Jenny’s flat. (Before, stripped and now)



**Social Scene** Sarah Thorsby and her team have gone from strength to strength this year with all the major functions sold out. The recent murder mystery evening was thoroughly enjoyed by all involved, though a number of people were apparently relieved that I could not be there on the evening. I can’t imagine why! On the horizon are our prize giving and the Turkey Supper. I suspect both events will be sold out early, though all the prize winners will be given a chance to purchase their tickets before they go on general sale to Club members.



**Food Festival and the Terror** The Food Festival was again a great success and this year our Club was very much at the centre of activities on the Friday, with the dedication of the restored Victorian oyster boat the Terror from a temporary quay beside ours at midday. The restoration had been masterminded by Club member, Richard Utley at the Dolphin Quay boatyard. It is a fine example of the work of a master craftsman at his very best. Our harbourmaster, John Davis, has recruited a team which includes seven Slipper members, to take parties for guided tours around our harbour in the Terror next year. The majority of the trips will be from Emsworth and last about two hours. For more details you will need to look at the 2007 harbour guide when it is published. Longer trips are also planned, with the possibility that the Terror and a crew can be hired for private functions.

**And Finally** I would like to pass my sincere thanks to Russ Wolstenholme, our Cruiser Secretary who is standing down this year, for all the work he has done and to Lynda for producing a handicapping system which has worked so well. (I would say that!) According to Russ, on the basis that nobody really likes the number they have been given, it must be a fair system!

**Julian Murch**  
Commodore

### **Sailing Round Up**

Well here we are at the end of another season and the Slipper flag has been flying all around Europe once more. Andrew & Vickie Gould won the ISO Europeans with Richard & Matt Lewis third, a tremendous effort by both teams. Our juniors have been as successful as usual with top places in Oppie, Topper, Laser & Feva events. Slipper was also the second most successful club at the Topper Worlds in Lake Garda. The Cruisers have made their presence known around the world and especially in the Solent with their huge new battle flags that can be seen from miles away at the end of a days racing. Many thanks to Russ our Cruiser Secretary for all the hard work he has put in running and co-ordinating these events.

We are already well underway with the Club programme for next year but to run a successful dinghy racing programme we need many race officer and patrol boat teams. We have re-organised the teams for 2007 and included some new volunteers. Please check the programme when it is issued and see if and when you are down for a duty. If you have not done one before, do not worry as we will be running a Club Race Officer Course early next year for new ROs and for those members who would like to improve their knowledge of race procedures. The Bosun team will also be running refresher courses for the patrol boat teams to ensure the boats are used safely and returned correctly in one piece.

Our regatta next year will be on Sunday 2<sup>nd</sup> September with ESC's on the Saturday. I will be leading the race team once more and would like to involve some new volunteers. So if you would be able to help me (no experience needed just lots of enthusiasm) or be a member of the Patrol Boat Team led by Chris Purdy, or help take the entries, collate the results or produce the teas, please contact me over the winter or early next year. Making the regatta happen is great fun and as ever, you will find the more you put into the event the more you will get out of it.

I would like to say a special thank you to the Bosun Team led by Rex Riddington for all the work they have done this year. This multi-talented team have kept our power boats in excellent condition and as I write, they are installing a new engine in Slipper Maid.

The Hare & Hounds inter-club series between Slipper, ESC and TISC is just about to start (first races 4/5 Nov). I hope all our top sailors will be out competing in this series and helping us retain the trophy. It is the most closely fought series of the year and often only decided on the last race. If you are not taking part then why not take a walk around the Mill Pond at the start times and give your support. It is a great spectacle and you can expect to see up to 35 boats vying for position on the Slipper line.

The Sailing Committee are always looking at ways to improve what we offer and next year we aim to help more people into sailing and racing with Level 2/Level 3 courses for those wishing to venture out on to the water for the first time and guidance for those who want to start racing, including practical sessions to put what you have learnt into practice!! If you have any suggestions of other ideas or would like to help me on the Sailing Committee, please contact me. I hope I will see many of you at the annual prize giving supper in the Club House on Saturday 25<sup>th</sup> November if not before.

**Mike Lillywhite**  
Rear Commodore Sailing

## Dinghy Matters

ESSC put up a strong team for Fed Week in August, and managed a creditable 2nd in the inter-club trophy. The team consisted of Hamish & Jonathan in the Feva who won their class – Obviously all that practice in Garda paid off. Ian & Jane Porter won in their Wayfarer, as is the tradition. Andrew & Vicky were beaten into 2<sup>nd</sup> place by a pesky little 29er. Luke Austen managed 3<sup>rd</sup> in the Topper, a score that was vital in the tie-break against Menegham SC. The final team members were Alistair & Chloe in the Buzz, with a guest appearance by Tom Kennedy (who yet again showed his mast-breaking tendencies).

Several of us travelled to La Rochelle at the end of July for the ISO Europeans, in what turned out to be some extremely close racing. The event was won by Andrew and Vicky, after beating off all the old rivals. Richard and Matt Lewis came 3<sup>rd</sup> despite their boat being held together by string (literally), as the rudder post started to disintegrate. Mike Lillywhite and Tom Kennedy came in 7<sup>th</sup> place, sailing together for the first time.

The Harry Andrews Trophy for the 3 race mini-series in July was won by Matt Johnston in his Finn, with Jessica Lavery 2<sup>nd</sup> in the Feva and Tony & Debbie Larder 3<sup>rd</sup> in the Merlin. Winners of other trophies are:

Pine Trophy: Mike Lillywhite & Tom Kennedy in an ISO.

Bucks Fizz: John Fifield (Laser).

Randall: James Mant & Mary Alston (RS200).

Victory: Richard & Matt Lewis (ISO) (provisional).

I am now looking forward to the autumn series and the Hare and Hounds starting on Nov 4<sup>th</sup>. Let's hope we can get as good a turn-out as last year! And finally, please find below a light hearted definition of some well known sailing terms:

BOW: Excessive reverence shown to the Commodore.

STERN: The look Jenny will give you if you don't return glasses to the bar.

FULL GALE: A pint of Butser.

SEVERE GALE: 8 pints of Butser.

COLD FRONT: The greeting you'll get on returning home after 8 pints of Butser.

SLIPPER ONE: ...you'll be lucky!

RORY KNOT: A knot tied by Rear Commodore Sailing, Emsworth that is guaranteed to come undone in a crisis.

SHEET: Expletive uttered when a knot comes undone in a crisis.

ROLLOCKS: Expletive uttered when you've driven all the way down the A3, but forgotten that vital piece of equipment that prevents you going sailing.

FOC'SLE: Expletive uttered when you're fed up with sailing and want to take up golf instead.

BOOM: The noise made when the boom hits your head (I thought that was a dull thud? – Editor).

CLEW: First hint that the crew's forgotten the course again.

CUNNINGHAM: A clever pig.

KICKER: Useful trick when crew won't do what she's told.

TENDER: Patching up the relationship after the sail.

SPRINGS: Metal objects that jump overboard when dismantling a winch.

NEAPS: Weird Scottish food.

DINGHY: Dilapidated small craft.

ASSYMETRIC: Boat with medieval jousting pole designed to frighten cruiser sailors.

CRUISER: Audi TT driven by a DFL who has run out of road at the bottom of South St.

DFL: 'Down From London'. Derogatory term given to people who live north of the A27, or, if you live in Creek End, north of the millpond.

LAYLINE: Route taken by Audi TT driver when trying to pull.

TRANSIT: White Van Man failing to pull.

WETSUIT: DFL who's left the top down.

JIB, JIB, JIB: A series of meaningless expletives uttered by the helm on their route to dementia, hence 'gibberish'.

BLOCK: What you get when you forget the course mid-race.

RACING MARKS: Bruises incurred while sailing.

BLUE PETER: ...so would yours be after the Slipper Shiver!

DON THE GAS: Not strictly a sailing term, but a structural part of the Slipper bar, so we thought we'd better include him.

REACHING: Matt Lewis, Lake Garda 2005 (Hmm, must be a private dinghy section joke – Editor).

START LINE: Begin not to tell the truth at the start of a sailing yarn.

OUTBOARD: The feeling you get after a round of ever more improbable sailing yarns.

**Andy Gould**

Sailing Secretary

### **The View from the back of the Fleet**

The 2006 season has been a good one for the Cruisers. To any non-cruiser people we are the ones who appear in October and disappear in April and while we are away we have a whale of a time. The season culminated in a Nab Dash sailed in brisk winds but on a comfortable point of sailing and so everyone arrived fit and well and looking forward to what was an excellent repast at Gunwharf; 37 people sat down to dine and where Eileen H put it all none of us knew, but that was surely what must have slowed Nessa V down on the sail back the following day! This year we were able to sail all the planned events save for the May Bank Holiday cruise to St Vaast when a week of gales meant that even had the wind moderated the sea would have had a nasty swell. But we did not miss too much as there was a problem with the local oyster beds and the fruits de mer would not have been as good as usual.

Support throughout the season has been tremendous with the number of boats taking part well into double figures, 22 was the highest and only the Pursuit Race had single figure participation. Sadly there was little interest shown by new cruiser members, only one new member came along to any of the events. It really would be good to see new faces and I do encourage anyone who has not been before to give us a try – all you need is a glass and a bottle of wine. If timed cruises, sorry, racing is not your bag just sign up as rally only and go direct to the venue.

Talking of racing, this year has seen the introduction of our formula based approach to handicapping and the general consensus is that it has been a success. There will be some tweaking next year (as we said there would be) when the better performing boats get clipped and the slower boats get raised so making the fleet more competitive. The intention is also to change the back passage spinnaker allowance. Instead of declaring no spinnaker at the beginning of the season and getting a 40 point improvement on your handicap, we will sail off the standard handicaps but any boat using a spinnaker in a race will get a 4% reduction applied to their handicap. No system is perfect but at least we will all get the same option and when a spinnaker cannot be flown because of the wind direction it provides a more level playing field.

Next year, as I said in the last newsletter, the cruisers will have a new cruiser secretary. I shall be standing down and anyway will in all probability be boat less. That said, so far no prospective candidate has put his or her head above the gunwale. It is a really good opportunity and a privilege to be able to put something back into the Club and no owner will be moaning to you about their handicap as Linda and I have said that we will continue with the handicapping. So come on guys and gals let's be hearing from you!

**Russ Wolstenholme** Cruiser Secretary

## Junior / Youth Section

As I write, we have just held the last sessions of the various Junior & Youth training, and another year has passed far too quickly. Horse of the Year show is around the corner, and Last Night of the Proms; but hooray because Father Christmas is coming soon!!!! So, a great big thank you to all helpers, assistants, leaders, organisers, instructors, senior instructors, etc, etc that have enabled such a fantastic section to run so efficiently. We have trained more Juniors & Youths than ever before, and a significant number are girls which is great to see. Remember, sailing is one of the few sports where both sexes can compete equally! So just watch out boys!

Next year will bring as many children to the Millie and the harbour, so I will be looking for more parents as helpers and instructors please. To help, you don't need to be able to instruct or have a knowledge of sailing, as you wouldn't believe the number of things we get up to! However, if you wish to instruct, then please let me know and Tony Gaunt will set up some training for you – its only a couple of weekends to train and you never know, you may also benefit from the training, plus your kids will have even more people to guide them on their way. More people means better training. You're at the club anyway so why not help out! Its great fun!

Coming up soon, we have the Junior Certificate Presentation and Fireworks on Friday 3<sup>rd</sup> November. "Dangerous" Dave Shields is letting the fireworks off in style again – maybe one really big rocket will propel the pontoon along? That would be something! Hot Dogs will be on sale – **though we need some chefs please!** – And this time, we will have a Pirate Fancy Dress theme to link in with the Jubilee Sailing Trust Eye Patch Day. The JST' aim is to promote the integration of people of all physical abilities through the challenge and adventure of Tall Ship sailing – A very worthy cause! So, eye patches are on sale for a £1 donation each (or more?). So kids, who can be the best pirate? And you can also tell your mums and dads that it's a chance to dress up as Keira Knightley or Johnny Depp! Ahhh, Jim lad! There may even be a prize for the parents, as well as the Juniors??

After this, we have the Oppie Christmas Party on Friday December 8th, where this year we will be using a professional entertainer (you can only eat so many doughnuts from strings!) and we'll provide some hot party food; and although Father Christmas is yet to confirm, I am sure he will attend and tell you all about those reindeers again, and also remind you to be good and go to sleep!

We are also planning some fun winter events for the kids and also a Parents Supper, maybe a Mexican or ?? – Watch this space!

**David Valentine**

Junior Co-ordinator

### **Thoughts from Alex Thorsby - Joint Youth Captain**

2006 has been a good year for the youth section of the juniors. The top Topper sailors managed to get themselves into various squads. Phillip McCoy and Michael King achieved a place in the GBR National squad. Ben Hodges, Jack Spencer and Max Yoward in the new intermediate squad just missing out on the national squad. Pete McCoy managed to gain a place in the Laser Radial transitional squad, which is a much commended achievement along with the other boys. To get into these squads they have been travelling all over the country and Europe spreading the Slipper name. The RYA south zone championships were held at Weymouth & Portland sailing academy this year and saw Slipper taking 6 out of the top ten places. If any of you have travelled on long motorway journeys, you would have no doubt passed a long convoy of Slipper Toppers.

WNY (Wednesday night youths) has also been a great success this year with a record turn out and an excellent number of girls attending this year, creating their own group instructed by Nic Rea. Unfortunately, there weren't as many opportunities to get out on the tide compared to last year but never the less everybody seemed to enjoy themselves. Any improvement was defiantly shown by everyone who came, with the excellent activities laid on by the ultimate team of Paul Mothersele and

John Galyer. We look forward to seeing you all for the Wednesdays and hope to see more of you in the squads next year.

### **And from Tom Kennedy - Joint Youth Captain**

**JUNIOR CRUISE:** This year the Junior Cruise was altered to become part of the Bell Trophy cruiser race, with three boats taking six juniors: Paul Cressey's Final Fling, Brian Almond's Baby Blue and Mike Austen's Shooting Star. The race was won by Shooting Star with Alex Thorsby and Phil McCoy crewing, while Baby Blue came second with myself and Max Yoward onboard.... Just ahead of Melody in third! (these positions seem a tad different to the official results. Perhaps these are some unofficial Juniors Race results? – Editor).

The back passage the following morning was another good day, although the early rise was a bit painful (that was not early! – Editor), and this race was won outright by Melody. The weekend combined well with the racing, and it was good to be able to take part in more tactical racing. The juniors all had a great time and would like to thank all of the Cruiser sailors for offering their boats for the weekend. I'd also like to thank Brian Almond for helping me organize the event this year, it was a huge success and hopefully it will be as good if not better next year! Thanks again.

### **Women On Water Update**

What a season! Slipper has never before had so many women out on the water - One session had 25 boats on the water!! This season has been exceptional for WOW. There is now a fantastic level of co-operation, support and enthusiasm amongst the girls. Who ever turns up receives help, support and encouragement from all the others. What ever our sailing ability, there are times when we all feel we would like to go sailing, but its all either too much effort or we don't seem to have the confidence in our own abilities. The encouragement from the other girls overcomes these obstacles, resulting in a lot of happy and exhilarated people.

This has been the first season where we have formalised the links between ESC and our selves. Fiona Horseman has been doing a sterling job acting as club liaison for us, with the result that many more women from the other club are now joining us. I know I write in every newsletter our thanks to all those who do patrol boat cover for us. But, without their help and the help of those who have helmed the 16's for us, WOW would not be able to exist or give the opportunity for so many to spend time on the water. So, a big thank you from all of us to all of you!

It would appear that the world out side the Slipper is becoming more aware that something rather special is taking place at the club. Dell Quay has now set up their own WOW, which is doing really well. We are even getting internet queries from women who can see the opportunities we give to club members and want to know more.

At a recent "meeting" in the bar, the WOW girls came up with some amazing suggestions for next season, so watch out for the new programme. It will hopefully have something for everyone.

The 6<sup>th</sup> of October saw our end of season Dinner take place at the Brookfield Hotel, and our special WOW club trophies were presented. This year Christina Dove won the best improver trophy and Wendy Busuttil-Reynaud won the Ladies Slipper. This was in recognition of her contribution to WOW this season.

Finally, if you would like to be on our WOW mailing list, please contact Vivien Reed ([vivien.reed2@btinternet.com](mailto:vivien.reed2@btinternet.com)). Vivien has kindly agreed to take on some of the WOW admin, and will ensure you get information on both our sailing and social activities.

**Mary Alston**

Mob: 07866-887610

## ESSC Social Activities

You can always rely on the Slipper members to know how to enjoy themselves, and they haven't let us down yet! Since our last newsletter, we opened our club to the Chichester harbour federation in August. A very warm evening was spent enjoying the post-mortems of many racers with high expectations for the next race! As predicted, September's organised social event – the murder mystery evening - proved extremely popular with a complete sell-out 3 weeks prior to the event and many disappointed people who had left buying their tickets too late! The evening centred on a boarding school's founders day which saw the murder of 2 key characters, wonderfully acted by our very own Neil Cowell as 'Head boy' and Julian Mandiwall as the Headmaster. The evening was beautifully orchestrated by the one and only Nick Pomfret and our thanks go to everybody who helped to make the evening such a success. However, the revolting child who brought along the stink bombs has now been expelled (Dave Valentine!) and the usually mild mannered Dave Cockerill has had his water pistol confiscated. Hopefully, Nick's black eye caused by stray ammunition from somebody's catapult is improving nicely! Perhaps some other events should remain unreported, but here are a couple of photo's to give you a "feel"!



The next social event will be the lift out curry and quiz on Saturday 21<sup>st</sup> October (Sarah's article was early, while the newsletter is a little late! – Editor), followed by the Annual Club prize giving. The prize giving will be held on Saturday 25<sup>th</sup> November at 7.00p.m. The tickets will be strictly limited so don't leave it too late. Look out for the posters for information nearer the time. Tickets will go out for sale soon after the lift out. After that, we will hold the Turkey Supper on Saturday 16<sup>th</sup> December. We shall be decorating the club from 11 a.m. on Friday the 15<sup>th</sup> December and any help would be gratefully received, as will all greenery. It's been a great year for the social team, but we are always keen to know what you would like us to arrange for you. Please feel free to pass on any suggestions. Until then, thank you to those who have supported us and helped to make the Slipper Social Scene what it is today!

**ESSC Club Clothing:** We have a new range of club clothing. Samples of such can be found in the bar for the next 2 months. Order forms will be available from behind the bar, with the price list hung from the rail. Many of these items would make wonderful Christmas presents – Happy shopping!

**Bar Rota:** The Slipper has always been proud to be known for its self help ethos. This is what has made the Club the success it is today. Our steward, Jenny, has her days off on a Tuesday and a Wednesday. These nights and her holidays require volunteer cover; a list of such is posted to the right of the glass bar door. It would help the bar committee tremendously if you could spare a moment and offer your help. Please ask for instruction from any key holder listed above the rota or from Jenny herself if you haven't run the bar before. Thanks in anticipation of your help.

## **The Bar Committee**

**Sarah Thorsby**  
Social Secretary

## **From Your Membership Secretary**

**Subscriptions:** It is coming up to 'that time of year' again! For our new members of 'Slipper' (and as a reminder to everyone else), I will be sending out your 2007 subscription forms as soon after Christmas as is practicable. Please will you all help me by: -

1. Checking all of your contact details and correcting them if necessary.
2. Checking your 'volunteer' status and amending if needed.
3. Returning your forms, with payment, before January 31<sup>st</sup> (Return them after this date and your details will not be included in the club handbook).

The membership numbers are at the highest level ever and so I would greatly appreciate it if you could return your forms as early as possible in order to help me to wade through all the returning subscription forms, boat storage forms and cheques. It is really difficult if everybody leaves it until the last minute! If anyone has any problems with payment, please speak to me confidentially. There are no problems that cannot be sorted out and no information discussed will go any further.

This year I will be providing a space on the form for two phone numbers in order that you may provide me with your mobile or work number if you wish. I am doing this as so many people these days use their mobile phone as their primary contact and it can also be useful to be able to get in touch with you when you are away from home. On the subscription form two lines will be provided for your 1<sup>st</sup> and 2<sup>nd</sup> phone numbers. Please note that only the 1<sup>st</sup> phone number will be published in the handbook so be sure to record your details on the correct line.

**Applications to join ESSC:** As I am sure that you all know, that our membership numbers are at an all time high and therefore the club remains closed to any further applicants wishing to join unless there are exceptional circumstances. Your General Committee and Flag Officers decided last year that it will be at least September 2007 before any further applications can be accepted for consideration in the following spring and even this timetable could slip to be as late as 2008 depending on how many of our members leave the club. This is the price that we must pay for being so successful and popular. Any change in this situation will be posted on our website at [www.emsworthslippersc.org.uk](http://www.emsworthslippersc.org.uk) and also in subsequent newsletters. Finally, I would like to be one of the first to wish everyone a very Happy Christmas and another enjoyable year on the water in 2007.

**Judith Murch**  
Hon. Membership Secretary

## **Secretarial Notes**

Feel like trying to get fit? Discount Gym Membership now available! You may be interested to know that ESSC now has corporate membership of the Lifestyle gym at the Langstone Hotel, Northney Marina. The main benefit of this is a reduction of the full membership price. Please email me for more details.

Ex Junior Captains: We are thinking of backdating the honour boards at the Club to include all the junior captains, right back to the first ever, who was Dick Jacobs. I am going to do some hunting through very old paperwork to find out who they all are, but if you were a junior captain, or you know anyone who was, please can you let me know the name and year? Thanks, in advance for your assistance.

**Ruth Austen** (secretary@emsworthslippersc.org.uk)

## **Training**

Last winter and spring saw a very successful series of training courses at ESSC, with everyone passing their tests and assessments – Congratulations to everyone on maintaining the Club's high standards of training and learning. This winter and spring we have a selection of no less than fifteen different courses and workshops on offer for members. More details of these are to be found on the Training Pages of the Club's website, and also on the Training Notice board in the Clubhouse.

I am particularly keen to have more Dinghy Instructors and Senior Instructors in the Club. If you have been helping out at some of our many training sessions, please do consider very seriously becoming a fully-fledged Dinghy Instructor. If, on the other hand, you already hold your DI qualification and have a couple of seasons' experience with the groups, then please consider putting this experience to good use and progressing to become a Senior Instructor. These courses will take place next spring, and details will be posted soon after Christmas. Please be aware that, for our members, the cost of these courses is a mere £25 per person – about 7% of the usual cost if the course were to be taken elsewhere!

We now have a full complement of Powerboat Instructors, so will not be holding a course for this discipline in 2007. The courses already posted are filling up fast, so please don't delay if you find something of interest – And please don't be too disappointed if we are unable to squeeze everyone in on some of the courses this year! Finally, I would like to pass on my sincere thanks to all those Instructors and helpers who have given so freely of their time to ensure that ESSC has maintained its well-deserved reputation for excellence in the training provision for its members – A fact which has not gone unnoticed by the RYA!

**Tony Gaunt**  
Training Principal

## **Man Overboard Exercise Under Sail**

I thought the Cruiser members might be interested to hear about a method of picking up a man overboard that I was taught last year at the Joint Services' Adventurous Sail Training Centre. The recommended RYA method involves the use of the engine, whereas this method assumes that the engine has failed (for example, a rope round the prop). I found it a very easy method to teach to a recent training course, where some of the candidates had very little experience of handling a yacht under sail.

The exercise goes like this. First a small canvas bucket or drogue is tied to a fender whose rope has been attached to both ends, to ease recovery with the boat hook. The "man" is thrown overboard with a loud cry of "Man overboard". Immediately the helmsman tacks into the hove to position with the lee sheet (windward sheet after the tack) held tight and the tiller put across to the new lee side once the boat has gone through the wind. To aid an automatic reaction the phrase "tiller to boom, tiller to boom" can be memorised. For boats with a wheel, this can be amended to "wheel to weather, wheel to weather". In many cases it will be possible to throw a heaving line to the man overboard, which is the main reason for this "crash stop" procedure.

For the purposes of the exercise, it is assumed that he/she is out of reach and the standard procedures of releasing the lifebuoy/Dan buoy, marking the GPS and making a Mayday call are simulated. A crew member is nominated to watch the man in the water and remain pointing at him. The foresail is then let across and the boat sails away on a broad reach for at least 100m. It is important at this point to get well down wind of the man. A tack is then executed, dropping or rolling the foresail during the tack. The boat is then sailed back to the man under main, ideally on a close reach with a wind angle of about 60 degrees. The correct course is maintained by the helmsman keeping the man in view through the triangle formed by the kicking strap, boom and mast. On the way back to the man the "flap test" is executed which involves letting the main right out and seeing if it flaps. If it does then you sail on, controlling boat speed with the main (in light winds grab the multiple part of the mainsheet). If not you bear away until the approach is more of a close reach and the flap test succeeds. The "man" is then recovered with the boat hook to leeward with the boat virtually stopped. Give it a try, I think you will be surprised how easy it is.

How to get a real person out of the water is, of course, another subject in its own right!

**James Mant**

## **Slipper Almost Snatches the LV Cup!**

One evening last month Fiona and I were enjoying our pre-dinner drink in our landlocked apartment high in the French Alps, when on the television we saw the still jubilant Swiss waving aloft the Louis Vuitton Cup. This was happening on the shores of Lake Geneva about an hour's drive from us. The local equivalent of South Today was giving a live report of the Swiss preparations for their defence of the America's Cup. The impressive Louis Vuitton Cup was at that moment being waved around against a background of some fierce match racing close to the shore of the lake.

An hour later Alastair and Gillian arrived (we were expecting them). "Guess what we've just seen" they said. "The Louis Vuitton Cup" we said, and indeed they had. The fun and games had been taking place right by the road out of Geneva, where it skirts the lake close to the famous fountain, and the waving aloft of the cup happened just as they drove past!

**Roger Pratt**

## **Clock This!**

Some time ago a Club member asked me if I could recommend a clock repairer and, with hand on heart, I couldn't. Well, now maybe I can. Just over two years ago I sent the Club barograph to a small family business in Yorkshire for repair. Recently the barograph stopped working again. Although the repair was only guaranteed for one year, I telephoned the repairers (mostly to see if they were still in business!), and was asked to return it to them. It has now been returned to the Club, with an apologetic note, in working order again, and with absolutely no charge. And this from a Yorkshire man! (With due acknowledgements to all you Tykes out there!).

So, if anyone wants to know of what would seem to be a reliable and honest repairer (they also make scientific and horological instruments), here are the details:

F.W.W. Brown & Son  
39 Queen Street  
Horbury  
Wakefield  
WF4 6LP  
Tel: 01924 271696

**Tony Gaunt**

## **And Finally....**

I was thinking about the Club's summer regatta recently, and why the Cruiser races are so poorly supported. I think that one reason could be that having made the long trip "down channel", people who race boats with lids and cushions would like to make use of these facilities. Rather than "just" race round a few buoys, they would prefer to race to somewhere exotic (East Cowes? Exotic?!) and sleep on the cushions, with the lid keeping the dew off!

I was wondering what could be done to remedy this situation, and had the idea of going from one extreme to the other. So, what follows is an outline of a summer regatta event just for Cruiser sailors:

- Racing shall use the Club's fleet of Oppies, and take place on the Millpond.
- Teams (loosely based around Cruiser yacht crews) shall consist of 4 members.
- Teams shall have a minimum all up weight (we wouldn't want a hot-shot Junior "ringer" to spoil the fun, would we?!).
- Races shall be of a "relay" style, with each team member completing one circuit of a triangular course (reach/run, beat, reach/run).
- The event shall consist of 4 races (with one discard).
- Teams shall use a different Oppie in each race (in case the Oppie fleet contains a complete dog, with a 20 year old sail).
- Sailing for the Pond Life Trophy, or even the Amoebas Cup!

So, what do you reckon? Is it a "goer"? Have I just volunteered to be OOD?! I am sure I am not aware of some fundamental flaw (like the Juniors race the Oppies during Regatta weekend), but decided that the above would at least start a debate about how the regatta could include more Cruiser sailors. Answers (and other ideas) on a post card, please.....

**Martin Perry**  
Newsletter Editor