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# SLIPPER SAILINGS

October 2004

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## From the Eye of the Commodore

How time flies: amazing. And it seems to whiz by faster the older one gets! Perhaps that is because I can't really remember what happened last week anymore! All this introspection is due to the fact that I am just about at the end of my 3-year term as Commodore of the Slipper, and time really does seem to have flown by. This is my last chance to communicate with everyone and I would like to say thank you for not causing this Commodore any great heartache or major disaster, and for making me feel welcome in the 'job' (for that is what it is at the end of the day). I have had so much individual support from the Flag Officers and committee members, let alone those who work quietly away in the background making sure that the many strands of club life are in place and kept vibrantly alive. You have all made my term in office a real pleasure.

Equally, club successes are due to the enthusiasm of you all, and this legacy stretches back over many years. We are a fairly small harbour club in terms of membership numbers, and yet in the Harbour's Federation Week we came second to the mighty Hayling Island Sailing Club – and for the second year running. This ably demonstrates the levels of excellence that are being achieved, not least by our brilliant juniors. Racing is not, however, the only measure of success. We have all enjoyed sailing, from

training for all ages to plain cruising, and a brilliant social life, and it all takes place in a well-managed environment and cheerful atmosphere.

I should like to take this opportunity to tell you all that our club Chairman, Andrew Turner, is standing down after many years. As many of you know he has been a tower of strength and reason throughout that time. I know I speak for all members when I say that his wise advice and leadership through some difficult times has contributed immeasurably in making ESSC the fine club that it is today. No other member can boast such a long history in office, from Junior Captain through Commodore to Vice President, and with the odd 30 years as Chairman thrown in! Our heartfelt thanks to you, Andrew.

Times change and Commodores come and go. ESSC has also changed from the club that I knew when I first joined. What I treasure is that in conforming to the many strictures that legislation has imposed, and bending under the pressures of modern living, Emsworth Slipper Sailing Club is still very much a self-help club. As long as the club is fun to belong to, and the sport we love continues to provide the extremes of excitement and tranquility, these incentives will provide those who play their part in the tradition that the Slipper has made its own. However, I sincerely hope that any proposed changes in our system for taking on new members to obviate our

waiting list continues to provide an eclectic mix of people!

Suffice to say I am also very sad at the thought of standing down, but this is partially balanced by the fact that the responsibility diminishes! I am looking forward to following in the footsteps of many other members and cruising across to the Caribbean in 2005. (Translated by a friend: 'Can't strut your ego any more so you're going off sailing'!)

I hope to see many of you at the Dinner and Dance on Saturday 23rd October, and Prizegiving on Saturday 27th November. Think how I'll feel if I'm the only one there....

In personal appreciation of you all.

**Julian**

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### **From your Membership Secretary**

**Waiting list:** As you are all probably aware, the waiting list to join Slipper has been closed for over a year, so I thought you would appreciate an insight into what has been happening.

Due to the success of the club, each year has seen fewer people resigning their membership while at the same time more and more people have been applying to join. At one time, the waiting list grew to the point where applicants were faced with a potential 5-year wait before being considered for membership. Your Committee decided to close the waiting list and consider ways of reducing it. In September 2003 it was decided to increase the adult membership from a maximum of 650 to 700. This helped reduce the waiting list considerably, with no apparent detrimental effect to the club. It is now hoped that with a further small increase in the size of the membership we will be able to consider taking on all the applicants remaining on the list

in 2005. After this time we will be in a position to consider new applications.

**Volunteers:** As this year draws to an end, I am beginning to prepare the subscription forms for 2005. You will see that this year I have added a section for you to indicate the areas where you would be prepared to help. The club functions almost entirely on the efforts of volunteers, and the success that we are all enjoying is due to the huge effort put in by members. I appreciate that you all answered a questionnaire to this effect some years ago, but by now you may have different ideas about where you are able to help the club. Please do complete this section of the form. The information you provide will be of real value to those members trying to organise help.

#### **Handbook/subscription forms:**

Lastly, although there were many favourable comments about the new style handbook for 2004, there were also a few gripes from people not included in the list of members. This occurred because subscription forms were returned to me after the handbook had gone to print. To have the handbook printed and available to you all, I must produce the membership list for inclusion by the end of January. At that time of the year around 1200 forms plus cheques will be coming back to me for processing (I hope) so please help by returning yours as quickly as possible.

**Judith Murch**  
**Hon. Membership Secretary**

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### **Dinghy News**

The summer seems to have gone so quickly! It has been good, however, to see so many Slipper boats sailing locally and away. Our Juniors had

another successful season, and several club members claimed prizes at Fed week (see the reports from John Galyer and James Mant, respectively, later in the newsletter).

The Regatta went very well this year and I have had a lot of feedback on how well it was run by James Mant and his many helpers. I missed it as I was still in Lake Garda for the ISO Europeans! Unfortunately, a collision with Dean's elbow meant I couldn't compete, but Slipper was well represented. Andrew Gould finishing 2nd, Richard Lewis/Simon Lewis finishing 6th and Matt Lewis (still recovering from a wrist injury)/Richard Lewis took 2nd place in the long distance race on the last day. Dean managed to pack me off to hospital and get a crewing job in a Buzz, finishing 4th overall!

The Mirror Open is on Sunday October 17th, with a training day on Saturday 16th. As with the other opens it is always good to see as many Slipper boats as possible on the water, so please take part if you have a Mirror and try to borrow one if not! For more details please contact Dave Valentine or me.

Chris Purdy has kindly put together a patrol boat user sheet for the ribs and the Commando engines. These will hopefully be e-mailed to those with patrol boat duties, but if you don't get one or would like a copy contact Chris or me. I find them useful for refreshing my memory, especially if I haven't used one of the boats for a while. Please check the whiteboard just inside the patrol boat shed door to see which boat has been allocated to your duty.

The Hare and Hounds series will be starting soon – please check the dates and make a note in your diaries now. There will be limited space in the dinghy park at Slipper so only those actively participating in the series will be allowed to keep their boats there.

We need to get as many boats out as possible this year to stop the Thorney Pirates in their tracks!!

See you on the water.

**Mike Lillywhite**  
**Dinghy Sailing Secretary**

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## **Superb Slipper Effort at Fed Week**

Forty-eight Slipper members took part in this year's Federation Week at Hayling Island Sailing Club including 25 Juniors. Fed Week takes place during the 2nd or 3rd week in August, run by representatives of the harbour clubs and is open to all. The facilities at HISC are superb for this type of regatta; it is very much a family event, with social activities taking place each evening. This year attracted a record entry of 440 dinghies divided into 20 classes, with many travelling from all over the South of England. For more information on the week look at [www.hisc.co.uk/fedweek04.htm](http://www.hisc.co.uk/fedweek04.htm).

Thanks are due to the parents of Juniors and other supporters who took up the traditional part of the beach team, and to the crews of Slipper Maid and Slipper 2 who provided valuable safety cover throughout the week.

The last 3 years have seen hot and sunny conditions with light to moderate sea breezes. It was obviously time for a change as this year we had SW Force 4 – 5 Monday, Tuesday and Friday and Force 6 – 7 mid week, preventing most classes from sailing on Wednesday and Thursday. Thanks to the patience of the Race Committee, however, the frustration dissipated on the final afternoon with all classes enjoying exhilarating racing.

Noteworthy among the prize winners were: Andy Gould and Vicky Lewis – 1st Medium Asymmetric

(ISO); Andrew Turner and John Galyer – 7th Fast Handicap (Osprey); Julian and Judith Murch – 6th RS 200; Martin and Tom Price – 2nd Laser 2000 (new class for 2004); Al Nichol – 1st Laser Radial; Richard Kennedy – 3rd Laser Radial; Guy and Hamish Ellis – 2nd (missed 1st by 0.25 points!) RS Feva (new class for 2004); James and Claire Mant – 3rd Medium Handicap (Merlin Rocket); Alex Thorsby – 4th Topper; Mike Goodbourne – 5th Topper; Jonathan Holmes and Joe Austen – 2nd Slow Handicap (Mirror); and Alex Mothersele – 2nd Optimist (one to watch!).

Richard and Matt Lewis (ISO), Paul and Caroline Fisk (RS 200) and James Fifield (Laser) were also on winning form but were unable to discard a poor result, which pushed them down the placings.

In addition to these excellent results Slipper retained the highly coveted 2nd place team trophy. HISC have always won, but with this sort of form who knows what could be achieved next year! Come and join in the fun.

**James Mant**  
**Rear Commodore – Sailing**

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### **Topper Southern Traveller at Emsworth Slipper 19th June 2004**

A strong contingent of 20+ young sailors from the two local clubs helped to boost the numbers to a total of 49 entries. Race Officer Dave Cockerill ran 5 races across the high tide. Conditions were very tricky with a gusty shifting wind and strong tide.

Local hero Alastair Nichol, back in a Topper for the event, had a very interesting day. Alastair totally

misjudged the tide in Race 1 and crossed the line last before making his way back up to 14th! He won Races 2 and 4 only to snap his boom as he crossed the finish line. A temporary repair using a broomhandle and gaffer tape was made on the ESSC support yacht and Alastair was back out for the final race.

The wind picked up for Race 5 and Tom Walker (West Wittering) won convincingly from Emma Porteous (Papercourt). Tom Kennedy, another local, sailed a club training boat into 3rd place and Alastair Nichol nursed his repaired boom around the course to finish 9th.

The overall placings were: 1st, Andy Fielder (Broadwater) 14 points; 2nd Alastair Nichol (Emsworth Slipper) 18 points; 3rd Tom Walker (West Wittering) 19 points; 4th Emma Porteous (Papercourt) 19 points; and 5th James Bennett (Portchester) 28 points.

The prize for best performance by a young sailor went to 12-year-old Michael King (Emsworth Slipper!) who was 22nd.

**John Galyer**  
**Junior Co-ordinator**

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### **Team Slipper Wins the West Sussex Schools Regatta Cobnor, 4 – 5th September 2004**

Joint Junior Captain, Rick Kennedy, led Team Slipper to a resounding victory in the annual West Sussex Schools Regatta. ‘After losing out to ESC by one point last year we were determined to regain the Trophy’ said Rick. The victory was overwhelming with Slipper winning every event. This was particularly impressive as several of our ‘star’ sailors were away at regional and national events.



The victorious Slipper Team

Rick led by example and won the Fast Handicap in his Laser Radial, although he did not have it all his own way as Robert 'steady' Jefferies pushed him hard. Third place in this series went to a non-Slipper sailor, the only prize we did not claim!

A strong Topper fleet of some 25 boats was dominated by ESSC: Max Yoward was the winner with other team members taking the following 5 places. A number of the Slipper Team Topper sailors will now be hoping for selection for the RYA Zone Squad this autumn. This is the first step on the ladder that can lead all the way to representing the country at World Championships and Olympics.

The Slow Handicap was won by Alex Mothersele in his Optimist, with the Holmes/Austen Mirror Team just ahead of Alex Thorsby and Hamish Ellis in an RS Feva. This fleet was particularly badly affected by the strong tide in the race area. A special mention for persistence must go to Georgina Mothersele who tried so hard in these difficult conditions.

Team Manager, Clive Frost, said: 'I was very pleased by the real Slipper team-spirit, with lots of mutual support and encouragement by the sailors and plenty of parental support, too.'

A full set of the results is on the Junior Noticeboard.

**John Galyer**  
**Junior Coordinator**

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### **Congratulations**

Congratulations to Alastair Nichol who received a Gold for his sailing activities at the Chichester and District Sports Awards 2004.

### **Social Events**

Book your tickets NOW for the

### **Dinner and Dance**

Saturday October 23rd  
1900 – 0030

Rowlands Castle Golf Club  
Dancing to *Midnight Express*

Tickets on sale in the bar:

£26

Posh frocks and black ties

Coach available

Autumn social events for your diary:

### **Annual Prizegiving**

Saturday 27th November

Continuing last years successful event, we will have a supper and prizegiving in the bar, followed by dancing to local band *Something for the Weekend*.

### **Turkey Supper**

Saturday 18th December

This ever popular event will have all the seasonal trimmings and Christmas music from the Emsworth Concert Band.

**Alan Power**  
**Social Secretary**

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## Disabled Sailing

Emsworth Slipper Sailing Club has a long history of supporting disabled sailing. We have hosted many Sailability weekends, Challenger races and cruises. Many boats and crews from ESSC take part in 'Blind Week' and we have fielded up to five boats for several years.

With this background we now give our time to getting young people on the water during weekday term times. The Futch School, parents and young students were enthusiastic about the enterprise and this year we ran nine sessions on the water.

The aim is to build confidence on the water and have fun doing it; we use all manner of craft, such as canoes, rowing boats, paddled boats and the Access Dinghy (a virtually non-capsizable, single handed sailing dinghy). We've used our launch for trips around the harbour and rescued a tender belonging to a club member! We've been crabbing off the pontoon and have enjoyed our lunches out on the terrace.

If anyone would like to join our happy band of helpers next year, please contact the organiser, Eileen Higham.

We are also going to save our pennies through some club fund-raising, and buy another Access Dinghy so that we can expand our disabled sailing.

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## Third Place for 5 Girls in a Boat in the Magellan 3 Peaks Race

After 3 days sailing, cycling and running the **5GirlsinaBoat** crew of two sailors and three runners came 3rd in this prestigious sporting event.

Susan Rutter, Julie Fawcett, Nicky Lavery, Wendy Dodds and Ali Bramall

in Xcalibur, were the first boat under 35 ft to come in, beating the army, navy and a number of considerably faster boats. As Julie Fawcett says: 'The only two teams that got away were a lot faster on the water and as the race allows entry for boats of any size without a handicapping system we were ecstatic with our placing!'

The race involved sailing 60 miles from the start at Barmouth to Caernarfon to land Ali Bramall and Wendy Dodds who ran the 23 miles up and down Snowdon. The girls then sailed through the Menai Straits – a notorious piece of water – and up to Whitehaven, about another 75 miles. Here the mountain runners took to their bikes and cycled to the foot of the fells. Back on foot they ran over Black Sail pass, down to Wasdale and up Scafell Pike – and back again! This round trip was 48 miles and Ali Bramall, the running co-ordinator comments: 'Our runners Nicky Lavery and Wendy Dodds completed the whole lot in the dark and took us from 5th place to 2nd – an amazing feat.'

Finally the **5GirlsinaBoat** team had a 2-day sail around the Mull of Galloway, the Mull of Kintyre and up through the Firth of Lorn, the Sound of Luing and Loch Linnhie to reach Corpach – just north of Fort William. Here Ali Bramall and Nicky Lavery made the final ascent onto Ben Nevis – a 17.5-mile round trip.

All the runs were done at night in sometimes appalling conditions and it wasn't all plain sailing either! The crew had to battle heavy winds, seasickness, repairs to equipment, and last but not least, having to row the boat the last hour as the wind died in sight of the finish. This caused some laughs as a very concerned fisherman called the coastguard, much to the amusement of all the VHF listeners, stating that there were five ladies singing and rowing a yacht refusing

help...! 'We were too busy trying to recall the words to all the Bob Dylan tunes in the world lying on our stomachs with dinghy paddles trying to propel the boat faster than the tide ... and staying ahead of the other boats!'

We managed it though and a fantastic 3rd place shows our determination, competitiveness and expertise in sailing and running. Thanks have to go to Fat Face, Sugoi, Salomon and Helly Hansen for supplying the sports gear and the sailing outfits and to Waitrose, who generously sponsored food. All of this was undertaken with the backing of a great many people in the shore crew and a fundraising team that helped **5girlsinaboat** raise around £15,000 for Breast Cancer Care and St Wilfrid's Hospice in Chichester.

The team would like to say a huge 'thank you' to all their family, friends, sponsors everyone who made a donation to the project and to the crew who played a huge role in delivering Xcaliber for the race: Lawrie, Dan, Beverly, Lee, Alastair, Gilly, Stephen and Mark.

It is not too late to sponsor the undertaking: if you would like to make a donation, please send cheques for **5girlsinaboat** to 5girlsinaboat, PO Box 73, Emsworth, Hants, PO10 7ZF or donate via the website at [www.5girlsinaboat.org.uk](http://www.5girlsinaboat.org.uk).

And the 5 girls will carry on: their eyes are set on the Scottish Three Peaks Yacht Race in May 2005 to raise money for The Royal Marsden Hospital and Sail4Cancer. For this the **5girlsinaboat** team is looking for a major sponsor for next year. Interested? Then please contact the team via their website address above.

**Susan Rutter**  
**Skipper**

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## 25th Anniversary Cruise

For those of you who have heard me talking about our charter trips of the past 25 years, I thought it about time I put a few words to paper.

I was only a reasonable dinghy sailor at the time, but in my final year at university a gang of us decided to give cruisers a go. So, in the summer of 1979 18 of us set off in the Students' Union minibus to Troon on the Clyde. Three identical Trapper 500s, each filled to capacity, gave us a lot of fun and whetted our appetites for cruising. The Clyde is the easiest place to start cruising – land is always in sight and there is no tide to speak of. The original three skippers were Jonti (co-owner of Saluja), Mike Saul and myself. Mike continues to be a highly successful dinghy sailor and it was great that he joined us for a Whitsun cruise this year – the 'original three' were together again!

It had been raining when we left Fort William, but the sun broke through just as we boarded our three charter yachts – two Bavaria 36s and a Westerly Corsair. The yachts were courtesy of *Isle of Skye Yachts* and based at Ardvaser on the southern end of the Sleat peninsula.

The many and varied islands and infinite number of anchorages make Scotland so good! One is rarely weather-bound and short of a Force 9 you can usually sail in the lee of an island if the weather is grim. You can look at the chart in the morning and have a choice of islands anything from 5 – 50 miles away. Given this, we set off straight away, on Saturday evening, for the Isle of Rhum. Kinloch Castle is now quite famous having featured in the 'Restoration' programme on the BBC and Rhum remains one of my favourite islands.



Scotland at its best – north end of Skye

With the weather light, and the forecast good, we decided on the Outer Isles for Sunday. Indented with sea lochs on the Eastern side, it means if the wind heads, you just settle for a different anchorage. This proved to be the most memorable day for everyone as about half way across the Sea of the Hebrides we were joined by a school of dolphins. They stayed with us, riding the bow wave, for tens of minutes and then came back an hour later. Absolutely fascinating creatures and the first time this experience had been repeated since 1983. Onwards to an idyllic anchorage on South Uist, Little Kettle Pool in Loch Skipport, where we rafted the three yachts together to make the evening a little more social. The lack of marinas means a lot of anchoring and it sometimes takes a little effort to meet the crew of the other yachts. We did anchor the raft fore and aft, using five anchors, to avoid a tangle if the wind or tide turned. We still had a tangle when pulling them up, but that's another story! On the plus side, the cost of our overnight stays for the week was zero.

The following day allowed three more anchorages, one for lunch, one for afternoon tea and then finally at Loch Maddy on North Uist. In the morning, once watered using the fire hose on the pier, we set off for a long day round the top of Skye to Baddachro in Gairloch, on the mainland. We'd never admit to racing,

but it is always satisfying to set off last and get in more than an hour ahead of the other two! To be fair Phil's Westerly Corsair is probably a slower design, but Jonti's attraction for bright orange fishing floats and associated tackle probably didn't help his speed. Baddachro is another well-known, pretty anchorage, complete with pub with visitors book. The last time I was there (in the 1980s) I met John Ridgeway who had just sailed English Rose IV out to St. Kilda.

Tuesday was windless, but it didn't stop us motoring through the narrows and into Upper Loch Torridon to see the spectacular mountains, including the Liatach ridge. We then spent the night in Plockton where the wind and rain set in for about 12 hours. Our only 'near miss' of the week was when my son Jonathan was unable to row the dinghy with four on board upwind in a Force 5 when the outboard died. We were seconds from dropping the mooring and going to rescue him in the yacht, but luckily Jonti's dinghy crew saw their plight!

The next day saw the first decent amount of wind so we timed the Kylerhea narrows to get the tide with us at upwards of 5 knots. It kicks up a bit of a sea at the southern end of the narrows so this was a chance for the less experienced to sample rougher conditions on passage to Isle Oronsay as it got dark at 11pm!

A slightly late start the following day, but nonetheless an overnight anchorage that I have finally managed after all these years. Sandaig Bay, on the northern entrance to Loch Hourn, is open to the southwest. It is more famed, however, as Camus Fearn, the setting of Gavin Maxwell's books, the most famous of which is the televised *Ring of Bright Water*. His house burned down in his lifetime, but there are still memorials to Maxwell and the otter Edal. The cairns are beautifully

kept and clearly a lot of people walk to this spot to pay their respects.

Unfortunately Phil's yacht had to be returned to Dunstaffnage, 55 miles down the coast. The difficult decision was whether to join the rest of us for the end of week meal and sail overnight, or set off early on the slightly rising forecast. In the event, they set off early and motored most of the way! The rest of us were pre-booked at *The Old Forge* – Britain's remotest pub according to the Guinness Book of Records. It is on the northern shore of Loch Nevis and can only be reached by boat or a 25-mile walk from the road-head at Kinlochhourn. We had a very relaxing meal, in a beautiful setting where the licensing laws mean nothing! I was most touched when the rest of the crew gave me a silver bowl to mark the silver anniversary of the trips. Thanks go to John Winton for organising it. The end of cruise meal is always a fantastic event, with much consumption of alcohol, and a very late night. We had debated all week how long it was completely dark for that far north and that night we found the answer: about 2 hours as we saw the dawn in at 02.45!



End of cruise supper

With slightly sore heads we were up again about three hours later to return the yachts. For me it is always sad to leave Scotland – it is a very important place as I have visited since I was too young to remember! Without doubt, the best way to see the Islands is

by yacht and I will be perfectly happy in the knowledge that, even if I spend the rest of my life cruising the West Coast, I will not have seen it all and will definitely not have been to every anchorage. Where else can you cruise for a week, have a VHF Channel entirely to yourselves, have daylight until midnight and only see one other yacht, apart from our fleet, while at sea?!

I have already booked three yachts for next Whitsun and you are welcome to sign up and join us – you won't be disappointed. It is probably not for me to convince you, but if you're interested I'm sure Dave Gange, who returned for his second trip this time, will talk to you. Further details can be obtained from me.

**David Holmes**

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## **Portrait of a fund raiser**

Thelma Parham started fund raising for the RNLI in 1973 and has been continuously doing so ever since.

The Emsworth branch was started in 1956 with a committee comprising Peggy McDonald, Fred Mant and Fred Hillier with the whole operation overseen by Peg's husband who was a solicitor.

At this early stage the fund raising took the form of house-to-house collections and the annual flag day. Thelma was asked if she would conduct a house-to-house collection, because in Peggy's words 'you know everyone and they will all give generously!' In fact they did. In those days it was one way of getting information and gossip around the community. There were few phones and no mobiles or e-mail! Just good old face-to-face 'chat'. (Some say we should revert to that!)

Thelma could see that there were many more ways that the generosity of the Emsworth people could be tapped and instigated coffee mornings and jumble sales that were held in local houses.

In 1980 it was decided that the branch should be more formalized with a 'proper committee' and Thelma was duly elected as Minutes Secretary with Fred Mant as Souvenir Secretary.

When Thelma's husband Gordon 'retired' from his boat building business there was lots of 'rubbish'. This was sold in the first 'Sale on the Quay', which has been a summer event ever since and last year raised £5100! A not insignificant sum for a small community like Emsworth.

Emsworth Slipper Sailing Club is now host to regular events such as sales of Christmas cards, coffee mornings and the regular AGM and 'very pleased we are with the hospitality of Slipper' says Thelma. So much so that in May 2004 Slipper was presented with a commemorative plaque for the help and support that we give to the RNLI.

Slipper has also instigated its own events that raise money for the Emsworth branch, most notably the beginning of season boat bits auction and the pantomime: you don't pay to get in – only to get out!' If you haven't subjected yourself to a pantomime yet look out, there's another one on the way! Also, the 'Mummers' who regularly use our club to practice the plays they take around the various ale houses in the vicinity raise thousands of pounds for the RNLI that gets presented to Thelma yearly.

Seriously though, 31 years and still going strong is no mean feat (£15 000 raised so far this year), but for Thelma

it is something she just does for the love of the sea, the lifeboats themselves and the men and women who actually put to sea in them. In 2000 the RNLI awarded Thelma her 'Gold Badge' in recognition of her 25 years service and Princess Anne presented the award at a ceremony in London. (I bet she didn't walk straight past the Princess!)

The enthusiasm and friendship she gives to all who help her has been rewarded too with some substantial legacies left to the RNLI. The 'Margaret Forster' lifeboat, based in Kirkwall in Scotland is a living reminder of an Emsworth resident's generosity and Thelma enjoyed a short trip to Kirkwall for the naming ceremony.

Thelma will be 80 this year and shows no sign of slowing down. Together with her husband Gordon (married for 57 years) she was there in August on the quay pressing you to part with some money for her beloved RNLI.

A stalwart lovely, lovely, lady.  
Happy Birthday Thelma.

**Jackie Ollier**  
**Rear Commodore – Admin**

### **Next Edition**

The deadline for receiving copy for the next newsletter is 16th January 2005. Please leave articles in the G pigeonhole or e-mail them to: [newsletter@emsworthslippersc.org.uk](mailto:newsletter@emsworthslippersc.org.uk)  
Thank you.

**Becky Gardner**