



SLIPPER SAILINGS Spring 2012

Commodore's Corner

Welcome to our Spring Newsletter, and my second as Commodore already! It's been a busy winter at Slipper with the various committees and helpers making sure it all runs smoothly. Our social team led by Mark Taylor has provided some excellent evenings with many more planned for the coming year, the Panto organised by Jackie Oiler ran in true Slipper style with participants and audience enjoying the show as well wondering what Nick Pomfret would come out with next! After being promised a small normal part I somehow ended up being a low flying Chinese Laundry Worker, a crew in 3 boats, one as a well developed woman and a waiter (that was the normal part!) I must say that I enjoyed taking part in the show and the Sunday evening rehearsals as it developed. An amazing £1080 was made and shared between the two charities RNLi & Naomi House.

I have been very encouraged by the work party attendance this year. Lift-in ran as smoothly as ever led by Chris Lunn and his team, helped by not only cruiser owners but many others who turn up to help and make it possible. The park scalping laying party was a great success with about 50 members turning up and helping to lay 18 tonnes in 40 minutes; imagine if only 10 turned up it could have taken 5 times as long! (sounds like a GCE maths problem – Editor). Sean Curtis lead the rack building team which was again well attended so thanks to all.

Well I guess the ski season is finally over and we are all looking forward to the sailing season. For those who haven't managed to pick their programmes up yet they are available outside the bar in named envelopes; my thanks go to Paul Fisk and Mike Austen for putting it together and Mike Clark's team for filling the envelopes. I am sure you will agree all sections have put a full programme of events together for the coming season. You will see in the programme it is noted when we intend closing the Quay. The next closure will be when the Boat Project is displayed on Wednesday 9th May (Quay closed from Tuesday 8th). This will be during the week so shouldn't affect many, but I am sure it is worth visiting if you can to see this amazing boat made from old wooden objects. There will also be a talk at the club on Wednesday 9th at 19.30 telling the story of how it was made.

With the Olympics and Diamond Jubilee coming up this summer we have organised several events including picnics on Fowley, Push Your Boat Out Day with the aim to get as many boats on the water as possible, and of course the Sail For Gold Summer Ball. While talking of the Olympics you will see the update from former Junior and Youth sailor Pete McCoy who has been selected for the Finn class Olympic Development Squad. This is a great achievement and I am sure you will all join me in wishing Pete well with his campaign. I must say I have been very impressed with Pete's dedication and commitment including raising funds himself to buy his first Finn.

Lastly but by no means least I would like to thank Clive Frost and Judith Murch for caring for the various plants, flower boxes and hanging baskets around the club for many years. Keith, Maria's partner, has kindly offered to take over this role (as well as often being seen helping in the bar on busy evenings). Many thanks Keith.

That's it from me. I hope to see you all on the water or at the club soon,

Mike Lillywhite

A BIG “Thank You” from Yvonne & Paul:

The letter below is from St Joseph's Technical and Vocational School in Moyamba in Sierra Leone, to show us the progress of the Library and how they have organised all the books that were sent out, along with how the money we raised has been spent. It's good to see the update and how the money has been spent and more importantly all the great work already achieved over there by the students and their teachers !!

With thanks ,
Yvonne and Paul

Hi All,

I am so thrilled about what we have all accomplished together. This library is perfect with special thanks to Meghan who has done a great job of organising the books.

I will never forget my short visit to the school in Moyamba or the girls and teachers. They will always inspire me to keep going with the Build on Books project.

Please give my love to Mrs Lamin and Sr. Angela.

Hope you enjoy the photos. The pen pal letters have been posted to Yvonne.

Peace & Love

Lori

Thank-you for the new library!

We are really pleased to say, that the girls of **St Joseph's Vocational Secondary School in Moyamba, Sierra Leone in West Africa** have just received a complete shipment of over 2,000 books of many different types and topics to cover all the subjects they could need!

A big thank-you to all in the Slipper Club who helped with our fundraising evening to pay for the shipment of 2, 000 books , the building of a library in the school and the training of the librarian to help run it. Below are some of the pictures showing progress so far We will keep you updated with the progress of the library over the next few months. See the letter from the school below.

With thanks again,

Paul and Yvonne Watkins

The books have arrived in Moyamba!!



Yvonne and Paul,

I want to extend profound appreciation and thanks for the book donation you helped plan, arrange, fund, and accomplish. I don't think I can begin to explain the effect this is/will have on our school and students. They are so excited, and the library has been full of students everyday since the books came. Whether they want to help organize, do their homework, read a novel, check out a book, or just come to see what all the excitement is about, I think the library has become a new fixture in Saint Joseph's. We're trying to harness this burst of enthusiasm and develop a library committee comprised of both students and teachers. This way everyone can take equal responsibility in the care of the library as well as help guide the direction of subsequent library programs.

I'd also like to share this side story. As we incorporate your donation into our library, we're realizing that some of our older books are obsolete. That encyclopedia set from the 1960s just doesn't seem as useful anymore...but it was brought up for discussion at last week's library club meeting. What should we do with these books? The students decided we should donate them to schools in remote villages around Moyamba! The girls pointed out that the only reason we have new books is because other people were willing to give up things they no longer used. Even though the books may have lost their utility to us, they will find a welcome home elsewhere. You've passed on the spirit. Pay it forward!

Again thank you for all your hard work, encouragement, and big dreams. They are much appreciated, and please pass these thanks on to everyone who donated or helped in any way. I'll keep you updated as things progress.

Best,
Meghan

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**Sailing with the Jubilee Sailing Trust**  
**Jackie Rea**

'We're going sailing on a tall ship' I boasted; 'in the Carribean too' I gleefully added. One of my audience (who will remain un-named) responded 'Make sure you take a photograph from the top of the mast' and then added '...and write an article for the newsletter on your return'. Dave and I were to sail from The Bahamas to Bermuda. I visited Bermuda 20 years ago, during which a hurricane skirted the islands and it rained for most of my stay.

So here is an abridged report of our time as Voyage Crew on SV Tenacious- a purpose built tall ship designed to cater for disabled and able bodied sailors. We joined Tenacious in Nassau on April 4<sup>th</sup> with the objective to sail to Bermuda nearly 900 miles away.

All on board are expected to take an active part in the workings of the ship, including cleaning (ironically called Happy Hour), mess duty (food preparation, serving and clearing meals and plenty of washing up) and 4 hour watchkeeping (steering, recording hourly weather checks, keeping a continuous lookout for hazards and, more importantly, dolphins or whales!).

The age range of the voyage crew ranged from 17 to 74, many were first timers and one was on his 26th voyage. The majority of the voyage crew this trip were able bodied. We had five paraplegic crew members, another was a 23 year old hemiplegic who had suffered a stroke 2 years earlier and a diabetic lady who was the main carer for her paraplegic husband.

There is a permanent crew, but not many of them. Four bridge officers, including the Captain, 2 engineers and 4 volunteers, called Bosun's Mates, who do maintenance work and help with sail setting, washing up and are on call at night.

Voyage crew are 'buddied up' with less able bodied voyage crew; we were paired with a Canadian couple- both of whom are paraplegic and rely on wheel chairs. They were fiercely independent and refused all offers of assistance, however we shared sleeping quarters with them and were available if required.

#### 4<sup>th</sup> April Day 1

We boarded Tenacious at 4pm on Wednesday. We were introduced to our watch leader (the crew are divided into four watches), provided with waist belts with a harness and given instructions on conserving water, what to do in an emergency, how to properly use the bar and then a buffet supper on board to meet other voyage crew. Fairly early to bed but a terrible night's sleep as there was a very squeaky tyre fender right by our bunks!

#### 5<sup>th</sup> April Day 2

Safety briefing from the First Mate and training in the evacuation of wheelchair crew. Further reminders about how to use the heads and what can be thrown overboard (apparently only the contents of your stomach). There was then instruction in the sails and ropes- and what a lot of ropes! We were measured for our climbing safety harnesses and given the opportunity to learn how to climb the rigging. Here was the opportunity to undertake the task set me, climb to the top.

We, along with half of the able bodied crew, volunteered for rig climbing. With encouragement we got to the first crow's nest and I managed a slow walk along the yard-arm. I can honestly say this was the the most terrifying experiences of my life and I needed much encouragement and guidance to get down.

We departed Nassau at 13.45, set the yard arms and hoisted up all the sails on both masts. The wind was in the right direction, not too strong so on day one we were sailing to Bermuda. Our first watch was at 20.00 to 00.00 which was a shock to my system.

#### 6<sup>th</sup> April Day 3

We were woken on Good Friday by the 04.00-08.00 watch playing Hotel California over the tannoy. It was a hot, fairly bumpy, sunny paradise. Some crew, particularly the wheelchair users, were feeling the effects of nausea and were unwell. Warm hot cross buns were provided for the morning 'smoko' break . The temperature rose and the air became muggy and humid. There was a talk about the sails, their names, functions and most of it (you will not be surprised to read) was over my head. Our next watch was to last 3.5 hours and started at 12.30. Over the course of the watch the cloud cover increased, visibility decreased and the wind speed increased. The top sails (The Royals) were lowered, the bridge officer kept nipping into the bridge to look at charts and the barograph. At 14.30 a weather front passed by causing a squall. We had winds of 47knots and Tenacious reached a speed of 13.4 knots! The T'Gallants (the second layer of sails) were lowered to reef the sails and ensure they did not blow away as had happened in the past. I have to say it was an exciting watch! Our next watch was at 00.00 to 04.00, the wind was still high and changing direction so the Course Sails (bottom ones) were lowered, leaving us with just the Top Sails (which are in the middle!) to propel us.

#### 7<sup>th</sup> April Day 4

The course we needed to sail was North East, and following the squall that is precisely the direction the wind was heading from. All sails, but the outer jib (middle front sail), were lowered and the iron sail put into action. The sea was restless and the boat's motion caused many to miss meals or lose them over board. I spent some sun time, on look out for dolphins, in the bow net at the front. It was better than any theme park ride. We had a short 2 hour watch from 14.00 during which nothing happened (except when it was my turn to steer we went very badly off course).

#### 8<sup>th</sup> April Day 5

Easter Sunday started early but we survived the long, killer morning watch (04.00-08.00). One of our watch woke the crew over the tannoy with a tune on his harmonica and a very sexy voice over. Many voted it the nicest wake-up call of the trip.

The chef had baked a large Simnel cake which was appreciated by all on board. Happy Hour was spent below decks and consisted of cleaning heads, drains, floors and rails. There was a talk from the 2<sup>nd</sup> mate about the weather and why we had experienced a Good Friday squall. After the talk many voyage crew took to climbing the rigging to relieve the boredom of motoring and not having sails

and ropes to handle. We did another watch from 18.00-20.00, during which nothing happened except the recording of the weather, our direction and speed and taking turns in steering.

9<sup>th</sup> April Day 6

Today on the forenoon watch I saw two dolphins and I should have been concentrating on steering at the time. The sea was flat calm and they gracefully swam by, totally ignoring us. I went on mess shift at 16.15 which consisted of washing up the afternoon smoko crockery, preparing for dinner and washing up after dinner. I clocked off at 19.30 and was relieved of any watches so I missed out on 20.00 to 00.01.

10<sup>th</sup> April Day 7

Been afloat nearly a week with and a very disrupted sleep pattern. Woken up today earlier than usual to go on mess duty and I missed a pod of whales by 10 minutes! I was on mess duty with three other voyage crew, all of us from different watches, one was in a wheelchair, another was the carer for her disabled husband and another a buddy for a disabled crew member. We laid tables, washed up, peeled, grated and washed up. We sang songs, we danced, we cleared tables and washed up again. Whilst I was on mess duty the wind veered (or backed!) and that meant sails could be raised and the engine turned off. I couldn't take part in pulling on ropes as I was in an apron and had other important duties!

Mess duty ended at 13.30 which meant I missed out on the 12.30-16.00 watch. I climbed to the tip of the bow sprit and kept a vigilant watch for dolphins, flying fish, whales, turtles and hazards. There were plenty of flying fish! Popped down for a quick shower, during which time 10 dolphins visited the bow and leapt and played for 5 minutes.

11<sup>th</sup> April Day 8

The day started at midnight with middle watch, during which we were treated to an impromptu star gazing talk from the First Mate. He pointed out principal stars and constellations. We were fortunate to see two satellites and the International Space Station overhead and the highlight, for me, a shooting star. It was amazing to see so many stars in the sky, it looked so crowded and beautiful. There was also a wonderful display of bioluminescence at the stern which resembled an underwater firework display.

During the watch land was sighted on the radar and we strained our eyes to glimpse evidence on the horizon. The loom of a lighthouse was clearly visible and the watch officer started to plot our entry into St George's Harbour.

After breakfast we could all see land on the horizon. Bermudan customs changed the harbour we were to enter to Hamilton and we completed the immigration paperwork in triplicate! We sailed until 12.00 and in preparation for meeting the pilot at 13.00 took down all the sails. It was a warm, sultry day with increasing cloud.

We arrived in Hamilton at 16.15. I was in charge of a fender (don't think they trusted me with anything else!). We went ashore to try out Bermuda's national drink the Dark and Stormy- dark rum and ginger beer, whilst in a bar the heavens opened and so started my second wet visit to these islands. Harbour watches had been organised and we volunteered (!) to do 04.00-06.00. During the watch we had to make sure nobody boarded unless they were crew and continued with monitoring conditions; it stopped raining and my hangover dissipated slowly.

12<sup>th</sup> April Day 9

A deep clean of the upper decks followed by assisted climbs up the rigging. I was determined to climb the rigging and get to the top as instructed. I watched with awe as three determined paraplegic crew members climbed the rigging to the crow's nest. I saw the husband of a wheel chair user experience being hoisted aloft in her wheel chair. I observed the determination of a hemiplegic 23 year old to climb to the very top with the safety rope at slack, so he could be independent. It took him nearly an hour to complete his ascent and return to the deck, with the guidance and assistance of the bosun.

I was very nervous as I waited on deck watching these others climb, if they could do it why couldn't I? I am physically able! I would like to describe the view of Hamilton from the top of the main mast, but all I saw were the rungs of the ladders, which become scarily thin, and my white knuckles.

13<sup>th</sup> April Day 10

Up early to set to (pack), clean below decks, strip bedding and clean heads, floors, showers and anything else that did not move. It was another hot day and we were encouraged to leave the ship so maintenance could be undertaken. We visited an art gallery to view the work of one of the voyage crew. He makes stunningly beautiful carved miniatures of boats in teak. Caught the plane home back to reality!

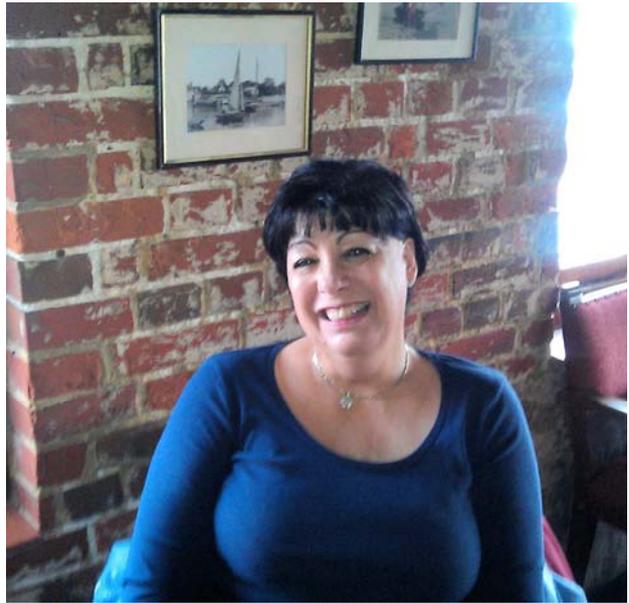
What was in this trip for me? The aim of the Jubilee Sailing Trust is to promote the integration of people of all physical abilities through the adventure of tall ship sailing and increase disability awareness through working together as a voyage crew. The trust provide bursaries for young people to gain a Leadership at Sea award, they subsidise the overall cost of the voyage and are promoting accessible sailing through its forthcoming Sail the World voyage due to commence in October 2012. I did not have a clue what I was letting myself in for when we joined up as voyage crew. We experienced disturbed sleep patterns, strict meal times and working with strangers who have become friends in a short space of time. I am proud to have had opportunity to have 'hands-on' experience. In fact I want to go again but next time perhaps nearer to home on a Portsmouth to Southampton race?

Oh one more thing- if you want someone to go up your mast- don't ask me, it's far too scary!!!  
For more information on the work of the Jubilee Sailing Trust go to [www.jst.org.uk](http://www.jst.org.uk)



Jackie & Collum, up the rigging,  
and Dave & Jackie safe on dry land again in Hamilton

Pins Ups from the bar (photos by Bob Driver)



And now for something completely different. Our intrepid Commodore setting out on the Haute Route, Chamonix to Zermatt, an activity otherwise know as ” Why Use Lifts When You Can Walk?”



Guy Ellis, Mike Lillywhite, Clint Clements & Andrew Gould at the top of Rosablanche



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Enough of the cold stuff. Now let's get back to serious things:

Pete McCoy Sets His Sights High by Pete McCoy

At the beginning of this year, 2012, I was given the opportunity to fulfil an ambition of mine to compete in the mens heavyweight olympic class, the Finn. This ambition started from the early stages of my sailing career. My previous experience lies in the junior single handed class, the Topper, and the mens single handed strict one design olympic class, the Laser.

The journey to get to this stage has not been an easy ride. After persevering with being too heavy for the Laser in my final few years in the National Youth Squad, the Finn was the natural progression. Another appealing element to Finn sailing for me is the fitness required to take advantage of the free

pumping rule. Generally, like most sports, the fitter you are the more you are able to work the boat and gain an advantage over the other competitors. My recent success in rowing at university and selection for Team GB rowing trials in 2011 gave me confidence in my own physical ability to be able to sail a boat like the Finn at top level.

It is great to have been selected for the Skandia Team GBR Olympic Transitional Squad so early on in my sailing career. I can honestly say the last few months have been some of the busiest of my life to date and I have been faced with many challenges. The hardest of which I had to raise over £10,000 towards the purchase of my first Finn whilst maintaining my studies for a university degree in Applied Marine Sports Science at Plymouth University. However with the help from my personal sponsor 'Credo', and support from my local sailing club 'Emswath Slipper Sailing Club', I was able to turn my dream into a reality.



Earlier this year I competed at my first Finn World Cup sailing event, Princess Sofia, Palma. Only a few weeks after purchase of my new boat, I was extremely proud to be racing against some of the best sailing talent in the world with the likes of Ben Ainslie and other sailing legends battling it out on the water. It was an amazing and surreal experience for me especially as most of the guys who took part were ex olympians or using the event in preparation for the 2012 Olympic games to be held on Great Britain's home waters.

This year I have also competed in the national rankers that contribute towards the Olympic Classes Spring Series 2012. I finished 2nd overall at the first national ranker, despite it being only my 3rd and 4th outing in the Finn, followed by a 4th overall in the second national ranker behind sailing giants Ben Ainslie, Andrew Mills and Mark Andrews. This meant I claimed the overall 2012 spring series win!

Something I certainly wasn't expecting as the 'new-kid' to the Finn fleet.



Having done an exam at Uni at the beginning of the week, I am now free to concentrate on my Finn campaign for the next 3 months and have been busy preparing the boat with new graphics and general maintenance. All eyes are currently on Falmouth – the location for the National Championships and then the World Championships (known as the Finn Gold Cup). I have an entry for both events and will be up against the best in the World. Details are on www.falmouthfinnfestival.com. This should be an amazing event – the build-up to the Olympics means that lots of top competitors from around the world are currently training in UK and will be at Falmouth.

When the Falmouth Finn Festival closes, then it's on to Weymouth & Portland for the Sail for Gold Regatta – the final rehearsal for the Olympics and a valuable opportunity for top sailors to get more

experience of sailing in Weymouth Bay – the Olympic venue. I am looking forward to competing here in June before going to Maubisson, near Bordeaux in France, for the Finn Junior Championships (known as the Finn Silver Cup) in July. The latter is an annual event specifically for young sailors from across the World. The man to beat at present is a Russian, but there are strong competitors from many countries. I am hoping that the flat water on the lake and shifty conditions may well be similar to sailing inside the breakwater at Portland!

Pete McCoy

Spring 2012 - Training Matters – it certainly does!

Winter Highlight

A regular succession of members qualified to carry forward the training mantle is essential to maintain the levels that Slipper has enjoyed for so long – not something that can be taken for granted. Following that ethos, Mike Lillywhite, Mark Riddington and Matt Thorsby qualified as RYA Senior Dinghy Instructors (SI) in March. Lest anyone be in any doubt, the SI course is extremely demanding: the highest levels of personal sailing skill, practical and theoretical knowledge, organisational ability and, not least, commitment are required, but our three have shown they have it, and they deserve our heartiest congratulations.

Safety on the Water

A key objective of the Training Committee is to achieve a significant increase the number of members who hold the RYA Safety Boat (SB) qualification. [For anyone unfamiliar with the RYA powerboat scheme, it starts at Level 1 (basic familiarisation), then goes to Level 2 (handling skills), then one of the follow-on options is the SB qualification.] At Slipper, a Level 2 qualification is the minimum required to be coxswain of one of our boats. *But, it's not much use driving to the rescue if you don't know what to do when you get there!* That's what the Safety Boat course teaches, and *our aspiration to crew every patrol with one crew member who does know what to do.* This is a numbers game. Over the winter training season, sixteen Slipper members qualified at the SB level, and well done to them, bringing our total to over 80 members. Meanwhile, over the last few seasons, the dinghy race

fleet has seen tremendous growth. That's excellent news, but it brings with it a responsibility to provide an increased level of patrol boat cover, now up to some 90 patrols over the season, and that means extra crews. For the Dinghy Secretary to be sure of being able to meet our safety objective, we need to get over a hundred members up to SB qualification – so, allowing for members leaving, it's going to take a few years to get there.

Although we will continue to run Powerboat Level 2 courses, there are currently some 120 members holding this qualification who have not moved on to the higher level. **If this is you, we very much hope you will take onboard our objective of raising safety standards and volunteer for a Safety Boat course next winter.**



Entrapment

The Winter 'Training Matters' piece discussed dinghy entrapment and the priority to right an inverted boat if a crew member may be trapped. This policy will become embedded in our Operations Manual at the next update. But, it doesn't end there: both Slipper and the RYA are very keen to learn from experience and amend training accordingly. The risk from entrapment varies considerably from boat to boat. If you have had a near-miss with a dinghy inversion, **please** fill in the near-miss book in the bar (bookshelf in the NE corner) with as much detail as you can, and let the Dinghy Secretary or one of the Training Team know. Even the Dinghy Secretary gets it wrong from time to time but, **if you share your experience so that avoidance measures can be developed, you may save someone's life.**

The Truth, the whole Truth & nothing but the Truth

Should you get the impression that training at Slipper is focused on the dinghy fleet, there is some basis for that impression, but it's not the whole truth. As a 'Recognised Training Centre' we are accredited by the RYA to run a set of named courses – these are the only ones for which we are allowed to put an ESSC stamp and signature on a certificate. Most, but not all, are dinghy courses for juniors and adults – have a look at the Training Noticeboard on the mezzanine floor of the clubhouse and you will see what we are allowed to do.

Training under the RYA Cruising Scheme can be delivered through our affiliation with 'Heave 2' sailing but, in addition, shore-based courses under the Cruising Scheme e.g. Day Skipper Theory can be arranged at the club provided there is sufficient demand to make this worthwhile. We regularly run the Short Range Certificate (VHF) course, but the Radar course is also a possibility. Beverley Lewis is the Cruiser rep on the Training Committee.

Summer 2012

Following the great success of last year's dinghy race training, more is planned for this summer starting on Saturday 21 April, organised by John Excell – see the club handbook for the other dates. We also hope to run an adult beginners' course, but can't confirm this yet – watch out on the website and in global e-mails.



From the RYA Training Principal and the training team - have a great season. OUT.

John Brook
Training Co-ordinator
training@emsworthslipper.org.uk

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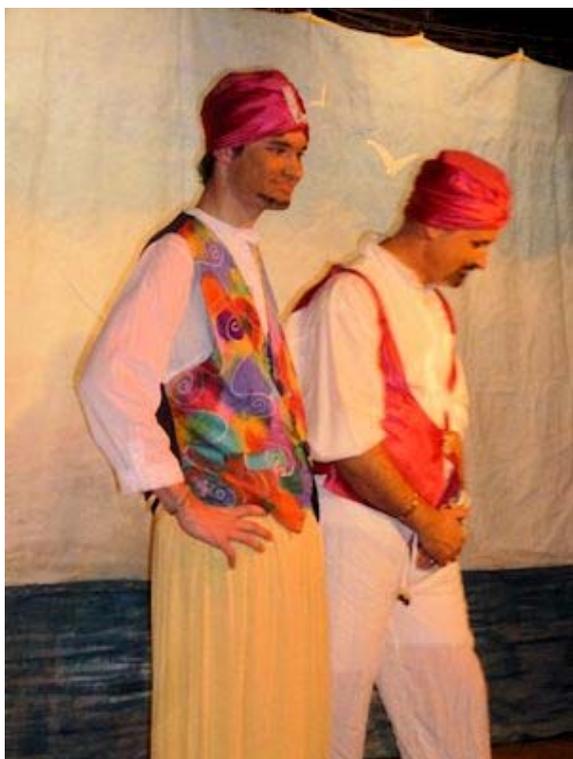
[And you all thought that the editor had forgotten all about the panto – well, oh no he hadn't, it's right at the end \(nearly behind you!\)](#)



[Martin Price plays the blues](#)



[Widow Twankey shares a joke with the audience, at Mr Helicopter Man's expense](#)



[Like Father – Like Son](#)



[all's well that ends well: Aladdin Proposes To The Girl Of](#)

[His Dreams](#)

## A Lad in ESSC Panto 2012

2012 - A new Commodore's reign therefore it must be time for another Slipper Panto! January 20<sup>th</sup> and 21<sup>st</sup> saw 20 + people strutting their stuff, some still with scripts in hand, to entertain once more those ESSC stalwarts who just cannot resist a pantomime. Apparently they were not disappointed.

After a technical hitch the first scene finally got underway with Laundry workers 'Bold' (Deborah Nichol), 'Surf' (Beverley Lewis), 'Daz' (Mary Alston), 'Sir Elf' (Michael Hackman who gamely

stood in for Billy (the tooth) Mulvin whose wife became so unwell that Billy had to pull out) and 'Ariel' (Mike Lillywhite) who made a spectacular entrance, showing us their very high tec gear along with an adapted rendition of Mr Wu's Laundry. And as tantamount to their artistic versatility they doubled up as ship's crew and Summer Ball waiters!

Widow Twankey (Nick Pomfret) did what she/he does best, particularly on Saturday evening (it was toned down a bit for the children's matinee!) with jokes, ad-libs and responses to heckles in various shades from white to blue, aided and abetted by two long suffering 'widows in company', Wishee Washee (Geoff Beal) and Willshee Wontshee (Bob Fuller). Their Ball gowns had to be seen to be believed and Bob's fascinator was a creation only seen once before - albeit adorning a Royal head! The dyslexic Abanazar (Richard Munday ) received the required boos and hisses and together with his two sidekicks Gooseneck (John Ford ) and Spanker (Nicola Coutts) they led us through the intricacies of how to obtain a magic lamp by any means possible.

They were ably abetted (or not!) by not one Genie ( Jonathan Thorsby) not two Genies (Bryan Hodges) but three if you include the Apprentice (Barnaby Thorsby). They shivered and shook as lamps and rings were rubbed with gay abandon, when summoned.

Alan Power showed how quick a costume change can be as he tripled up as Captains A, B and C together with three boats and crew who also needed to be slick (it necessitated them braving the elements and changing outside next to the millpond as no time to go upstairs!)

Mr RNLI Man (Nigel Roper ) and his Assistant (Jo Hamilton ) together with Mr Posh Helicopter Pilot (Michael Hackman) performed some wonderful rescues and managed to return all who set sail from China and braved the interminable storm to Emsworth Quay and the ESSC! Mike nobly took the part that Billy Mulvin had to relinquish as his wife Sheila was not well. We missed him but understood that Sheila's need was greater.

The Lad (Helen Hodges ) was finally discovered to be Aladdin after meeting the Girl of his Dreams, Jenny (Claire Power) who happened to be on the other side of the world i.e. Emsworth Quay – funny how we always end up there! In fact the scenery depicting the club is the very same which we used for the very first panto in 1984 made by Pat Haysom, as was all the other scenery.

After Widow Twankey and Abanazar decided that marriage (to each other) could just about be contemplated and that they could become known as 'The Emsworth Darby and Joan', Wishee Washee and Gooseneck, Willshee Wontshee and Spanker quickly followed suit as did Aladdin and Jenny and somewhat reluctantly the two Genies. The Apprentice Genie however quickly doffed his cap to escape the same fate happening to him!

Teddy (Ikea) flew in and got the audience participating ('leave him alone') and the Narrator (Julian Mandiwall) kept things on track where otherwise the story line became a little tenuous! To make the point of the young lovers (Jenny and Aladdin) two red hearts appeared at appropriate times together with a very cheesy grin. He very gamely allowed himself to be at the centre of the storm which brought our actors from Old Peking to Emsworth and therefore got very wet as the matinee children were given water pistols and very enthusiastically used them.

The penultimate showstopping song of 'All That Jazz' was quickly followed by what has become known as the ESSC song (This 'ole Club) and everyone then retired to the Bar (where else?).

Costumes and props were mostly sourced by the cast themselves and where they were not 'Bomber' (Pete Wells) came to the rescue with some brilliant ideas and the ability to turn them into reality.

It makes me realise, not for the first time what a lot of very talented people we have in our club and it is very nice once every three years to swop sailing talk around the bar for panto talk – on Sunday evenings at least, some of which will never be the same again!!

My thanks to all who helped me get it all together and in the words of the post interval 'Sunday Night Rehearsal' poem (Jackie Oiller and Michael Hackman) – 'in three years time, we will be here, to do another one'!

If you unfortunately (?) missed this wonderful production there is a DVD which can be purchased from Mike Austin or viewed on the Web, ask me for details.

Till the next time

Jackie Oiller



Hugh on a stairway to heaven, sorting out a tangle!



A happy couple

It's great to have Ensaga back in the fold





Journalists from the EMS get the low-down on proceedings from the chief of staff



Melody Ist in The Cranwell Cup



I was going to apologise for the fact that this Spring Newsletter has been finished a little later than originally intended, but as it's only 8 degrees outside (and raining) on the bank holiday weekend, I'm not worried after all. Mike's photos on page 8 seem entirely appropriate. I am grateful to all who sent me something, I included nearly all of it – thank you. Have a great summer. Roger Pratt - Editor