



**Goring Thames
Sailing Club**
Founded 1943



BURGEE

Summer 2020

Commodore's Report

We are, at last, in a position whereby people can sail their own dinghies and many have taken advantage of this. It's lovely to see at least some boats out on the water again. As of the beginning of June the stand-up paddle boards are available again too.

It's a shame that we can't use the club house yet but, hopefully, it won't be long before we can use that too.

I have been asked if there will be some kind of fees rebate as the sailing season has only just started and we are already into the Summer. This is something that can only be decided at the AGM by the members attending and if there is to be one then it will probably take the form of a reduced membership payable next year. Again, that will be the members' decision to make.

I hope that you are finding the cameras useful. It's quite handy to see if there is anyone down there sailing or picnicking. It's quite nice to watch the geese wandering about too!

Since the last Burgee went out, we have had the Autumn Social and AGM. Yes, it's been that long. We were about to send one out when the Covid 19 hit and there wasn't much point, we felt, in sending one out that was all about events that we no longer going to happen.

I'll do a bit of Commodore's Report catch up then.

Starting with the Autumn Social: there was a lot of food and I'm glad to say that most of it was eaten. There were about thirty of us there.

Neil Champion, as Sailing Secretary, led the prizegiving and it went very well. We have done it a few times now and we are getting better at it!

There were some matters to vote on at "Any other business". The first was rather arcane and changed the scoring method "races to count" from 50%-1 to 50% down to the nearest integer. Moving swiftly on to point two which was to go back to the universal standard of three boat lengths for right of way change at the mark from our club rule of two. There are several advantages to this not least of which is getting the juniors who race both here and at other

In this issue:

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- GTSC Club Development Plan
- Remote Learning
- Archie Ferguson – a personal memory
- Prize Giving 2019 – Award winners and Runners-Up
- Wanted – Laser (details inside)
- About Burgee & Editor's notes

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venues used to the standard rule. We shall see how it goes. If this is not popular it can be changed back at another AGM.

The elections are getting a bit tricky. This is my fourth year as Commodore and, while I enjoy doing the job, the whole point of having a two-year limit was to avoid anyone getting too entrenched in the position. There really needs to be a change at the next AGM so we must start thinking about that.

There was no New Year's Day race as the weather was too bad. But a lot of us met up to have mince pies and mulled wine and to say hello for the start of the year. This has become a fixed item in the calendar now I am glad to say.

On the 25th of January we had the Winter Social at Masoom's in Goring. Twenty of us went to that and they looked after us very well. A few days before the event I had rung to politely point out that when we went there a few years ago, quite a few people thought that the dishes were rather light on meat content. So, this time it was a complete meat fest. It was wonderful. It was also £20 a head! We have to go there again.

On the 1st March we had the Spring work party. There were about twenty people including quite a few children who joined in and were a great help. The wooden frontage nearest the OOD hut had pulled loose at the end of last year. Peter Hunter was in charge of fixing this and did a very good job. It was finished on the day by several people fastening the rubber front section onto the wood. Thanks to Peter who led that and saved us a lot of money by not having to pay somebody to do it.

All the boats were put back to their normal positions. The club trolley tyres were pumped up. The fenders were re-attached where necessary. Safety boat 2 was taken out of the garage and inflated. Safety boat 1 was taken onto the water to check it out. A lot of other jobs were done too so thanks to everyone who helped out that day. Thanks for the bacon sandwiches and tea Jill and Matt!

Back to the present - the committee are meeting weekly to review the situation at the club. Just last week we made the SUPs available for example. As a reminder I'll summarise the present Covid 19 rules:

You can only sail your own boats. You must not, for reasons of hygiene, use club boats.

Everyone is responsible for their own safety on the water. There will be no safety boat.

Social distancing of 2m must be maintained at all times.

Guests are not permitted. Juniors are not allowed on site unless accompanied by an adult.

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Don't enter the club if the lower car park is full. Don't use the top car park.

The clubhouse will be locked and is not to be used.

Don't use the changing rooms for changing unless you are wet from a capsize. Use them for the toilets and for hand washing. Arrive and leave the club in your sailing gear.

Club buoyancy aids/helmets/wetsuits are not to be used due to hygiene reasons. Bring your own.

Everyone will be responsible for their own safety on the water. As there will be no safety boat you must evaluate the conditions carefully. Consider putting a paddle on your boat.

I really dislike the "Don't do this. Don't do that" tone of the rules but, obviously, we all have to take this very seriously. I hope very much that we will be back to normal before too long.

Please enjoy yourselves but be careful and stay within the rules.

Regards,

Simon Lidbetter

A reminder of sailing ...

Nikki foiling



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Goring Thames Sailing Club's - Club Development Plan (CDP)

GTSC has a CDP – Club Development Plan, which is essentially a business plan for our club. It identifies GTSC's vision for the future; over the next five years what are its aims and the ways in which we hope to achieve them

I thought I would provide a summary of our aims and objectives from our Club Development Plan.

1. Increase and widen the Club membership to between 350 and 400 and to improve membership retention rates.

A key aim as we need to ensure the member numbers to keep the club viable with active social membership and

2. to develop a series of events to help promote the club and to encourage participation of the club and facilities. To do that we host a number of different events.
3. Continue building and consolidating links with the wider community and in particular schools and youth groups to improve access to the sport, but now with further attention on the older generation (U3A – “University of the Third Age”), where people are advised to stay active to ensure continued fitness.

Other aims to develop the club:

4. Make more boat parking space available for new members who join with boats.
5. New Power Boat for Safety Boat duties

To help with our growing base of Powerboat and Safety Boat drivers and to meet the demands of a full calendar, which includes Youth Club, Wednesday evenings, Saturday Sailing, Club Racing on Sundays and to fulfil commitments to participants from wider communities: Cubs, Scouts, Guides and U3A groups, we would like to add a further Safety Boat to our fleet of 2 Safety Boats.

6. Review of the existing fleet of Club Boats –
 - a) Replace the ageing RS Visions

The Club has been well supported with a fleet of 3 RS Visions, but time has taken its toll and the boats are more than showing their age. If we are to continue to meet our commitment as a successful training facility and offer club boats for the members, there is a need to replace the RS Visions.

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A potential replacement from RS is a new training boat RS Quest as Visions are no longer available. A good training boat, but also more stable, less 'racy' than a Vision and an ideal complement to our fleet, especially when they will be ideally used more by the Wider community, with sailors of ages from young to old, all being able to enjoy the facilities with the confidence of the boat's stability.

b) Replace the existing Club Laser with a new Laser Dinghy.

The Club has an ageing Laser dinghy and providing a new one, with different sail rigs, as a replacement to the existing one would complement the range of Club Boats available to members and encourage the newer members whose abilities 'grow' beyond the smaller boats.

7. Position the Club so that it is able to respond positively to the likely increase interest in the sport arising from the 2019 Youth Sailing World Championships to be held in Poland.

Key achievements here have mainly centred on the Clubs Juniors.

A number of our youths have achieved success beyond the training by the Club that has created a 'spring board' to greater achieve on the world stage. One youth, aged 19 has achieved their Skipper Badge and is skippering a yacht around Thailand. Two juniors are taking part in Topper Worlds in 2019; Two juniors formerly racing in Toppers are moving up to race in challenging 29ers. Whilst GTSC was instrumental in establishing the Thames Challenge Team Racing Event, with up to 12 junior teams from sailing clubs across the Thames Valley racing annually against each other. Juniors now regularly race against adults as well as having their own diverse sailing, racing and social calendar from April – October. A Youth Club for the over 11's was established in 2009 offering an evening of training and coaching over eight weeks in the summer term. For the younger juniors (ages 8-11) the after-school club was established in 2010 to build confidence on the water and prepare them for progression to the Youth club.

8. Finish Boat parking

As the Club has become popular and more successful, through use by members regularly sailing and constant movement of boats, that there is a need to provide a comprehensive boat park. Allowing for a 'hard-stand' on which boats can be stored enabling easy access to club boats and those owned by members.

9. Replace the existing OOD hut with a combined OOD control area and "Wet Boathouse"





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The building of a two-storey building that will provide a new Race Officer control area and a “Wet” Boathouse. This building will provide for new storage space for a Safety Boat. (If an additional Safety Boat is procured, as described above, then more space will be required to store this along with the existing Safety Boats.)

The Race Office ‘control area’ will be elevated to a higher position and give a better and enhanced viewing platform of the river both upstream and downstream, to officiate at Racing Events.

The ‘Wet’ Boathouse will provide direct access to the river, this enabling for a combination of benefits:

Safe and easy storage of the Safety Boat, with no need to launch and recover using the Power Winch;

Fast launching of the Safety Boat for racing and training events;

The Racing Officer has a clear view of the river, providing the Safety Office with extra eyes on racing and training events to call on the Safety Boat for urgent assistance, if required.

These are some of the key highlights of the aims and objectives of the club’s plans for the next five year and extracted from the CDP.

Neil Champion

Remote Learning

British Youth Sailing has joined forces with the British Sailing Team to launch Project #SailFromHome – a programme of remote learning to unite and inspire young racing sailors over the coming months.

The project will feature a range of online sailing-specific content delivered via British Sailing Team [Youtube channel](#) including home workouts, expert sessions on a range of sailing-specific topics as well as bespoke sessions for members of the British Youth Sailing squads.

The RNLI have some interesting free downloadable learning resources for 3-18 year olds to teach young people how to be safe near and in the water – and what to do if anything ever goes wrong. <https://rnli.org/youth-education/education-resources>

Peter Hunter

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Archie Ferguson – a personal memory.

In 1983, when Alison and I joined GTSC with our young family (Donald, 11, and Eilidh, 9), we were all raw ‘newbies’, only recently arrived in Goring and more than a little unsure of ourselves on the water. We were soon made very welcome by a couple of fellow Scots, Archie and Margaret Ferguson.

As Paul Bradstock recalls, Archie and Margaret sailed in their GP14 together, and unlike most husband and wife teams there never seemed to be a cross word, quarrel or flare up when they were on the water – literally and metaphorically “on an even keel”.

Ashore, too, they were stalwart members of the club. Archie was always available for advice and instruction, with his sound knowledge of seamanship and the Racing Rules. His calm, benign manner poured oil on troubled waters whenever an alleged infringement threatened to disturb a peaceful Sunday riverside idyll.

Margaret’s baking was legendary, and Archie’s OOD duty days were guaranteed near-full turnouts on the water, be it for the Commodore’s Cup or later, The President’s Bowl. This might have been for the honour of competing in the major set-piece races of the year, but in truth the magnificent spreads at tea-time were by far the greater draw for many!

At social events the pair were firmly in evidence, and Archie’s fondness for Scottish Country Dancing meant no shrinking violets were left withering when the band struck up at the summer Barn Dances which were greatly enjoyed as the peak of the land-based Club activities.

I had the privilege of sailing offshore with Archie on three occasions when the Club chartered yachts. Skipped by Humph Farnsworth, and with Archie as 1st Mate / Navigator, we sailed in successive years to Brittany, The Channel Islands and, most memorably, to The Hebrides.

This latter voyage, in 1990, was to become the favourite of all of the crew. Archie was firmly in his element and his deep knowledge and love of the Isles coupled with his uncanny skills as a navigator (no SatNav then!) ensured a trip that will forever glow in the memories of those who sailed.

In his latter years, long after he had “swallowed the anchor”, Archie continued to serve the Club as President and Trustee, and until failing health precluded him from travelling from his home in Newbury, he and Margaret were often to be found enjoying the river-side ambience of GTSC Sunday afternoons.

With affectionate memories,

John Gray

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Prize Giving 2019 – Award winners and Runners-Up

Spring Series

- Winner – Andrew Darke
- Runner Up – Rob Jones

Summer Pursuit

- Winner – Mark Hayzelden
- Runner up – Neil Grant

Summer Points

- Winner – Mark Hayzelden
- Runner Up – Rob Jones

Wednesday Evening Series

- Winner – Andrew Darke
- Runner Up- Don Francis

Autumn Series

- Winner – Mark Hayzelden
- Runner up – James Barlow

Adult Improver Series

- Winner – Dee Smith
- Runner Up – Simon Abbott

Ladies Cup

- Winner – Dee Smith
- Runner up – Debbie Hedley

Single Handed Championship

- Winner – Will Almond
- Runner Up- Jo Almond

Laser Cup

- Winner – Mark Hayzelden
- Runner up – Rob Jones

Pursuit compass (slow handicap)

- Winner – Peter Hunter
- Runner up – Andy Nicoll

Double Handed Championship

- Winner – Peter Hunter
- Runner up – Rob Jones

KGFS – King George Fund for Sailors

- Winner – Mark Hayzelden
- Runner Up – Neil Grant

Commodores Cup

- Winner – Mark Hayzelden
- Runner up – Andrew Darke

Commodores Cup – Juniors

- Winner – Ellen Bradstock
- Runner up – Alex Holman

Moulsford Cup - Fast

- Winner – Rob Jones
- Runner up – Neil Grant

Moulsford Cup – Slow Fleet

- Winner- Mark Hayzelden
- Runner up – Roger Wood

Presidents Bowl

- Winner – Andrew Darke
- Runner up – Roger Wood

Presidents Bowl – Junior Fleet

- Winner – Alicia Condie
- Runner up – Jacob Hathaway

Potters Points Cup (fast handicap)

- Winner – Mark Hayzelden
- Runner up – Rob Jones

Hammond Plate

- Winner – Ellen Bradstock

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Junior series

- Winner- Beth Almond
- Runner up- Will Almond

Laser Series

- Winner – Mark Hayzelden
- Runner up – Rob Jones

GTSC Regatta

Senior Moments

- Winner – Simon Lidbetter
- Runner up- Peter Hunter

Junior Cup

- Winner – Anna Foster
- Runner Up – Will Almond

Novice Cup-

- Winner – Dan Slater
- Runner Up – Simon Abbott

Parent and Offspring-

- Winner- Beth Almond and Don Francis
- Runner Up- Phillipa Holman and Mel Holman

Barts Bash –

- Winner – Simon Lidbetter
- Runner Up – Rob Jones

James Middleton Stewart Cup

- Winners – Team: Alex Holman, Will Almond, Mark Foster, Simon Lidbetter
- Runners Up – Team: Amber Weekes, Doug Weekes, Zach Weekes, Rob Jones

Merit Awards

Helmsman Cup

- Winner – Simon Abbott

Endeavour Award - Adult

- Winner – Jo Almond

Endeavour Award- Junior

- Winner – Jacob Hathaway

John Whitcher Memorial Trophy

- Winner – Don Francis

Wanted: Looking for Laser with 4.7 and radial rig in good condition. If you know of someone selling one, please could you contact Anthony on 07791510364 or arjones@live.co.uk<<mailto:arjones@live.co.uk>>

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About Burgee & Editor's Notes

Burgee is normally published quarterly at the ends of March, June and September and in early December. Illness and Covid 19 have meant that this is the first issue since Autumn 2019.

Material for publication should be emailed to the editor at least one week before the publication date. Please send it to gtsc.burgee@goringthamesc.org.uk

Wanted! - Ideas and material to publish

I'm always interested to receive items for publication on any topic relevant to the club and/or sailing. I'd also welcome ideas for developing Burgee to better meet the needs and wants of members.

Burgee is currently posted to all members as a paper document and is available on the club website for viewing online or downloading.

Let me know your thoughts at the above address, or you could try the new WhatsApp group.

Happy Sailing

Robert

Burgee Editor

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