



**Goring Thames
Sailing Club**

Founded 1943



BURGEE Summer/Autumn 2021

Commodore's Report

We didn't start sailing until the beginning of April due to Covid restrictions so when the rules were relaxed on the 29th March, we were free to go and the first race was the Junior Spring Series and the Spring Points on the 4th April. There were seven boats for the Spring Points and a good start to the year. The following Sunday saw little wind but halfway through the first race there was a snowstorm and huge gusts that capsized some boats into a very cold river. After this the weather stabilized and sailing was fairly normal.

The "Introduction to club and boats" was very well attended which I had never seen before. Usually there is just a handful of people, but we must have had about twenty or more which was good to see.

Sadly, the Island race had to be cancelled. The weather was going to be cold and wet, and they are in the process of having their facilities re-furbished so there were no changing facilities and no refreshments either. We hoped to have a race with them at GTSC later in the year, but they cried off that too.

The Moulsoford Cup was good. The forecast was really bad with hardly any wind at all but on the day, there was at least some and it made for quite a good race. It was hard work though and everyone was glad to see the finish line.

Saturday Sailing went very well this year with a lot of people attending. There was kid's club at 1000 until 1200 and for everyone after that until 1600 with a professional coach that we hire from Burghfield Sailing Club. He or she was there to be on the safety boat as necessary and to help out anyone who needed it. So, anyone who wanted help or advice only had to ask. We often did specific get-togethers with the beginners and improvers (B&Is) on these Saturdays and these were aimed at those people who had taken a course and needed some practice, help or encouragement to be able

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to improve. There is a WhatsApp group for B&Is and, no doubt, will be there next year too if you ever want to join it.

We now have eight stand up paddle boards and four kayaks and these are very popular. We get a lot of people coming down mid-week to use them which is nice to see.

When the weather is hot people are tempted to swim. We all have to use our common sense on this. If there are few boats then fine. But when it gets busy, as on Saturdays, it's not. A little while back I saw a child swimming by the waterfront when there were a few boats about then suddenly, by chance, there were a lot including river traffic that had just appeared. We got the child out quickly, but you can see the problem. It's best not to swim on those days as the situation can change so quickly. Sorry to nag, but there is a rule that says no swimming, paddle boarding or canoeing half an hour before racing starts and until the end of racing. You can have a look at the rules on the website if you want to.

A word about volunteering. There is quite a small number of people who do a lot of work around the club. A big thank you here to all of them. It would ease their workload, though, if more people could help out. If you see a job that needs doing, please would you consider being the person who does it. Things like refilling the petrol cans and giving the receipt to Jean the treasurer for reimbursement. Mending something broken then getting reimbursement for parts you have to buy. Putting stuff away if it's obviously out of place. Sweeping up the duck contributions. Cleaning up the kitchen even if it's not your mess – this sort of thing.

You might have seen our rather sad and deflated SB3 – the rib – in front of the Hornby building. It can still be used as the third boat when we need one for training purposes, but it leaks badly and attempts to fix it have only been partly successful. We want to buy a replacement boat and will probably get an identical Rigiflex to the one we have (the orange one) but they will not be available until next year.

We are looking into replacing the wooden frontage at the moment. The present one is getting a bit wobbly and needs to be repaired. It will be expensive but needs to be done.

On the 20th November is the Autumn work party. We need lots of volunteers to do the necessary maintenance so please help when the time comes.

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After that, on the 28th November, is the AGM and prize giving. I'll send out reminders closer to the time. I've been the Commodore for a long time now and it's time for somebody else to take on the role. So have a think about whether you would like to do it.

Best,

Simon Lidbetter

Commodore

Dr. Archie Ferguson Memorial Trophy

At the 2020 Prize Giving, which was held on 3rd July 2021, a delay due to Covid, we unveiled a new trophy that will be awarded at future Prize Giving.

The new trophy to be called "Dr Archie Ferguson Memorial Trophy". This trophy has been purchased and kindly donated by Margaret Ferguson to commemorate our good friend Archie who sadly passed this year.

The "Dr Archie Ferguson Memorial Trophy" will be awarded to Juniors who win the race that was otherwise called the President's Bowl for Juniors.

Archie was Club President from 1988 to 2015 and was active in the club.

Below is an image of the new trophy. You can see this when it will be awarded at the 2021 Prize Giving, to be held (all being well) on Sunday 28th November 2021, starting at 12:30.



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2020 Prize Giving

We held 2020's Prize Giving on 3rd July. A bit late but a Global Pandemic saw to it that we couldn't do any earlier.

This year we grouped the awards that winners had won so they came up to collect all their awards, rather than how we usually present them – one at a time.

Below is the list of the Winners and the Runner's Up

Cup/Championship	Winner	Runner Up
Spring Series	Not run	Not run
Summer Pursuit	Andrew Darke	Mark Hayzelden
Summer Points	Combined with Summer Pursuit	Combined with Summer Pursuit
Wednesday Evening Series	Alan Beeton	Andrew Darke
Autumn Series	Mark Hayzelden	Andrew Darke
Adult Improver Series	Jo Almond	Ian Paddick
Ladies Cup	Mel Holman	Jo Almond
Single Handed Championship	Andrew Darke	Peter Hunter
Laser Cup	Mark Hayzelden	Mark Foster
Double Handed Championship	Mark Foster	Don Francis
Double Handed Championship – Crew	Simon Reed	Fiona Stewart
KGFS – King George Fund for Sailors	Andrew Darke	Rob Jones
Commodores Cup	Andrew Darke	Tim Wakefield
Commodores Cup – Juniors	Alice Hathaway	Jacob Hathaway
Moulsford Cup – Fast	Don Francis	Mark Hayzelden
Moulsford Cup – Slow Fleet	Andrew Darke	Peter Hunter

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Cup/Championship	Winner	Runner Up
Moulsford Cup – Junior Fleet	Will Almond	Holly Beer
Presidents Bowl	Alan Beeton	Andrew Darke
Presidents Bowl – Junior Fleet	Anna Foster	Ellen Bradstock
Potters Points Cup (fast handicap)	Mark Hayzelden	Simon Lidbetter
Pursuit compass (slow handicap)	Andrew Darke	Peter Hunter
Hammond Plate	Jane Howe	
Junior series	Will Almond	Chen Chen
Laser Series	Mark Hayzelden	Rob Jones
GTSC Regatta	Not run	Not run
Senior Moments	Not run	Not run
Junior Cup	Not run	Not run
Novice Cup-	Not run	Not run
Parent and Offspring-	Not run	Not run
Barts Bash –	Tim Wakefield	Mark Hayzelden
Barts Bash – Highest Placed Junior	Jacob Hathaway	Alice Hathaway
James Middleton Stewart Cup	Not run	Not run
Merit Awards		
Helmsman Cup	Mel Holman	
Endeavour Award – Adult	Harry Boyle	
Endeavour Award- Junior	Will Almond	
John Witcher Memorial Trophy	Simon Reed	

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Below are some photographs taken at the 2020 Prize Giving and some of the winners collecting their awards:



Andrew Darke going home with a bit of a haul. Winning the Summer Pursuit, The Single Handed Championship, the KGFS – King George Fund for Sailors Trophy, Commodore's Cup, Moulsoford Cup (Slow Fleet) and the Pursuit Compass (Slow Handicap) AND a GTSC mug.



Jane Howe collecting the Hammond Plate for the Most Crewed award

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Alan Beeton collecting his award for winning the Wednesday Evening series and President's Bowl



Neil Champion

Sailing Secretary

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Flags and Seamanship



Long standing nautical tradition dating back over 300 years is that the national ensign is flown from the highest point of honour on a flagpole, and for a yacht club flagpole that point is the peak of the gaff.

So the only proper way of hoisting the flags is

- Club burgee at the top of the mast
- Red Ensign on the gaff
- Any other flags, including signal flags for races, on the yardarm

The big RYA Training Establishment flag is best at the leeward end of the yardarm to show the wind direction.

Never have two flags on one halyard (except, sometimes, racing signal flags).

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GTSC Regatta 2021

Well, our Regatta went ahead. The first one for a couple of years and it was very successful, apart from the wind not showing up!

Wind speeds started very light
....and then got even lighter.
However, it didn't hold us back and we were able to run a full day of events.



Senior Moments and Junior Races

The day of racing started with the Senior Moments for those 60 years 'young' running alongside the first of the Junior races.



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The Senior Moments race was won by Peter Barefield in his National 12.

Will Paddick in a Topper won the first of 2 Junior Races. Will would go on to win the overall Junior Races. The second Junior Race was won by Will Almond in a Comet.

Then we had the race for Novice/Adult Improvers. In his Comet Duo, Harry Boyle won.

A short break was taken – to grab some nourishment from the Barbecue or refreshment from the Tea Bar. All being looked after by a gang of very willing volunteers. The day could not run without your help so big thank you.

Barts Bash

After the break and back to 'serious' racing in the afternoon starting with Bart's Bash.



Bart's Bash 2021 – Rounding the mark

The Global event originally founded in 2014 by the Andrew Simpson Foundation to commemorate the life of Andrew 'Bart' Simpson, an Olympic Gold Medal winner who sadly died young. Bart's Bash in 2014 was verified by Guinness World Records as 'the Largest Sailing Race in the World'. Goring Thames has been involved with Bart's Bash every year since its inception. This year 12 GTSC boats took part.

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The honours of the win went to Andrew Darke. The highest junior boat – a Feva crewed/helmed by Abigail Eyre, Gemma Hedley & Izzy Boulton-Jones .

The day continued with our next event – The JMS Challenge Trophy race.



The JMS Challenge Trophy race

As a bit of background - James Middleton Stewart was a former Commodore at Goring Thames Sailing Club and did a lot for the club – such as help with acquiring a fleet of Club Boats that are free to use by members. A fleet of boats that have proved most popular and that we have continued to grow since with newer boats and latterly the inclusion of Stand-Up Paddleboards and Kayaks.

Together with the addition of new boats, Stand-Up Paddleboards and Kayaks they are a significant asset for the club. James would have been proud.

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So, the JMS Challenge race would be based using club craft. The race made of 5 different 'legs' – first leg set off in 4 Picos, which struggled in no wind. (Good job it was a very short course). Then handing over to the next leg of 4 Stand-Up Paddleboards and then to 4 Kayaks with a repeat of a further leg of SUP's and Kayaks to complete the "relay"

The event was run in 4 teams and won by Team A consisting of: Don Francis, Bea Malettras, Nick Boulton-Jones, Beth Almond, Ian Paddick, and Cillian Coyle.

Parent/Offspring race

As the wind died further (wasn't much of it before!) we moved onto our last event of the day – The Parent/Offspring race. The idea was that the offspring would helm the boat with the 'parent' as crew.



The fastest lap of the very short course, purposely set for the low-wind conditions, took a frustrating time of over 24 minutes set by the race winners Pierre Hennington and Jim Hennington.

Racing completed, it was on to de-rigging of boats and packing away.

So ended another GTSC Regatta.

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I have shown the day's results below so you can see where you finished. For Bart's Bash you can see how you did against everyone in the world who sailed in the event. Go to <https://www.bartsbash.com/results>

It was really good fun and I hope everyone who came enjoyed it.



A big thank you to everyone who volunteered to help with the various jobs. We could not have carried the day off without your help. Thank you also to all our visitors. It was great to see so many new faces. I hope that you will have seen what a fun and friendly club we are and will come back down very soon.

Neil Champion

GTSC Sailing Secretary

Photographs of the day taken by Peter Hunter and Simon Abbott, who also manned the Safety Boats, along with Mark Hayzelden.

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Regatta Results

Junior

Position	Race 1	Race 2	Helm	Class
1	1	4	Will Paddick	Topper
2	7	1	Will Almond	Comet
3 =	2	7	Sophia Bakry	Topper
3 =	7	2	Florence Thomas/Gabriel Thomas	Pico
5	7	3	Juliet Malettras/Cassia Boulton-Jones	Topper
6	7	7	Abigail Eyre	Feva

Novice Cup

Position	Helm	Class
1	Harry Boyle	Comet
2	Debbie Hedley	Laser
3	Jo Almond	Topper
4	Lizzie Yell	Pico

Bart's Bash

Position	Helm	Class
1	Andrew Darke	Comet
2	Don Francis	Finn
3	Simon Lidbetter	Laser
4	Richard Wedgebury	Laser
5	Rob Jones	Laser
6	Paul Bradstock/Ellen Bradstock	Merlin Rocket
7	Debbie Hedley	Laser
8	Pete Barefield	N12
9	Jo Almond	Topper
10	Harry Boyle	Comet Duo
11	Abigail Eyre/Gemma Hedley/Izzy Boulton-Jones	Feva
12	Bea Malettras/Cassia Boulton-Jones	Pico

Senior Moments

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Position	Helm	Class
1	Pete Barefield	N12
2	Simon Lidbetter	Laser
3	Peter Hunter	Comet
4	Paul Bradstock	Wayfarer
5	David Kelley	Mirror

JMS Challenge

Position	Team	Position	Team
1	Don Francis Bea Maletras Nick Boulton-Jones Beth Almond Ian Paddick Cillian Coyle	2	Rob Jones Gemma Hedley Debbie Hedley Izzy Boulton-Jones Florence Thomas Juliet Maletras
3	Gary McDonagh Will Almond Ray Coyle Will Paddick Gabriel Thomas Thomas Paddick	4	Richard Wedgebury Abigail Eyre Lizzie Yell Cassia Boulton-Jones Sophia Bakry Pierre Hennington

Parent/Offspring

Position	Helm	Class
1	Pierre Hennington/Jim Hennington	Pico
2	Bea Maletras/Francois Maletras	Topper
3	Izzy Boulton Jones/Nick Boulton Jones	Feva
4	Beth Almond/Don Francis	Finn
5	Will Paddick/Ian Paddick	Pico
6	Gemma Hedley/Debbie Hedley	Feva
7	Ellen Bradstock/Paul Bradstock	Wayfarer
DNF	Cillian Coyle/Ray Coyle	Pico

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Sailing, Juniors and the Circular sustainable economy!

So I been asked to wax lyrical about the fabulous sailing, raft building, racing and paddleboarding that the Juniors have engaged with this year with many of them sailing elsewhere as well in national Regattas or on holiday with family and friends, but we all know about that so I thought I would instead chat about circles.



GTSC is not just about sailing. With our free to use range of club boats and equipment the idea is that everyone can access the river regardless of ability or personal means.

Saturday Sailing is designed so that the very youngest can come and enjoy supervised water based activities for free, building up their Saturday Sailing is designed so that the very youngest can come and enjoy supervised water based activities for free, building up their confidence, having fun and developing a level of independence that others only can dream of, as they potter in an Oppie free from Mum and Dad!



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As they approach 9, blessed with our status as a RYA recognised Training Establishment, they can start to undertake stages 1,2 and 3 of the RYA syllabus, such that before you know it they are able to rig, launch and sail all on their own. And with most of the sailing being in single handed boats, they really relish 'being their own boss' or sailing with a mate and developing new friendships.



Teenage years are only around the corner so it's crucial to carry on with them developing their skills, confidence and enthusiasm, so hence Friday Night Youth Club when junior sailors start to become Youth Sailors. Their skills and abilities are refined with introductions to double handed sailing where they have to work together with the chess like strategies of Team Racing being thrown into the mix.

Friendship groups really start to gel across the ages from say 10-15, cemented by the all-important supper at the end of each Youth Club, when they chat natter and exchange stories.

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Instructors come from Andrew Simpson Sailing Centres and costs are subsidised by fees we generate from other activities.

And all along they are inspired and intrigued by the older Youth who at 14 train to become Assistant Instructors and Power Boat drivers, relishing the opportunity to seize the responsibility that this offers and become treated like young adults.

16 is only around the corner and the Youth can smell money. With half the training fees reimbursed by GTSC, Juniors then become Dinghy Instructors and in return help with courses at GTSC before heading off to Andrew Simpson Sailing Foundation and being paid anything up to £2k for a summer of teaching sailing

Personal statements are filled with racing at the NSSA Regatta, being watch leader on the Tall Ships or racing offshore in the RS 420 national Championships, before Uni beckons and team racing.

And whilst all this is happening Mum and Dad can join in as well

That's what makes GTSC so special and so appealing. It's fabulous that some 45 sets of new families have joined this year and I really hope that next year, you rejoin and really max out what is on offer. To this end a Survey Monkey questionnaire will be coming to you soon, so hope you can complete and return with your all-important feedbackFootball, hockey, rugby just does not cut it!

Rob Jones

Junior Development Officer



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Diving for Rudders (and other things)

Recently a rather expensive Feva rudder was lost in the water near the frontage, we think. Someone suggested that we ask a local diving club to come and have a look for us so I emailed the Reading British Sub Aqua Club to see if they could help. Greg Wood, their training officer replied and said that he would ask for volunteers.



One Sunday morning three of their members: Greg, Neil and Colin turned up with their equipment.

I was there with our safety boat and put out some buoys around the proposed search area to discourage any boats from coming near the divers.

They told me that the visibility more than about a metre from the waterfront was nil until about four metres out. Close to the waterfront they could just see so did a sweep down the frontage first.

Then they had a look more than four metres out which was quite alarming as I had to guide several boats around them because they had gone beyond the buoys and were in the middle of the river. You could see where they were because of the bubbles rising to the surface of course.



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They told me that the bottom was silt out to four metres and a gravel bed in the centre. Right along and close to the waterfront there is a big colony of edible crayfish. Those ones with the big claws!



Sadly, they could not find the rudder. What they did find was two 56lb weights, a tin plate and a painted tin potty!

They said that if someone drops something again, remember roughly where it was and they could come and have a look.

Simon Lidbetter

Commodore

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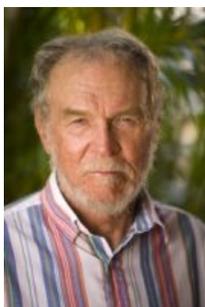
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Obituary: Bruce Kirby, designer of the Laser dinghy (1929 – 2021)

Bruce Kirby, journalist, three-time Olympian and designer of the Laser dinghy, has died at the age of 92.



Bruce Kirby Photo: Neil Rabinowitz

Bruce Kirby is best remembered as the designer for the Laser single-handed dinghy, now known as the ILCA. He was born in Ottawa, Canada in 1929 and began his journalism career in newspapers before writing for, and later becoming editor of One-Design Yachtsman (now *Sailing World* magazine).

He began sailing at the age of six with his father and brother, and moved on to the International 14 class in his teens. Winning the world championship twice in this class in 1958 and 1961. He also represented Canada in three [Olympic regattas](#) sailing the [Finn](#) in 1956 and 1964, and a Star keelboat in 1968.



Kirby had no formal education in boat design and used the fairly modest skills he had developed in model boat carving to create his first International 14, which he called the Mark One. Kirby reminisced about his first design, “it did pretty well; we won regattas.”

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