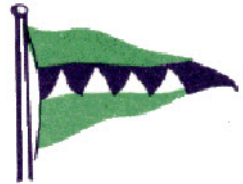


DESBOROUGH



NEWS



Desborough Sailing Club

Ferry Lane
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www.desboroughsc.org

February 2012

Issue 70

Notes from Commodore.....

David Hampshire:

We are all shocked and saddened by the sudden and early death of David who has been an enthusiastic member of Desborough SC for many years. We offer condolences to Jo and David's family. David has always been a helpful and supportive club member and a competitive in the Solo fleet, winning the Wednesday evening personal handicap series 2011. To mark this loss the Club has decided to nominate the last of the Frostbite series race 7 on Sunday 25th March 2012 as a race in his memory and we will invite contributions for the charity nominated by Jo.

Frostbite Series 2012:

Having just capsized in a brisk wind today I can confirm that the Frostbite series is underway. There have been good numbers for the first two races and competitive racing. Today was about survival for some of us, I was not alone in capsizing, Paul Stapleton took line honours. Racing is alternate weeks with volunteers assisting race officers from regular participants. We will keep the clubhouse open on non racing Sundays for social drinks at lunch time if we have enough helpers for the bar.

New Visions:

DSC is delighted to have been awarded a Sport England grant to buy 2 new RS Visions for teaching, racing and use by members. Visions are a 15' 2 man dinghy which are easy to rig and sail, ideal for teaching. They will take two adults or one adult and two children, so a good boat for our club. We hope to take delivery in February and they will be available for use in all races but will be ideal for the new 2 man series this year. Now that we have three it will make them interesting to race in class. Hiring a club boat is £7.50 for a race/2 hours, cadets £2.50. (Cadets in Teras go free).

Principal of Desborough SC sailing school:

David Henfrey has taken over from Spencer Needs as new principal of our RYA approved sailing school. The club is very grateful to Spencer who has done a great job and hands the school over in very good order. We look forward to Spencer continuing to help as DI sharing his knowledge and experience. Dave is a new RYA Senior Instructor and has run very successful Onboard training sessions for scouts and cadets.

The RYA standards for training establishments are demanding and take a great effort to maintain, we are grateful for the efforts of all involved in keeping DSC to this high level. Remaining an approved training centre is core to remaining a strong club and attracting young members.

Instruction at DSC is available for all levels from novice, improvers, start racing and race training please speak to Dave if you have any questions or wish to be involved.

Desborough SC Annual General Meeting Sunday 25th March 3pm

This years AGM is after the final race in the Frostbite series. There will be vacancies arising as I step down from Commodore, Dave Henfrey steps down as Rear Commodore and Sarah Pepall from Social secretary. Your club is run by the members, for the members and if you would like to be more involved and help with the running of the club please contact me.

Richard Cowlard.

Prize Giving 2011



Well done to all another good season

Solo News

I'm sure you all feel as I do that it was a shock to hear of the sad loss of David Hampshire and I've given a separate write up regarding this as I had known David for many years.

This report comes from sunny Oz and I must just mention that Glen and I saw the start of the Sydney to Hobart where they closed a channel of the harbor off for some spectacular big boat sailing. Once through the 'Heads' the windy and stormy conditions proved very challenging and a few boats had gear failure not long into the race - a bit like Desborough really! Due to costs, insurance, rules and regs only 80 boats started whereas in the past it had been over 200, nevertheless it was a spectacular sight.

Back to our Solo fleet. Up to leaving for Oz we have had some good Solo turnouts (still room for improvement) but after saying this we have one of the strongest active fleets in the club. The last race I took part in we had, Bob Baker, Bob Steer, Chris Lally, Robin Carter, Richard Cowlard and myself - double any other class. Once again Richard lit the after burners and left us all for dead, much of this must be attributed to the high octane fuel used being 'old speckled hen' according to Nikki!

I hope you have had some good sailing while I have been away and enjoyed the Turmoil Trophy - did a Solo win? I also hope you are all getting out there and showing the way round in the new Frostbit Series - I should be back on the water to interfere with the last few races.

Happy New Year

Brian Lavier, Solo Capt

David Hampshire

It was with much regret that I heard the very sad news of David Hampshire's very unexpected death. I have known David for close on 30 years as we both joined around the same time and if my memory serves me right he started sailing in an Enterprise with his wife Jo. After starting a family David tried a Moth but this proved to be a little bit too tight for space so he moved on to a Solo, a class he remained with. In the early years he sailed pretty regularly on Sundays, Saturdays and Wednesdays. Later on he sailed at Littleton for a few years while always remaining a member of Desborough. Returning to his home club to sail about three years ago. On Wednesday evenings he was a regular sailor and in 2010 he gained a 2nd in the Personal Handicap in the Wednesday Evening Series and in 2011 he gained a 1st. David had recently become a member of a rowing club which had restricted his Sunday sailing. As a long serving member of the club David was always very amiable and he enjoyed his sailing, he was always a friendly face and ready to help at working parties and rarely, if ever, missed a duty. For me and for others he will be sorely missed as a friend and on the water.

Brian Lavier

The Bloody Mary 7th Jan 2012

Mike Barrett had an idea which he shared with me. For a time, I wished he never did.

We had entered the Bloody Mary race which boasts the largest inland competition of the year.

Three weeks later, surrounded by 300 boats, high winds, blue skies and sunshine, the setting was perfect. I however was stood at the water's edge staring into an abyss; "let's do this" I heard a distant voice say and before I could hide, Mike ushered me and my boat into the water.

The fear at this point was flooding over me. Panic had set in as I belted off at a speed I was not accustomed. See, it's not just the speed at which I travel in a straight line; it's the speed at which everyone else is travelling as I tack across their path [STARBOARD]. I was in my own personal hell. In the space of a few minutes, I'd capsized, lost the start line, been SHOUTED at by what can only be described as speeding motorists and my race hadn't even started yet.

I already knew I was out of my depth when it took me at least 4 minutes to cross the start line. My first goal was to stay upright and then to catch Mike and I'd guessed he was maybe 4 or 5 minutes ahead of me already. Once I had a clear line of sight to the 1st mark, I was able to calm down a little and with the vast expanse of what was once the largest reservoir in the world, I could start to concentrate on maintaining some balance of speed versus stability. In other words how much of my sail I was willing pull in?

At some point Mike got lost or had a rough time of it, I didn't so much as pass him but a few tacks later, I seemed to be ahead going into the sausage. The distance between us seemed to stay the same till we reached the long run on the back straight joining the two sections of the reservoir together. On a run in high winds is my biggest dislike of sailing, if only because of what I know is inevitable at the end of it.

I pull my sail in half way to help steady my nerves, I mean steady my boat. No one else on the run was though, with their spinnakers out I was dwarfed by speeding boats, most of which I couldn't recognise but all of which looked like someone had called last orders at the bar. Mike had no such fears and he was catching me fast. I had a choice to make. Let my sail out further and take off to get some space between us but I was in constant fear of being thrown out my tub. I bottled it and decided to keep my sail exactly where it was. I peak around to check on Mike and my timing was perfect, watching him being kicked out of his boat did allow for a little giggle.

I am now feeling a little more confident, half hour into the race and my run was steady and safe. At least that's what I thought until I had to gibe. OMG did I not pay attention to that lesson! Two capsizes and the safety boat was circling like the vultures round a wilder beast. Once I realised I wasn't skilled enough to make this turn, I thought I'd take the long route ;) and the whole section cost me 10 minutes and by this time I had no idea where Mike was.



Now the run had come to an end, I see a crowd of people watching from the shores ahead of me which does nothing to calm my fears of falling in again. No problems though as a simple tack leads me to an awesome stretch of beating. Hanging my butt out with my body near flat with the water, my main sheet is by no means on a close haul yet. With a grin on my face, I race off like man possessed and I'm thinking 'Yes! This is what I came for'.

Now I have lost Mike but I knew he was ahead of me but that wasn't what I was looking for when I could hear the sound of something I'd not heard before. I still can't describe the sound of a speeding International 14 with two fellows stood out on the edges of their hull, hiked as far as they could reach and motoring as if they had a prop behind them. The wash from their boat was immense and the speed in which they passed me was shocking. Never before have I seen such speed from a sailing dingy. No, I am not confused with the International Moth, I really am talking I14.

Found Mike taking another tumble and it would seem that by this time, tiredness was kicking in. The fast beat along with all the previous capsizing was taking its toll on me too.

Tacking through a line of Toppers was a tad stressful. They were half way round their second lap and I hadn't yet completed one lap as I met them coming the other way. The Topper sailors looked surprisingly relaxed and I immediately felt like I was out of my depth again. I never really liked the Topper but now they made me feel a little foolish in a full rig Laser.

A few more tacks and I had finally passed the finish line. Only took about an hour and in celebration I was rewarded with a gust which promptly dumped me out of the boat again. I think the term is turtle as I watch the dagger board drop out of sight. I am really starting to think I could use a mast float and a reefed sail. Long live the Pico! I pushed the dagger board back up through the boat but it only stays prominent for half its length and together with my tired arms, fails to give me enough leverage to get the laser upright.

Now that I have not an ounce of strength to right the boat and much less sail another lap, I can see the vulture circling me once again. The kind man in the rescue boat asks me if I wanted to call it a day. I concede after one last attempt to right the boat. I am towed back to the calm of the shores desperately trying to not look embarrassed and hoping that everyone might have thought it was equipment failure that brought an end to my epic journey that was once round the abyss.

The thrills outweighed the spills and I need to finish that race. I'd do it all again next year.

Well done to: Chris Abel, Mike Barrett, Paul Johnson, Paul Stapleton & Tom Stapleton for taking part.

Thanks to everyone that came to watch and thanks to Nikki and Sam for helping me de-rig the Laser and re-inflate my battered ego.





Bloody Mary at Queen Mary Sailing Club

It was very busy at the 39th Bloody Mary with 302 entries from 104 clubs, representing 63 classes with 16 classes of 6 or more boats. The largest fleet were the Toppers with 31 entrants and Desborough Sailing Club entered 5 boats.

With the wind at force 4 with the odd force 5 gust the 2 club Lasers sailed by Mark Hartley and Mike Barrett managed to hold out for 1 hour before they retired after many capsizes.

Mike Craker entered the event a couple of days before when the wind was at gale force but on the day decided the conditions were not challenging enough so he viewed the race through his binoculars.

Paul Johnson and Chris Abell sailed a great race and finished 209th of 250 finishers, and were the first RS Vision.

Paul & Tom Stapleton finished 193rd in Enterprise 21313, but didn't hear the finish cannon so carried on 45 minutes after the two and half hour pursuit race had finished and were one of the last boats off the water.



Paul & Tom Stapleton in Ent 21313 briefly leading an International Moth.

(Blue sail in the background)

Dear Santa Claus

Sorry this is a bit late, but in the rush and excitement of a New Year and the anticipation of a new sailing season, I must not forget to thank you for the present found under the tree on Christmas morning.

How clever of you to remember that back last summer, my colleague Robin Carter and I embarked on a trip down the River Thames from Lechlade to Isleworth in our Drascombes. We passed many splendid houses and pubs (too many for my liking), and often wondered, "who lives there?" or "what is the history of that place?"

So the book "I never knew that about the River Thames" was an inspired choice. I don't expect you had time to read it, so I will try to give you a flavour, in the hope you may find time to obtain a copy for yourself. It covers the River Thames from its two sources (all explained) in Middle England to the sea off the Essex coast. The memories of our trip are much enhanced by the many interesting facts and figures between the covers.

Did you know that a certain Revd Charles Dodgson used to row from Oxford to Godstow with a friend and his three daughters. By the riverbank he would make up stories to entertain the girls. The eldest asked him to write them down, which he did. She was called Alice and they became "Alice's adventures in Wonderland" under the name Lewis Carol.

A certain Jethro Tull, living near Benson, invented the world's first mechanical seed drill in 1701. Further down river Barriemore Barlow lives by the river at Shiplake. So what you may say, well he was once the drummer with the rock band "Jethro Tull". Small world isn't it!

Everyone knows the connection between Hampton Court and Henry VIII.

Less well known perhaps is that the Tudor dynasty began on the river at Wallingford. Richard II's child bride Isabella had a younger sister Catherine who married Henry V. After his death she was introduced to a certain Owen Tudor at Wallingford castle. Things took their course and their grandson became Henry VII, the first Tudor monarch and father of Henry VIII.

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Finally much closer to home, and the name Desborough Lord Desborough of Taplow Court. One time amateur punting champion, winning Oxford boat race crew member (and one tie in 1877), swimmer of the Niagra rapids (twice as he was not believed the first time), cross channel rower and head of the Thames Conservancy for 32 years. Oh and of course had the "Cut" named after him. As if that was not enough, 104 years ago in 1908, he was president of the first London Olympics.

Sadly he outlived his three sons (two of whom were killed in the Great War), and the title became extinct. Surely if the line had survived, one of his descendants would be a shoe-in for high office at the club come this year's AGM!!

Such a long journey, and so many interesting stories, a watery thread through the history of this green and pleasant land, all laid out in this lovely little book. It's a must for anyone interested in the river that flows past our sailing club.

Thanks again Santa.

Ross Archer.

Rear Commodores corner.

I would like to say a hearty congratulations to all the brave souls who joined me on the boxing day swim, what a great turnout the Barratt family led the way with the youngest ever contestant and a well deserved win on handicap for Coco, Nikki Hartley also braved the elements holding up her family honour wearing a Santa hat all the way across and back. It was fair to say much warmer than last year but still a good brisk swim that left the hands and feet tingling and a well deserved curly-wurly or scotch as age dictated afterwards.

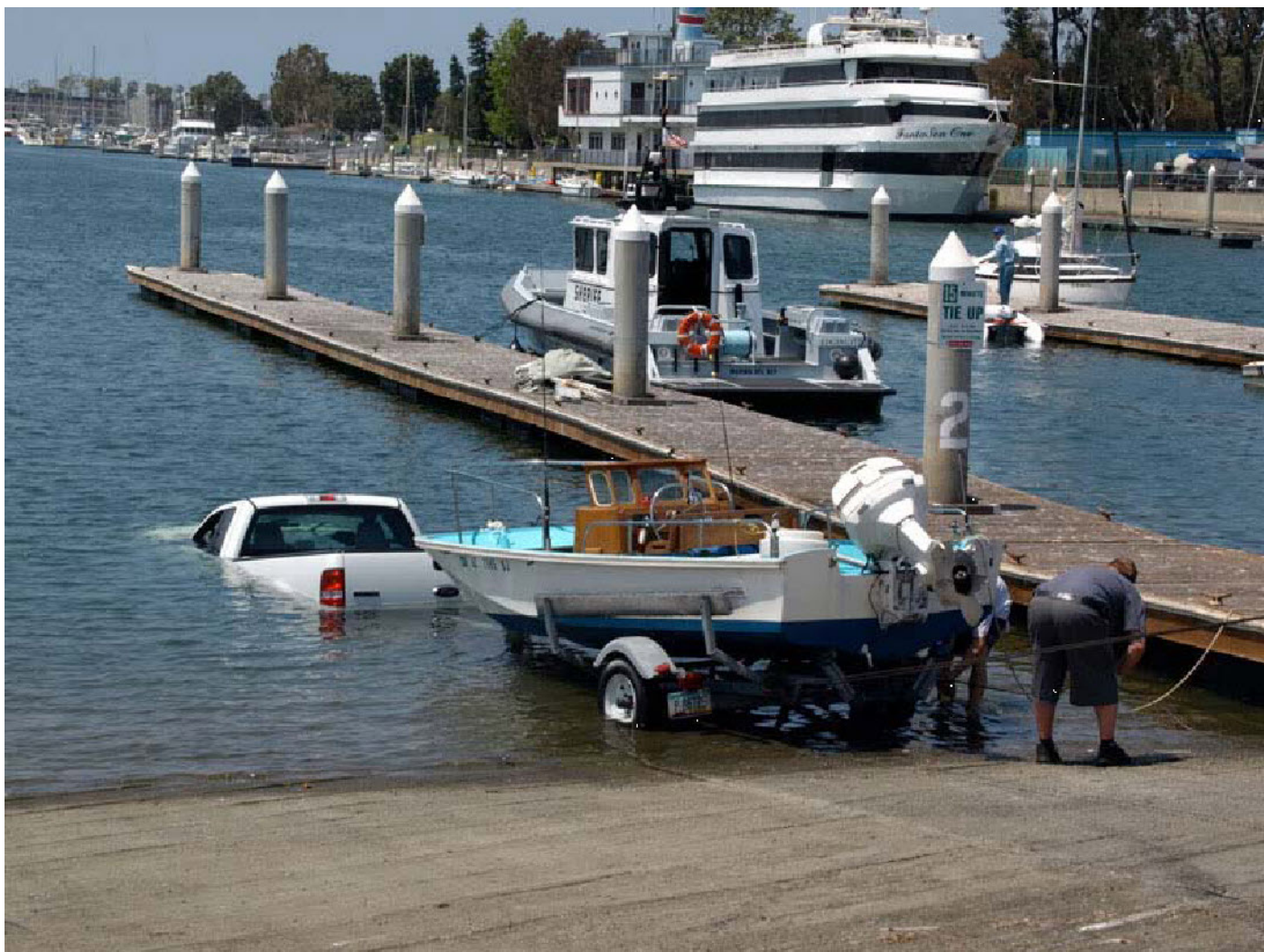


It's that time again I'm afraid, when I try to prick everyone's conscience about the working party, its on Saturday the 11th of February 10 am till all the work is done, we have lots to do ranging from tree cutting, boat maintenance, lowering the flag pole to hopefully building in some new winches to help with heavier dinghies and light cruisers. Our last working party was brilliant with a great team spirit and a massive amount achieved. It's your club so please make the effort to lend a hand to make it even better this coming year.

Last but not least I have officially now taken over the sailing school from Spencer and would like to pay tribute to his passion and organisation in handing over such a tidy ship, he has truly made my job so much easier, Thank you Spencer one large scotch on my tab.

Calling all DI's and AI's. Could all instructors check their 1st aid certificates, CRB's and teaching certificates to check they are all current, if you need 1st aid Spencer may well have space on the 4th of Feb. Also could you email me your availability for the courses this year so i can get planning. Yours in the water,

Dave Henfrey



Oops might have gone the wrong way in.....

Note from the Editor.....

This Newsletter is only as good as the contributions put in. If you have anything, be it picture or story, straight or funny and you think it should be included please send to:

DSCNewsletter@live.co.uk

My thanks to all those who contributed. If your item didn't appear this month its not forgotten and will be included at a later date. Lets keep supporting our club and make it the best in the area. Many thanks to everyone.

Martyn Young

Position Vacant.....

I'm looking for someone to help collate and put together this great publication, please contact me for further details.

Martyn

Membership Secretary.....

To all members, I am really pleased with how fast the renew applications have been coming in. Please continue.....as it is so much nicer than me badgering you when I know you really want to remain a member of Desborough, you can always post date your cheque as I don't deposit anything until March 1st.

I say, what a fantastic Fixture List we have this year. Great social scene. Put the dates in your personal diary, that way you will remember to come and enjoy. Also remember that the club is open every Sunday this winter. Or we are trying to ensure it is. Perhaps you might like to bring some sausage rolls for the warming and passing around.

Sally Dick

Social events.....



PRE SEASON DINNER

Saturday 18th February 7:00 pm

Crown Hotel,
7 London Road,
Chertsey, KT16 8AP.

£25.00 per person

Watch out for :

beat the
winter
blues

Music, drink and generally lots of good fun

10th March more details to come.....

LOCAL LOCK CLOSURES

If you are planning a trip up or down the river, note the following local lock closures

Chertsey 14 November 2011 to 16 March 2012
Refurbishing the lock chamber

Sunbury 9 January 2012 to 24 February 2012
Re-sheeting the lock gates



Chertsey Lock

Elsie Alice confirmed to take part in the Thames Diamond Jubilee Pageant

The afternoon of Sunday 3rd June will see a thousand boats gather on the river Thames in celebration of the Queen's Diamond Jubilee. It will be the largest flotilla in modern times on the river with rowing boats, working boats and pleasure vessels of all shapes and sizes beautifully dressed with streamers and Union Jacks, stretching for an estimated twelve and a half miles.

It has proved extremely popular with three boats applying for every place. The pageant organisers and representatives from the river community were involved in the selection process which included considering safety, fitness-for-purpose and range of vessel type as well as exploring whether the vessel was of historical significance or had an interesting story to tell. At the end of 2011, organisers confirmed to applicants the lucky boats who will take part in this historic event.

Elsie Alice owned by Alan and Val Woolford and crewed by Tim and Chiara Woolford with Peter and Janet Matthews from Desborough Sailing Club is delighted to have been selected to take part in the Thames Diamond Jubilee Pageant. Alan is Chairman of RYA Thames Valley and London Region and Elsie Alice is one of the Motor Cruisers, which will be travelling in the flotilla.

Elsie Alice is a Shetland 27 built in 2011 and will be taking part representing RYA Thames Valley and London Region and Desborough Sailing Club.

Every vessel will proudly take its place in the flotilla alongside Her Majesty the Queen and other members of the Royal Family aboard the Royal Barge, *The Spirit of Chartwell*. It will be a once in a lifetime moment for all of us aboard as part of this glorious moment in our rich royal history.

Alan Woolford



MESSAGE FROM THE ENVIRONMENT AGENCY

Volunteer to spend your summer on the river

Your river, your opportunity

The River Thames is an iconic destination for boating enthusiasts all through the year. As the navigation authority for the Thames, the Environment Agency is looking for volunteers to assist with the operation and maintenance of locks from Cricklade in Wiltshire to Teddington in Middlesex, through the busy summer months.

Joining our team of Lock Keepers as a volunteer assistant, you will gain the valuable experiences that only the Environment Agency can offer. You will spend your days outdoors, helping boats through the lock, giving advice to visitors, looking after the lock-side facilities and generally acting as an ambassador for the River Thames and the Environment Agency.

We will provide on-the-job training and Environment Agency branded clothing to make sure that you can play your part with confidence. We'll also provide the best opportunities for you to increase your knowledge of the River Thames whilst building on your skills, knowledge and passion for the environment.

All positions are offered on a voluntary basis, starting April 2012 and finishing October 2012. We are looking for people who can spare at least one day a week throughout the season. Please be aware some weekend and bank holiday work may be required.

For an information pack and application form please email thames.volunteers@environment-agency.gov.uk, call 01491 828360, or speak to your local Lock Keeper, .

We would be grateful if you could share this notice with your colleagues, members and anyone you think might be interested. If you would like a poster to display we would be very grateful; please let us know.

**River Thames Volunteer Team
Environment Agency**

Tel: 01491 828360

Email: thames.volunteers@environment-agency.gov.uk

Red Kite House, Howbery Park, Crowmarsh Gifford, Wallingford, Oxon. OX10 8





inspire • celebrate • support

PUSH THE BOAT OUT SATURDAY 21ST JULY

(one week before that start of the Olympic Regatta)

GBR Olympic and Paralympic sailors want you on the water from 1200 onwards

The reason for Push the Boat Out is fourfold 1. To show our Olympic and Paralympic sailors that we are all supporting them and wish them good luck. 2. To make the general public aware of the event and hopefully success in the games.

3. As a legacy to get more people into boating in the future and 4. To have items in the press in advance of the Regatta...

The plan is to get afloat every boat we can as a publicity feature to make the general public take note of boating participation.

Desborough Sailing Club has already registered for **Sail for Gold** and your Commodore is the SFG Activator for the club.

For **Push the Boat Out** as many boats as is possible, dinghy, sail cruiser and powerboat will cruise up to the pool opposite Weybridge Mariners where there will be a sail past and a VIP will take the salute. There will be maximum exposure to the general public with patriotic flag waving and sirens sounding and those members who can't go boating will be asked to swell the crowds on the banks. The press will be invited so that reports will be in the local papers the following week just before the Olympics begin.

We have invited Weybridge Sailing club and Weybridge Mariners to join us on this show of boating strength and perhaps persuade the Mayors of Spelthorne and Elmbridge to be our VIPs



Work Party

11th February 10.00 till finish,
all welcome.

For Sale



Note: Pictures shown are not of actual boats and the editor is biased as he sails a GP14.

The Club is selling two GP14's,:

Bonus for £150.00 o.n.o

Maggie May for £250.00 o.n.o

These boats have been used as training boats and with the purchase of two new Visions are surplus to requirements.

They are a good solid, stable family boat, and are fun to sail, an ideal first boat. For pleasure or racing.



For further details please contact the club, boats are available for viewing

AGM

Its coming to that time off year when we have our AGM, These are the positions:

MANAGEMENT COMMITTEE

comprising 3 Flag Officers, 4 Officers, 2 Others

1. Commodore
2. Vice Commodore
3. Rear Commodore
4. General Secretaries
5. Membership Sec.
6. Treasurer
7. Sailing Secretary
8. Committee Member
9. Committee Member

OFFICIALS - May also be members of the Management Committee

1. Social Secretary
2. Bar Manager
3. Premises Manager
4. Harbour Master
5. Dep. Harbour Mstr
6. Handicapper
7. Boatswain
8. Dep. Boatswain
9. Ladies' Captain
10. Cadet Leader
11. RYA Representative
12. Press Secretary
13. Duty Rota Sec.
14. Web Master
15. Newsletter Editor

Your club is run by the members, for the members and if you would like to be more involved and help with the running of the club please contact me.

Richard Cowlard.