

Dates for your Diary

Wednesdays

Wednesdays on the Water continue throughout the summer: safety cover & coaching available!

Sunday 10th June

“Sail for Gold” RNLI Regatta for boards & dinghies starting at 11a.m.

Saturday 30th June

Club’s Fun Evening including sailing and BBQ from 4 pm

Sunday 8th July

Olympic Torch Relay goes past PSC: come for breakfast and cheer as it goes past on Barkers Lane at ~09:30!

Deadline for next Telltales Sun 26th August

PSC web-site at <http://www.priorysc.org.uk>

Facebook page at <http://www.facebook.com/pages/Priory-Sailing-Club-PSC/272809039438137>

Finn Sailor Ben Ainslie begins the Torch Relay

The first torch-bearer, multiple Olympic gold-winning sailor Ben Ainslie, holds the Olympic Flame and waves to the crowd before he begins the first leg of the London 2012 Olympic Torch Relay, between Land’s End and Sennen.



On Sunday July 8th the Torch will come through Bedford, carried by local nominees, and will be carried along Barker’s Lane, past the entrance to Priory Country Park. We’re planning a Club breakfast from 8am so as to get there before the roads get closed for the Torch. We’ll then walk down to Barker’s Lane to cheer as it goes past, and return for normal club sailing & racing, perhaps enlivened with flags? Do come and join the celebrations!

Congratulations to Junior Racers!

A small group of our junior members attended a Pico Regatta at Great Moors Sailing Club in April. Organised by Milton Keynes and Buckingham Youth Sailing Association, the regatta was held in breezy conditions that proved a test for all fifteen competitors, so it was quite an achievement for our sailors to take the top three places. Well done to Lucie Hewett (1st) Owen Hewett (2nd) and James Papworth (3rd).

Commodore's Column

What a difference a week makes! Our recent Open Weekend was held in particularly cool conditions for May and one week later we had the best sailing weekend of the year so far, with a steady breeze and temperatures into the mid twenties. Hats and jackets were replaced with shorts, tee shirts and sun cream!

Despite the cool weather for our Open Weekend we promoted our club and our sport to our local community most effectively; as well as providing many young people and adults with a sailing experience we also recruited several new members to our club. It was an impressive team effort and thanks go to everyone who helped out during the Open Weekend. This year we are having an additional Open Day on Sunday 12th August, so if you would like to help when hopefully it will be rather warmer, please put the date in your diary.



If you didn't make it to the club on the last weekend in May you certainly missed out on some great conditions, with over thirty boats on the water there were a lot of people having a good time on our lake. The warm weather tempted a lot of members to step onto a board for the first time this season and most managed to remember how to sail home! Our BBQ was fired up and several families ended their day's sailing with a lakeside meal and our newly acquired picnic benches were put to good use.

The club has been open every Wednesday evening throughout May and some of those who have managed a midweek sail have also enjoyed a fish and chip supper to end their evening. Thanks to William Armitage for ordering and collecting.

So is your boat still under wraps from the winter? Is your membership renewal still waiting to be sent to our membership secretary, Tony Ogborn? In this Olympic summer please do come and join in the sailing fun at Priory soon!



I am pleased to report that the club has been successful in obtaining a Sport England grant of £10,000 that will enable us to buy six new Pico sailing dinghies. These will be available for club members to sail as well as being used on our various training events. We hope they will arrive early in July.

As mentioned above, the Olympic Torch is coming to Bedford on Sunday 8th July and the Torch's route brings it along Barker's Lane, very close to our club. We plan to have a Club Breakfast from 08.00 on the 8th so that we can then cheer the Torch as it passes at around 09.30. Barker's Lane will be closed from around 08.30 so don't be late or you will find it difficult to drive into the club. There will be club racing as usual after the Torch Relay has passed, with start times adjusted as necessary.

We have new member at the club – The Stig! He has taken up residence in the wet classroom and has issued a time trial challenge, open to all members. Please get more details from The Stig.

It looks like a busy summer of sailing ahead. I hope to see you on the water soon.

Best Wishes

Tim Hewett
Commodore



PSC Junior Photographic Competition

This season we are holding a photo competition for our junior members. The subject of the photo should be connected with sailing at Priory. Please provide the Commodore with a hard copy of your photo, no more than two entries per junior member, by the end of October; the winners will be announced at our AGM in November. Prizes will be available for the best photo by an under 13 and under 18 (at 01.01.12).

Jims New Buoys



Many thanks to Jim Thornett for devoting many weekends and evenings to provide the Club with a new set of marker Buoys. After 10years of service the old marker buoys finally succumbed to the elements and it was time for a change. A set of ex-food 220litre containers was delivered in December last year – and its taken many weekends to re-work the barrels, label them and launch them all. Each barrel has internal floatation, and weighed down / anchored by brake

disks.

We now have yellow buoys at North , South and #6 (far end of the lake, adjacent to the beach) – all other buoys are still blue. Very smart – Many thanks Jim !

Great Efforts by the Shore Party

A good turnout for the Shore Party this year, with approx. 20 members attending to put the club to rights before the new season starts. This year we tried a new system – we published a list of tasks and committee members volunteered to lead one (or more). While the offers of help were a little quiet before the Big Day, members never the less turned up and threw themselves into the tasks which included rehangng the main gates (to ease access to the padlock), tidying up the South Bank shore, preparing the Toppers, cleaning power boats, tidying the Power Boat garage, trawling weed, cleaning the building gutters (not done for many years!), Pressure washing the Pontoon, clearing and sweeping out the wet room, and Cutting back the boundary trees.



Dick Knowles led the weed clearing - but just couldn't get the hang of reversing with the trailing harrow! Dick is now an expert in unwinding rope from propellers!

Neil Papworth and Mark took to the heights to clear the building gutters (very brave!) -not surprisingly they removed bucket-fulls of debris. No-one remembers when this was last done, so that's the job done for another 15 years!

Caroline Bennet arrived sharp at 9oclock with a look of determination and swept through the wetroom with the help of Chris Jennings and others - by midday the task was finished and the room ready for the new season!

Mark Roe, Oliver and William Armitage re-positioned the gates – and then spent hours trying to make them come together properly...We hope this is

now easier to access the padlock.

William and a number of helpers also tackled the South Bank clearing away the wire fence, the weeds

and mowing the area. This south bank area is earmarked for yet further



developments (see elsewhere in this edition). Others volunteers pressure washed the Power boats, the Pontoon, and the Oppies.

Many thanks to everyone who helped - the club was looking much better afterwards.

Mark Roe, Rear Commodore



PSC Racing Results 2011-2012

Top Racers on Personal Handicap (April 2012)

1. Tony Ogborn on minus 75
2. Rupert Keep on minus 25
3. Joseph Mullan on minus 20

Frostbite Series 2011

Nick Sparrow	Streaker	1 st place & Frostbite Trophy
Tony Ogborn	Heron	2 nd place
Joseph Mullan	Topper	3 rd place and best U17
Owen Hewett	Topper	4 th place and best U13
Glyn Powell	Laser	Best adult novice

Icicle Race 1 January 2012

Guy Davis & Daniel Stephenson	Omega	1 st
Jonathon Powell	Laser Radial	2 nd
Paul Williams	Laser	3 rd

Icicle Series 2012

Joseph Mullan	Topper	1 st place and best U17, Icicle Trophy, Robin Steffens Shield
Tony Ogborn	Heron	2 nd place
Dick Knowles	Vago	3 rd place

All-Fools Race 1 April 2012

Rupert Keep (Heron) & Tony Ogborn (Heron)	Joint 1 st place
Dick Knowles (Vago)	2 nd place

Pursuit Race Discussions

The regular racers have been debating how best to run these races: in particular, when and how to finish them so as to be as fair as possible to both faster and slower boats. If you have views or suggestions on this feel free contribute to the discussion, by talking to racers and committee members, or by email (milldick@btinternet.com).

What would you do in an Emergency?

None of us really know how we would react, or how we would cope in a serious emergency. I'm not discussing a stubbed toe, a cut finger a twisted ankle. I'm talking about a serious incident such as a broken limb, perhaps somebody having a heart attack or stroke may be even worse, somebody dying.

Would you know what to do?

How would you cope & react?

Can you cope under stress and still get others to do things for you?

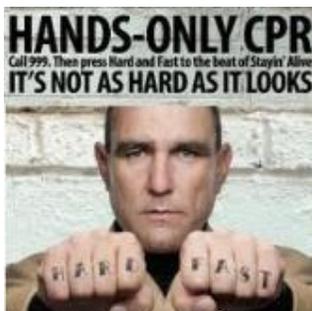


We all have to play our part; we may be the Officer of the Day

(OOD), on the safety Boat or an Instructor and knowing what to do in the first instance really matters.

We can break our plan down into four simple steps:

- 1) Can I treat the casualty quickly? – that's called first aid.
 - a. The first aid kit is in the downstairs training room in a cupboard on the right
- 2) Do I need to call 999 for an ambulance?
 - a. The green box on the wall outside the training room has an emergency phone in it.
- 3) Do I know how to administer First Aid and if not should I be shouting to see if there is somebody else who can help you?
 - a. If it's a major emergency and you have phoned 999 they will also help you
- 4) Our priorities are always ABC: Airway, Breathing, and Circulation and these are vital for life, and each is required in that order.
 - a. **Airway** We need an airway – so if you carefully tilt the head back by pressing on the forehead backwards you extend the airway.
 - b. **Breathing** Can you feel, can you see if they are breathing put you head close to their mouth / nose and look down towards their chest. Is it rising and falling, can you feel breath on your cheek?
 - c. **Circulation** If they are not breathing then they won't have a circulation and you **MUST** take urgent action **RIGHT NOW**.



I am sure many of you will have seen the TV advert by the British Heart Foundation – Staying Alive: if not, check it out on U-Tube

<http://www.youtube.com/watch?v=ILxjxfB4zNk> I cannot urge you enough at this stage to start chest compressions and continue with chest compressions until medical help arrives. Just interlink your hands and place the heel of your hand in the middle of the chest and press down. We are looking to achieve compressions of between 100 & 120 compressions a minute at a depth of 4cm to 6cm. If you have been trained in First Aid then

you should also do rescue breaths at a ratio of 30 compressions to 2 rescue breaths.

If you can, send somebody to meet the ambulance at the entrance of the park, this will stop them getting lost and trying to undo the barriers. Not everybody knows where the Sailing Club is.

So now what? The ambulance has arrived, and the good news is they will take over. However, was the person at Priory on their own or with others? Who is going to contact the next of kin? Is there somebody who can go to the hospital with the casualty? What about you, how do you feel?

In the Training Room there is a list of Committee Members and you should contact Brian Stanbridge in the first instance but if you are unable to get through then contact Tim Hewett. If the press have arrived having heard about the incident we would urge you to make no comment. Once again they should be directed to Brian Stanbridge or Tim Hewett. The RYA will help the Club; they will be involved in any follow up enquiries to establish what has happened especially if it involves a boating incident.

If you have questions, want further guidance or may be attend a first aid course then please feel free to contact me.

Brian Stanbridge – mobile 07867 531400

Telltales Articles and Photos Sought

Please submit articles of interest to club members for inclusion in Telltales, as well as pictures. They can be short or long. Both wind-surfing and dinghy sailing pieces welcomed obviously. You might consider:

- Opinion pieces
- Hints and tips articles
- Reports from going to open meetings
- Sailing holiday reports
- Any other sailing experiences
- Information on club members, current and former

Feel free to make other suggestions to make Telltales as relevant, informative and entertaining as possible.

Telltales is much enlivened by some sailing related pictures, so please help by submitting your pictures to the current Editor (mildick@btinternet.com), or any other committee member for them to pass on to me, with a bit of text to say what is going on in the picture, who, where etc.

Telltales comes out quarterly so the next one will be planned for publication in September 2012: please submit anything by the end of August for this, via myself (mildick@btinternet.com, Mill House, Mill Lane, Langford Beds SG18 9LZ) or any PSC committee member, and by email, hand-written note, phone call, carrier pigeon, whatever!

Dick Knowles
Vago 669



Boat Inversion at Priory

At Priory we have a number of modern boats that have shallow but self-draining cockpits, e.g. Vibe, Picos, Omegas. Unfortunately this type of boat has the tendency to invert when capsizing. I know you are going to say "Our lake is too shallow"... yes it is in the majority of cases, but what about if the mast breaks, or the boat is dismasted? And what about if you are sailing elsewhere in deeper water? Unfortunately in these situations the boat could invert and people could be trapped.

The most common causes of entrapment are getting ropes tangled around the body or limbs, getting caught on other control lines and straps, and approximately 30% involved some part of the trapeze harness.

The things that we can do to help make things safer are

- 1) Use mast head floatation if it's available
- 2) Keep the boat's ropes tidy
- 3) If the boat capsizes do not hang on and pull the mast down, get around to the back and hold on to the centre/ dagger board ASAP
- 4) If it's a two man boat then both people should swim around to the back of the boat and pull the boat up (do not use the scoop method from inverted).
- 5) If you have not used the trapeze before only do so under the guidance of an instructor and with the safety boat manned and on the water.

If all this fails then we need to effect an efficient but safe rescue. The first thing is not to panic and jump in. That is not necessarily going to help and it will also present a danger to yourself. Having conducted some research, the RYA have found that the fastest reliable rescue technique which worked for all boats was found to be two (ideally heavy) sailors aboard the inverted boat, pulling on the centre board. Nearly all boats could be righted consistently inside thirty-five seconds in a range of conditions.



Instructors and safety boat crew have shown a tendency in the past to dive under the boat to attempt to free the casualty. This may or may not involve a knife. This is a risky approach which has no guarantee of quick success. It would be better to right the boat as quickly as possible. In fact if somebody was trapped in the rigging and this was all cut away there is a possibility of the weight of the mast dragging the person down.

This is a relatively low risk for us sailing at the Priory, but it's worth being prepared and following current best practices!

Brian Stanbridge

Ask us the big questions

We'll take care of the small details



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We are here to help

