



Deben Yacht Club Newsletter

Autumn 2017



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Topper Champion
Sean Woodard
Photo: Simon McLlaine

Dates for your diary

Laying-up supper and Prize-giving
With special guest Sara Hopkinson
Yacht Master Instructor
11 November 7pm

AGM 18 November 10am



Commodore's Notes

Well here we are again at the end of a great summer. The only problem is that it has gone too quickly! We have had a wide range of sailing and social activities and I hope that you have managed to take advantage and enjoy some if not all. Highlights of the year have been many and varied, from crazy lazy sailing to fabulous flotillas and a wonderful Regatta week. All made possible by the people who volunteer and do their bit on safety boats, in the galley and the crow's nest and of course you for taking part. I am sure that most of you know that there are some really fantastic people who willingly volunteer and give up their time so that we can all have fun on the water, whilst I do not want to mention all the names we all know who you are and a big, big, big thanks to you.

There is no doubt that leisure sailing either on flotilla trips or Lazy Sailing has been incredibly successful this year and especially with the weekend events in the programme. We will certainly include them again next year. Remember if you want to take part in a flotilla then you must have good boat handling skills or seek out a buddy to sail with because it is not possible for the Safety Boat team to keep an eye on a fleet that is too spread out. We did have 28 boats out on one trip, which is fantastic but only works if we can stay reasonably close together. Next year we need to spread the load a bit and share the duties around. Mark Griffiths has been a real star in getting the flotillas established and whilst I know he is happy to lead some next year he also wants the chance to sail so we will make sure that happens. My personal thanks go to Mark for the flotillas and also Paul Driscoll for his energy and enthusiasm in driving the Lazy Sailing to be another DYC success story. They say that imitation is the greatest form of flattery so it is nice to see other clubs following our lead.

I mentioned just before about boat handling skills and there is no doubt that racing forces you to improve, even if only to get around the course. Some people have mentioned that they have tried racing at other clubs but it was not fun because they were always being shouted at!! Whilst we do have the occasional call for "water" and "starboard" we are generally a courteous bunch. So if you do fancy having a go, come and join in. There are always people to help and give advice, next year we hope to hold some racing forums aimed at sharing knowledge and improving technique. It is not as daunting as it may first appear. Crewing on a safety boat is a great way to see how it all works.

If you just want to enjoy the freedom of sailing on our wonderful river Deben and go off on your own or perhaps join the organised leisure sailing, then here is a reminder of the RYA 5 essentials of sailing;

Sail Setting, Balance, Trim, Centre board and Course Made Good.

In contrast the 5 essentials of Lazy Sailing are;

1. *Wear a Buoyancy Aid,*
2. *Have fun,*
3. *Get wet,*
4. *Get back in the boat and*
5. *Have MORE fun*

There will still be some great sailing days before the end of the year and I hope to see you out there. Sadly my two years as Commodore does come to an end at the AGM in November and I want to thank Graham Seabrook for his invaluable support as Vice Commodore and wish him every success for the next two years. Our club is in great shape and we are able to put together an incredible programme of sailing events and training. I think this is a magnificent achievement for an organisation run completely by volunteers. This is possible because all of the committee members do a sterling job on your behalf and by doing your bit to help however large or small makes the whole thing worthwhile.

Happy Sailing!

David Watson
Commodore



Topper 4.2 Champion

DYC member Sean Woodard won the Topper 4.2 World Championships held in Loctudy, France in July. The Topper is one of the world's fastest growing youth sailing boats, and this year's Championship attracted 215 young competitors from around the world, including more than 40 from China, and strong contingents from GBR and Ireland.

Racing was held over five days, with three races each day, and the event was blessed with excellent sailing conditions every day. There were 55 boats in the 4.2 fleet, for the lighter weight sailors, and Sean made an excellent start to the week, scoring two 2nds and four 1sts over the first two days, faltering slightly in the stronger mid-week winds, but under real pressure on the final day he scored another 2nd and another 1st to clinch the overall victory by the slimmest possible margin, just ahead of two Chinese sailors.

Sean is 14 and has been sailing competitively from the age of 10 but moved to the Topper class only a year ago. He made a lot of progress through a winter of RYA Squad coaching and regularly competing nationally in Topper events, many of which attract 150 to 180 sailors each weekend.

Chris Woodard



Sean in action
Photo: Thom Touw



On the podium
Photo: Simon McLlaine

Flotilla Cruises

Flotilla cruises were started 4 years ago to encourage weekday sailors to get afloat with the backup of safety boat cover. Numbers at first were modest and Mark Griffith ran them on his own for the first two years, but the excursions have become increasingly popular with this year seeing a record 28 boats out on bank holiday Monday. This has meant that two support boats are now needed to accompany the cruises and demands on them have been varied and interesting. Sailing abilities of the crews have been as varied as the craft they sail, and keeping the boats together as a flotilla has been challenging at times.

The aim has usually been to visit Waldringfield for some liquid refreshment, but the Hams and even Wilford Bridge have had successful visits. On odd occasions, little wind meant that we didn't arrive at any destination but every session was enjoyable.

These are cruises with a destination so participants should be able to rig and sail their chosen boat on the

day. If you are hiring a boat take some time to know how it goes together before the day of the cruise! Also time is limited on a single tide so allow enough time to rig your boat so as to leave on time. Late departure sometimes meant that we missed the pub!

After 4 years in charge Mark has seen everybody having so much fun sailing he has decided to join in so our thanks go to him for his commitment to this very successful event.

Mel Ringer

Big thanks to Ali Garrod for supplying a surprise hot drink and home-made cupcakes on the last flotilla of the year on 24 September. This was much appreciated, especially if you had managed to capsize on the way there and forgot to bring a flask! The safety boat crew are always happy to bring your picnic and extra clothes if you want.

Charlotte Norrbom



Dinghy Racing

Hi All, the season seems to have flown by with just the Terminal and Winter Series left. These can be good races because a lot of boats come out of the water leaving the river clearer for racing.

The Laser fleet is expanding with more boats turning out for races which makes for some close racing. Come on all you Laser owners, come and join in! Whether you're a beginner or just a bit rusty, racing will sharpen up your skills. Dave Watson has gone to the dark side, instead of buying a Laser he has just purchased an RS Vario so he can join Graham swimming!

The Summer Cup fast handicap series ended with Steve Scholey and I joint first with Steve winning on count back, well done Steve, could be the first of many Trophies.

The slow handicap racing has been a bit quiet this season. Jill Wickson won the Summer Cup/Novice sail series and Arthur Alexander is shaping up to be a good

sailor winning the Evening points series crewed by his Dad Tom, well done Arthur!

While helping a safety boat on the last Lazy sailing session I was impressed by some of the young sailors in challenging conditions. One Topper took my eye sailed by two small persons a boy crewing and a girl helming the boat going upwind very flat, well done Rachel Alexander looks like the DYC and Dad's training has paid off.

We need to get more fast and slow handicap racers out next year. It would be nice to get some feedback about what sort of racing you would like next season so I can incorporate it into the sailing programme.

Finally I would like to thank all the Safety boat, OODs / AODs and Galley volunteers for looking after the various events during the season.

Alan Grant
Club Captain

Junior Regatta 2017

This years Junior Regatta was well attended as usual. We had about 20 juniors including eight year old Arthur assisted by his dad. Not everyone knew each other but by the end of the day they'd had good opportunities to get acquainted.

The day started with model boat building using bits of rubbish, aka scrap heap challenge. There were 2 or 3 budding naval architects in each team. They designed some interesting rigs and hull shapes. No testing was allowed so the race on the pond was sink or sail to the other side. The down wind course was accompanied by many shouts of encouragement to their vessels, with many guest observers from the tea hut. A delicious hot lunch was served at midday followed by briefing for the afternoon's activities. As the tide was late afternoon, it meant racing had to be later on. The next game involved building a Topper from scratch, in two teams. This meant a lot of swimming, paddling, discussion and shouting! Everyone enjoyed it.

Finally, after tea, a race was organised and they all completed the course. The winner was young Arthur. All the juniors seemed to enjoy themselves. This was scheduled to be a two day event but as the next day was Woodbridge Regatta, the decision to condense it to a one day event was taken.

A very big thank you to all those who volunteered that day. It is a long day and much appreciated by all. Also, thank you to all the sailors who participated and made it the success it was.

Jo Masters



Yacht Racing

As I write this report there remains only the Eden Dickson Cup Race to be sailed – the season seems to get shorter every year! However, despite a very few but notable exceptions (see below), I believe we have had the driest and sunniest season for a long time and the Deben is still a beautiful river on which to be afloat.

The first date was abandoned and the second was run as a cruise down river for only 2 boats. Cariad and Tarakihi spent a pleasant time rafting up for “refreshments” until they were disturbed by the returning fishing boat that “owned” the mooring followed by an impressively quick casting off! Perhaps next season we will get more interest.....?

For those who are unaware, the Yacht Racing Fleet had 14 races scheduled over the season including the ever-popular 6-race evening series. Additionally, there was the usual 4 race DYC Regatta Series, and 3 races with the dinghies. May and August were the busiest months but with only a single race in September and October.

The DYC Regatta yacht series was again well supported. Fortunately, the almost still conditions of the first day were not repeated and enjoyable close racing was had for the rest of the week. Sadly, Mike Jackson was not able to join us in Spinaway due to a shoulder injury that, in the event has kept him off the river for the whole of the season – hope to see you next year Mike. On day 5, two yachts went off down river for shipboard refreshments (once more)!

Unusually, the Evening Series was blessed with 3 races with very strong winds, one of which was abandoned - the yacht sailors don't like wind AND rain! However, we also had our share of fickle conditions with one race not being finished by anyone. Still, the main attraction of the evening series may not be the challenging conditions, both light and strong, but the prospects of the, much appreciated, cooked meal which usually follows the racing thanks to the galley teams!

The DYC yacht racers are a friendly bunch and more than willing to help and advise newcomers – If anyone is even vaguely interested to try yacht racing and wants to know more, please get in touch with the Yacht Racing Captain or talk to any of the helms/crew members.

The re-introduced ebbtide races for this season were not a great success and had few takers.

Chris Cobb
Yacht Racing Captain



Chris Cobb helming and Peter Shaw crewing Photo by Steve Finch

Regatta Week 2017

“Where did you get that tan?” a colleague of mine asked, on returning to work the week after DYC’s annual Deben Regatta. And what a great week we had: apart from the first day, which was decidedly “British”, we were treated to some fantastic sailing with good winds and plenty of sunshine.

The Deben Regatta is DYC’s biggest event of the year and this year was no exception: about 60 boats and 100 sailors turned out for the event and raced in 4 Fleets (Fast, Slow, Fevas and Toppers) over 5 days from 8th – 12th August.

The Fast fleet was comprised of an eclectic mix of 23 dinghies with no less than 17 different types of boats – a fine demonstration of Handicap racing if ever there was one, with Portsmouth Yardsticks ranging from 940 for the Alto sailed by Chris Tyndale-Biscoe and his grand-daughter Lottie, through to 1139 for the Laser Radials, sailed by Steve Finch and Matt Ambrose. (For those not familiar with the Portsmouth Yardsticks (or PYs), these are a set of handicaps for different boats: the lower the handicap, the faster the boat and to put that in context the Alto would have to finish a full 12 minutes ahead of the Laser Radial in a 1 hour race in order to beat it!).

The Fast Fleet was won this year by James and Liz Wells, who returned to Woodbridge (where James learnt to sail) to race their beautiful Merlin Rocket. With three firsts, two seconds and a third, they finished with 11 points, well clear of Mike Haines in his Laser, Robin Parsons and Kim Ford in their RS200 and Alan Grant in his Laser Vortex who fought a close battle for 2nd, 3rd and 4th place with 15.5, 17 and 18 points respectively.



1st: James and Liz Wells



2nd: Mike Haines



3rd: Robin Parsons and Kim Ford



4th: Alan Grant



5th: John Locket



6th: Andrew & Ewan Cooney



7th: Simon Shaw



8th: Chris & Lottie Tyndale-Biscoe

The Feva+ Fleet was comprised of 10 Fevas and a similarly handicapped Topaz. The Alexander’s – Ben and daughter, Jemima - were on their usual form, coming home 1st in all 8 races during the week. Jane Stone and David Hopkins fought off the competition from Doug and Seb Hutton-Squire to come second and third respectively, whilst Rosie Shuster and Lois Mansfield (who learnt to sail recently through DYC’s training courses) secured a solid fourth place with some particularly natty “moves” on the water:)



1st



2nd



3rd



4th

Regatta Week 2017

The Topper+ Fleet was comprised of 16 Toppers, 2 Qbas, a Pico and a Gull. The fleet was won convincingly by Trish Hopkins with six 1st places; second place went, equally convincingly to Jill Wickson with 14 points, well ahead of David Hayhow in third place and Arthur Alexander (who at only 7 was also our youngest competitor) in fourth place (with just a little support from dad, Tom!).



Of course a week like the Deben Regatta doesn't just happen without the support of so many people behind the scenes and our thanks go to everyone that played a part in making the week so successful, including Frances & Steve Alexander and Joan Crowson who manned the Crow's Nest throughout the week; to Mick Sheppard who entered all the results into the computer each day; to Di, Christine and the rest of the wonderful Galley Team for their endless supply of sausages and cakes; to Sam, Rosie and Livvy for a lovely BBQ; and to Ken, Noreen, Jack, David, Ray, Jenny, Tony, George and the rest of the Safety Boat Team. To finish here's a collage of photos from the week: as you can see, a lot of fun was had by all!

Graham Seabrook, Vice-Commodore



Thanks to Steve Finch for all the photos

Topper National Series

I have been sailing a topper in national events for the past four years and as I am now sixteen this will be my last year. There is a total of five events in the series which take place on a variety of different reservoirs and open sea sailing areas, at any event you normally have between 120 and 160 competitors taking part. When you race at a national events they do not use your sail number, you are allocated by championship number which is a three digit number and it makes it much easier for the committee boat to record the finishes. When you arrive at the event you have to register and you are given your tally number so when you go on the water you take a rubber band with the number on it and when you come off the water you hand it in. The safety boats cannot stand down until all the tallies are returned, if you do not return the tally within a set time then you receive a penalty. This is to ensure no child is lost out on the water.

When you enter an event all the competitors are split up in to four flights which are red, white, blue and yellow and you are given a ribbon which you have to attach to the top of the mast. So when you race there are two starts and the first may be red and blue and the next start for the first race will be yellow and white then as each race continues you race against different flights so you will eventually race against all competitors. In order to finish in the top ten overall you really need to finish in the top five of your flight because someone else would have finished fifth in the second start.

Winter Regatta Weymouth: February

When we go to Weymouth we normally drive down on the Saturday morning as it's quicker and the roads are clear, we have done it on Friday night but we often would get caught up in traffic going round the M25. The first sound signal is not until 12.00 so there is enough time to get there if you get up early enough. When we arrived the wind was blowing up to thirty five knots so the racing was cancelled for the Saturday. On the Sunday morning the winds were still really strong with gusts up to twenty five knots but we can race in those conditions. We managed to do four races and my results were 12th, 7th, 2nd and 9th and I finished 13th overall out of 123 boats. We would have done more races but we had to come off the water as the wind increased by gusting up to thirty knots so the racing was abandoned.

Carssington Water: March

Carssington Water is reservoir which is located near

Derby. It's not an ideal location as the winds are very shifty and it is quite narrow so the beats are very short so if you get a bad start it is difficult to make any gains. On the Saturday the winds were quite light which is not ideal for me as I am in the heavier end of the fleet. Stronger winds were predicted for the Sunday so I was hoping to improve on my overall result as my weight would have been an advantage on the smaller sailors. When we launched on the Sunday morning we had hoped that we could do a couple of races as strong winds were forecast for later that day. The race committee did start the first race but then massive gusts of thirty knots came through and capsized most of the fleet so the race committee cancelled the racing. There was some very disappointed heavier sailors but some very happy lighter sailors that day. We did a total of five races on the Saturday and my results were 26th, 15th, 11th, 6th, 22th and I finished 27th out of 124 boats.

Grafham Water Inlands National: April

This is a good venue as it is a large vast sailing area and therefore the race committee can set a good beat whatever the wind direction. On the Saturday the wind was rather light but it was much stronger on the Sunday so all the sailors large or small were able to get their ideal conditions. There was a total of nine races over the two days and my results were as follows 8th, 11th, 15th, 18th, 8th, 5th, 7th, 33th, 10th, overall I came 15th out of 150 boats.

Royal Norfolk and Suffolk Yacht Club Lowestoft: July

The club is located at on the end of the Marine Parade and is next to the area where the water jets are. The boats were stored on the grass areas next to the car park and we launched on the beech next to the pier. The wind was very light on both days and it kept shifting. On the Saturday we were on the water for over six hours but only did three races. My overnight position was very poor, I was sixtieth overall which was disappointing. On the Sunday the wind was still quite light so not ideal for me and we still only managed three races in the whole day. I did manage to get some better results on Sunday so my results were on Saturday 31th , 50th , 12th, Sunday 14th, 2nd, 6th and I managed to finish 19th out of 133 boats.

Overall I managed to finish sixteenth in the Topper National Series overall and was second youth so that is very pleasing.



Topper Nationals

Topper Nationals 2017 Pwllheli: August

There was a total of 175 boats in the nationals this year and on the first day I had to complete the registration paperwork, then competitors are split into the four flights. On the same day you have to get the boat measured to make sure you are using the correct sail and that your boat set up complies with the class regulations.

The first three days of the event are the qualifiers and depending on your results you are put in to three fleets gold, silver and bronze. Sunday was really windy with winds up to 25 knots and I had expected to do well but I could not pull my downhaul on hard enough so I got a poor result in my flight which was fifty out of ninety, to make matters worse I pitched poled the boat when I was returning to shore and broke my boom.

On the Monday I was leading the fleet going round the first mark when my kicker slightly broke therefore I lost ten places. Tuesday was a slightly better day but the kicker wasn't jamming properly, I was in fifth place but finished fourteen.

My results in the qualifiers were not good but I qualified in fortieth place out of ninety boats in gold fleet. My results were better over the next two days and I managed to move up to twenty third place. The last day of racing I was hoping to improve my result and finish in the top twenty. We did launch and we did start racing but the wind strength got up to thirty knots so they cancelled the racing which was disappointing for me because I am one of the bigger sailors.

I have enjoyed sailing the topper and I have made lots of friend from competing in local travellers and national events. The sail training you get in toppers is excellent so I would recommend it anyone who wants to improve their sailing skills.

Now I'm moving to a Laser radial.

Euan Harris



Working Party

It's that time of year again! In October the sailing is mostly over except for the hardy racers. But our "club- within-a -club" that we call the "Winter Working Party" wakes up at this time and prepares for all those repair and improvements to Club Property. There is no need to apply for membership to this particular club – any DYC member can just turn up on Tuesday mornings, join in and enjoy the camaraderie with the extra bonus of special lunches laid on every month.

The club owns twenty six dinghies and three safety boats and after a season of use by all and sundry they will need to be checked over, and some will need repair, painting or antifouling. This winter, more of the dinghies will be converted to racing style centre main-sheeting.

Some of our pontoons are quite old; rotten planks and locker lids will need to be replaced, anchor chains and shackles checked and the whole lot jet washed and treated. The Dinghy Park will be cleared of undergrowth and derelict dinghies left behind by ex members. Sheds and fencing will also be maintained. At the club house, we will look at improving the outside lighting and as usual the whole exterior will be cleaned.

If we have enough willing volunteers this year we'd like to get on with brightening up the interior of the club rooms with a lick of paint here and there. The Crows nest needs the same treatment as well.

We had our first outing on 11th October after which we enjoyed a drink at the bar and a lunch of sausage casserole, cake and coffee.

Mick Sheppard
Property Team Leader

Good Memories

Here are some photos from David Copp who has had a connection with the DYC for about 60 years when his grand parents moved to Woodbridge, joined the club and introduced David and his brother to sailing.

"I can't remember the dates when my grandfather Tommy (GR) Atkins was honorary secretary but I do remember spending quite a lot of time with him in the club-house before any of the considerable extensions which has since taken place.

My grandparents, Gyp and Tommy, both sailed National 12s in those days (but never both in the same boat) although Gyp eventually changed to a Firefly and I remember Jinx F1826, Nigella and Scandal F3374. That was about the time (late 50s) when cotton sails were being replaced with Terylene so there were two PY numbers for each boat. It usually took a week for somebody to work out the corrected handicap times at the end of each race. Tommy bought an Orford Dabchick lugsail dinghy called Stilly for us to learn to helm. This was moored on a line of trots just beyond the wooden box pontoons (which we had to bail out regularly). We had to throw a grapnel from the pontoon to pull Stilly in so we could get in. I don't remember how the reverse process worked! At that time nearly all the club racing was in Kingfishers and they all kept their rudders, oars and tube balers in racks at the downstream side of the club-house.

I was told that Gyp and Tommy initially caused some upset to the Establishment bringing their 'flimsy paper boats' to Woodbridge when all the club stalwarts at the time were racing Kingfishers kept on moorings. My first boat was an OK dinghy kept in the Station dinghy park and there was a reasonable fleet at the DYC, including Colin Johnson who I still compete against although now at Waldringfield. As you will gather, lots of happy memories of sailing at DYC."

David Copp



Galley Team

We can't believe that we are nearing the end of the sailing season again. Once again our sailors, members and visitors have enjoyed a range of food (mainly hot dogs and cakes) served by a wonderful band of volunteers. I know that everyone would join me in thanking them for their time, patience, smiling faces and hard work - over 60 people a day to feed over the 5 day NYC Regatta alone!

The Galley team have supported and helped at several charity events over the season beginning with the brunch for the Samaritans, followed by coffee mornings for Disability Advice, EACH, and Macmillan. All these were very well attended, money raised and a lot of cake was enjoyed.

We hope you have already booked for the laying-up supper. We will be providing our normal delicious buffet supper with cold meat, quiches, a variety of salads followed by a vast array of delicious puddings. We can cater for dietary requirements, so please do let us know.

We would be very pleased to welcome anyone who would like to join the galley team - It isn't very onerous, a couple of 'get togethers' over the year (usually including some lunch) and 'normal' galley duties at some of the events. Please let me know if you would like to join us.

Hope to see you at the laying-up supper on November 11th.

Di Cobb
Galley Lead

Macmillan Nurses Coffee Morning

Friday September 29th was yet another busy day at the Deben Yacht Club. In spite of the weather many friends came down to the river to eat cake, drink coffee and support the coffee morning. Phoenix T had their usual card stall and many local businesses supported the event.

We are indebted to Skin Deep, Taplin Gallery, Browsers, Barrett's, Grange Farm Shop, Windmill Florists, Cloud 9 Hairdressers and the Riverside Cinema for the draw prizes they kindly donated.

I am pleased to say we raised £635 which is a great total! So many thanks to everyone who helped and contributed to a brilliant event.

Angela Connolly

What's in a Name

If you've looked at the board in the Club House lounge that lists the names of our Commodores you will have noticed that our club was called the Deben Yacht Club when it first began in 1838. But for some years, from 1886 until 1929, it was called the Deben Sailing Club before reverting back to the original name. For the first 47 years it's not known who the Commodores were but from 1886 they have been recorded on the board, apart from when there wasn't one. So we can see that it was when Major-General Hessey became Commodore that the name was changed to the Deben Sailing Club and that the name changed back when Major Sir George Manner OBE PL JP was Commodore, from 1924-1933. Why was the name changed and then changed back again? Unfortunately we have no records to shed any light on this!

However, recently some members have suggested that we should consider changing back to the 'Deben Sailing Club' again as this is more inclusive and more accurately reflects the mix of dinghies and yachts that we now have in the Club. It might also attract more sailors – of both dinghies *and* yachts – to the Club. Others seem happy to stick with 'yacht' because it has a longer history and we are familiar with this name. But as we prepare to restructure the Club as a Charitable Incorporated Organisation, this is also an ideal time to consider how we want the Club to be known for the foreseeable future. So the committee thought it should be put to the vote: when renewing your membership for 2018 you will be given the chance to have your say.

Charlotte Norrbom

Lazy sailing

Lazy sailing continues to be a key feature of the sailing calendar and one of our most popular events. It is great to see the club boats used and members of all ages take to the water.

This year the addition of the pre sail briefing and the addition of extra helpers on the ramp and in the dinghy park has made the events much more manageable.

The focus is still on fun sailing but we did manage to add some structure at times (thanks Duncan!!) We ended the season with a bang that kept the rescue boat teams fully occupied, but with some happy novice sailors with some strong wind sailing under their belts.

Paul Driscoll



Mailing Lists

Much communication is now being sent to members by email instead of by post. The idea is to report back on events which have happened and remind you of upcoming club activities – we try not to swamp you with a lot of irrelevant stuff.

To get the best out of this, please can you:

Make sure you are on the mailing list. If you have not received an email from the club for 4 weeks (maybe 8 weeks in winter) then maybe you are not on the list or something has gone wrong.

Add every sailor in the family to the mailing list using their own email addresses.

I want to **add a new email address** to the mailing list

(Please do this for all sailors in the family)

Go to the DYC website, select Members -> Mailing Lists and click on "Subscribe" for the "All Members" mailing list. You are then asked to enter your email address and confirm that you are a member of the club.

After registration you will immediately receive an email asking you to confirm your registration. If you don't find the email, please look in "Spam", "junk" etc and mark the message "not spam". Open the email and click on the link to confirm your registration. Note: you don't start receiving emails until you have confirmed!

I want to **change my email address** on the list

Or

Change any other information

Go to the DYC website, select Members -> Mailing Lists and click on "Set Preferences" alongside "Change other data".

Enter your email address (that's the one you used to register with) and click "continue". You will immediately receive an email (remember it might be filed as "spam" as mentioned earlier). Click on the link in the email. You can then update

I registered ages ago but I **have never received any emails**

Something has gone wrong. Please email Mail_List_admin@debenyachtclub.co.uk. We will help you sort it out

I have successfully registered a new email address and **don't want emails to the old address**

Please email Mail_List_admin@debenyachtclub.co.uk. We will fix it.

Any problems – please contact Mail_List_admin@debenyachtclub.co.uk or Pat Morgan on 01473 831252

Upcoming Events

Laying-up supper and Prize-giving with a talk by Sara Hopkinson; Yacht Master Instructor November 11, 19.00 for 19.30 at Woodbridge Community Hall.

Annual General Meeting; Saturday November 18, 10 a.m. at the clubhouse.

Club Regatta 2018; Saturday 28 July—Wednesday 1 August

Walks will again be on Saturdays in the winter, keep an eye open for e-mails about when and where they will take place.

Talks are being planned and will also be announced later. If you have any ideas or suggestions for the club please let a committee member know or put a note in the tin in the clubhouse.

For Sale

Cadet sailing dinghy for sale. Wooden. Hull, decks and sails all in good condition. Launch trolley included. £500 ono. Please call Sam on 07811 207451.



Deben Yacht Club
www.debenyachtclub.co.uk

An Inspired Facility

