



Frampton on Severn  
Sailing Club

# NEWSLETTER

February 19th, 2022



## How do you keep upright in strong winds?

Welcome to the February newsletter.

Please send any articles for the March edition to [support@fosscc.org.uk](mailto:support@fosscc.org.uk) by 19th March.

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# Commodore's comment

As I sit at my desk writing this report, I can hear storm Eunice howling away outside and I'm so glad to be sitting in a nice warm and dry house. I have been watching the club wind gauge which I saw jump to 49 mph and it made me think about all the boats in the boat park. Hopefully they have all remained where they are supposed to be! Can I ask all members to check that their boats are tied down securely and haven't been blown into somebody else's berth.

It is with great sadness that I have to tell you all that our treasurer Tony Emery passed away at home on Sunday 30<sup>th</sup> January. He had been battling against cancer for some time. Tony took on the mantle of treasurer from Steve Hawkins and was doing a sterling job. He had updated our accounting package and was very much on top of our finances. Our thoughts and prayers are with his wife and family at this very difficult time.



I hope that everybody has managed to renew their subscriptions this year without any major issues. My thanks go to Lorraine for all her hard work, which I know at sometimes has been very frustrating for her. Lorraine has decided to stand down from the membership secretary's role and I can announce that our new membership secretary is Mark Bargewell. I would like to welcome Mark onto the committee and say a huge thank you to Lorraine for her efforts, which have been hugely appreciated over the last couple of years.

Our training for the 2022 season has got underway, with the powerboat 2 course, which was held last weekend (12/13 Feb) during some fairly strong winds and driving rain. We had a mix of adult and junior participants and I'm pleased to advise that all candidates passed. Thanks to all the instructors for their time, especially Patricia for putting it all together.

The work parties have also started for the 2022 season, with the most recent having been Saturday 19<sup>th</sup> Feb, during which Jim had planned to coppice the northern bank. Thanks to all members who attended, but do remember, if you can't make the day you're scheduled, you can attend any of the others. There are always plenty of jobs to be done! Thanks to Jim Bennett for organising.

On Tuesday and Wednesday of this week, we have had McDonnell Price roofing on site replacing the lead flashing that was stolen last year on the rear of the clubhouse. It has been replaced with a modern synthetic material which may not look as pretty as the traditional lead flashing, but at least it won't get stolen again! They did compliment us on the temporary repair that we did, which had stuck well and not let any water into the building.

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As we are all looking forward to the sailing season ahead, none of us want to think about the “vegetation” issue which is likely to cause an issue in the summer. However, as I explained in the last newsletter, Rob Cyphus continues to work on the problem and in conjunction with the fishermen, last week took three samples of water from the tributaries feeding Townfield lake. These will be tested and the results will help us understand what is happening and where the greatest level of nitrates are coming from. Armed with this information, we are in a better position to plan a strategy of management. We will keep people updated on progress.

Following on from the very sad loss of Tony Emery, the committee is urgently looking for somebody who could take on the role of treasurer. Tony had everything very well organised both in hard copies and online, and David Coates has currently got all this paperwork. Between David and myself, we can raise and authorise payments, which is acceptable as an emergency position, but we urgently require a volunteer to take it on. If you are interested, please contact either myself or David Coates.

We also need to find a replacement for the role of honorary secretary, which is usually for a term of 3 years. Andy Crofts has done a fantastic job for the last 8 years, keeping us all on the straight and narrow, having served under 3 commodores; Ian Cook, David Coates and now me! He deserves a rest. So if you're not a figures person, but would like to support the club and believe this could be the role for you, please contact either me or Andy Crofts.

Also, don't forget, if any adult members who are experienced sailors would be interested in training to become Dinghy Instructors, please contact me ([tony@tonyheming.co.uk](mailto:tony@tonyheming.co.uk)).

I hope to see you at the club.

Tony Heming

Commodore

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# Sailing Matters!

The days are getting longer; the temperature isn't too chilly; there are some great winds around – **who's getting on the lake?** **Ian Cook** took a clean sweep in the first four Wednesday afternoon races and is leading that series, but swaps places with **Pete Dalton** for the Sunday series. Still many races to go so they could very well be caught. Most of the races so far this year have had 7 or 8 entries which is great to see. If you've got decent warm and waterproof sailing gear, and fancy joining them then just get yourself down there and I'm sure you'll be very welcome.

If you are worried about the **stronger winds** which are often present at this time of year, check out the next in the 'New to Racing' series which is in this newsletter – except this one is full of hints and tips for **anyone who wants to go and enjoy being on the water in stronger winds**, not just racers! In March's newsletter, there will be the follow up aimed at racing in stronger winds, although again it may be helpful to anyone keen to harness the power of the wind and speed across the lake with spray going everywhere (but in a controlled manner)! The only problem with sailing in strong winds is finding enough people to tell afterwards – guaranteed you will be brimming over with life, enthusiasm, and stories of how close you came to capsizing, but saved it at the last second!!! (Or it was the most spectacular capsized EVER!) The New to Racing articles are all available on our website [New to Racing – FOSSC](#).

Many of you will have received a Dutyman email to inform you of your duties for this year. I've been asked "what is 'AOD'?" so thought I'd explain a few things:

**OOD – Officer of the Day.** This person manages the race(s) for the day and has overall responsibility for safety and security at the club on that day. They will have considerable racing experience and there is guidance available on the website [Member Documents – FOSSC](#) (scroll down to the bottom).

**AOD – Assistant Officer of the Day.** This person helps the OOD. Absolutely no experience is necessary as the OOD will give you all the help and direction you need. You will probably be helping the OOD to start the race (the OOD will tell you which flags to raise / lower and when), and finish the race when you will likely be writing down finish times on the race sheet.

**Safety Boat 1 & 2.** The safety boat is crewed by two people. The preference is for one person to be 'Safety Boat' qualified, and the other to be 'Powerboat Level 2' qualification. The duty roster has been designed to fulfill this preference so if you do need to swap, please try to swap safety boat 1 duty for safety boat 1 duty; and safety boat 2 duty for safety boat 2 duty.

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There may be occasions when this is not possible, but during racing at least one person in the safety boat must have the powerboat level 2 qualification.

**Galley.** It is so lovely to come off the water and know there is a refreshing hot or cold drink available 😊. This is a Sunday-only duty, and there is no need to serve behind the bar after the race. The OOD will find the money box for you, which includes instructions on how to work the little card payment reader gizmo (it's really easy and popular). There is no longer a requirement to fill out a cash sheet.

Please confirm in Dutyman if you can do your allocated duty(ies), or arrange a swap, and close to the day confirm with your OOD what time you need to be at the club.

Bar Duty – following feedback from the membership via the club survey, there is no longer a Wednesday evening bar duty. The Wednesday racers will manage this themselves.

Rhonwen James  
Sailing Secretary

## Sailing in strong winds

Sailing in strong winds can be **exhilarating** leaving you grinning from ear to ear! It can also be wet... very wet if you capsize 😱!! Frustration can set in if you don't know how to take advantage of the gusts or keep ending up in irons. What follows are a few hints and tips on how to handle your boat while sailing in strong winds. (If you want to race in strong winds, this should give you a good start. Also check out the next in this series which will give you some specific racing tips.) As a prologue, how do you know how strong and variable the wind is?

If the wind speed is steady, up to say 25 mph, sailing is not so difficult, but at Frampton there will be two added components to consider – **gusts and turbulence**. Our weather station and the better weather Apps will show average wind speed as well as maximum gust speed. The gust speed is often about twice the average and the gusts will also change direction. There will also be times when the wind speed drops, which can be as difficult to handle as a sudden increase. Turbulence is the general unsteadiness of the wind, buffeting the boat and the crew, and making it more difficult to judge the effects of gusts.

On the live weather app on our FOSSC webpage [Live Weather – FOSSC](#), you can see dials showing average wind speed and wind direction. Click on the wind speed dial (on the website, not on the image below!) to get more information. As I write this, the wind speed is showing 26 knots, with an average over the last 10 minutes of 19 knots, and maximum gust of 31 knots. The wind direction is moving around a lot – average direction of 235 degrees, and current of 306 degrees. That's windy and shifty and most of our members would really think carefully before taking to the water!





**Learn to read the lake.** Stand on shore and look at the surface of the lake. You will see darker patches of water moving across the surface. These are gusts. How dark they are compared to the 'normal' colour of the water indicates how strong they are. Watch how they move in slightly different directions – see points 4, 5 & 6 below. If you can see waves on the water that's a sure sign of strong winds, especially 'white horses' as the top of the waves break. Next face the wind and feel the wind hitting your face – feel how it changes direction and strength. You can also check the Lake view webcam [Webcams – FOSSC](#). Do be aware that if the wind is moving away from you, the lake will appear calmer than it actually is!

At the end of this article is a table of wind strength in Beaufort scale, knots, miles per hour etc. If you've passed RYA level 2, sailing in a force 3 gusting to 4 will probably be OK but challenging – and ever so much fun!

**Don't be a hero!** Do consider how windy it is and how competent and confident you are before venturing out in strong winds, and wear appropriate clothing. Talk to others on shore about the conditions. Consider using a smaller sail or reefing – even the best sailors in the club change sail size or reef in some conditions (or even change class of boat). When you do go on the water, aim to keep just a bit more distance from the other boats and obstacles than in lighter winds so that if something unexpected happens, you have more time to react to avoid a collision.

So now you know how windy it is, and you have the right sail size, we will get on to some tips to manage the conditions and have a deliciously fabulous time on the water.

1. Generally speaking, **rig everything tightly**. This decreases the power in your sail and will therefore make your boat easier to handle. However, for low flat boats like lasers or toppers, this introduces two problems: 1 – you need to be more flexible to duck under the boom when tacking and gybing; 2 – if your kicker is on tight going downwind, there is a chance the end of the boom will hit the water and then drag and pull you over ☹. Best to ask more experienced sailors for advice about your particular boat as different classes sometimes need different set ups, or check class association websites / general internet / books.
2. The most important thing is to **continuously watch the wind!**
  - i. If you are going **upwind**, **look over your forward shoulder** – that's where the wind will be coming from.
  - ii. If you are going **downwind**, **quickly glance behind you** from time to time so that you are prepared for the gusts which may hit you.

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The important word here is 'glance' – most of the time you should be looking forwards.

3. **Practice “heave-to”**. It is very confidence boosting to feel in a fairly stable position and to know that if you are in a muddle or feeling overpowered at any point you can revert to this – for instance, when sorting yourself out having righted the boat after a capsize or if a sudden squall comes. In a single sail boat, turn the boat across or slightly into wind and let the mainsheet loose. Then, by pulling the sheet in a bit (which will make your boat head into the wind a little) and pulling the tiller towards you thereby steering away from the wind, these two things will balance each other and you should be able to maintain a steady position to keep clear of the banks or obstacles. There is a good trick to heave to in two-sail boats by tacking but leaving the job on the wrong side.
4. The wind will be variable, in terms of direction and strength and you need to be ready for anything! Your boat is designed to work best when the mast is vertical so you want to **keep the boat as upright as possible (mast vertical)**. You will find that you need to be **more physical than usual** – ready to hike out (your gluteus maximus hooked over the edge of the boat) or come into the middle of the boat in a fraction of a second and quite frequently. If you are in a two-person boat, this is where the crew really comes into their own – especially **upwind, the crew’s job is to keep the boat flat**(upright) by moving their weight according to the wind. (Top tip for crews: going upwind, just pull the jib in as tightly as you can and leave it there while you balance the boat; going downwind play the jib according to the direction of the wind relative to the boat’s direction.)
5. Because the wind will change direction frequently, if you are close hauled it can be easy to become stuck in irons. If you are on a run, the boat may gybe unexpectedly. For these reasons, practice being on beam or broad reaches to begin with, progressing to close reaches when you are more comfortable. **Avoid runs in strong winds!** That unexpected gybe may damage you, or your boat, and chances are it will capsize you!
6. Watch out for ‘**holes in the wind.**’ This is when the wind strength suddenly drops for a short period. You will soon find them when you are going upwind as the boat will tip over towards you and it will feel like you are about to capsize backwards! Move your weight into the middle of the boat immediately!! It can also help to bear away a bit and hopefully the wind will catch your sail very soon and bring the boat back to vertical again (meantime, if you have been hiking out, your rear end may be in the water!).
7. **Gybing!** This is probably the most precarious manoeuvre in strong winds. **You need confidence and commitment – you can do it!**
  - a. **Check the wind** to make sure there is not an enormous black patch heading towards you (massive gust which may well overpower you at some point during the manoeuvre), and check you won’t be near anyone else. If necessary, slow down by letting your sails out to stay away from another boat, or to allow a massive gust to pass through.
  - b. It can really help to **de-power by pulling in your sail(s)** a good bit before you start the gybe. This means the boom has less of an angle to go through and there won’t be such a jolt when it swings over.
  - c. Make sure your **centreboard is halfway up**.
  - d. If you are in a two-person boat, it can help if the **crew grabs hold of the kicker** and takes the power out of the sail as it goes across the boat.
  - e. Swing the tiller over and make sure you **duck** to avoid the boom. Move across the boat **really quickly** to keep the hull flat.



- f. If you hesitate part way through the gybe, or change your mind, there is a good chance the hull, sail and wind won't be compatible with each other and you will go swimming. So once you start the gybe, keep going with it!
- g. If you really don't want to gybe, you can always do a 270-degree tack instead.

**You've been out in strong winds and not capsized???? Massive well done!!!**



Beaufort number	Description	Wind speed	Sea conditions	Land conditions
<b>0</b>	Calm	< 1 knot < 1 mph < 2 km/h < 0.5 m/s	Sea like a mirror	Smoke rises vertically.
<b>1</b>	Light air	1–3 knots	Ripples with appearance of scales are formed, without foam crests	Direction shown by smoke drift but not by wind vanes.
		1–3 mph		
		2–5 km/h		
		0.5–1.5 m/s		
<b>2</b>	Light breeze	4–6 knots	Small wavelets still short but more pronounced; crests have a glassy appearance but do not break	Wind felt on face; leaves rustle; wind vane moved by wind.
		4–7 mph		
		6–11 km/h		
		1.6–3.3 m/s		
<b>3</b>	Gentle breeze	7–10 knots	Large wavelets; crests begin to break; foam of glassy appearance; perhaps scattered white horses	Leaves and small twigs in constant motion; light flags extended.
		8–12 mph		
		12–19 km/h		
		3.4–5.5 m/s		
<b>4</b>	Moderate breeze	11–16 knots	Small waves becoming longer; fairly frequent white horses	Raises dust and loose paper; small branches moved.
		13–18 mph		
		20–28 km/h		

		5.5–7.9 m/s		
<b>5</b>	Fresh breeze	17–21 knots	Moderate waves taking a more pronounced long form; many white horses are formed; chance of some spray	Small trees in leaf begin to sway; crested wavelets form on inland waters.
		19–24 mph		
		29–38 km/h		
		8–10.7 m/s		
<b>6</b>	Strong breeze	22–27 knots	Large waves begin to form; the white foam crests are more extensive everywhere; probably some spray	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.

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# Sprint Clean - Unmarked items

The following sails are stored on the mezzanine in the boat store with no member name

- 1) Mirror sails No.9754 - 3 sets of main & jib sails
- 2) Mirror sails No.33340 - main & jib
- 3) Enterprise sails No. 3476
- 4) Optimist sail & spars No. K1717 ( stored in transport tube)
- 5) 420 sail No. 51400
- 6) Windsurfer sail (club 56) (pink/blue/yellow/orange colour panels)
- 7) 2 sets of Jib sails with no number ( Jeckell make in yellowy orange colour supplied by Thames Marine)
- 8) Solo sail 1895
- 9) Solo rudder & tiller
- 10) ITIWIT bag containing pump for Inflatable Kayak

If you recognise any of the items please can you collect your equipment and mark with your name if transferring to members storage rack.

Members can contact Dave Coates (Rear Commodore) or Malcolm Payton (Bosun) if they recognize or own these items otherwise if not claimed in the next two months they will be offered for sale to members initially.

# Where are they now?

It is always interesting to find out where Frampton Sailors move onto when they leave the club.

Last week I was watching a programme on Channel 5 called "The Worlds most Scenic Rivers". This caught my attention as it was the River Bure on the Norfolk Broads. I learnt to sail on the Norfolk Broads, plus the club had several trips to the Broads in the late 70s, early 80s lead by George Matthews.

Starting by canoe on the upper reaches at Alysham, their trip went down river passed the Rising Sun at Coltishall, the limit of navigation, through the bridge at Wroxham, and via Wroxham Broads where they were some racing "White Boats". Down to river to Horning and then to St Benet's Abbey. I sat up at that point, recognising the sailor getting on Broads Motor Cruiser on the way to the Abbey. It was David Smith, or should I say the Reverend David Smith.

David was a regular sailor on a Wednesday evenings, initially in a Mirror with his daughter crewing, and later in a Comet. David started work in the RAF, before taking the cloth. He was at St Georges in Tuffley, before moving to Prestbury. We lost touch with him after that period.

David is now Rector of the



Benefice of St. Benedicts, Horning

which covers the area of the ruins

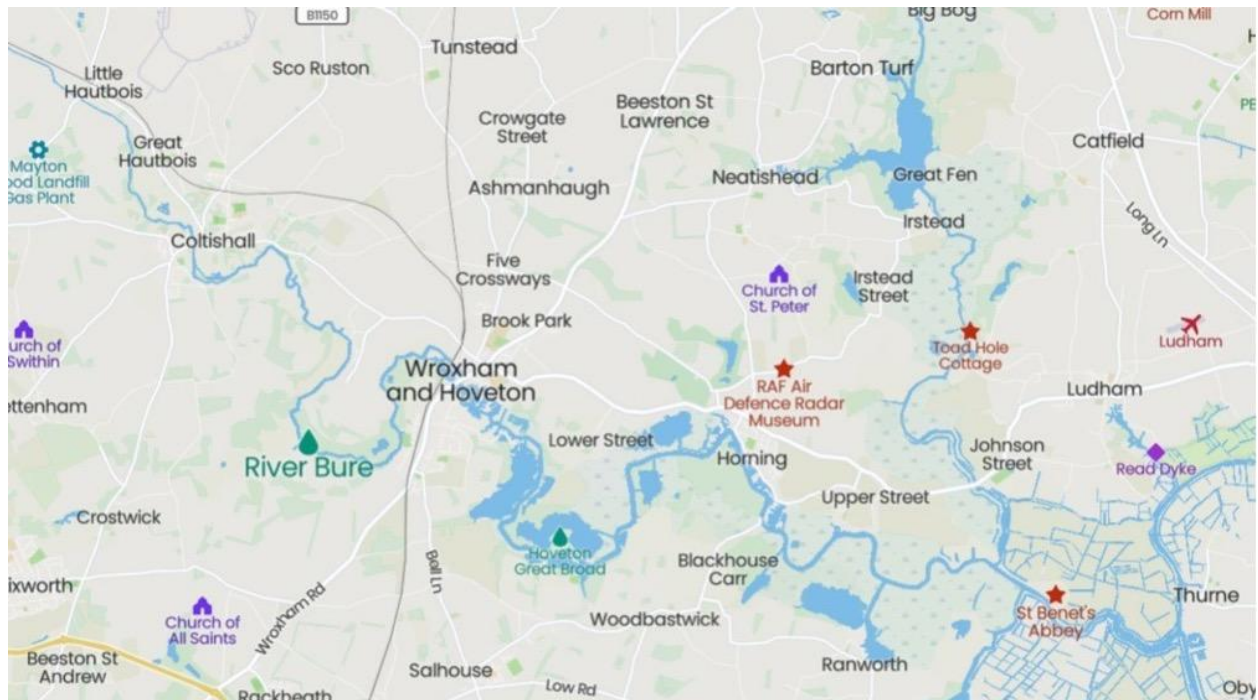
of St. Benet's Abbey. David

explained the history of the Abbey and how the Monks, pre Henry VIII were vital in forming

the Broads by digging for peat.

The thing I remember particularly is that one season David was put down for a duty on a Sunday, not any Sunday, but Easter Sunday! Luckily he was able to swap his duty. David was very good at work parties using his former RAF electrical skills.

I am certain David will find time for some sailing within his new parish.



This picture only shows the route covered by the programme down to where the River Thurne joins the Bure, for its onward journey down to Great Yarmouth.

Ken Elsey

(My apologies for the distorted images as they were taken directly from the television.)

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# FOSSC Work Parties for 2022

Firstly please note the following dates and designated groups for the 2022 Work Parties at FOSSC:

<b>February</b>	<b>19</b>	<b>Sat</b>	<b>Work Party O-Ri Half Term</b>
March	19	Sat	Work Party Ro-S
May	21	Sat	Work Party T-Z
July	16	Sat	Work Party A-B
August	6	Sat	Work Party C-Di Summer Hols
October	15	Sat	Work Party Do-Ha
November	19	Sat	Work Party He-K

As usual, if you think you will be unable to make your designated group then please arrange to attend an alternative session.

The first couple of work parties will concentrate on coppicing and pollarding the trees and bushes around the lake.

At present the club only have one identified member who has a chainsaw and license, (as required by the estate) **so if there are any licenced chainsaw operators out there**, please could you email [support@foss.org.uk](mailto:support@foss.org.uk) or contact one of the Committee as additional help in this area would be very welcome.

Other equipment that is always useful is any petrol or battery powered garden tools including garden saws, strimmers, hedge trimmers etc. and traditional tree saws. Please remember to bring suitable clothing, gloves and lunch!



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The work parties are not just crucial to maintain the clubs infrastructure, but it is also a great opportunity to meet fellow members. We look forward to seeing you at one of the eight work parties, which commence at 0930.

Jim Bennett