



Frampton on Severn
Sailing Club

NEWSLETTER

May 15th, 2022



Junior sail training underway.

Welcome to the May newsletter.

Please send any articles for the May edition to support@fossc.org.uk by 11th June.

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Commodore's comment

I hope everybody is enjoying the sunshine. The grass certainly is, no sooner is the lawnmower back in the garage it needs to come out again! At least there has been some good sailing weather.

Social Sailing on Friday nights started at the beginning of May and the numbers are slowly building. It is great to see some of the regulars, but also new members who have recently completed courses, or currently undertaking them.

All the courses this year have been well subscribed. The adult courses are principally finished, with the junior courses currently underway. The Optimist and Racing courses are yet to start.

To help with the demand for the entry level "Optimist" course, the club has invested in 3 new boats! These will be added to the last "new Oppies" that amazingly, were bought 8 years ago. Doesn't time fly.

Other new additions at the club are 6 new radios. These are UHF sets rather than the older style VHF, but are operated in the same way.

Junior Week planning is progressing well, with 38 children signed up. (We have a maximum of 40 so only 2 spaces remain). Diana is currently deliberating over the colour of this year's hoodies. Who knows what they will be? We remain short of 1 Assistant Instructor, so if there are any AI's available to help, please contact myself or Diana on jw@fosscc.org.uk

The Queens Platinum Jubilee celebrations are being advertised everywhere. All communities are planning something. At the club we propose to have sailing until midnight on Friday 3rd June, along with camping and a BBQ. (More details later in the newsletter).

We held our first "Boat Jumble" at the club on Saturday 7th May. It attracted only a limited number of sellers and buyers, but most people went home with less than they brought! It was agreed to hold another sale later in the season. Watch this space for further details.

It is great that over the last 2 – 3 years we have had a large number of new members join the club, but due to Covid, many of these new faces may not have been able to meet other members and feel fully integrated into FOSSC. So, I am proposing to organise a "recent" members' get together. I'm thinking it will be an informal afternoon/evening event, when people can mingle at their leisure and make new friends. The date is yet to be organised, so please watch this space for further details.



Don't forget there is a work party for people with surnames T – Z on 21st May, so please attend if required.

See you at the club.

Tony Heming

Commodore

Sailing Matters!

What a brilliant week for sailing! The sun is out, it's getting warm and there is a cracking wind 😊. I've just checked the club webcam and both Junior Training and Sailability sessions are on the lake providing a spectrum of colourful sails. Looks perfect for capsized drill for juniors!!

We had two Open meetings scheduled since last month's newsletter, although only one took place. The **Laser Open** did not happen due to lack of wind. We are looking to find an **alternative date** later in the year. The **Enterprise Open** did take place despite a forecast of next to no wind. The wind did arrive, then disappeared, then came back from a different direction, and then repeated that whole sequence innumerable times during the day! We had 3 visiting boats and 3 club boats and they all seemed to enjoy the day. There was the added bonus of club racing in the afternoon so it was a busy day. Our own **Phil Kirk** with son **Alex** as crew had a shaky start, but a good afternoon to finish first overall. Daughter **Isobel** presented the prizes. It was Alex's first Open event, as was the case for **Chris Owen**.





Phil and Alex are also currently leading our Club Championship with Ian Cook chasing them in second place. With a few races still to be held in our various Spring series, it's too difficult to even attempt to guess who might win them!

Rookie Races

There are two scheduled Rookie Races on **15 and 22 May at 1545**. These are for new / novice / junior sailors who want to try racing. Turn up on the day and get your boat rigged in good time. There will be a **short briefing on shore**, probably around 1530, to explain the start procedure and course. There is a normal club race at 1545, with the handicap fleet setting off first, followed 2 minutes later by the laser fleet and then 2 minutes later by the Solo fleet. Then, 2 minutes after the Solos have started, there will be a dedicated start for Rookie Racers. You will sail the same course as the other racers (so you can follow them), but because the other racers will have already started, the Rookie Racers should have a **quiet start line**, and will probably sail fewer laps. The Officer of the Day (OOD), Safety Boat crew and other racers will be able to give you some hints and tips as you go round the course 😊.

ProAm Races

As per previous years, we will run a short ProAm series using the club Gulls. New racers will be paired with experienced racers to compete in very short pairs of races with the 'Pro' helming the first race and the 'Am' helming the second race. Turn up at the club on **29 May and 26 June at 1300-1315** if you want to take part. The races start at 1400 and you need to get the boats rigged.

Short Handicap

This is a new series to our club and the aim is to have very short (20 minute) races on short courses (e.g. small triangle). Races will be run back to back in pairs so on days when 4 'short handicap' races are scheduled, 2 will take place, then a break ashore before the 3rd and 4th races of the day. The short format will give our normal racers something a bit different, and new

racers a chance to practice their starts and not get too far behind. It will keep the OOD and Assistant Officer of the Day (AOD) busy!!

Change to Handicap Racing

At the request of the Laser Fleet, the Lasers will sail in the Handicap Fleet for the Summer Wednesday Evening Series. This is due to low numbers of racing Lasers in recent times. It has always been acknowledged at FOSSC that if a fleet's numbers decline below an average of 6 boats per race, that fleet would join the handicap fleet. Thanks to Mike Crowley for surveying several current laser racers to get a consensus. However, I am aware that this decision should not be taken lightly. Therefore, the decision for the Lasers to race in the handicap fleet for the Wednesday Evening Summer Series should be considered as a 'trial.' The Sailing Committee will discuss this trial when they next meet to formalise whether or not to make this permanent for all class races. Solo sailors – I'll let you form a view as to whether or not you wish to follow suit or stay as a separate class, and we will discuss that also when we next meet. (Sorry, but I can't fit in a meeting before the series starts due to covid and, hopefully, a holiday.)

Sailability

I did enjoy getting out on the lake with our Sailability members last week and it was great to see so many volunteers, helpers and sailors. Lee reckoned his boat was 'coffee-powered' rather than wind-powered and always looks so happy and relaxed while sailing around the lake sipping on his mug of hot coffee! I also do so much appreciate the shore crew who help us set off and tie up to the jetty when we return (Poppy and Ali – that means you!).

Social Sailing

On the Platinum Jubilee Holiday weekend, social sailing will extend to midnight! Bring your own head torch.

So much going on which is brilliant! If anyone wants to write a short article on their sailing experience, please do so. It's always fun to read stories, whether it is your first sailing experience, or you have sailed for 50 years plus.

Cheers for now!
Rhonwen James
Sailing Secretary

Starting a race, including what the flags and hoots mean!

You can learn about perfect starts from any number of books on racing. The notes below are for those who are just starting racing at FOSSC and want to know how to start, and how to get a 'reasonable' start, rather than a 'fabulous' start.

It is all about trying to be on the start line and sailing as fast as possible when the race starts. Theory is easy: reality is more difficult!

The Officer of the Day (OOD) helps you by giving sound signals and raising / lowering flags. However, you need to know what the flags and accompanying sound signals mean.


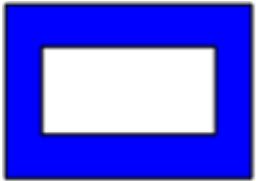
The "start sequence" (flags and hoots) for racing at FOSSC depends on what type of race is going on – class, handicap or pursuit. Class and Handicap races have similar start sequences so we'll describe them first. (Refer to 'Different Types of Races' <https://www.fossc.org.uk/wp-content/uploads/2020/12/New-to-Racing-Different-types-of-races.pdf> for info on how the different races work at FOSSC.)

Handicap Races:

In a Handicap Race, all the boats start the race at the same time. ('Handicap' refers to the adjustment applied at the end of the race to 'handicap' those classes of boat which are naturally faster than other classes.) The start sequence at FOSSC can be described as "4-2-Go!" Translated, this means there will be a flag raised and hoot at 4 minutes before the race starts; another flag raised and another hoot at 2 minutes before the race starts; and finally a hoot and lowering of both flags at the exact moment the race starts.

So in simple terms, if no flags are flying the start sequence has either not started, or the race has started – hopefully you can work out which! If one flag is flying then the next flag and hoot will indicate 2 minutes before the race starts; and if two flags are flying, the next hoot and lowering of the flags indicate the start of the race.

Surely you want to know what the flags look like!

	<p>This is known as the 'Handicap Fleet Flag' and will be raised 4 minutes before a handicap race.</p>
	<p>This is known as the 'Preparatory Flag' and will be raised 2 minutes before a handicap race. Both flags will be flying.</p>
	<p>Both flags will be lowered when the race starts.</p>

Class Race:

In a 'Class Race' at FOSSC each fleet starts separately, at 2 minute intervals. The start sequence is similar to a Handicap Race but there are different starts for 'Handicap', 'Laser' and 'Solo' fleets. If you are sailing something other than a Laser or Solo, you are in the Handicap fleet.

The Handicap boats starts first, followed by the Lasers after 2 minutes, and the Solos a further 2 minutes later. Each class has its own flag which is raised 4 minutes before the class starts the race, and is lowered when that class's race starts. This means there are flags going up and down for 8 minutes at 2 minute intervals!

The class flags are:



Handicap






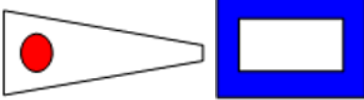


Laser









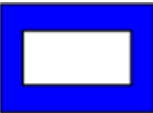

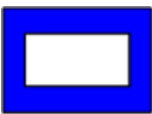
Solo

So the start sequence looks like this:

Minutes relative to Handicap Start	Flags Raised	Flags Lowered	Sound Signal	Fleet Starting
- 4			One hoot	
- 2			One hoot	
0			One hoot	Handicap
+ 2			One hoot	Laser
+ 4			One hoot	Solo

Note that this time the Preparatory flag (blue with white square) goes up 2 minutes before the first start and is lowered as the last fleet starts.

If that all seems confusing to you, another way of looking at it is shown over:

Minutes relative to Handicap Start	Flags Flying	Race Status
Before - 4	None	Nothing
- 4 to - 2		Race not yet started, but racing rules are valid
2 to 0	  	Race not yet started, but racing rules are valid. Handicap fleet is about to start so others please keep away from the start line.*
0 to +2	  	Handicap fleet has started. Laser fleet is about to start so Solos please keep away from the start line.*
+ 2 to +4	 	Laser fleet has started. Solo fleet is preparing to start
After + 4	None	Solo fleet has started – all boats are racing!

* When we say 'keep away from the start line' this is to give those who are about to start the chance to get themselves in the best position they can relative to other starters; boats in classes which are not starting can unintentionally disrupt this, giving advantage to one boat over another. However, it does not mean other boats need to be at the other side of the lake! If you stay about 15m away from either side and either end of the start line then you should be ok.

Pursuit Races:

In Pursuit races, **each class of boat starts at an allocated time - when its 'start number' disappears.** The numbers are on display in the window of the wet bar under the canopy. The OOD will check which class of boat will start first and will use flags and hoots in a similar vein to a Handicap race start. The Handicap flag is used regardless of which class of boats are sailing. To be honest, pay attention to the numbers more than the flags, but if you want to know the flag sequence:

If Toppers are racing, their start number is 137 (which means 67.5 minutes of racing, as each number on the pursuit box equates to 30 seconds). The start sequence begins 4 minutes prior to the race start, so when the Pursuit Box number 145 ($137 + (2 \times 4)$) disappears, the handicap flag will be raised. When 141 disappears, the Preparatory flag will be raised (2 flags flying). When the Toppers start (when number 137 disappears), the Handicap flag will be lowered. When the last class starts, the Preparatory flag will be lowered.

There will be a sound signal every 30 seconds from when the Handicap flag is raised, to when the last boats start (the sound signal may be switched off if there is a long gap between starts).

So that gives you the flags and hoots, but what else should you know about starting a race?

Here are a few hints, tips and pointers to get you going:

- The start line is between the striped pole on the committee boat and the buoy with the striped pole at the other end of the line, usually about 20 metres away. The buoy beside the committee boat (if it is there) has nothing to do with the start line – its sole purpose is to protect the committee boat, i.e. you cannot sail between the inner buoy and the committee boat.
- The start line will usually be at 90 degrees to the wind with you sailing into the wind, i.e. on a tack.
- Start on a Starboard tack – then you will be in the right over boats on port (you can learn about port hand starts when you have more confidence)
- So, if the wind is coming from the north, the start line will be east – west, and you will usually cross it pointing in a north-westerly direction.
- Often, the more experienced sailors will try to start close to the committee boat so aim to start mid-way down the line if you want to keep out of their way and get clean air.
- Alternatively, if you are nervous and want to stay away from other boats, aim to start 1-2 boat lengths behind the better sailors, but not 10 boat lengths behind (if you are too far behind, then you will get in the way of subsequent fleets)
- You need to know what 'Up, up, up' means – see the end of these notes
- Top tip - Find a 'good' sailor, and follow them from 2 minutes before the start.

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- Have a watch counting down time (a waterproof watch with countdown functionality can be bought from somewhere like Argos for around £20). Pay attention to 2 minutes, 1 minute, 30 seconds, 20 seconds, 10 seconds, 9,8,7,6,5,4,3,2,1,go! If you are in a two-man boat, the crew should watch the countdown and keep telling the helm how long to go before the start. You should be on or very close to the start line at ‘go,’ not 20 metres away!
 - If you are getting to the line too quickly, let your sails out to slow down, or if there is room, bear away (but note the ‘up, up, up’ rule)
 - If any part of your boat is over the start line when the race starts, you have to make sure that all of your boat returns to the correct side of the line before you can start the race – and you must do this while not getting in the way of any other boat. The OOD will probably tell you if you are over the start line early, but the responsibility is yours. More on early starts in another article.
 - If another class starts before your class, stay around 15m away from the start line while they are starting – that’s just courteous.
 - There tend to be fewer boats on the start line during pursuit races so use these races to really try to be on the line and sailing as fast as you can when the start signal goes.

“Up, up, up” rule

This is a variation on the ‘windward boat’ rule and is only applicable at the start.

We all know that a boat on starboard has rights over a boat on port. But what if there are two boats on starboard on the start line and one is close hauled while the other is sailing down the start line on more of a beam reach?

The boat which is close hauled has rights over the boat on the beam reach and the helm who is close hauled will shout ‘up, up, up’ at the helm who is on the beam reach. The boat on beam reach must turn ‘up’ into the wind, and in doing this may inadvertently go over the start line before the start signal. This is known as ‘being pushed over the line’ (and is a source of great satisfaction for the helm who is close hauled!).

This rule is the reason why you should **not** just sail down the start line waiting for the start signal – someone will push you over the line (or worse, your bow will put a hole in the side of someone else’s dinghy ☺).

RNLI Championship Series

These races will be run over three Wednesday evenings, 15 th, 22nd & 29th June, 2022

The entrance fee for this series is : £5 for the whole series, or £2 per race.

ALL fees will be sent to the RNLI. Hopefully we will exceed last year's donation of £ 100.

Points will only be awarded to those competitors who have paid an entrance fee.

Please pay Bruce Richardson prior to the start of the race, before 18-20 hrs.

Many thanks for your donation.

Frampton-On-Severn Enterprise Open

A tale of two wind systems.

3 visiting boats joining 3 Frampton boats for the 2022 edition of our Enterprise open. Having not run for the last two years it was good to see 1 new visitor and others returning. The OOD explained the conditions saying that there were two wind systems on the lake meaning 'it is very changeable out here and don't blame me if there isn't a beat'.

We were not to be disappointed with a close reaching start on race 1 and a beat finally on leg 3. At this point the leading 3 boats decided to forget the course and rounded the next mark incorrectly turning the fleet inside out while they corrected this error. This led to the lead changing several times and Phil and Alex Kirk eventually taking the lead from Paul Young and Karin Sandler on the final mark with Geoff Coxe and Bill Gribble finishing a close third.

The second race had a change of course and a windward start with Chris Owen a little eager to cross the line and having to head back. Phil and Alex also headed back to the line thinking they were over as

well. Martin Davies and Rebacca Bradley led Paul a Karin in a close battle for most of the race. Phil and Alex slowly closed the gap sometimes benefiting from the wind deciding to fill in from the opposite direction or a few private patches of breeze. Phil and Alex eventually recovered to second passing Paul and Karin.

After a break for lunch race 3 started on a new longer course alongside the afternoon club race. The well behaved fleet started cleanly with Phil and Alex getting ahead with the rest having a close battle behind. The changing wind had been offering opportunities to gain or loose positions all day allowing some interesting detours to pay dividends, or close the fleet back together again. Martin and Rebecca finished second with Paul and Karin 3rd.

During the count down to race 4 the breeze freshened giving some hope to the fleet that the lightweights may struggle, however as the start sounded, it dropped to a gentle zephyr and Phil and Alex made another clean start ahead of Paul and Karin and built a comfortable lead. Paul and Karin spent the race defending Martin and Rebecca, this time maintaining the upper hand through the light winds and it's changing direction.

The event was won by Phil Kirk and 10 year old Alex with Martin and Rebecca finishing a point ahead of Paul and Karin to take second. Geoff and Bill finished the best of the rest and second FOSSC boat. Finished on time. Chris Owen sailing in his first open meeting showed Richard Leach and Alex Rich of Penarth that local knowledge does make a difference.

Rhonwen and her team were rightly congratulated for setting good course despite the changeable conditions and running all the races efficiently.

Place	Sail No	Club	HelmName	CrewName	R1	R2	R3	R4	Nett
1st	22975	FOSSC	Phil Kirk	Alex Kirk	1.0	(2.0)	1.0	1.0	3.0
2nd	22320	Rugby & Daventry	Martin Davies	Rebecca Bradley	(4.0)	1.0	2.0	3.0	6.0
3rd	22901	Midland SC	Paul Young	Karin Sandler	2.0	(3.0)	3.0	2.0	7.0
4th	21867	FOSSC	Geoff Coxe	Bill Gribble	3.0	(4.0)	4.0	4.0	11.0
5th	22893	FOSSC	Chris Owen		(5.0)	5.0	5.0	5.0	15.0
6th	23140	Penarth YC	Richard Leach	Alex Rich	(6.0)	6.0	6.0	6.0	18.0



Social Sailing – Special event – Friday 3rd June 2022

As part of the Queen’s Platinum Jubilee celebrations at the beginning of June, FOSSC has decided to extend its regular Friday evening Social Sailing event on Friday 3rd June.



Social Sailing will start as normal at 18:00 on the Friday evening, but instead of running until 20:00, the event will continue right up until midnight. At around 21:00, as it starts to get dark, lights will be placed on the four corner buoys and the pontoons. A safety boat will be out on the lake (whenever anyone is sailing) up until 24:00.

All we ask are two things:

- 1 After 21:00, there is no single handed sailing
- 2 Once dark, anyone going out on the water carries a



torch (preferably a head torch) so as to be able to attract attention from the safety boat if necessary.

We welcome those who take the opportunity to “decorate” their boat. If enough members do it, we might hold a competition on the night.

FOSSC Jubilee Sailing!!
Friday 3rd June
6.00pm to midnight
All Club Members welcome!

Social sailing until midnight – safety boat on water, lights will be placed on buoys and jetties. If possible, bring your own headtorch.

Two-person boats only (for safety).

Bring and Eat BBQ
(bring your own food; we'll fire up the club BBQ for you to cook on).

BBQ will be ready for cooking on from 6.30pm onwards, and the bar will be open.

Camping / caravans welcome.
Club facilities available all night
(and galley available for breakfast)

No requirement to book, but if you can let Bruce Lowe know if you intend to come it will help with knowing how big a BBQ to prepare for and how much to stock the bar. For that and any other questions, drop me an email: br5ce@outlook.com

During the evening, the club's gas BBQ along with the oven in the Galley will be made available for use and the Galley bar will also be open.

Those who might like to camp, in tents or caravans, are welcome to use the car parking area during the weekend.

If you have any questions regarding the event, please contact Bruce Lowe, Tony Heming or David Coates.

We look forwards to seeing you on the 3rd June.

Sailing is a fun sport

(But always be prepared for the unexpected)

I have been involved in sailing, off and on, since the age of eleven, when I regularly went out as crew on a Scimitar (20 foot fixed keel open boat) from Conwy in North Wales. By the age of 15, I attended an RYA dinghy sailing course near Ipswich and had a GP 14 which I sailed primarily in Llandudno Bay (sometimes single handed towing a mackerel line) and got rescued by the inshore lifeboat one April when I dunked a young lady in the sea !

College took me away from regular sailing but over the years I periodically did some “big boat” sailing out of the Solent and also in Greece and Turkey. I even passed my Yacht Master theory one Winter at evening classes but never followed it up.



Role the clock forwards to when I had two young boys and I needed to find a family activity which we could all participate in. The choice was quite simple, - Sailing at FOSSC !!

I bought an old Enterprise off eBay and took the boys (then 7 and 9) out on the lake a few times and then introduced them to the annual Oppie course at the club. Well, the rest, as they say, is history.

Both Carwyn and Teilo are now qualified dinghy instructors, have completed and passed their Day Skipper theory and are scheduled for the Day Skipper practical this summer.

Dad, in the meantime was finding that as you get older, the body isn't so keen on leaping around dinghies so last Autumn I made the decision to buy a yacht which we can all use to go sailing in.

I found a Bavaria 34 located in Chichester marina which, to use the surveyors own words “looks a bit tatty but was a good sound yacht underneath”. I spent last Winter visiting it every other week to undertake a series of maintenance tasks on it and also had the mast removed, so that all of the standing and running rigging could be



replaced (the insurance company insisted that the standing rigging was replaced before the yacht was sailed). By early March, it all came together and I now had a yacht that looked “fit for purpose”.

I had decided to keep the yacht in Cardiff as it is only an hours’ drive away. I borrowed charts covering the entire route along the South coast, round Lands End and up the Bristol Channel and spent several days planning the passage. There would be three people on board for the first three days, then two of us until we reached Falmouth, then four of us for the remaining sectors, which included an overnight sail to Cardiff.



The yacht was fully prepared and provisioned and we departed Chichester on Sunday 27th March to sail to Poole. The passage went as planned and by 17:00 we were moored up in Poole.

The following day we moved onto Weymouth. Our entrance to Weymouth included a 20 minute escort and display from a pod of dolphins.

On the third day we undertook a longer passage which included rounding Portland (known for rough seas and strong currents), then crossing Lyme Bay to Torquay. Planning and timing worked well and we moored up in

Torquay at 17:30. On route, we picked up a fourth crew member, a chif chaf (we think) that landed in the cockpit area, totally exhausted, curled up against us for warmth and went to sleep until we were coming into Torquay, where it gave us a good chirp of thanks and flew off to the land.

The following morning, one of the crew left us to return to work so myself and one crew member would continue the journey as far as Falmouth where we would be joined by two more for the more challenging part of the overall passage.

The passage from Torquay to Salcombe went to plan, but with light winds more use of the engine was made. At Salcombe, we were in the process of picking up a mooring buoy when the harbour master came out to us and offered us use of the town pontoon as it was very quiet. This enabled us to go ashore for the evening and try one of the local pubs.



For the next day, the plan was to go to Fowey. The wind was forecast to be from the North East at 18 gusting 28 kts. As there were only two of us on board, we decided on

the second reef for the mainsail and have about 60% of the Genoa out. We motored out of the river, hoisted the sails as planned, set the course of 285 and settled down to a 4 hour plus trip. We had about 15 degrees of heel, were making 5 to 6 kt through the water and had a 2 kt tide in our favour. This gave a sea state of about 1 metre.

After about an hours' passage, we were just discussing who should go below and make the tea when BANG. Both being startled, it took a few seconds to realise that the yacht no longer had a mast or sails, it had all gone over the port side and was hanging down in the water making the hull quite unstable.

Adrenalin and training kicked in! After checking that both of us were OK, we turned our attentions to the boat. The hull appeared to be water tight but the remains of the rigging were moving around in the swell. We took a couple of lines and secured it as best we could. Next was to summon help, so I took our coordinates off the Satnav, went below, activated the DSC and made a calm and precisely worded Mayday call, but no one responded!

After a few seconds of stunned silence, the brain engaged and I realised that the Ariel, which is usually at the top of the mast, was under the water. Fortunately I also carried a portable VHF radio so could repeat the mayday call from that. This time, the coast guard acknowledged but did not get the full message. Immediately, a coastal ship, about two miles south of me, relayed my full mayday message and then altered course and within fifteen minutes had positioned himself up wind of me so as to reduce the amount of rolling the hull was experiencing.



By this time the Salcombe ALB could be seen in the distance and they were soon on scene. After circling me a couple of times, they launched a small rib and two of the crew came on board.

After ascertaining that both my crew and I were un-hurt, they set about trying to retrieve as much of the rigging as possible from the sea, but given that the mast had snapped in two, with the majority of it pointing

straight down, the collective decision was eventually made to cut the shrouds and send everything down to David Jones' locker.

The yacht was towed back to Salcombe by the life boat, during which we made the lifeboat crew a cup of teato warm them up (they had all changed on board the ALB so non of them had warm clothing underneath their dry suits). Once safely moored up, my crew and I adjourned to the pub where several tots of rum were consumed, having first thanked the RNLI crew for their total professionalism.

The insurance claim process was immediately initiated (and should successfully complete by the end of July) and the surveyor appointed by the insurance company left no stone un-turned in locating the root cause of the accident.

After studying hours of video footage obtained from the RNLI, studying photos that I had supplied him and spending time on board, he proved conclusively what had happened.

On each side of the mast, there are two stainless steel shrouds. The cap shroud runs up to the top of the mast and the lower shroud to just under the first mast spreader. The starboard side lower shroud had failed in that the wire had detached from its fitting at the mast end. This then caused excessive pressure on the mast which snapped in two and as it was all going over the port side of the boat, over stressed the rear shroud which failed, the whole process taking no more than two seconds.

The yacht remains in Salcombe, looking sorry for itself and hidden from view. It will remain there until all the new rigging is ready for installation, at which time it will be re-located to Plymouth.

So, in conclusion to this story, whilst one can take every reasonable precaution to ensure that you are safe whilst enjoying the sport of sailing, always be prepared for the unexpected.

New UHF Radio Sets at FOSSC

New UHF radios have been bought to replace the old VHF radios.

Use of the club's UHF radio sets is recommended whenever organised events are taking place on the lake. The OOD, SI or event organiser should place one UHF radio set in each powerboat in use that day retaining one set for their own use. Remember to carry out a radio check before activities commence - switch on, confirm channel 1 is selected and make a test call.

WHAT IS UHF? Ultra High Frequency for radio communications. One/two-digit channel numbers are assigned to each frequency – there are a limited number of channels available for use. The committee has decided that channel 1 will be the standard channel used and all six radios have been pre-set to this channel.

LICENSING – The six radios operate on a specific segment of the UHF waveband and transmit at a power rating of 0.5 watt. This is in line with current requirements to be exempt from any licensing requirements.

CERTIFICATION – These radios operate on a specified segment of the UHF waveband and there is no requirement for an operator's certificate. In the UK these UHF channels can be used by unqualified operators without supervision.

UHF FAMILIARISATION - 6 sets with battery chargers, each charger accommodates 2 radios. These are located within the radio cabinet in the Boat Store, along with chargers and a guide. They can be left on charge within the cabinet when not in use. A full re-charge can take in the order of 8 hours.

Features:

Waterproof to 1m for 30mins. Buoyant – if not attached to weight

Range:

Can be up to 3 miles. The radios have been tested at FOSSC and no “dead spots” were noted across our entire site.

Keys/Display:

The knob on the top of the radio is a combined on/off and volume control. When powered on, a “1” will appear in the display. This is the channel used by all six radios at FOSSC.

Push-To-Talk:

This is located on the left hand side of the radio.

Call button:

This is denoted by a music symbol on the top left key of the keypad. When having difficulty attracting the attention of the person you are calling, press this button for two seconds and it will cause all of the radios to “ring”.

General Use:

Switch the radio on when removed from the cabinet and initially turn the volume to max.

Before using the Push-To-Talk key – LISTEN. Only PTT when the channel is free. RELEASE key when you have finished speaking. Then LISTEN.

Switch the radio OFF before returning it to the charging station in the cabinet.

Tips:

The radios operate on a SIMPLEX channel – one person at a time.

Remember to listen before calling the person you want to speak with.

Use the name of the boat you are calling followed by your identity (your name and/or boat name). When you are sure the other person is listening, pass your message.

Speak clearly but normally – don't shout, don't mumble. Hold set 5-10cm from mouth. NO chit-chat, NO swearing, don't eavesdrop, don't gossip and remember that you may be overheard by anyone listening on the same channel.

If you require a response to your message say "OVER", if you do not, say "OUT". Do not use both together as this is contradictory.

PHONETIC ALPHABET

A	ALPHA	J	JULIET	S	SIERRA
B	BRAVO	K	KILO	T	TANGO
C	CHARLIE	L	LIMA	U	UNIFORM
D	DELTA	M	MIKE	V	VICTOR
E	ECHO	N	NOVEMBER	W	WHISKEY
F	FOXTROT	O	OSCAR	X	X-RAY
G	GOLF	P	PAPA	Y	YANKEE
H	HOTEL	Q	QUEBEC	Z	ZULU
I	INDIA	R	ROMEO		

PROCEDURAL WORDS

Correct Used to confirm something is correct.

Wrong Used instead of "incorrect".

I say again I am going to repeat what I just said.

Say again Please say again what you just said.

Station calling Used instead of the name when you did not hear who was calling you.

This is Use when identifying yourself.

Wait	Use when you are unable to give an answer immediately.
Radio check	Use when you want to know how your transmission is being received.
Received	To confirm you have received the message.
Out	Use to indicate that a reply is not expected.
Over	Use to indicate that a reply is expected.

RADIO EMERGENCY PROCEDURE AT FOSSC

Ensure the set is switched on, press the PTT switch and call the Senior Instructor (SI) or Officer of the Day (OOD) on the working channel giving clear information on the nature of the emergency. Release the PTT switch. The SI or OOD will follow the 'Emergency Action Plan – Afloat':

FOSSC Work Parties for 2022

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

Work Parties Date

T-Z 21/05/2022

A-B 16/07/2022

C-Di 06/08/2022

Do-Ha 15/10/2022

He-K 19/11/2022

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

The main tasks assigned for the 21st include:

- cutting back vegetation
- treating the club boat repaired wooden props
- installing new fence posts to the fence alongside Row A
- moving unpaid for boats from their berths to the graveyard
- general tidying of borders etc.

Ideal tools for these tasks include petrol strimmers, loppers, garden tools and hand tools for fence posts, (we have a post thumper).

Please remember to bring suitable clothing, gloves and lunch!

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 work parties, which commence at 0930.

Jim Bennett