



Frampton on Severn  
Sailing Club

# NEWSLETTER

November 15, 2022



Photo: Ken Elsey

## Calm After the Storm.

Welcome to the November newsletter.

Please send any articles for the December edition to [newsletter@foss.org.uk](mailto:newsletter@foss.org.uk) by 10 December.

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# Commodore's Comment

The weather has definitely become colder and wetter (which is good for the level of water in the lake) and it's amazing to think that we will soon be on the run up to Christmas! The Junior Club Christmas get together is already booked for Thursday 15<sup>th</sup> December at Cattle Country.



Thanks to all the people who came and helped remove the straw sausages at the last work party. The estate have now collected the left over straw and taken it for burning.

Thanks also to everybody who came to the AGM on the 16<sup>th</sup>.

The annual prizegiving has been organised by Rhonwen at The Anchor in Epney for Saturday 26<sup>th</sup> November. This is a good evening and well worth attending. There's good food, good company and it's a way to get to know others in the club.

As mentioned in the October newsletter, the clubhouse roof beam has been closely inspected and there is a crack. It has been agreed to reinforce it with the application of steel plates. It is currently being monitored to ensure it doesn't get any worse.

The next work party is booked for the 19<sup>th</sup>, which is to be hosted by Jim Bennett. It will be for general tidying up, including hedge trimming etc. Please come along and assist if possible. It is always appreciated.

The 2<sup>nd</sup> boat jumble of the year was held on 29<sup>th</sup> October which was well attended by sellers, but unfortunately we had no buyers. It is my intention to run another one next May, which will hopefully be more successful. Keep your eyes peeled for further information closer to the date.

The weed issue is to be discussed with Peter Clifford of Frampton Court Estate over the winter months, when we will hopefully prepare a plan between us for next year. It is appreciated that this year was better than last, as the oxygen levels were maintained in the lake, but there were still a few weeks effected by weed.

The calendar of events for next year is well underway, with Rhonwen working her magic, trying to shoehorn everyone's requirements into an ever expanding program. Thanks Rhonwen, it is appreciated by us all.

I have recently met with Ernie from Thornbury Sailing Club, who would like to rekindle the links between us. It has been agreed for them to bring their junior sailors to our lake for their first

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experience of sailing. This is something that was done for a number of years but stopped due to Covid. They will be bringing all their own kit and instructors with them on 25/26 March 2023. It was also agreed, that if any of our members would like to try sailing from Thornbury, this can easily be arranged.

Hopefully see you at the prizegiving.

# Sailing Matters!

We're getting to the quieter time of the sailing calendar, but there are still plenty of sailors getting out there and enjoying the good winds and weed-free water. In the Autumn Junior Series [Alfie Owen](#) took the honours, with [Bea Marshall](#) and [Alex Kirk](#) taking the other places. The Autumn Class series saw 20 boats in the Handicap Fleet and [Pete Roberts](#) topped the results table. [Bruce Richardson](#) was best of the 6 boats in the Solo Fleet. In the Autumn Pursuit series [Pete Dalton](#) reigned supreme in a series which saw 22 competitors. It's great to see so many people enjoying the races – get your warm weather gear on and go and join them!

It's especially pleasing to see a good number of our members enjoying their [first season of racing](#) – [Laurie & Bea Marshall](#), [Ciara Black](#), [George Fowler](#), [Richard Turner](#) (ok, so it's a 'welcome back' to racing for Richard!) have all been competing in the Autumn series and making their results count. Well done to you all, and also big thanks to the club instructors who provided tuition across many different courses which helps to prepare sailors to race as well as sail. There is also a real friendly buzz before, during and after racing with several of our experienced racers on hand to offer tips on rigging, tactics and rules. You know who you are, and your support to the newer racers is brilliant and much appreciated – exactly how a club like ours should be 😊.

If the stronger winds at this time of year are a bit daunting, have a read through the notes on racing in stronger winds. Be ready to capsize, but do what you can to avoid capsizing!! And [have a blast!!](#)

You will see an advert for our [End of Season Social and Prizegiving](#) in this newsletter. Please get back to me and **let me know your menu choices by 20 November** if you would like to join us.

However you enjoy your sailing, remember now is the time to add all those sailing items – big and small – to your Christmas present list. But you'd better be good.....!!!

Cheers

Rhonwen James

Sailing Secretary

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## 2022 End of Season Social & Prizegiving

Please send me your menu choices by 20th November.



After a lovely evening last year, we will again have our **FOSSC End of Season**

**Social Event** at the Anchor Inn, Epney, this year on **Saturday 26 November**. It will be a casual event, starting 7pm for 7.30pm

You can choose from The Anchor's full menu – please send me your choice by 20<sup>th</sup> November. You can pay on the night.

Anchor Inn website: <https://anchorinnepney.co.uk/>

**All members are welcome to attend** and if you would like to join us, please email me at [rhonwenbryce@yahoo.co.uk](mailto:rhonwenbryce@yahoo.co.uk) with your name and how many tickets you would like. All members are welcome to attend.

**Please check that I reply to confirm I've received your email.**





WISH YOU A



**Ken & Rosie**  
**Present the**  
**Christmas**  
**Quiz**

**Wed 7<sup>th</sup> Dec**

**The cost for the evening is only £2 per team members**

**This is a fun evening for all club members. Start 7.30pm**

**This is to get you into the Christmas Spirit ready for the holiday.**

**Teams can be made up from your fellow class sailors, from family or just a group of friends. All are welcome.**

**Teams should consist of a maximum of 4 team members. If you cannot form a team, enter anyway and we can adjust the teams on the night.**

**The Bar will be open for Drinks and Crisps, but you can bring your own nibbles!**

**Please let me know the name of the TEAM and the contact, plus how many will be attending.**

**Send to [ken.elsey@gmail.com](mailto:ken.elsey@gmail.com) or phone 01452 412467**

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# Racing in Strong Winds (and staying upright)

So you've **tasted the thrill of reaching on the plane** and now you want to try racing in these strong winds – how do you handle the boat throughout the whole race? These notes are aiming to encourage less experienced sailors contemplating racing who are nervous about joining the fun of the race fleet when winds are strong(er). Also check out the previous article in this series on general sailing in strong winds.

Call it “**sailing defensively**” – the wind can be your enemy as well as your friend. The number one piece of advice is to avoid collisions as they could damage your boat, or someone else's boat and you might capsize or have to do penalty turns. It's always safer to go a bit further / slower than to risk a collision – and you will get to the finish line more quickly.

These notes will help you to minimise your chances of capsizing, but don't go on the water if you are not prepared to do so and are adequately dressed for the conditions. Joining a race will mean that a safety boat is available and you can benefit from watching others. This has been written by two laser sailors, but most points apply no matter the boat you are sailing.

1. Can you **reef your boat**, or is there a smaller sail size? Check out reefing details from the class association or another sailor. For lasers, if you don't have a radial or smaller sail, you can reef. Take out the top batten and wrap the sail around the mast at least twice. Pull the downhaul tight. You may need to add a strop between the clew and the outhaul. Pull the outhaul tight.
2. Tighten the **toe strap** and keep at least one foot under it.
3. Sailing defensively rather than trying to maximise speed all the time can pay off if you stay upright when all around are capsized. Forget about roll tacks, roll gybes, covering someone else's wind, centreboard position (except when gybing when it should be half way up) etc, etc – **focus on staying upright and sailing the correct course!**
4. Don't worry too much about adjusting the sail controls and then you can keep your eyes looking out of the boat, looking for the signs of gusts and shifts on the water, and watching out for others. With experience you'll learn how to set your controls on shore and leave them alone (accepting they will not be optimal on all legs of the course), and when to adjust them (accepting that takes your attention away from the wind and moves your weight in the boat which can be risky in strong winds).
5. **The most fun part is the reach on the plane 😊!** Get your weight towards the back of the boat and play the main sheet to adjust for the gusts. In a low boat like a laser or topper, do not have the kicker too tight or the boom will hit the water as the boat heels away from the wind and capsize the boat 😞.
6. **Be ready for gusts to come in a different direction** to the prevailing wind. These changes of direction are known as ‘wind shifts.’ **Your aim is to adjust your sails / hull direction to the**

**optimum position as the wind changes so that you maintain / maximise speed, point your boat in the best direction, and generally get to the next mark as quickly as possible.**

- a. If you are going upwind, and a 'shift' hits you, you need to be ready to either:
  - i. **'head' away** from the prevailing wind to avoid capsizing backwards or ending up head to wind because if you don't, your boat would be pointing too close to the direction the gust has come from and you won't be going anywhere, or
  - ii. the gust might **'lift' you closer** to the prevailing wind direction which means you can point your boat closer to the mark you want to get to 😊.

This is known as being 'headed' or 'lifted'. (Search internet for 'headers and lifts in sailing' to find some useful diagrams of this.)

- b. If you are going downwind, be ready to let your sheet out or pull it in to catch as much power in your sail(s) as possible, then you can get on a 'plane' (**riding your own bow wave**) and that's **fantastic!** If you are on, or nearly on, a run you need to be really careful that the boat won't gybe unexpectedly as the wind changes direction. For this reason, **it's best not to be on a run in strong winds.** Consider two broad reaches instead of one run.

**Always check your tell-tales / burgee and adjust your sails or boat direction to suit.**

7. To help you spot wind shifts, **look at other boats** who are in the area the wind is coming from – you will see them being hit by gusts, or 'falling into a hole in the wind' (a calm patch) and then you will be ready for the same thing and you can adjust where your weight is / where your sails are / the direction your boat is pointing. This can be really helpful when you are going upwind.
8. Try tightening the downhaul and outhaul but leave the kicker at a halfway setting. Loosening the downhaul off wind and downwind gives more speed and a more stable boat, but is less important than looking out for gusts and other boats and means you have to pull it tight before rounding the mark to beat upwind. With the Laser Radial pull it really tight upwind.
9. Don't worry too much about the **centre board**, except make sure that it is only **halfway when gybing**. Leeway (skidding sideways) is preferable to the boat leaning over as the boom is less likely to hit the water as it comes across. If the boom hits the water, you will probably capsize 😞.
10. If it is really windy and you need to gybe, one strategy is to sit/kneel in the middle of your boat to keep the hull flat while the sail and boom go across; once the boom has swung across let the sail out more than is required so it flaps around (less power), then move onto the correct side of the hull, make sure you are holding the tiller comfortably, and then pull in the sail to be in the correct position – wastes some time, but greatly reduces the chance of a capsize 😊!
11. If you are going up wind hiked out and the **wind suddenly drops**, or you get headed, before the boat capsizes on top of you, steer away from the wind, lean back and let the water take your weight. If you have kept your feet under the toe straps, wait for the wind to pick up and pull you back up. If the wind doesn't pick you up, get out of the boat and turn it away from the wind before getting back in.
12. Up to a certain wind strength, when going upwind, you should have your sail(s) pulled in tightly as far as they will go. This will allow you to point as high as possible into the wind. **Above this certain wind strength** (which will be particular to you), you may find that the wind is still overpowering you and you can't keep the boat flat. If this happens, **let your sail(s) out just a little** (~30cm of main sheet or 10cm of jib sheet should be enough) while keeping your boat pointing in the same direction. Your sail will 'back' just a little bit (the front of the jib, or the luff of the main sail will have wind on the wrong side), and your speed will decrease just a little bit, but you will still make good progress and in the right direction. Importantly, you will feel the boat become more upright and the risk of capsizing will be significantly reduced. Remember to hike out to balance the boat first, letting your sails out a bit is only to be used if moving your weight is not enough.



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13. If you are very much overpowered upwind then sail with the centre board slightly raised.
  14. When you do capsize, make sure that you turn the boat, if you can, away from the wind so that it does not get blown right over on top of you as it comes up. Check that the mainsheet is free before getting back into the boat.
  15. Sometimes when you capsize, the laser's boom ends up vertical. You will not be able to right the boat if it is like that – you need to swim round to the sail side of the hull and pull the sail flat. For two-sail boats, make sure both the mainsheet and jib-sheet are uncleated before you try to right the boat.
  16. Look to see how others launch their boats. With winds on shore or off shore this can be a challenge. You may find it easier to launch from a different place to normal. Help others with their trolley and ask for help with yours.

.....and finally,

the banter in the bar after a windy race is all part of the fun 😊!!

## Christmas is on its way

Have you thought of buying the following from the RNLI

Christmas Cards, Calendars or Diaries ?

It is very easy. Just go to the following website [rlni.org](http://rlni.org) and look for the shop. You will then see the full range of these products.

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# Junior Club Christmas.

If your child(ren) are club members and between 8 and 16 years old, we would like to invite them to the FOSSC Junior Club Christmas Party to be held Thursday 15<sup>th</sup> December 5pm to 7pm at the Top Play Barn at Cattle Country.

There are limited numbers so the places will be offered to the first 40 responses to [steverbrooms1967@gmail.com](mailto:steverbrooms1967@gmail.com). Please make clear the number, age and names of children in your reply. Parents are welcome to stay and support on the day, but please don't bring younger children that are not part of the event. We would like children to bring a drink bottle for themselves and some party food to share (crisps, sausage rolls, biscuits, cakes , etc.)

We look forward to seeing you there but **please let us know so we can book your place.**

**Steve and Mark**

[Newsletter email address.](#)

The email address for articles for Sailing Matters has changed to [newsletter@foss.org.uk](mailto:newsletter@foss.org.uk)

Please have any items submitted by 10<sup>th</sup> of the month for inclusion in that months issue.