



Frampton on Severn
Sailing Club

NEWSLETTER

October 15, 2022



Fun on the Water.

Welcome to the September newsletter.

Please send any articles for the November edition to newsletter@fossc.org.uk by 10 November.

Fun on the Water.	1
Commodore's comment	3
Sailing Matters!	4
The Lighter Side of Trophies	Error! Bookmark not defined.
2022 End of Season Social & Prizegiving	6
Sailing in strong winds	7

Commodore's comment

I am writing this report having just returned from a safety boat duty at the club this afternoon. The weather was very blustery and we were needed for numerous rescues, which was brilliant for my able assistant Anders, who himself had just completed the safety boat course yesterday. He was able to put into practice lee shore rescues, righting capsized boats and dealing with masts that were stuck in the mud. This is a course that I would recommend any member with a powerboat 2 qualification to do. It teaches added skills and is of benefit to you, but the club as well.

Boat Jumble – As stated in last months newsletter, we are holding another boat jumble on Saturday 29th October 10.30 – 3.00. We have already had offers from members that want to have a table and sell goods, so it is likely to be a good sale. If you wish to have a table, please e-mail me (tony@tonyheming.co.uk).

Powerboat and safety boat courses – This autumn's courses are being done at the moment. We have already undertaken one pb2 course and the safety boat course, but have a second pb2 course next weekend. These are very popular courses and quickly become oversubscribed, so if you are interested in either for next year, please keep an eye on the website and in the newsletter.

Weed – The weed has now died back and the water is relatively clear, making for a much better sailing experience. However, this remains an on going issue and I am arranging a meeting with our landlord, the Frampton Court Estate, to discuss the management of the vegetation and how we can work together to produce a plan for the future. I will keep you updated on any progress.

Annual General Meeting – The club's AGM is planned for Wednesday 16th November, 7.30pm at the clubhouse. Please do come along and support the club. We are always looking for volunteers to get involved. I can guarantee you will receive a warm welcome.

Clubhouse roof – Over the last few weeks, it has been noted that the clubhouse roof has developed a bow between 2 of the roof trusses. There has always been a bow at this point, as can be seen from the way the light fitting is attached, but there has definitely been additional movement, evidenced by new cracking. This was further investigated earlier in the week and there is no conclusive reason, so it has been agreed to put tell tales on the crack and monitor the situation.

The Annual Prizegiving dinner has been organised for Saturday 26th November at The Anchor in Epney, the same venue as last year. This is an enjoyable evening with good food, so please contact Rhonwen to book your place.



The next work party is arranged for Saturday 15th October. Jobs to do will include the usual trimming of vegetation, but also the removal of the straw sausages. So please come prepared with petrol trimmers, loppers, gloves, penknives etc.

Every year, David Coates and his band of retired folk have held weekly work parties to undertake many of the routine maintenance jobs at the club, which saves us a huge amount of money each year. I know they enjoy what they do and if you fancy joining them, please contact David. Previously, they have always been on Thursdays, but this year, I believe they are to be Wednesdays.

Lastly, don't forget, if you are interested in doing RYA Day Skipper or Yachtmaster theory courses through the winter, David Coates is collating a list of interested people. I know there has been a good level of interest already.

I look forward to seeing you at the AGM.

Sailing Matters!

The weather has definitely turned, and that can also make for some cracking sailing 😊. It's great to see photos on facebook so thanks to all who take the time to post them.

This weekend, 8th October, is the final Sailability session of the year and as usual we will be having a BBQ to celebrate. By the time you are reading this, it will have taken place, but at the moment I'm looking forward to it! We've had a great squad of helpers this year, and signed off a few DofE activities for some of our younger members. We've also had some new Sailability members who have been enjoying the Saturday sessions and filling it with laughter and enthusiasm. Many thanks to everyone – volunteers, members and carers for making Saturday mornings such fun.

On the racing front, well done to Phil and Alex Kirk who won the latest club championship day, winning the Sailability Salver. We are into the Autumn series on Sundays, and the Junior / Rookie series have been extended through October so something for everyone who wants to race. The final club championship day is on 30th October for the International Paints trophy. Remember that the clocks go back that morning and first race will be at 1100. Then we are into the Winter series so shake out your thermals!

As autumn tends to be a windy period, I've also included some tips on sailing in strong winds in this newsletter. You can find all our helpful tips for racing at FOSSC on the website under Sailing > New to Racing.

Cheers
Rhonwen James
Sailing Secretary

The lighter side of trophies!

Each year our club awards prizes for racing, for support to the club, and there is one special prize called the 'Capsize Trophy.' It is awarded to someone in recognition of one or more noteworthy capsizes and the trophy looks like this:



Noteworthy capsizes can include:

- *spectacular death rolls ending in disaster;*
- *many capsizes in one race or event and still carrying on to the end;*
- *falling in backwards in exceedingly calm weather;*
- *somersaulting backwards into the water as the boat capsizes away from you, scoring top marks for style;*
- *an astonishingly fast recovery from a capsize;*
- *getting the most amount of weed on the top of your mast.....the list is endless!*

Thankyou for nominations so far.

If you'd like to nominate anyone for this prize, please email me directly before 1st November - the trophy will be awarded at the "End of Season Social and Prizegiving" which will be held on Saturday 26th November.

Rhonwen

rhonwenbryce@yahoo.co.uk

2022 End of Season Social & Prizegiving

40 person limit!



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 and I'll ask for order confirmation a week beforehand, i.e. by 19 November. 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 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.

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. 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
0	Calm	< 1 knot < 1 mph < 2 km/h < 0.5 m/s	Sea like a mirror	Smoke rises vertically.
1	Light air	1–3 knots 1–3 mph 2–5 km/h 0.5–1.5 m/s	Ripples with appearance of scales are formed, without foam crests	Direction shown by smoke drift but not by wind vanes.
2	Light breeze	4–6 knots 4–7 mph 6–11 km/h 1.6–3.3 m/s	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.
3	Gentle breeze	7–10 knots 8–12 mph 12–19 km/h 3.4–5.5 m/s	Large wavelets; crests begin to break; foam of glassy appearance; perhaps scattered white horses	Leaves and small twigs in constant motion; light flags extended.
4	Moderate breeze	11–16 knots 13–18 mph 20–28 km/h 5.5–7.9 m/s	Small waves becoming longer; fairly frequent white horses	Raises dust and loose paper; small branches moved.
5	Fresh breeze	17–21 knots 19–24 mph 29–38 km/h 8–10.7 m/s	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.
6	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.

Newsletter email address.

The email address for articles for Sailing Matters has changed to newsletter@foss.org.uk

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