



Frampton on Severn
Sailing Club

NEWSLETTER

September 18, 2022



Winter is coming.

Welcome to the September newsletter.

Please send any articles for the October edition to support@foss.org.uk by 15th October.

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Commodore's comment

It never ceases to amaze me how quickly the seasons begin to change. Although the weather is still warm, the trees are beginning to turn and the nights are drawing in. It must be autumn, the Frampton Show has been and gone!

Thank you to everybody that came and helped with everything relating to the Frampton Show. We had a great team, the tent was up, the boats ready and the display boards all erected by about 4.00pm on the Saturday. We must be doing something right, because on the Sunday, it was all down and neatly stacked away before 7.00pm, which isn't bad when you consider the event doesn't officially finish until 5.30pm.

The stand was next to the craft tent this year, closer to the centre of the action and I believe we benefitted from more footfall than in previous years. We had our first visitors about 10.00 and then a steady flow throughout the day. One thing that we all agreed, was that there was a huge range of people visiting the stand, from those who had never sailed, through to people who had sailed for many years and wanted to come back to the sport. I even spoke with a commercial skipper who wanted to update his radio licence!

Throughout the day, we invited people to our Open Day which is on Saturday 17th September, the weekend after the show. We have approximately 30 names of interested parties, who were seriously thinking of joining. Let's see how many turn up!

"Weed" – As many of you would have noticed, Aquaclear came back and removed a load more weed, which was deposited on 2 of the fishermen's swims and underneath the house on the opposite bank. Unfortunately, we need to remove this from the swims and I have asked Peter Clifford of Frampton Court Estate if we can utilise the services of Tony Malpass with their JCB and grab. This is going to be on the morning of Saturday 24th September. I'm informed that this should only take a couple of hours and I would appreciate a few volunteers. Unfortunately, I am in Devon that weekend, so will not be around. Can you please respond to Andy Crofts.

Boat Jumble – As I stated in the last newsletter, I am planning another Boat Jumble on Saturday 29th October. If you want to have a space please let me know.

One thing that was discussed at the last committee meeting was our visitors book. This has been upstairs on the bar for many years. Interestingly, the last entry was in 2018. However, it is a requirement of our membership, that if any member brings a guest to the club, they should be signed in, to be covered by our insurances. Therefore over the next few weeks we will install a new book, probably by the main door, which it would be appreciated if people could use.



Squeegees – I have been looking at the squeegees that we have been struggling with in the changing rooms for the last couple of years and decided “why are we doing this?”. So it has been agreed at the last meeting, that we will purchase 3 new ones. One for the ladies, one the gents and the third for the disabled.

Sausage removal – It’s that time of year again when we have the fun task of removing the straw sausages from the lake. This is planned for the work party on Saturday 15th October. Please come and help.

Day Skipper/Yachtmaster and Radio courses. Don’t forget, if you are interested in doing any of these shore based courses over the winter, David Coates is collecting names and if we have enough, will ask David Whitehead to run a course. I am already aware that David has a few names on his list.

See you at the club.

Tony Heming

Commodore

Sailing Matters!

Autumn is definitely with us now and that means that sailing is different every time we go on the water – today is beautifully sunny with light winds, last Wednesday evening the wind was a bit stronger and we had some unexpected gusts. While watching the scary spectacle only about 20m away of a much more experienced racer capsize during a particularly vicious gust, one of our newer racers George Fowler managed not to panic and kept upright (just) - well done George! It was the last of the Gold/Silver fleet series. Ken Elsey wrapped up the Gold fleet with 3 straight wins in the first 3 races. It was a fight to the end for second with me needing to win the final race to come second overall, otherwise Mike Crowley would be second. It was one of those races with many changes of wind, many changes of position, several calls of ‘Starboard’ and crossing with just inches between hulls, and a few errors by us both. Luckily for me, I reached the finish line first!



In the silver fleet, Jon Barrance dominated throughout the five races and we'll welcome him back to the Gold fleet next season. Malcolm Payton also sailed well through the series to finish second. Then there were the two Enterprises (the two-handed boats with blue sails in case you are not familiar with the boats) Sailed by Charles Cutts with Hannah Green, and Alan Johnson with Dean Sargent. They seemed to be connected by a short piece of elastic on Wednesday, every time one seemed to get away the other would catch up and change position. This carried on right to the last lap when there was a minor 'incident' at a gybe mark. Charles & Hannah went on to cross the line first, but after some post-race analysis, Charles realised that actually Alan had right of way at the incident and suggested final positions be reversed. Charles & Hannah still finished third overall.



Both Gold and Silver races were great examples of the competitive and friendly nature of our racing, and the sportsmanship which our racers exhibit. We went for an 'End of Wednesday Evening Racing' meal at the Bell in Frampton afterwards! Many thanks to Ken for the photos, and to Brian Gow for being OOD and making sure we finished before it got dark!

The Autumn series start this weekend. These will include separate starts for Juniors/Rookies 2 minutes after the main start at 1400 on the next 6 Sundays except 2 October which is a Club Championship day.

Sailability is still going strong each Saturday morning. The last session will be on 8th October which will include an End of Season BBQ.

It will soon be time for me to start compiling the programme for next year so if you have any good ideas on what to keep and/or change, do let me know.

Cheers
Rhonwen James
Sailing Secretary

Attention all members – club communications!

If you received this newsletter by email, your e-mail address in **WebCollect**, the software we use for managing club memberships, is up to date 😊. We use these details for emailing most communications, e.g. newsletters, emails about work parties, etc. If you did not receive this newsletter by email, please log onto WebCollect and check that your correct email address is stored there. <https://webcollect.org.uk/>

There is another proprietary software system we use and that is **Dutyman**. We use this to manage member duties, and this system sends automatic emails when the duty is allocated at the start of the season, and again as a reminder a couple of weeks before your duty date. Dutyman and WebCollect are completely different systems and **all members need to ensure that Dutyman is also kept up to date with any changes of email address**. To find your details on Dutyman:

1. Log onto our club website, www.fossc.org.
2. Click on 'Members' at the right hand end of the top banner.
3. Log into our members part of the website.
4. Click again on 'Members' at the right hand end of the top banner.
5. Select 'Dutyman'
6. At the right hand side, you should have an option to log into Dutyman. (Use first and family name where it asks for your Name, e.g. 'Chris Smith'). Use the login reminder if you don't know your password. Then click on the green arrow.
7. Select 'update your contact details' from the options on the right hand side. Check your email is correct and if not, update it. Having phone numbers in here is also useful to allow the OOD to get in touch with you to confirm when you need to be at the club, so please ensure these details are correct as well.

Please be assured, we do adhere to GDPR when storing and using members' personal details.

2022 End of Season Social & Prizegiving

40 person limit!



This year we will have our **FOSSC End of Season Social Event** on Saturday 26 November at the Anchor Inn, Epney. 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.

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.

It will be a casual event, starting 7pm for 7.30pm

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

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!

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

FOSSC training – Day Skipper theory course

During the Winter months, we run a course at the club house covering the theory side of Day Skipper and Yacht Master. These two courses are run side by side as they follow the same syllabus, but to differing levels of accuracy.

The course will take place during the November to February period, (probably on a Saturday) and dates will be worked out once attendees are known. The cost of the course will be between £170 and £200 and includes all costs (instructor, course material, exam fees).

At this point in time I am looking to create a list of those who are interested in following the course, it is not a commitment at this stage.

If you are interested in obtaining your Day Skipper/Yacht Master theory certificate during this Winter, please can you email myself (coates_david@hotmail.com) by the 30th September.

FOSSC training – VHF Short Range Radio Licence

During the February/March timeframe of 2023, once the Day Skipper theory course has completed, we will be running a one day VHF radio course at FOSSC. I do not have a date or potential cost for this course yet but at this point in time, I am looking to create a list of those who would be interested in following the course.

If you are interested in obtaining your VHF radio licence next spring, please can you email myself (coates_david@hotmail.com) by 31st October

FOSSC weekly winter work party

Between the end of September and the following April, I run a weekly work party where a number on club maintenance tasks are tackled.

This is purely voluntary and people decide on a week by week basis whether they want to come and join in or not. The work party will run on a Wednesday between 10:00 and 15:00 and at the start of each week I send out an email to the list on interested attendees on what tasks are planned to be tackled.

If you are interested in putting your name on the list (this is no commitment to attend) please can you email me by Sunday 25th September.

Lonely Rock Race 2022

First run in 2020 under covid restrictions the LRR follows the original course of the first Fastnet race of 1925 from Ryde on the Isle of Wight to the Fastnet Rock off Southern Ireland and return to Plymouth leaving The Isles of Silly to Port. The 2020 race had been shortened due to a storm in the Celtic sea.

This year's race had a small but competitive entry of 8 boats with a forecast the also promised strong winds in the Celtic sea. I was again sailing on Arcsine, an Arcona 370, with Kathy Claydon. The mid July heat wave and high pressure gave us an unusual promise of downwind sailing for 2 days before meeting strong winds near Ireland.

We were first over the start line and hoisted our spinnaker quickly and focused on our first waypoint off Cowes. The Class 40 Peregrine steadily caught and passed us with a partially un-socked asymmetric. After gybing off Cowes we headed down towards the needles on a beam reach reacting to the gusts coming off the Island shore. Peregrine's now un-socked and monster Asymmetric split in two off Yarmouth but our 0.6 oz light weight symmetric spinnaker held together despite some gusts. The wind headed us and we dropped the spinnaker before passing Hurst castle and sailed with Main an jib on a close reach for a couple of hours. The wind backed towards the east When we were near off ST Albans Head and we rehoisted the spinnaker. The rest of the fleet were sailing with Asymmetrics and heading further South of the direct (Rumb line) course. A sunfast 3300 Atomic (slightly faster on handicap) was starting to catch us up.

After 6 hours as we approached Portland Bill dinner was quickly cooked and eaten. Having been able to sail the shortest route we were going to pass this headland before the tide turned. However we had to cross a fleet of single handed sailors sailing from Cherbourg in the DREAM Cup 1000 mile race. They were going to be with us until Fastnet rock. After passing the Bill our course took us under a rain cloud. The wind quickly increased to 22 knots (well above our spinnaker's limit but it held. This cloud had taken us 2 miles in the right direction while those to the south were heading almost south in light winds. Thunder and lightning was coming from a distinct anvil shaped cloud to our North reminding us to stay on our toes.

We were now into solo watches and I kept myself busy helming towards Start point whilst watching out for single handers.

At daylight on Monday morning we passed Start point still with the tide and were now heading for the Lizard. Peregrine could be found not far ahead on AIS and Atomic had gybed back and was now also just ahead of us. The temperatures at sea were not as unbearable as on land but we had to be careful wearing hats and sun cream with our shorts and T shirts. I had only put a waterproof on at night to avoid condensation making my clothes wet. We were drinking lots of water to stay hydrated. While it was warm below decks it was nice to be out of the sun.

We passed Lands end after only 24 hours dropping the spinnaker near Wolf Rock and heading to pass the Lands end TSS to the south. These Traffic separation zones are now treated as obstructions in yacht races. Now we had 130 miles to reach the Fastnet Rock with a South Easterly behind us. We had Atomic a few miles north of us and Peregrine only 5 miles ahead and slightly to the West. Once clear of the Isles of Scilly we gybed back on to Port. That evening the wind headed us by 30 degrees and we dropped the spinnaker and hoisted the code Zero. This is a reaching sail that measures as a spinnaker but works like a very big jib. The Small ships weather warning was forecasting force 6+ winds the following day so we took this opportunity to change to our heavier jib. Once the change was complete the winds started to increase and we saw lightning. Another boat on the lands end side of this cloud later recounted hearing thunder but could only explain it as sounding like a sea monster. Perhaps they had not had enough sleep and were starting to hallucinate?

The wind gusted up to 32 knots and with Kathy on the helm trying to keep the boat under control I had to hoist the jib and furl the Code zero on my own. We then put two reefs in until the squall abated.

We found ourselves in light patchy winds in the morning recognising that blue skies meant no wind and cloud meant some breeze. Despite this we got trapped in a light patch eventually escaping with the spinnaker up. Atomic fared worse, sailing in the wrong direction for a couple of miles. Peregrine was also still in touch a little further ahead. Later that afternoon we were past the patchy conditions now beating towards Fastnet rock in 12 knots. I took the helm for a few hours and with Atomic now on the horizon took delight in closing them down using the wind shifts. Once within half a mile Atomic covered my tacks staying stubbornly ahead. Now we were tired enough to feel refreshed after two hours of deep sleep and I woke after my off watch realising that the wind and sea state had increased. The Fastnet rock was in sight on the horizon and the forecast force 6 was due soon. We had an early dinner to save trying to cook later and made some sandwiches to get us through the night. Feeling



overpowered we took a reef in and prepared for a second in case the winds increased rapidly. Our mood was further darkened by a Mayday call on the radio where one of the single handed catamarans in the Daream Cup had capsized just 70 miles south of us.

We rounded the rock at dusk and bore away for the start of a 24 hour downwind sleigh ride. We found ourselves on a dead run in a steep and messy sea state. In the now pitch dark of night it was impossible to see the waves or develop any feel for them.

Instead we were sailing by the instruments, reacting to the action of the waves. Under reefed main and jib we were surfing at 10-14 knots and averaging 9-10 knots in 28 knots of wind. It took full concentration for Kathy to steer the boat and it was not feasible for me to set up and hoist the spinnaker in these conditions without someone in the cockpit. After 4 hours of this Kathy had been on the helm for a full 12 hours and needed a break. I stood next to her behind the wheel to get the feel of things and next moment I was in control, just! After an hour of my full concentration a refreshed Kathy took another short stint and I got some sleep.

We continued with 2 hour watches into Wednesday and thankfully the wind eased a bit. Being able to see the waves made it easier to helm but every now and then the wind would increase and become more challenging. We later learnt during this period that Peregrine had made great progress with their small asymmetric recoding a top speed of 30 knots. Atomic was also making ground but having to sail extra distance than us so only creeping away slowly. Around midday we did get the small spinnaker up but of course the wind increased and we became



overpowered and after an hour broached. Kathy regained control on the helm and I hoisted the jib and dropped the spinnaker and cleared up the lines. Early evening on Wednesday we were approaching the Scillies and again had the spinnaker up and were making course.

As we rounded the corner of the TSS and headed up we dropped the spinnaker and reached towards the Isles of Scilly. The wind dropped away to nearly nothing so it was now the turn of the Code zero to power us along. We took turns to sleep while the other sailed the boat. In light winds the code zero is a game changer but likes the wind on the beam to develop a higher apparent wind speed and it is often necessary to sail off course to get in the zone and then bear away as the apparent wind angle comes forward. I used this as we left the Isles of Scilly behind and headed towards the Lizard. A little increase in the real windspeed and we were soon sailing at 8-9 knots in 12 knots of wind with the sails trimmed in. The apparent wind angle was 30-50 degrees forward of the true wind and we were making good progress. It wasn't just enough to keep the boat sailing fast as we were back in busy shipping waters and having to keep a careful look out for moving and anchored ships through the night. After another off watch I woke to an amazing sunrise.

We were now on our last leg of 70 miles to the finish leaving the Lizard behind us. We eventually had to drop the code Zero and sail close hauled under jib. As we got closer to Plymouth and the finish the wind got lighter. Finally we entered Plymouth sound and ghosted to the finish around 13:30.



We had finished the Fastnet course in just under 4 days but the conditions on the final leg had been more favourable for Atomic and they had finished far enough ahead to beat us on handicap. Still we found ourselves to be the first double handed boat on handicap and second overall on handicap. We had benefitted from having a symmetrical spinnaker in the first half of the race having sailed a lot less distance than the asymmetric boats. We had lost some time on the windy downwind leg by not being able to rely on our auto pilot and set a spinnaker and then lost more as the wind died on the approach to Plymouth. It

was great to talk to the other competitors about the race and learn their stories behind what we had seen on AIS and the race tracking and just get some sleep.

Philip Kirk

Powerboat Good Practice

Preparation and Launching:

- Before you launch, ensure you have all the kit needed. Check the contents of the powerboat against the kit list on the wire cage
- Safety boat drivers and crew must be dressed and ready to enter the water and be prepared to do so
- Radios should be secured to the driver of the Safety boat, not to the boat (so that if the boat inverts or the driver gets separated from the boat he is still able to use the radio)
- Half full fuel tanks will be more than enough for a day on the lake
- When launching, check the bung is in!!
- When launching or recovering please walk the boat to and from the pontoon, to protect the propeller

Driving:

- Wear the kill cord; put it on above the knee before you start the engine
- Check that the coolant water is coming out of the engine (peeing) 10 seconds after starting and at regular intervals thereafter
- Always keep your hand on the throttle when the engine is on (unless in neutral). Also keep your hand on the steering wheel whenever possible
- Sit down while driving
- Turn the engine off when near anyone in the water (and especially if they are close enough to be holding onto the boat)
- Let the engine go into neutral and rest before changing direction eg Forwards to Reverse or vice versa
- Before selecting reverse, have a good look all around, especially behind. While reversing, spend 90% of your time looking behind you

Putting Away:

- Ensure the throttle is in Neutral when parked overnight, to prevent the cable from stretching
- When returning the orange fuel tanks to store, tie the end of the fuel line to the tanks to prevent the connector getting dirty
- Please return the boats in a clean condition – free of all weed and mud

FOSSC Work Parties for 2022

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

Work Parties Date

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.

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