



Frampton on Severn
Sailing Club

NEWSLETTER

April 19th, 2021



Activity has commenced once more.

Welcome to the April newsletter.

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

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Commodore's comment

The lake is sat at a level of 10.60m, the weather is reasonable, members are out sailing on the lake and the first training course of the year (Adult level 2) will have started on Saturday 17th. The regular Thursday work party has also started and already improvements are being made at the club.



Five of the six new Pico fleet have been commissioned (we are still awaiting the boom for the sixth), the Topper fleet have been reviewed and all brought up to the same rigging standard and an eighth

Topper, donated to the club, has been converted to centre main and added to the fleet. This means that the club now has a total of 14 dinghies for single handed sail training.

Given the level of repairs that were required to the Toppers (around £500 of spares were required) please can I ask both students and instructors, that if something breaks on one of the club's boats, that an entry is made in the fault log book which is kept in the boat shed. By doing this we can ensure that boats remain serviceable and no un-necessary safety risks occur when out on the water.

During the last Winter there have been several instances where the gales have blown boats off their launch trolleys and on occasion into other boats. It is essential that all boats berthed at FOSSC are securely tied down so that any gales/strong gusts of wind cannot move the dinghies.

Also, given the historical issues that we have experienced with local youths putting water craft on the lake, the committee has now modified the club rules, so that small watercraft (i.e. Oppies, along with sail boards and canoes) must be anchored down with either a chain or steel wire to a lock on the berthing anchor point so that they cannot be moved. Your cooperation in this will enable us to reduce the incidence of the Security company having to be called out when mis-use of members assets at the club occurs.

With the water temperature being low this Spring, the decision was made to delay the first weed cut of this year as the yield would still have been low. The cut by Aquaclear is now scheduled for Monday 17th and Tuesday 18th May.

The Barley Straw sausages have been made (about 50 of them) and placed around the lake. This year the work was focused toward family participation as it made Covid compliance easier. I have to congratulate everyone who took part as the work was excellent and probably the fastest that it has ever been completed (50 sausages manufactured in 1.5 hours and all sausages installed on the lake in three hours) – Brilliant, well done to everyone who assisted.

With the opening up of FOSSC, it is intended to re-start the Junior club on Saturday 24th April at 12:30. This activity is open to all junior sailors and is run by them. FOSSC will provide a manned safety boat on the water. There is no cost associated with this activity but parents are reminded that they retain responsibility for the safety of their children (similar to Social sailing on Friday evenings)

As this will be the first time that many of them have had their boats out, there will be two or three adults on hand to support with any rigging issues.

The focus of the April meeting will be around staying in the boat as the water is still cold at present!

I hope to see many of our junior members on the 24th

In last month's newsletter, I raised the topic about the possible refurbishment of the wetbar area and invited comments/thoughts/ideas from the membership on what they would like to see happen with the area.

Thank you to those who responded. I have started to collate members thoughts together but would welcome more thoughts from other members before we start trying to put any plans together.

“What would you like to see happen to the current Wet Bar area when it is refurbished?”

Your thoughts can extend to the open area between the wet bar and the lake (where the picnic benches are located)

The committee will be picking this topic up later this year with a possibility of bringing some ideas forward at the club's next AGM in the Autumn. At this point in time we are open to any ideas so long as they are affordable for the club. This does not necessarily mean that the Wet Bar will be on the work party agenda for next Winter but the clubhouse is there for the benefit of the members and therefore you all need to have a say in what changes are made.

Please, can I ask you to put your “thinking caps on” and email me (coates_david@hotmail.com) your thoughts. If I can get a good reaction from the membership, I will consolidate all of the input received (anonymously) and present it back in a future monthly newsletter.

Stay safe, please send me your thoughts for the Wet Bar of the future, and I look forwards to seeing many of you down at the club very soon!

Happy sailing!

David Coates.

Commodore.

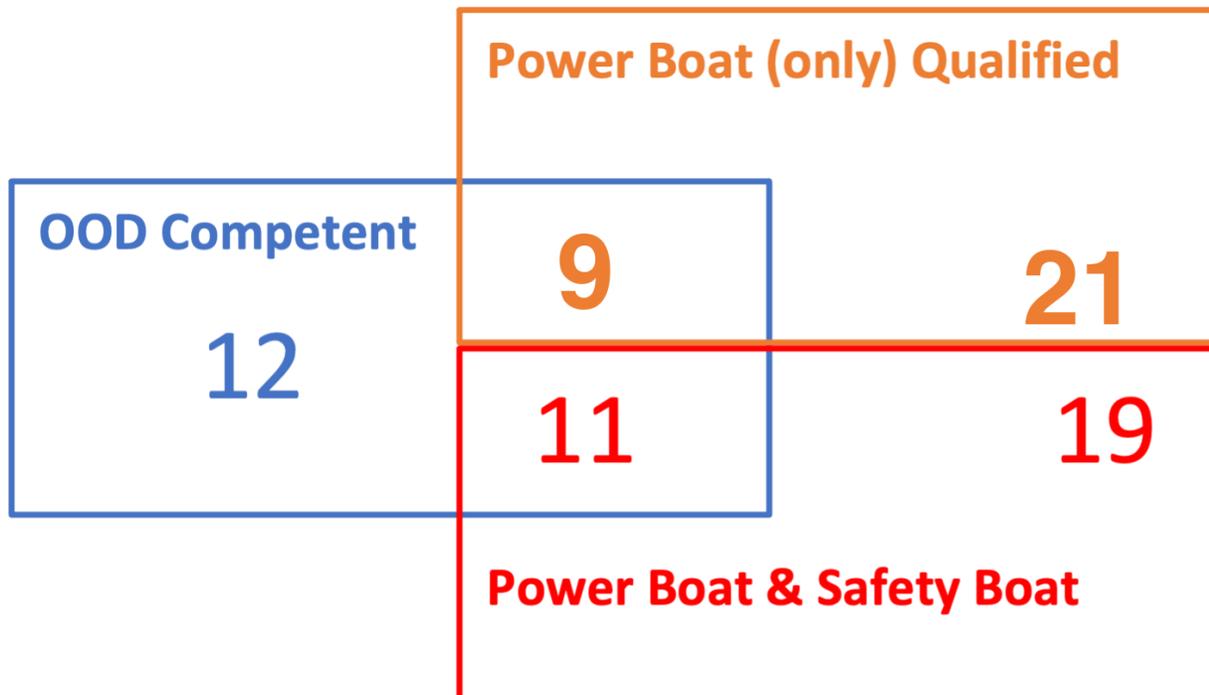
Sailing Matters!

What a joy to be back on the water 😊. Even without a drysuit, I managed to race on Wednesday evening without my feet or fingers getting too cold!

The full programme of activities for the year is now on the website, including racing, Sailability, sail training (adult, junior and oppie), rescue boat training, social sailing, prize-giving (2020 and 2021), junior week – something for everyone. Dates are subject to lifting of covid regulations. Don't forget that we are privileged to be able to sail on the lake whenever we want, not just during organised activities, although do please consider your own safety measures if you take to the water when a rescue boat is not on hand.

The complicated task of allocating duties (OOD, AOD, rescue, bar and galley) for each day's racing is complete and is also on the website. Those who have been allocated duties should have received notifications from Dutyman. If you think you have powerboat qualifications, but no-one in your household has received a rescue duty notification, please get in touch with Patricia Bennett (email address below) to discuss the qualifications you do have and then we can look at adding you to our list of qualified members. If you think you can do an OOD duty but have not been allocated one, please get in touch with me (email address also below).

To give you an idea of the numbers of people and duties involved, there are 60 days this season when we need an OOD, AOD, 2 x rescue crew plus on some days either a bar person or a galley person. The OOD needs a reasonable knowledge of racing; the rescue boat needs to have one person qualified to 'Safety Boat' standard, plus one other who is preferably qualified to 'Powerboat' standard. AODs do not need any particular experience as they will be under the helpful direction of the OOD. Recent practice at FOSSC has been that duties are allocated 'per household' and no household has more than 3 duties. On that basis we have 32 competent OODs, 60 powerboat qualified members, of whom, 30 are also qualified to safety boat standard. For those of you who have minds like mine, the Venn diagram is:



If you can perform a little bit of numerical gymnastics, you'll see we have a pool of just over 70 people to do 180 duties and that's why it has been necessary to allocate 3 duties to some members this year. I have managed not to allocate more than 3 duties to anyone, but it has been really close!! However, we've realised that this means that where there are households who have more than one person with powerboat/safety boat qualification, they won't all be getting much practice so going forward we will be allocating rescue boat duties per qualified person, with a rough guide of no more than 3 duties per person for households where only one person is qualified, and no more than 2 duties per person where there are multiple-qualified people per household.

Many thanks to those people who do duties, and to everyone who does countless other things to ensure the smooth running of the club whether that is managing the club's data protection, ensuring first aid kits are replenished, keeping the jetties in good repair, arranging engine maintenance, delivering training, keeping the website up to date, and so the list goes on. I do try to take account of this when allocating duties, but you will be realising by now that there is not much room for manoeuvre. So, what can we do to improve this so that we can reduce the burden on individuals? Patricia is running more power boat and safety boat courses this year, and we will also do an informal OOD course on 17th July which will run concurrently with a safety/power boat refresher day. Please sign up, as per the email which was sent out on 31 March. If you would like to join either of these sessions, but cannot make the 17th July, please get in touch with Patricia or myself and we'll try to arrange a specific session for you.

Being an OOD seems to have a bit of a daunting reputation, but to be honest, it's not that difficult. If you are an organised type, can follow basic instructions (e.g. those on the back of the

race box to set the timer), and follow three or four basic guidelines for setting a course, then you can be an OOD. The day in July will help you to do these things so why not give it a try? More details to follow, but meantime, if you are interested, drop me an email. (And don't be worried about protests: in the unlikely event that there is a protest during a race, as OOD you are not allowed to be on the Protest Committee!)

See you on the water soon!!
Rhonwen James
Sailing Secretary

rhonwenbryce@yahoo.co.uk

powerboats@foss.org.uk (Patricia)

New to Racing – What's the course?

Before you launch your boat for a race, you need to find out what the course is so that you know which buoys you need to sail around. The course is indicated on the blackboard, e.g.

1 – R – S

2 – Y – S

3 – RW – P

4 – GY - P

This may look like a secret code, but unlocking that code is really easy. Before I explain the code, here's a little bit of information about the buoys / marks. (In this article, I use the words 'buoy' and 'mark' interchangeably – a 'mark' is just a buoy which is being used to denote the course.)

On our lake, we have 4 permanently-in-place marker buoys. These are the tallish triangular looking marker buoys which you can see on the lake at any time. The yellow one is close to the jetties, the white one is on the far side of the lake, the green one is near the hut (sometimes around the corner so not always visible from the clubhouse) and you can see the red one if you look down the right-hand side bank a fair way. They are referred to by their colour and sometimes known as "cardinal" marks.

When we are racing, we also use some of the smaller orange spherical buoys as intermediate marks and they are positioned by the Officer of the Day (OOD) and the rescue crew. If a spherical buoy is positioned between the yellow and green marks, it is called 'yellow-green' and so on. These marks are only in position during racing and at other times you can see them next

to one of the jetties. If all the intermediate marks are used, the lake would look like the image below.



So now that you know where the marks are, how do you know which ones to go round and in which order? You find that information on the blackboard which will display instructions such as:

- 1 – R – S
- 2 – Y – S
- 3 – RW – P
- 4 – GY - P

The “1, 2, 3, 4” is just the order of the marks on the course.

- For the course above, the first mark you will sail to is the Red triangular mark, abbreviated to ‘R’ on the blackboard. You will leave it to the starboard side of your boat, indicated by ‘S’. (If you stick your arm out over the right hand – starboard – side of your boat, your fingers would touch the mark, but please don’t touch the mark as that will incur a penalty!)
- The second mark you will visit is the triangular Yellow mark which you will also leave to the starboard side of your boat.

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- The third mark is a spherical one between Red and White, called 'Red-White' and this time you leave the mark to Port, hence the 'P'.
 - Finally you sail round the spherical mark between Green and Yellow, called 'Green-Yellow' and leave it to Port as well.
 - Then it's off to red again and keep going until the OOD tells you that you have finished!!

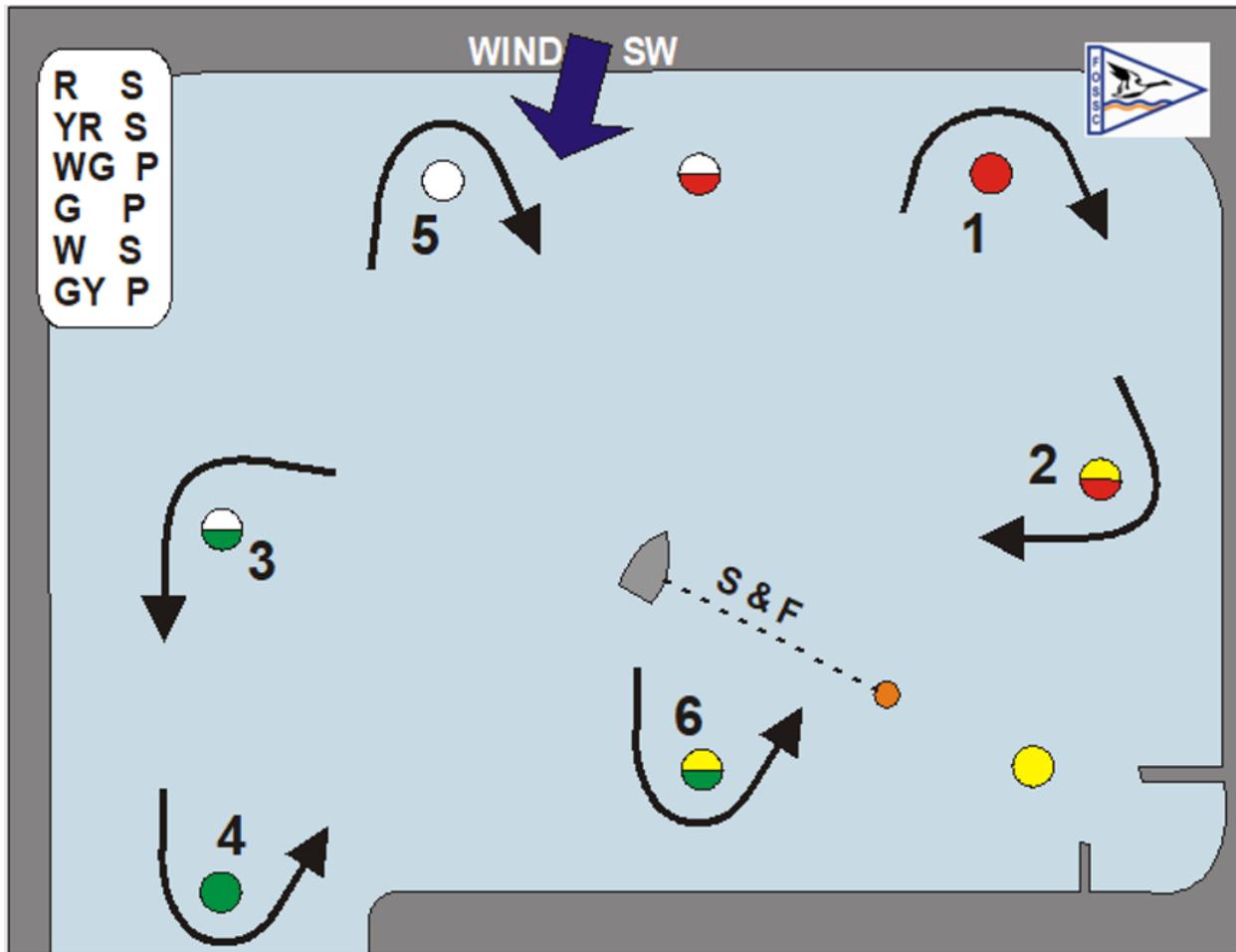
So that is the key to unlocking the code; there are also some other helpful things to know:

- For any particular race, the buoys being used for that race will have a flag denoting their colour, i.e. the yellow and red triangular buoys will have a yellow and red flag respectively. One of the orange spherical buoys will have a red and white coloured flag; the other will have a green and yellow coloured flag. (In this example, the red and green triangular marks will be in their usual positions but will not have a flag as they are not part of this race.)
- The first buoy of the course will usually (but not always) be upwind of the start line, i.e. you will need to beat to get there.
- Look at what the other boats around and ahead of you are doing.
- Some helms write the course on a piece of white masking tape which they then stick on their boat so they can see it during the race but it won't fall off, and then dispose of it before the next race.
- Some helms (of plastic boats) use a charcoal pencil to write the course on the hull of the boat, e.g. near the mast, then rub it off before the next race.
- It often helps to visualise the course from the shore, i.e. look at red, then yellow, then red-white, then green-yellow to trace the course in your mind.
- Think about which mark(s) of the course will involve a gybe – we all know gybes can cause capsizes if not undertaken carefully! In this example, there will be a gybe at red-white.

There is another example on the next page:-

This is a more complex course (noting the diagram is in a different orientation from the picture earlier). 'S&F' indicates the start and finish line. The course code is in the white box in the top left corner.

There are two beats on this course, and two gybes – can you decide where they are?



The beats are from green-yellow to red; and from green to white.
 The gybes are at red-yellow and at green-white.

Finally, here is a photo of the blackboard, which very unusually uses the hut in place of a mark, and the start line is between the two jetties. This is because we had restrictions on using the committee boat during covid. (Ignore the '100' for the number of laps – that's just a joke!) However, you can get the general idea and follow the course either using the code in the bottom left, or by following the diagram.

If you assume that the wind is blowing from white to yellow (a beat on the first leg), think about which mark(s) you will gybe around.

Frampton on Severn Sailing Club

START - 6:30 LAPS - 100

EVENT -
SPRING H/CAP

INSTRUCTIONS -

- W - P
- HUT - P
- R - ST
- Y - ST

NOTICE -

