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**Frampton Show + Free Sailing + Camping Weekend  
Show on Sun 14<sup>th</sup> Sept**

**Sheep Racing - Frampton Court - Sat 20<sup>th</sup> Sept**

**BART'S BASH - Sailability Salver - Sun 21<sup>st</sup> Sept**

**Wed afternoon series starts - Wed 24<sup>th</sup> Sept 1.30pm**

**"Tall Ships around the World" - Terry O`Shaughnessy  
7.30pm Wed 24<sup>st</sup> Sept**

**Taster Day - Sat 27<sup>th</sup> Sept**

**Solo Open - Sun 28<sup>th</sup> Sept**

**Laser Open - Sat 11<sup>th</sup> Oct**

**Zero Carbon Britain - Jon Barrance - Wed 15<sup>th</sup> Oct**

**Fireworks Party - Sat 1<sup>st</sup> Nov**

**AGM - Wed 19<sup>th</sup> Nov**

**Laying Up Supper - Sat 21<sup>st</sup> Nov**

**Curry Lunch & Junior Prize Giving - Sun 21<sup>st</sup> Dec**

## Geordietalk (words from your Commodore)

It must be a sign of getting old but doesn't time fly? It seems only weeks ago when we were looking ahead to the beginning of the summer season and now autumn is upon us already but maybe it only feels that way because of a very wet August bank holiday Monday outside? Lots of good things have been happening during the summer and this newsletter will have reports of a very successful Junior week, The Family Sailing weekend and other club activities. I have only just returned from a month in our holiday home in France (see I kissed the mayor! Elsewhere in this newsletter) so need to catch up myself on what has been happening. It would be nice to report that the new lease has been signed but that is still not the case and detail points are still being negotiated. Let's hope we can get it all agreed before the AGM! Thanks go to David Lade who has been leading the negotiations with Frampton Court Estate and their legal advisers.



The other important work which has been progressing is the future development and improvement of the clubhouse facilities. After good work by the development sub committee earlier in the year the committee decided to appoint professional consultant architects to take the scheme forward. I and my three vice Commodores interviewed four teams of consultants and eventually selected the firm who act as consulting architects to Frampton Court Estate to work with. A survey of land levels has been carried out and first design proposals received from the Architects for the separate Boat House/ Sail Training facility (in the dinghy park) and also for the subsequent alterations to the main building once the boat related items are removed. The next task is for the development sub committee and main committee to comment on these proposals before moving on to reach agreement with the estate and apply for planning permission. This may take a little time because the architect has initially taken the approach of demolishing everything except the original barn before starting to rebuild and this is not necessarily what we had in mind so some further discussions are required. Members will be kept informed and at some suitable point we will have a special meeting to go through all the proposals including plans to raise the money required.

Our new catering arrangements appear to be working well and in addition to Wednesday evening meals Penny has been cooking at social events which makes the job of social secretary much easier.

It was sad to attend the funeral of one of FOSSC's ex Commodore's in June. Ken Dunn was a leading member of the club when I joined in 1972 and was Commodore soon afterwards. He was a real character and always had big plans for the way forward in which the club should go. I gave a short presentation at his wake on behalf of the sailing club and a copy of this is included in this newsletter.

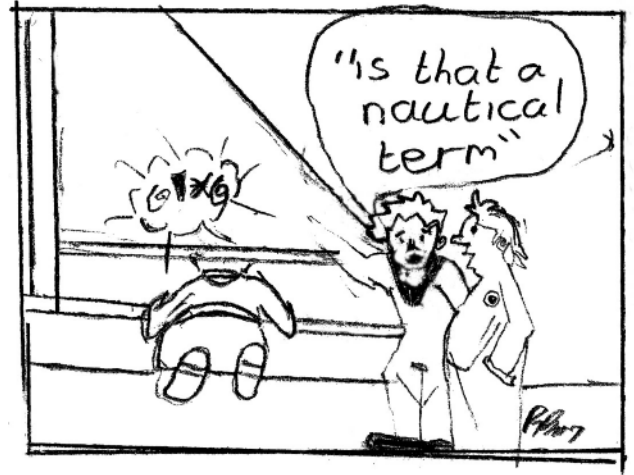
I hope you all enjoy the rest of the summer season and as many as possible participate in the winter series as well. I look forward to joining you on the water.

**Ian Cook**

## HEADHITTERS NOTES

This is the biggest Newsletter ever, with many of you doing adventurous activities during the Summer.

If you were like me, you were following Hafren's trip around Britain. There is a very good article in the RYA members Magazine on Phil and Jeremy. We hope to be able to persuade Phil ( and Jeremy) to give a talk at the club sometime.



**FRAMPTON SHOW** We are again having stand at the Frampton Show on Sunday 14<sup>th</sup> September. Help will to needed to set up the Stand on Sat afternoon after Sailability, plus further help needed on the Sunday to do the final erection, to man the stand during the day and pack things away after the show. Contact David Greenfield if you can help. David Greenfield  
[david@dgreenfield.co.uk](mailto:david@dgreenfield.co.uk) 01452 740126

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**SHEEP RACING** David is also the contact for the SHEEP RACING on Sat 20<sup>th</sup> Sept. (Details in last Newsletter)

**TASTER DAY 2** Following on from the show we get many wanting to sail so we have Taster Day 2 on Sat 27<sup>th</sup> September. We desperately need as many members to help throughout the day. We need members to take the visitors out for a sail in the club boats, help on the jetty, to run safety boats, to greet them at the club, to organise the rota, to help in the galley. There are lots of different jobs to do, so there is room for anybody to help.

Please contact [Iancook132@btinternet.com](mailto:Iancook132@btinternet.com) or tel 01453 828685 /mobile 07703 314767 to say what help you can offer, even if it is only for half a day.

**FISHERMEN** Could I remind members that whenever they are out on the water they should keep a minimum of 20 metres away from the bank to avoid their lines. They tend to hide behind bushes and cannot always readily be seen. Please pay attention. This not only applies during racing, but when cruising, canoeing, windsurfing, etc

## CONTACT INFORMATION

Please send your items, reports, photos, ads, etc for the Newsletter to: Ken Elsey, [ken@elseyk.freeserve.co.uk](mailto:ken@elseyk.freeserve.co.uk) or send to 2, Park Brake, Highnam, Gloucester, GL2 8EJ. Please send any documents in Word or .rtf formats. **Do not include your photos or pictures with the Text, but send them separately as .jpg or similar formats.** This will reduce the time I have to spend compiling the Newsletter.

## HANSA Sailability Open Report

Wednesday 13th August dawned a good day for the western area TT at Frampton on Severn Sailing Club. After our coffee and Bacon Butties everything looked set for some good racing. The OOD set a figure of 8 course with the first beat into a SW 10mph breeze and 18 boats set out to race. Twenty minutes into the first race a weather front came through bringing 10 minutes of torrential rain and a wind shift to WNW, gusting up to 20mph, this became a testing time for the competitors but all finished except Mark Collyer who had a damaged seat in his 2.3.

The marks for the second race were reset and off everyone went in 10mph winds for a close but uneventful race. The race honours having changed for each race.

After an excellent lunch the next two races got underway, the course having been changed to a triangle with a WNW beat. The wind strength was 8 - 12 mph with a slight oscillation in the direction, and was generally dry throughout.

Again the races were closely fought in all classes except the 2.3 where Pat Crowley had runaway wins.

During the Tea and Cakes at the end the prizes were given as listed below. Thanks go to all the members of FOSSC for putting on an excellent event, with particular mention to Peter and Barbara Atkey who did the organisation and catering.

Discussions are already underway to return in August 2015.

### Hansa 2.3:

First, Pat Crowley, Rutland  
 Second, Lindsay Burns, Frensham  
 Third, Mark Collyer, Rutland

### Hansa 303 single handed:

First, Paul Phillips, Frensham  
 Second, Tessa Watkins, Frensham  
 Third, Kate Hedley, Frensham

### Hansa 303 double handed:

First, Chris Emmet & Ian McNair, Rutland  
 Second, Ian Clemens & Tom Hole, Chew Valley  
 Third, Hugh Landsdowne & Philip Swann, Tideway-London

### Hansa Liberty:

First, Tom Harper, New Forest  
 Second, David Durston, Whitefriars  
 Third, Simon Harle, Rutland



## British Moth Nationals- Northampton SC, Pitsford Lake 2014

Four Frampton boats hit the road this year to take part in the British Moth National Championships.

We were treated to conditions that really made us feel at home. Winds that ranged from pretty testing, to "Wednesday night" dead calm, and weed!

The practise race saw everybody who ventured out take on a fight with the winds, this saw only 8 boats finish, none from Frampton. (Tony suffered from the New Burgee curse, practised swimming, and bent said burgee).

Race 1 saw Roger Witts join the three of us who had ventured out for the practise, in fleet of 22, but the testing conditions led to him joining Ian Heywood and 1 other in synchronised swimming at a gybe mark on the first lap. Both retired, Tony and Nicola Barrett fought on and were happy to survive in 14<sup>th</sup> and 16<sup>th</sup> respectively.



With some trepidation we awoke for a 3 race day on Thursday, with the added scrutiny of sail tracker on every boat. The fleet was up to its full complement of 25.

Race 2 and a cautious port end start by Tony, followed by a good first beat had him calling starboard on previous national champion Robbie Claridge at the 1<sup>st</sup> mark, and rounding in 2<sup>nd</sup>, unfortunately that was the high-point. The mark was brushed and the 360 cost 5 places! Nicola and Roger sailed more consistently, and Ian was having a good battle a bit further down the fleet - Roger 6<sup>th</sup>; Tony 9<sup>th</sup>; Nicola 11<sup>th</sup>; Ian 18<sup>th</sup>.

Race 3 and most of the Frampton had indifferent starts and spent their race working the way forward = Roger 5<sup>th</sup>; Nicola 12<sup>th</sup>; Tony 13<sup>th</sup>; Ian 23<sup>rd</sup>.

Race 4 was a bit more routine, but possibly fatigue was beginning to tell and the results had a little less gloss. Roger 8<sup>th</sup>; Tony 11<sup>th</sup>; Nicola 17<sup>th</sup> and Ian 21<sup>st</sup>.

Friday arrived and the fleet was pretty much in agreement - the top 5 would be the usual suspects, although Roger probably had bit still to do to take his place. Pretty much any of the next 15 could fill out the top ten.

Race 5 Roger and Nicola set about securing their futures with good consistent races with few errors, finishing in 6<sup>th</sup> and 4<sup>th</sup> respectively. Tony was left at the start having been in Irons in the last minute and consequently starting at the unflavoured committee boat end. A battle then was enjoined to get back to and just in front of Ian. (16<sup>th</sup> and 17<sup>th</sup>).

Race 6 Time for everybody to focus and get on, thankfully the race was postponed with 3 seconds to the start, due to a wind shift. At least that sorted out everybody who had descended on the port end where Tony had so far held a season ticket. At the restart Tony and Ian were again at the port end, Ian played his part fully by dealing with the class treasurers attempt to tack in from port at the pin. Kindly leaving the space free for Tony to take the pin the start, and at least the start saw him vying with last year's champion up the

first beat. By the 2<sup>nd</sup> lap there were 2 leaders out in front followed by 4 or 5 boats all of whom were floundering when the wind died completely. Although a breath from the opposite direction to what had prevailed, carried Tony past 3 boats, before the wind filled in from the right, bringing about 5 boats including Nicola into the windward mark ahead. Roger continued his improvement to finish 4<sup>th</sup>; Nicola held on to 8<sup>th</sup>, Tony took a place on the penultimate leg = 9<sup>th</sup>, Ian 23<sup>rd</sup>.

Saturdays final race saw Roger and Nicola sail impeccably, Tony sailed straight through a huge lump of weed when just ahead of Nicola at the end of lap 1, and then spent time alongside Ian after stopping to clear it. Roger 7<sup>th</sup>; Nicola 15<sup>th</sup>; Tony 16<sup>th</sup> and Ian 22<sup>nd</sup>. Overall a week where we possibly underachieved, with one notable exception, Nicola who became Ladies Champion by carrying here Frampton form through to a National event.



But the racing and camaraderie were excellent, and summed up by the event winner Robbie Claridge, who thanked those who had helped with his boat problems early in the event, and commented that it was a pleasure to sail in a class who were so welcoming and helpful, unlike some others he had experienced. So roll on next year and hopefully we can take more competitors from Frampton to experience the Friendly Class. Especially as we will be visiting our old friends the Pepperdines at Staunton Harold.

Tony Latham substitute Moth Class Captain.

## DAY SKIPPER THEORY AT FRAMPTON

Having just completed an exciting big boat trip with John Jordan, I felt that many other club members would like to do a yachting course. Many years ago we used to run the RYA Day Skipper and Yacht Master Theory courses at Frampton, followed by chartering yachts. I feel it is time to introduce more members to yachting.

I have approached former member Mike Dunning, a Yacht Master Instructor, who would be prepared to run the 40 hour course for a reduced fee compared with Tech Colleges. To run the course we would need a minimum of 6 and a maximum of 12 participants. We are a recognised centre for delivering Day Skipper and Yacht master theory courses. The course could run for 8 evenings before Christmas and 8 evenings after Christmas. 2.5 hours, say from 7.00pm to 9.30pm, most probably on a Thursday. There would be a fee per participant for the Theory Pack, plus the fee for Mike depending on numbers. Once completed, there might be opportunities to charter a yacht/yachts with experienced members of the club.

If you are interested, please contact me at:-

[ken@elseyk.freeseve.co.uk](mailto:ken@elseyk.freeseve.co.uk)

Ken Elsey

## Tribute to Ken Dunn (Friday 27th June Uley)

Good afternoon, my name is Ian Cook, Commodore of Frampton on Severn Sailing Club and I have been asked to say a few words about Ken from the perspective of the Sailing Club. (I will be brief because I know that others will be following me giving others perspectives into Ken's life)

I first met Ken in 1972 when I moved to the area from Tyneside and was looking for somewhere to sail. At that point Ken, Pat, Sally and Graham were all very active at Frampton and Ken became Commodore soon afterwards. He always had great, great plans and I suspect that if he had a motto it would go something like "Aim as high as possible so that even if you miss your target you will still achieve more than others"

Ken wanted to make our sailing club into the leisure centre of the area with a skittle alley, squash courts, bars and restaurants. I became Commodore for the first time after Ken in the late 1970s and eventually we carried out major alterations (albeit without the aforementioned skittle alley or squash courts) but as Ken always said "you can always add them on later" - we never have!

Ken, as one of the earliest members and Commodore helped guide Frampton on Severn sailing club into what it is today. A thriving sailing club and a centre of excellence for training and introducing families into the sport. He was I think proud of what he had helped to achieve. I always thought of Ken as a loveable rogue. As you will all know already, fashion was not Ken's style. He would turn up to dinner parties and other events either in his slippers or if not have them with him to change into after arrival. To this day I cannot think of Ken without picturing slippers.

After many years at Frampton sailing club Ken and Pat moved on..... to Golf, family and Steam Dredgers amongst other things and we only saw or heard of Ken occasionally.

About a month ago Ken called at the Sailing Club one Wednesday afternoon on his way home from working on his beloved Dredger in Gloucester Docks. We had a bit of a chat and catch up and then he said to me completely out of the blue "I am thinking about doing a Dave Evans" Not knowing what he was talking about I said to him jokingly "what do you mean - are you planning to die young" - as David had died aged 62. "No" he said, "I am thinking of coming back to the Sailing Club to become Permanent Officer of the Day" - to start all the races. Our conversation then moved on and I described our latest plans to improve the club facilities. Ken listened with great interest and offered advice about obtaining money from various sources. Then as he was leaving he turned and said " You've got it all wrong you know". "What do you mean" I asked, and he replied immediately with "You are not aiming high enough!" - That was our Ken.

We will all miss him, but at the same time have such happy memories of him, plus, perhaps naughty thoughts of him trying to move on to reorganise and improve some place on high ....for the benefit of all of us who will eventually follow him. *(This tribute was given in Uley at the wake by Ian. The photo shows Ken, Cynthia Veale in the middle and Pat on the left during a Broads trip. - Ed)*



## Friday 25th: Fowey, Polkerris

Up bright and early, the house was quiet; even the dogs were too sleepy to do more than roll over in their beds with a half-hearted yawn to see me off.

We hooked Ondine onto the back of Dad's truck and headed south. Traffic was light, and the ensuing motorway hours were not too much of an interminable drag. We arrived in Penmarlam around lunchtime, and delighted to find the cafe was still there and in business, restored our stamina with a bacon roll and a cup of tea before rigging Ondine and launching. Blue skies, turquoise waters and a light westerly, exactly what the forecast had promised.

Afloat, we gently motored downriver towards the harbour mouth, stopping briefly on the visitors' pontoon at Fowey to buy some water. Duly provisioned, we continued towards the sea, a trip around Gribbin Head and a pint at the pub in Polkeris the humble ambition of our afternoon. On our last visit to Fowey a couple of years ago, Polkeris had made for a lovely day trip. It had been much earlier in the year, the weather just as pretty but much colder, and we'd arrived at the bottom of tide to find swathes of empty sand and a quiet, sunny terrace outside the pub where we could enjoy our beer as we watched Ondine bobbing gently at the water's edge.

As we were leaving the harbour, I spotted a large, translucent shape ghosting through the emerald waters, about a half dozen foot down. A huge barrel jellyfish. I'd read something on the BBC a week previous about these unusual creatures having been spotted in Cornwall this year. Delighted to have seen one myself, we'd left it behind before I'd had chance to point it out to Dad.

Out of the harbour mouth, we raised sail and killed the outboard. The tranquillity of the wide open sea was a delight. With the weather so light, Dad kept the helm and I trimmed the sails for a gentle beat out to sea. About



an hour later we tacked, to lay the rounding of Gribbin Head. With so much water now in on the flooding spring tide, we decided we had plenty of depth to cut in between the cardinal and shore. With the sea so slight, I suspect Ondine would have just bounced off Cannis Rock anyway if we'd called it wrong.

Past the headland, the afternoon wearing on, the now fading wind headed us badly as it curved to meet the lee shore, so we started the outboard, dropped sail and pottered on to our destination.

No longer watching the trim of the sails, I idled, slouched on the foredeck, watching the waters slip past, and realised we were almost surrounded by more of those barrel jellyfish. Up to a half dozen in view at any one time, improbably huge, majestic and alien, ghosting silently through the blue, presumably feasting on the plankton blown into the lee shore of the headland.



We arrived at Polkerris at top of tide. Still picturesque, but an entirely different picture to our last visit. The quay was swarming with tourists flinging themselves off into the water with whoops of delight, and the beach was crowded with folks basking in the Cornish sun. Determined to complete our objective, we cut the engine and paddled in amongst the shoals of bathers towards the shore, attracting any number of appreciative smiles for pretty Ondine, and good natured comments about the odd wisdom of trying to sail on a day with absolutely no wind.



It was a good pint on the terrace, watching Ondine rest against the shore amongst the tourists. She seemed to have a special fascination for the few toddlers on the beach, more than one wandered over entranced, to be picked up and fetched back to their sand-castles by a herding parent. We didn't stay long however; no matter how friendly the crowds, I find being amongst too many people in one place always becomes claustrophobic unless you're looking out at them from upon a stage. Then they become an intoxicant.

Returned to Penmarlam, weaving our way between yet more plankton-feasting giant jellyfish, we made Ondine tidy on her mooring against the pontoon, and checked into the Old Ferry Inn a little way down the road. Supper was delicious, eaten in a balmy twilight on the veranda with a gorgeous view out over Fowey and the harbour down towards the mouth of the river.

## Saturday 26th: Fowey, Lantic Bay, Lerryn

As forecast, brilliant sunshine and next to no wind.

In the morning, we motored out of the harbour and turned left, heading for Lantic Bay. Not far from Fowey, it was somewhere we'd been told about by many, but never visited. No matter how pretty the bay, without the attractions of a pub there always seemed more appealing destinations. Dad doesn't do just sitting quietly and relaxing in the sun very gracefully. However, with the near Mediterranean temperatures we'd been graced with this year, for the first time in my living memory I quite fancied a dip in British waters, so I'd picked up a mask and snorkel in Fowey the previous day, and had brought my wetsuit along with us.



Lantic Bay was gorgeous. Although not far from Polruan, neighbouring Fowey, it's quite a cliff-side trek to reach it by land, so despite the weather the bay was very quiet. We anchored a little off the shore in about six foot of water, I squirmed into my wetsuit, strapped the mask on, and tumbled over the side. Despite the heat of the day, the waters of the bay were limb numbingly cold. We spent a couple of

hours there, me in and out of the water, Dad chilling out of the sun beneath an umbrella. We did learn an interesting lesson though.

Having never capsized Ondine, I've never had cause to climb in over her side, and compared to the boats I normally sail, the Lugger has quite a bit of freeboard and stability. First time, I had no trouble at all, vaulting back in over the side like a performing seal. Second time was not so energetic or graceful. By the third time, with my cold-sapped limbs now almost numb, I couldn't do it midships, and had to move to the stern where the freeboard was a little lower.

A boarding ladder would be a good investment. Not so much for me, though perhaps unprepared and in the colder end of the year, I might, if I ever took an inadvertent tumble over, be quite grateful for one, but for Dad should he ever have need to climb back aboard whilst afloat.

Swimming from a boat was a treat I haven't enjoyed since my childhood in Kuwait. Will definitely do it again. But next time, I'm leaving my sailing wetsuit behind, and bringing my 5mm O'Neil with long sleeves. And a pair of neoprene socks. I am not a cold-water creature, however acclimatised to these temperate shores I may think I might have become.

About an hour or so after the tide started to come back in, we hauled anchor and headed back to the harbour mouth. With no wind, the attractions of pottering around outside the harbour were few, but with an early evening high tide expected, exploring up river was the obvious choice. Sailing upriver beyond Penmarlam has, for me, limited appeal. I'd never been past the parting above Golant. The steep, high, wooded banks of the river are primeval and picturesque, but play havoc with any kind of wind, with spells of total calm interspersed with huge, unpredictable gusts coming at you from almost any direction and with no warning. In a small, agile boat like a Moth, this can be quite good fun. In a Drascombe Lugger it is, quite frankly, just a little but scary.

So the attractions of sailing out in the bay, versus motoring up river usually leave, for me, no contest. But with no wind out there, the attractions of the river, for once, trumped.

There is no water at Golant until about three hours before high tide. Our mechanical depth sounder (like all things in a small boat, multi-function: it also acts as a centreboard when under sail) thumped into the expected sandbanks just below the village. We raised the rudder up, killed the outboard and pulled that up, then with all the delicacies duly protected, raised the centreboard and guided Ondine over the sandbanks with the tide, using the oars as poles to direct her.



On the Golant side of the river there was no more than a couple of inches of water, so we pushed over to the far side, found enough of a channel to float, and with a gentle, valley-funnelled breeze behind us, sailed up channel on the jib, steering with an oar set in a rowlock on the transom. A man working on the hull of his tide-beached boat waved then turned to watch appreciatively as we slid gracefully upriver in no more than eight inches of water, and then nearing the parting, a solitary fisherman now increasing our audience to a crowd of two, we hit another sandbank, pirouetted in the pull of the tide and stopped, effectively, ingloriously beached.

I furled the jib, shipped the oar, got out and started pulling. Dad rode aboard Ondine like a scene from the African

Queen, sans leeches. Of course, that would make me Bogart and Dad Hepburn, so the metaphor swiftly crumbled to closer scrutiny.

The right hand parting led to Lerryn and The Ship Inn, our intended destination. Dad seemed a little sceptical of there being any water in the branch yet, but I'd seen a suggested channel when I'd checked the chart, so remained optimistic as I heaved and struggled against the sand and wind, now unhelpfully backed around to blow into my face. Over the sandbanks at the convergence of the parting, my efforts were rewarded by about a foot or so of water, pushing steadily upriver, winding its way between the mudflats nestled beneath the steep, wooded banks. The scene was bucolic; dragonflies prancing in the air, the only noise fish rolling and turning in the rising water or the rustle of a slight breeze playing amongst the trees. The breeze, when it filled in, remained predictably on the nose, and we were leery of using the outboard in such muddy shallows. Even if we didn't snag the prop, there was a risk of clogging the cooling intake. So we just directed Ondine with the oars, and let the tide carry her. The afternoon was beautiful in its tranquillity.

On the last approach to Lerryn we were overhauled by three small ribs packed with yaughties from the harbour. Noisy but good natured, they were quite bemused that we'd beaten them up river on the tide. They mentioned they'd spotted us when we passed their pontoon earlier in the morning on the way out to the bay. Funny how a Drascombe rarely goes unnoticed.



We moored just alongside the slip at Lerryn and enjoyed a beer, then in my case, a couple of pints of Sharp's Cornish Pilsner. It was absolutely delicious.

The tide was just about to turn as we headed back, the river now full of water, the sandbanks and mudflats of earlier a distant memory.

## Sunday 27th: Fowey, Polperro

Slightly cooler, a little overcast, but with a building southwesterly promised.

At last a day for some proper sailing. Rain was forecast for Monday, so we decided if that were so, we'd haul out and head back first thing. The day was looking to be the perfect conclusion for our long weekend. On previous visits, we've always turned right leaving the harbour to explore St Austell's Bay. Turning left, aside from Lantic Bay, there wasn't much else in reach. Except for Polperro.

As we were preparing Ondine alongside the pontoon, a lady ambled over from her boat and struck up conversation, remarking on how lovely Drascombes were. She was from aboard a lovely Cornish Crabber 22 that was moored alongside the pontoon a little behind us. Retired and now in her early sixties, not that you would guess, B kept the Crabber on a mooring in Plymouth, and had sailed up single-handed on the previous Wednesday.

As we were sat in the cockpit of her Crabber discussing the various merits of Drascombes, Crabbers and Cornish Shrimpers, she mentioned that whilst she was in no rush to head back, she'd not left the mooring since arriving the previous Wednesday because, it being high sea-

son and a popular spot, she was anxious she'd lose her place on the pontoon. Dad said we were heading out to Polperro and back for the day, and if she was happy downgrading from the Crabber to the discomfort and confines of a Lugger, she'd be very welcome to join us. With the wind on the nose, we motored out of the harbour. As soon as we were clear, I set the sails and silenced the outboard, then with the sea burbling beneath her nose, set Ondine a course to take us further off shore and out of the shadow of the cliffs. The wind filled in as we left the shore, the sea becoming a little more lively. My sunglasses, perched on top of my head, went overboard in a moment of inattention, but the retaining band I'd fitted them with kept them afloat despite its failure to keep them on my head, which was an unexpected bonus. B kept her eye on them for me, whilst I hardened up to a beam reach, tacked around, then sailed back down below them to come up and stop alongside with an RYA textbook executed man overboard drill, trying not to look too smug. Or surprised that I'd pulled it off apparently so well.



Sunglasses restored to top of head, I eased away back onto a broad reach, keeping it as deep as I could go before the lack of boom on the Lugger became problematic, angled slightly away from the land. Ondine skipped along enthusiastically, picking up beautifully with the occasional gust, giving just a hint of wanting to surf. We gybed once to get further out into better air, before gybing back to our intended course. The wind built up consistently as she ate up the miles. Our new friend B was suitably impressed at how well the small boat handled and performed, noting that we seemed to be keeping up happily with a couple of bigger yachts a little further out, heading in the direction of Plymouth. In advance of Monday's promised rain, visibility was crystal clear; we could see as far as Rames Head, unreachable to us on the distant horizon.

We came abreast of Polperro within a little over an hour and a half, the snug little harbour revealing itself from its sheltering cleft in the steep cliffs of the shore. Only a couple of hours beyond low tide, I knew the harbour would still be dry, so toyed with the idea of pushing on to Looe as the going was so good. B encouraged us to head in for a look however, so we did, dropping sail and starting the outboard as the winds became fluky and unreliable under the shelter of the cliffs.



We navigated around the few boats moored in the outer entrance, and a large, expensive gin-palace with a bevy of passengers that was trying to pick up a mooring buoy whilst keeping off the rather uninviting rocks in the narrow entrance. A sleek, white RIB stood by patiently to pick up the punters and ferry them ashore. I vaguely noted it had black wheels at the bow and stern held on struts out of the water, similar in theme,

I incredulously assumed, to the wheels you get built into the back of some purpose built tenders to make dragging them up the shore a little kinder.

We found a shallow, gritty beach uncovered by the tide below some steps up the harbour wall on the left hand side of the entrance. Ondine slipped up the sand amidst the curious tourists paddling, sunbathing or scrambling enthusiastically on the rocks. The entrance was so sheltered by the cove that there wasn't the slightest swell on the water. Ondine grated to a stop, and I pulled the anchor up the beach to secure her.



The RIB we'd previously noticed nosed onto the beach alongside, lowered the wheels fore and aft, then drove up the sand, before curtseying down to off-load its passengers and finally returning to the water.

We climbed the steps into Polperro. A classically picturesque Cornish fishing village, but thronged with sightseers as it was the height of season. Fortunately, the Blue Peter pub was only a short step away from the harbour wall. B refused to let us buy her a drink despite Dad's attempted insistence, and instead offered us one. Hot and thirsty, I asked for a lager. The landlady enquired which, and in quest for something simply cold and wet, I nonchalantly replied "Any old lager will do".

"We don't do any old lager. You'll have a pint of Korev. That's a proper Cornish lager!" was the prim retort.

Duly chastened, I settled down gratefully with my pint. It was quite lovely.

The sail back was bracing, and everything I love about sailing the Drascombe. With three of us in the boat, I didn't bother with a reef as she stayed quite stiff despite the wind increasing steadily into the top end of a F4. Old hands apparently advise never to cruise upwind in a Lugger, but I've got to say that close hauled is my favourite point of sail with the boat. She doesn't point exceptionally well, and doesn't stay at all dry in even the moderate swell we found ourselves facing. But heeled over with waves crashing across the bow, the boat feels alive; as playful and as madly enthusiastic about life as our Jack or Lilly in full spate charging after a ball.

Having a couple of crew sat as a spray shield between yourself and the bow also helps with the helm's good humour, it has to be said. The sky was beautiful. The sea was beautiful. It was exactly what we needed. Morphine for the soul.

The beat back to Fowey took a little over a couple of hours. Entering the harbour mouth, the wind once more became fluky and unreliable, so we dropped sail and motored back to the pontoon through the Sunday evening peace and quiet of the harbour.

Back in Penmarlam, we rafted up alongside B's boat, and made Ondine good for the night. We then retired back to the Old Ferry, joined by our new friend for supper. B mentioned to Dad how handy it was that he had such a useful assistant for his boating and offered to buy me; not the first offer he'd had all weekend, it has to be said. When Dad said that would be fine, but in addition to food and a little space in a cupboard to sleep, my prospective new owner would also have to cover my bar bill, she, like all the other prospective buyers of the weekend, withdrew her offer.

The following morning, the rains came in as predicted, so we hauled out and headed for home.



**Frampton-on-Severn  
Sailing Club**



# **SOLO OPEN**

**Sunday 28<sup>th</sup> September 2014**

**Part of the Western Series**

**4 races, 3 to count**

**Race briefing at 10:30 first race at 11:00**

**Two races back to back in the morning and two  
back to back in the afternoon**

**For directions visit the club website at  
[www.fossc.org.uk](http://www.fossc.org.uk)**

**Entry £12 to include lunch and tea at the prize giving**



**Enquiries: Brian Gow, SOLO class captain**

**07799 510790**

## COHENS IN CYMRU

This summer holiday has been busy for the Cohen family sailing all over the place. The first weekend Rory won the Topper Open at Portishead on Sunday after an intensive day at WPNSA on the Saturday where he was coached on light-air techniques. The event was not actually light with 15 to 22 mph winds with the occasional gust of 26+ which suited him perfectly. He was lying 10<sup>th</sup> from going aground briefly on the first race, but remarkably sorted it out on the following couple of races. Rory then spent a few days at Wimbleball (Exmoor) and Frampton learning how to convert his helming skills to a 420 dinghy.

As a family we all attended the Topper Nationals up in Pwllheli (N Wales) with all three boys sailing in different fleets. Joseph won first place in the Regatta fleet and got to take home some large trophies (sensible boy!); Matty came 10/33 in the 4.2 (smaller sail) fleet achieving '*outstanding performance*' due to beating some of the squaddies and Rory improving on last year's performance and came 47/203 sailing in the Gold fleet. The weather was somewhat challenging with strong winds at the beginning of the week to light to moderate (which all the sailors were good



at, making top results tricky) in the later week. On the first day all racing was abandoned due to strong winds and another day was abandoned half way through due to huge swells; even the RIBs disappeared into the troughs and a few of their crews were overcome with seasickness. Heidi spent the week doing first-aid on the water and was in her element surfing over the waves and dealing with frightened sailors at the back end, concussions, queasiness, dislocated fingers, back sprains, kidney infections and a few broken masts, travellers, goose necks plus enjoying watching shoals of barrel jelly fish and pods of porpoises with a spectacular Snowdonian back-drop view.

We then enjoyed a few days of land activities, such as: climbing Snowdon - Chris and Joseph running up the Pyg Trail and Heidi, Rory and Matty scrambling over Cribb Goch amongst a stag party which was a strange experience. We managed to avoid carrying up a Topper to the summit the day before (some silly ITCA charity raising idea!) and enjoying a stress free climb and a toe bruising run down in 50 minutes. The boys (and mum - she lies!!) enjoyed body boarding in Hells Mouth near Abersoch on the other lay days. [Meanwhile, two other Frampton sailors were visiting Pwllheli marina in their yacht (Ken and John) on their way down from Isle of Man/Scotland].



The Worlds was like a repeat performance with the first 2 days abandoned due to too much wind. There were fewer sailors, but a larger variety of nationalities, such as: Irish, Maltese, Thai and Indians. We only entered Rory for this week, mainly due to financial constraints. He sailed hard qualifying for the gold fleet again with some more consistent results and ended up in joint 20<sup>th</sup> with his National Squad buddy Pete Gilmore from Strangford Loch. He was happy to beat other squaddies and all the other SW boys and most of the girls par one, Bella Fellows. Meanwhile his brothers enjoyed the Llyn Peninsular beaches/hills, mackerel fishing from

their Toppers and zip-wiring in the Snowdonian slate quarries. Heidi was persuaded to do two more days RIB safety boating (Sshhh don't tell Chris!) and first-aiding as there was a definite shortage of parent volunteers.

Since our return Rory has been sailing down at Itchenor SC in his 420 with his crew Jonny from Taunton doing some pre-National coaching and learning at last how to fly a spinnaker properly. The first day was quite amusing, as they looked the part trapezing up wind in 20+ mph gusts and then turning the corner they hoisted the spinnaker - and all hell let loose, resulting in a broken spinnaker pole and bent mast d-ring. The next day they sailed the boat over Chichester harbour to Hayling Island SC to register for the 420 Nationals, a week-long event involving staying in the other family's camper van whilst mum abandoned him to prepare for the new academic year as teacher at SHS. Most surprisingly Jonny and Rory did not (yet!) notice how many fit blond girls were sailing this class. It will be interesting to see whether they enjoy the 'black tie' prize-giving at the end of the week! With a bit more experience they both hope to qualify for the 420 Transitional Squad this autumn.

Meanwhile, Matty is wet and drying the bottom of his new Topper (Rory's ex) and preparing to qualify for the 4.2 Topper National Squad and/or SW Zone Squad qualifiers over the next few weekends. Joseph is happy relaxing and preparing for the Rugby season. Watch this space!

Joseph Cohen, aged 12 comments on his week

The Topper Nationals 2014 opened with a really windy Sunday - too windy in fact for either the Main Fleet or 4.2s, but still Arthur managed to get the Regatta Fleet afloat! Whereas my brothers were waiting around and getting bored we were getting wet and having fun - I have to say that is more important in sailing to me than pure competition.

To start with we had a talk from the coaches and they made sure we were rigged for the conditions - this was important for the younger ones who were less confident in setting up their own boats. We stayed close to the shore which was less windy and doubled up to make sure everyone had a buddy to help if conditions got blowy.

Our boats were used in different ways during the week with fun being the most important ingredient - sometimes using paddles instead of sails. I particularly remember a relay race in which we had to add another crew member on each lap - we ended up with six on-board and invariably capsized as we broke the finish line!



On Wednesday we had a special outing along the coast which turned into a real adventure. When we finally arrived at our destination beach we played lots of different games including finding tropical fruits (hidden by someone prior to the visit) in the scrub land and made sand sculptures before picnicking, and afterward had a very windy return to Pwllheli which made us a bit late.

Overall I thoroughly enjoyed my Regatta Fleet week, even the coaching and de-briefing. Plus we had prizes and a special tea at the end.

# Frampton-on-Severn Powerboat Training 2014

## ***ALL CHANGE FOR OUR POWERBOAT COURSES***

Recently the Powerboat Instructors got together to revise our courses. The main change is that both Powerboat Level 2 and Safety Boat will each be run over 2 Saturdays. This will give all candidates more time on the water to hone their skills. There will no longer be any weekday theory instruction, as this will be incorporated into the 2 Saturday Sessions. The courses are still completely free to members.

We will still be running the Basic half day instruction (as before). This is to give those members with Powerboat level 2 or are an experienced powerboat sailor, or as a refresher on how to prepare and drive our powerboats. This can be arranged on Sunday mornings during the season. To enrol for these, please contact Malcolm Payton 01454 414691. This will continue next year.

**RYA Powerboat level 2**  
**Sat Oct 25<sup>th</sup> & Sat Nov 1<sup>st</sup>.**

**RYA Safety Boat**  
**Sat Nov 8<sup>th</sup> & Sat Nov 15<sup>th</sup>.**

### **RYA Powerboat level 2**

The course will be run in on **Sat 25<sup>th</sup> October and Sat 1<sup>st</sup> November (9.30am to 4 - 5.00pm)**

#### **Application for a course**

If you had already applied for a Powerboat level 2 course, can you please confirm that you still want to do the course in Oct/Nov. If you want to enrol for Powerboat level 2, I will need the following in order to process your new RYA certificate online:

**Full name and address, date of birth, telephone number and email address.** The other item to be supplied to me on the day is a **passport photograph** signed by yourself on the back. I will be able pre-register you on line, but cannot issue a full Certificate until you have passed and I have your photograph to put onto the photo certificate.

We will be giving you a "Start Powerboating" RYA booklet which comes with the RYA blank certificate and Powerboating Logbook if you don't have one already. The only thing we ask in return is that you help very occasionally with the Sail Training as Safety Boat Cover.

Priority will be given to those members who require Powerboat Level 2 for Sail Training. If you are between 12 and 16 you can be trained to Powerboat level 2, but will be unable to be in charge of a boat or be selected for rescue duties until you are 16. Please contact me if you wish to participate in our Autumn Powerboat 2 course.

### **RYA Safety Boat Course**

This course will be run on **Sat 8<sup>th</sup> November and Sat 15<sup>th</sup> November (9.30am to 4 - 5.00pm)**. To take part you must already have Powerboat Level 2, additional experience since taking your PB2 and be over 16.

These courses are offered free to all members, so that the club can maintain a high standard of Safety, by all members handling our Power Craft.

Ken Elsey

If you have any questions contact me. ([ken@elseyk.freeserve.co.uk](mailto:ken@elseyk.freeserve.co.uk)) .Tel 01452-412467



Ken Elsey - Chief Powerboat Instructor



Frampton-on-Severn Sailing Club  
**COME SAILING**



AT OUR  
**FREE**  
**TASTER DAY**

**Saturday 27<sup>th</sup> September 11.00am to 5.00pm**

**Refreshments available**

**NO BOOKING  
REQUIRED**

**FOR FULL DETAILS OF THE EVENT  
AND DIRECTIONS – PLEASE VISIT**

**[www.fossc.org.uk](http://www.fossc.org.uk)**

## Club Development - Greening the Club

Some time ago our Commodore, knowing that I take a keen interest in the subject, asked me to consider how we might take environmental concerns into consideration as we develop the Club, its buildings and premises. This is a revised and shortened summary of what I wrote then that I hope will be of interest to our members and stimulate some thoughts and discussion.

I set out to identify actions that we can take as a Club to reduce our carbon footprint and increase our resilience to climate change and the increasing costs of energy and resources, considering -

- Our buildings, as they exist today and how they might develop as the Club plans to expand its activities,
- Our grounds and how we might improve them to encourage bio diversity and useful food production,
- Our boats - particularly regarding the use of petrol engines, but also their materials and maintenance,
- Our members and how they may be encouraged to reduce their carbon footprint in their boating activities.

Issues to be covered in each of the above were -

- Energy consumption and how it may be reduced (Power down),
- The potential use of renewable energy resources (Power up),
- Materials used, such as building supplies and paints, and their carbon footprint,
- The carbon footprint of goods and services,
- How we deal with waste and recycling,
- Water use and sewage disposal.

While economics are often not a good measure of green credentials they cannot be ignored and should be assessed where appropriate. There is also the possibility of financial incentives and grants being available. Costs for the financial year 1<sup>st</sup> October 2012 to 30<sup>th</sup> September 2013 taken from the treasurer's report to the AGM are -

Heat and light	£3,023.47 (equivalent to about 9.5 tonnes CO <sub>2</sub> per year*)
Fuel and oil	£1,175.28 (equivalent to about 1.4 tonnes CO <sub>2</sub> per year*)
Rates and water	£623.55

\*Average total carbon footprint per UK person around 16 tonnes CO<sub>2</sub> per year

Our current building is poorly insulated, is electrically heated with bottled gas for cooking and has restrictions on its physical appearance which, although ill defined, are real. It is used intermittently so the economics of heating are not the same as for a domestic building or an industrial one, but the annual bill for heat and light is large compared to a high use domestic dwelling heated by mains gas suggesting that savings in excess of £1000 per year might be available with a sensible power down approach. However, I have to conclude that without changing the character of the building, which is unlikely to be acceptable to our landlord, and without potentially causing damp problems in a structure which should be well ventilated it is very difficult to see how to improve it. We therefore have to consider how it might be better powered for hot water, heating, lighting and cooking.

The south west face of the roof is an ideal location for solar panels in direction and pitch, but solar photo-voltaic (PV) panels or solar heat panels may not be acceptable visually to the landlord and may be difficult to install on the original roof where some strengthening might be required. The newer roof over the wet bar should provide an easier installation although it would be shadowed by the original roof as the sun sets in the west. The choice of solar PV or solar heat would depend on an assessment of our hot water requirement for showers, etc. compared with the earning potential of the Feed in Tariff (FIT) for solar PV and the Renewable Heat Incentive (RHI) for solar heat. A larger and better insulated hot water tank could store the heat generated on the days that the club is not occupied for use in the galley and showers on the busy days. Alternatively or in addition, the electricity generated could be diverted to an immersion heater in the storage tank.

The simplest way of reducing the carbon footprint of our electric heating and lighting is to obtain our electricity from one of the companies generating as much renewable energy as they supply. This might incur a small financial penalty relative to the cheapest energy deals available.

If we did move to a "green" supplier then we could consider heat pumps to use the electricity more efficiently but without improving the insulation and ventilation of the building this is not usually an efficient way of heating. Air source heat pumps supplying fan boosted radiators might be worth further investigation.

Since we use the wind as our source of power for enjoying our sport it is sensible to consider whether it can be harnessed for our energy requirements. It blows even when we are not on the water. A conventional wind turbine is likely to raise considerable objections, not least from our landlord, although as a community led project, benefiting the area as a whole from the FIT income generated, it might raise some support. Sighting it so that it would not affect sailing in some wind directions is problematic. An unconventional approach, using the same low level wind over the lake that we use for sailing might be an alternative. One or more floating turbines using sails rotating around a vertical axis can be envisaged and could be furled during sailing. Problems to be addressed would be getting the power safely to shore, the effects on wildlife and fishing in addition to the actual mechanics of the device. It would make an interesting project, however.

Water power is not feasible. We have plenty of water most of the time but it is static. Biomass energy, e.g. wood burning stoves, wood pellet boilers, gas produced from waste, is also not an obvious choice. A wood burning stove in the bar would be attractive but would require to be regularly made up and stoked and has safety concerns. It would contribute to carbon reduction but not energy bill savings.

Cooking using bottled gas is expensive compared to mains gas and has a carbon footprint not only from the burning of the gas but also its production and transportation. Electricity is unlikely to be much cheaper but could be more eco-friendly if we generate our own electricity or change our supplier as suggested before.

The current lighting is by fluorescent tube, which is reasonable until suitable LED lighting is more widely available.

We currently pay a contractor (Grundon) to deal with our waste and recycling. We have one skip for landfill which is collected once a week and one for general dry recyclables (glass and plastic bottles and jars, cans, paper and cardboard). We may identify better, more complete and cheaper solutions by monitoring our use of these services and investigating the performance of our current and alternative contractors.

We obtain our mains water from the Frampton Court and pay them according to a meter in the clubhouse. Collecting grey water from the roof for use in flushing toilets and cleaning boats is possible but may not pay back the installation costs in a reasonable time.

Our sewage system is a septic tank. It is dated and does not work properly when the water table reaches the level of its outflow. A reed bed system, which would be the most environmentally friendly solution, may not be possible due to insufficient drainage fall being available. Therefore a pumped system may have to be installed.

Our new building can be built to be as energy efficient as possible, materials can be chosen to be environmentally friendly and the roof can be orientated to best advantage for solar energy generation. That is to say it can be built to use minimum power in both its construction and use as well as to maximise its potential for renewable power generation. The new building being considered is proposed to have a combined use for storage of boats and teaching space. This causes a conflict between high ventilation and low heating for storage and controlled ventilation and high temperature for human occupation. This dual use of the space in the building means that the situation becomes very similar to the existing building, with the exception that it will be much better insulated. A design to maximise solar power generation can be achieved, but intermittent heating is as problematic. Water use and sewage considerations are the same for a new building as the existing one and when considering where a new building should be sited, the possibility of sharing facilities (hot water, power and waste water) with the existing building should be considered.

Our grounds unashamedly favour boat storage in preference to food production but there could be opportunity for edible and more wildlife friendly hedges, more fruit trees, and composting. The wilder areas of the site are home to different wildlife. I have seen Death's Head Hawk Moth caterpillars and grass snakes for example so there is an argument for not keeping everywhere too tidy.

The power boats could be changed to have electric outboard motors, but the technology is in its infancy, particularly regarding the batteries and costs are high. They could be operated without emissions and with very low running costs if charged by renewable electricity. On our lake their restricted range/duration should not be a problem. While our sailing boats use a renewable source of power the trend has been to construction methods that are not so environmentally friendly. Wood or recycled plastic materials with organic cotton sails would be preferred to oil derived synthetic materials and high energy content aluminium. Many members would regret the loss of very low maintenance boats but there is an opportunity here to establish an "Eco Class", which could be all new or based on existing designs such as the Solo or Enterprise.

We tend to think of sailing as a very environmentally friendly sport and indeed it is great for engendering an awareness of our environment, but I calculate that the biggest production of carbon dioxide is in travel to and from the Club, about 50 tonnes CO<sub>2</sub> per year and this does not include travel to open meetings and squad training. More storage of equipment at the Club would allow members to share transport, use smaller cars or even electric bikes and pedal cycles. In the future we may see a trend for more locally based membership.

In summary the new building and improvement of our existing one can be viewed as an opportunity for reducing our carbon footprint while reducing our current and future energy bills. There are, additionally, other areas of our activities to be considered.

Thank you for reading this article. If it has caused you to think about our carbon emissions then you might like to come to my evening talk on Zero Carbon Britain in the coming winter's series. Using presentation material from research done by the Centre for Alternative Technology at Machynlleth in Wales it presents a scenario by which Britain could become zero carbon by 2030 using technology which exists today and only renewable sources of energy. It really is a very positive message that counteracts some of the doom and gloom associated with climate change.

**Jon Barrance**

## **WEDNESDAY EVENING TALKS**

As in previous years we will be presenting a range of talks and events on both sailing and of general interest.

**“Tall Ships around the World” - Terry O`Shaughnessy**

**7.30pm Wed 24<sup>st</sup> Sept**

**Zero Carbon Britain - Jon Barrance 7.30pm Wed 15<sup>th</sup> October**

**A presentation of a report produced by the Centre for Alternative Technology in Machynlleth, Wales**

**November still to be set**

**Grand Quiz Evening with Halls and Elsey - Wed 10<sup>th</sup> Dec**

## **SOCIAL EVENTS**

Coming up soon. Look out for details:-

**FIREWORKS PARTY - Sat 1<sup>st</sup> November**

**LAYING UP SUPPER - Sat 21<sup>st</sup> November**

**Children's Christmas Party - December (Date to be fixed)**

Stop Press *Instructors Meeting planned for the 24th September is postponed and will be re-organised by email. If any Instructor has not already received an email from Mark Barrett to this effect then he doesn't have your correct email address, please email him on [m.barrett@hotmail.co.uk](mailto:m.barrett@hotmail.co.uk)*

## Sailing Committee Notes

There has been a flurry of activity recently, some of which was self-inflicted, the outcomes of which will affect the forthcoming sailing programme.

The Moth/Enterprise opens were scheduled for 14<sup>th</sup> Sept having allowed 7<sup>th</sup> Sept free due to Frampton Show. Unfortunately the date of the Show is actually the 14<sup>th</sup> Sept. Consequently the Enterprise Open will now be sailed on the 7<sup>th</sup>, the Moth open will be held integrated with club racing in October, probably the 19<sup>th</sup>. Sunday 14<sup>th</sup> Sept will now be the Free Sailing day coinciding with Frampton Show, as was the original intent.

The years second planned Taster Day is coming up on 27<sup>th</sup> September, and as usual volunteers are needed for all positions, both ashore and afloat. Please make yourselves available and join in with one of the highlights of our year, when the club really comes together and is seen at its best.

Plans are in hand for the forthcoming Solo and Laser opens, and the Weds Afternoon series starts on 24<sup>th</sup> September 1:30 start.

Also coming up is BARTS BASH which will be the 12:00 race of the Sailability Salver day on 21<sup>st</sup> September.

We are now getting a bit more information about what is required of us in holding the event. In order to comply we need to have at least 25 boats, sailing at least a 1km course. As a club we would like to support this major event in memory of Bart Simpson, and have therefore decided that club boats can be made available so that as many members as possible can join in (subject to the normal conditions), we would particularly like to see some optimists included.

It now seems that ideally individual sailors should register on-line in advance at [bartsbash.co.uk](http://bartsbash.co.uk) and link to Frampton as their participating club. This will help both the Barts Bash people, and your OOD (me!), but although the process is not yet defined, it will be possible to sign up on the day.

It is not a requirement that we charge an entry fee, and I'm sure you will be given the opportunity to give financial support as part of your registration, but we hope that competitors will contribute at least £2 per person on the day. The club will then forward this as a donation to the Andrew Simpson Trust.

**Please take the time to visit [www.bartsbash.co.uk](http://www.bartsbash.co.uk)** for more info, and if you can't sail, but want to be involved some extra hands could be useful on the committee boat and ashore. Please let me know if you can help.

Tony Latham.  
Sailing Secretary

**BART'S  
BASH!**



**SIGN  
UP  
NOW!**

**The club has already entered. You just need to go onto the website below to enter. Club boats will be available for the race if you don't own a boat.**

**THE LARGEST  
EVENT**

**21-09-14**



**GO TO [BARTSBASH.CO.UK](http://BARTSBASH.CO.UK)**

**CLICK 'SIGN ME UP'**

**ENTER YOUR DETAILS**

**YOU'RE IN THE RUNNING!**

**START FUNDRAISING!**

**FOLLOW US ON TWITTER: @BARTSBASH**

**FIND US ON FACEBOOK: [FACEBOOK.COM/BARTSBASH](https://www.facebook.com/BARTSBASH)**



# Junior Week

photos by Caroline Woodhouse





### August Bank Holiday Weekend

The weather forecast for the weekend was very bad which put many off camping at the club.

It did not put off the keen members who arrived on Friday evening to start the weekend. However, the campers were joined by many other members who came down to sail on the Sat and Sun as the weather was fine. More than 20 turned out Penny's Saturday evening meal of Tangine and Couscous. On Sunday we had 3 boats turn out of the 6 hour race (5 hour race) with Dan Callen's team only just lapping the other boats. Heeding the weather forecast, most tents were put away on the Sunday, the rain came in over Sunday Night - a good move. Most stayed for the BBQ. Monday was wet, with only 2 boats going out in the morning,





# Frampton-on Severn Sailing Club

## Wessex Grand Prix Laser Open 2014 Saturday 11th October

All enquiries: Jo White Tel. 07971254267, 01452721014

**Classes:** Full rig, radial, 4.7

**Categories:** Great Grand Master (65 years+),  
Grand Master (55-65 years), Adult (20-55 years),  
Junior (19 years and under), Ladies.

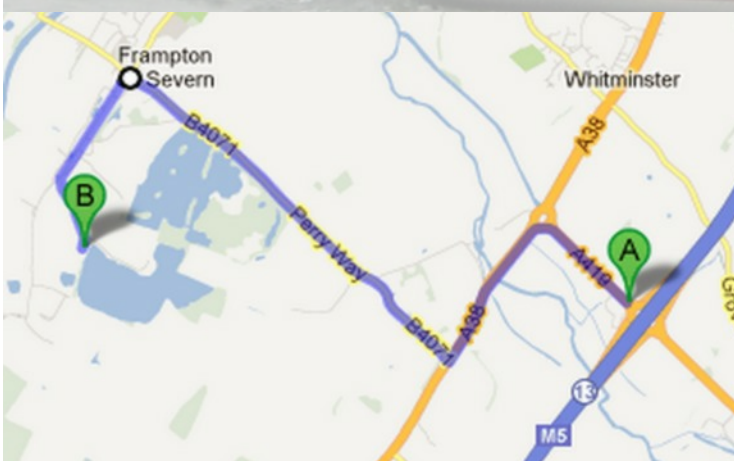
**Format:** Race Briefing: 10.30am

1<sup>st</sup> and 2<sup>nd</sup> Race: 11.00am

Lunch: 1.30pm

3<sup>rd</sup> and 4<sup>th</sup> Race: 2.30pm

Tea and Prize presentations: 5.00pm



Entry: £ 10 (includes  
lunch and prize giving  
tea), Lunch only £5

## The Club needs a new Honorary Secretary

I am coming to the end of my term in office at the AGM in November. Club rule 23(c) states that Flag Officers may hold office for no more than 6 years and I will by then have been Honorary Secretary for that time. It is a good rule, ensuring a rotation of people running the Club, bringing in new ideas and helping to ensure that bad practices are not fallen into. It also means that willing volunteers do not feel put upon or taken advantage of and can be confident that others will step into their shoes after they have done their stint.

I have enjoyed my time in the role - it has given me a good insight into the running of the Club and made me aware of the considerable amount of time and effort put in by so many to make the Club such a success. The position does take time and I look forward to being able to spend that time in future on some other interests that I have become involved in since retiring from work; particularly the Citizens' Advice Bureau and the Transition Movement. The latter is looking at how to adapt to a more sustainable way of life, but is not disconnected from the former which is helping me to understand better some of the social issues involved, while enabling me to help people in a very practical way. I am glad to say that I never got to the stage that one of our ex-Commodore's did when I have found that my Committee responsibilities spoiled my enjoyment of sailing and I shall continue to take an active part in the Club and Sail Training for as long as I am able.

In order to help someone decide to take on the role I have put together a Job Description based on the RYA model constitution with specifics relating to the FOSSC Rules - summary below. It may seem daunting but the working of the Club has evolved to make the Secretary's job much easier by creating Committee posts with responsibility for Membership and Berthing, Insurance, Newsletter, Website, Sail Training and a Bar Manager. The advent of email has reduced the amount of time spent on correspondence and the computer has eased the tasks of minute taking and document storage. I would also like to thank all those who have helped me and when there have been special projects, such as the conversion of the Club to a CASC, and the negotiations for the new lease. I have never felt alone, it has always been a shared responsibility.

I wish my successor all the best in the role and will be happy to offer them any help and advice if they ask me for it.

**Jon Barrance, Honorary Secretary**

### Honorary Secretary - Summary Job Description

(ref. [www.rya.org.uk](http://www.rya.org.uk) © Royal Yachting Association, Updated: 12 March 2013)

The Honorary Secretary shall:-

- (a) Keep a register of Club members' names and addresses (FOSSC has a Membership and Berthing Secretary);
- (b) Conduct the correspondence of the Club;
- (c) Keep custody of all Club documents;
- (d) Keep full minutes of all meetings of the Club, the Committee and [ ] sub-committee which shall be confirmed and signed by the appropriate Chairman upon the agreement of the Club, the Committee or [ ] sub-committee at the next following meeting of the Club, the Commit-

tee or [ ] sub-committee (FOSSC has a Sailing Committee run by the Sailing Secretary and ad hoc sub committees from time to time);

(e) Administer such insurance policy or policies as may be needed fully to protect the interests of the Club, its Officers and its members (FOSSC delegates this responsibility to a specific Committee member);

(f) Maintain contact with the Club's Legal Advisor to ensure that the Club's affairs are managed in accordance with current law (FOSSC e.g. the new lease);

(g) Maintain any such certificates or registrations, and complete any such non-financial returns, as may be required by law (FOSSC e.g. The Bar licence, TV licence).

## **PURSUIT BOX      operating instructions**

The unit can now be used for race control following repairs and modification,

To operate :-      A toggle switch at the left hand side of the control panel with LED display is used to power up replacing the power lead used previously.

                         A new connection to the hooter carrying case supplies the 30 second signal via a waterproof shrouded plug and socket.

                         After connecting the plug and socket, power up with the toggle switch then proceed as before setting the correct club number for the start.

                         Finish of pursuit race.      This is not automatically signalled as before, the OOD has to use the manual control of the hooter.

                         When 0 0 0 Display comes up it is 30 seconds to the final hoot to finish the race, please give a long signal.      Finally power down with the toggle switch.

Notes.      Copy of the above fastened onto the unit.

                         The pursuit box now has a built in battery so please be careful when carrying to the committee boat, always use two people for the task.

                         The hooter to use for pursuit races is the air hooter which is now marked use for pursuits

                         Charging of hooter batteries .      There are two battery chargers so both hooters can be left on charge at all times prior and after use

John Titterton

## **WEDNESDAY AFTERNOON SAILING**

After the successful of last years Wednesday afternoon sailing, we are doing it again this year. It starts at 1.30pm on Wednesday 24<sup>th</sup> September and is open to all who are available to sail. It has been nicknamed the "The Old Gits" race, but many who sailed were not of that vintage, but were quite happy to be called "Young Gits".

We start by the Club house using the Pursuit Board and we rely everybody noting their own positions at the end of the race.

This is low key event just to get out on the water. See you there!

## Sunday 20<sup>th</sup> July, Ondine & The Severn

I took to ignoring the forecast as the week went on. Main concern was the risk of lightning on Sunday afternoon whilst we were out sailing. At Frampton, if you're hit with a sudden storm, you're only ever five minutes from shore, and in any case, the lake is surrounded by trees all a lot taller than your mast. Out on the Severn, you have lots of flat water around you, few other boats if any for the heavens to target instead of you, and once you launch from Lydney, you ain't coming back until the tide changes.



In the event, the sky was blue and looking benign across the morning, the only disappointment being the seeming lack of wind; but the forecasts I did check before leaving had given up on the thunder and lightning, so all looked good.

The promise of a couple of water-pistols and the company of my eleven year old cousin Ollie were enough to draw my youngest lad Sam away from his video games to come out sailing with



us. First time I've managed to drag him out on to the water since Cornwall last year. Lydney Yacht Club were supposed to be holding their Family Weekend this weekend, with a water-fight apparently scheduled for the Sunday tide (thus the excuse for the water-pistols), so I was a little apprehensive as to what we might find when we got there. In the event, the earlier inclement weather of the weekend seemed to have driven them

all home as the Club was all but deserted. Which I've got to say suited me fine. They're lovely people, but I've been trying all year to find a chance to get back out on the River. Didn't really want a "water-fight" getting in my way.

The Safety Boat crew did turn up, but as it looked like we were going to be the only boat on the water, we agreed we were more than able to look after ourselves, and gave them the afternoon off.

We launched just as the tide covered the bottom of the slip. With barely enough wind to give directional control through the shoals, we drifted (or rather, were flushed) up past the gap between Sharpness and Wellhouse Rock. At this point, totally becalmed I gave into Dad's impatience, furled the main and jib and kicked the outboard into life. The boys amused themselves with their water-pistols, I surrendered the helm to Dad, and we took them on an ambling tour of Frampton Sands and the lower reaches of the Noose, showing Ollie the sights and landmarks of the estuary.





We started to bump into the shallows of the Noose a little before top of tide, so used the outboard to stem the flood until it turned. As I'd hoped, the wind filled in against the ebb and we hauled sail and cut the engine, to enjoy an energetic beat back to Lydney. The nice, steady F3 blowing up against the falling tide gave Ondine enough heel to give Ollie, his first time aboard a sail boat, a proper taste of sailing, and

pushed up enough of a sea to awaken Sam with the spray being thrown over the bow. He'd fallen asleep on the foredeck in the sun, using the anchor as a pillow, strange lad.

Landing at Lydney is a bit like landing a glider. With a 7kt tide flushing past the slipway, your options for a go-around are limited, so you only really get one chance to keep your dignity intact.

That's not entirely true. It was a neap, so the flow was lessened accordingly, and the break-water does give a bit of slack in the eddy behind it to let you scratch back up and around the harbour wall if it all goes wrong. In the few short years I've been sailing out of Lydney now I have ended up, for one reason or another, getting washed past the breakwater a couple of times, once in Ondine and another time at the helm of the Club's Wayfarer. I've always made it back unaided, but it is difficult, and the general expectation is that most people won't. Accordingly, the Club keeps a very long, thick warp in the Safety Boat hut with a lead weight the size of a small cannon ball spliced into the end of it. The accepted drill is you scratch your way back up to the harbour wall in the shelter of the back-eddy by means fair or foul, they lower the weighted warp to you, then they run it around the end of the harbour wall and haul you around.

Needless to say, this time we landed seamlessly and without any drama, recovered the boat to the top of the slip, lowered the masts and hosed her down. Just as we pulled the cover over her, black clouds tumbled in, the heavens opened in a downpour, and the thunder started to roll.

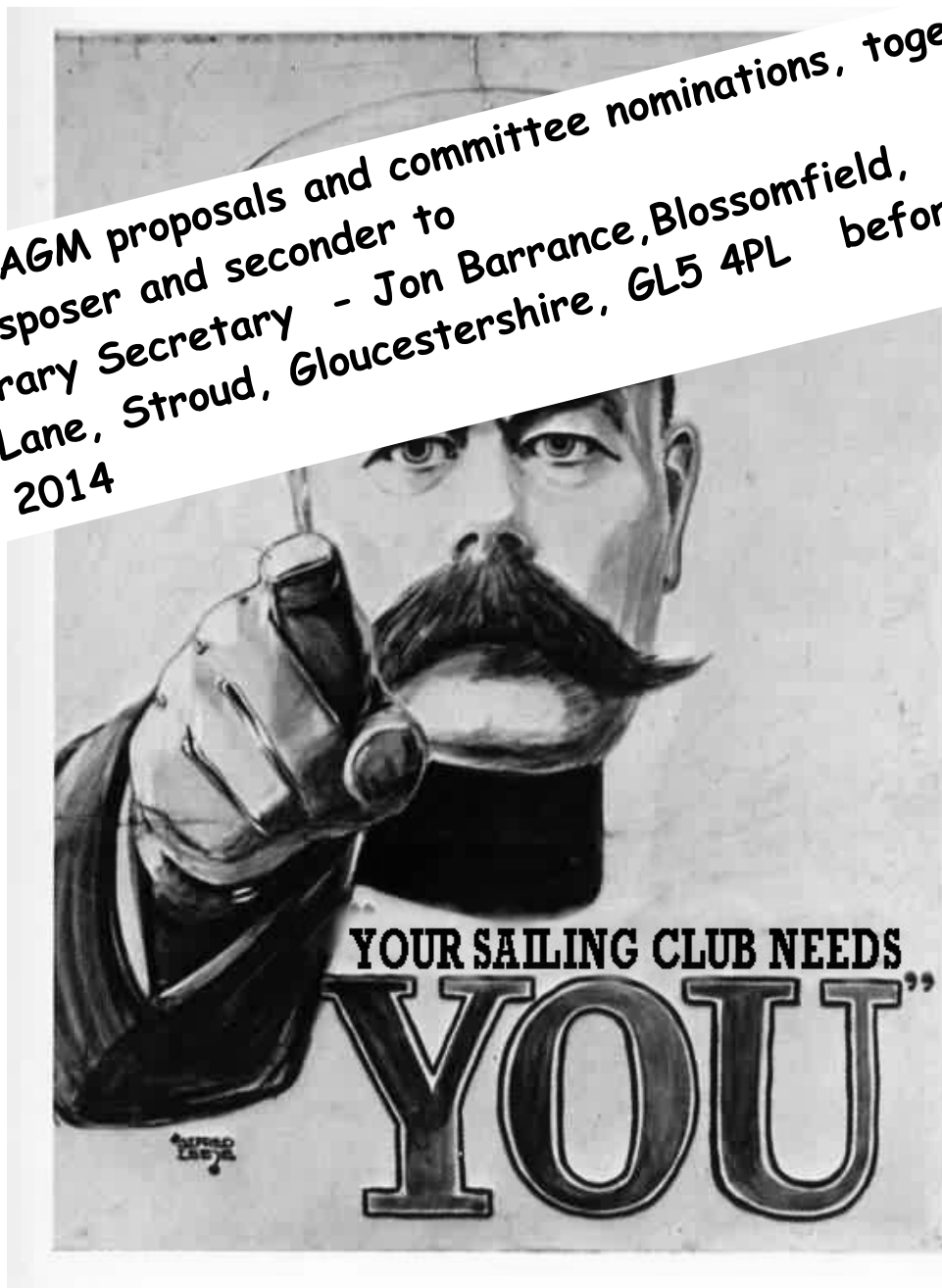
It was a great day. Seems we've sold Ollie on this whole sailing lark. Sam, on the other hand, whilst admitting he did enjoy himself, says that's enough sailing for another year, so intends to return to his video games. You can lead a horse to water . . . .

In four days' time Dad and I head for Fowey. This was the perfect dress-rehearsal. So back now to watching the forecast with trepidation. Though I have to say, for the moment, it's looking really promising.



# Why not take part in guiding the future of your Sailing Club. Join the Committee.

Send your AGM proposals and committee nominations, together with a proposer and seconder to  
Honorary Secretary - Jon Barrance, Blossomfield,  
Westrip Lane, Stroud, Gloucestershire, GL5 4PL before 1st  
October 2014



After serving their time on the committee, some members are stepping down leaving spaces on the Main Committee for new members and for Flag rank Officers. If you think that you can make small contribution to the running of our club, please discuss it with any member of the committee to find out what it is all about and put your name forward. We have need nominations for Hon. Secretary, Hon. Treasurer, Social Secretary and Sailing Secretary, as well as members of the committee.

Please send in your nomination to Jon Barrance, together with the name of a proposer and seconder to Jon Barrance by the end of September.