

**F
O
S
S
C**



www.fossc.org.uk

Optimist Open - Sun 8th July

Junior Week

Mon 23rd July to Friday 27th July

Summer Splash (details inside)

Thurs 23rd & Fri 24th August

August Bank Holiday Weekend (See back page)

Cowboy and Indian Theme

Fri 24th to Mon 27th August

Frampton Show + Free Sailing + Camping Weekend

Sun 9th Sept (7th to 9th)

One Day Sailing Course - Sat 15th Sept

Solo Training Day - Sat 15th Sept

Solo Open - Sun 30th Sept

Commodores Foreword

What topsy turvy weather we are having this year, first a dry winter, then flaming spring and now a drenching June. I suppose we should be grateful for the rain as the lake has risen by around 30 cm since December, unfortunately not the more usual 90 cm. However unperturbed the activities at the club march on regardless.



We had a very good Adult training course followed by an equally impressive Taster Day, with over 250 trips out on the water. It was an impressive effort by a lot of people and thanks to them all. Fortunately the weather gods were kind to us and we had a sunny day with good wind, one group of 5 young ladies from Cheltenham spent the whole day with us and were so impressed that they wrote to thank us for the day. In conjunction with this we held a plant sale and raised an impressive £ 245, thanks must go to Henry Beck for organising the plants, and the plant sellers including my wife. This money is adding to Amy's Fund (see collecting jar on Bar) to raise money for another Access 303 dinghy, please put your loose change in the jar when at the bar.

Hotly following this was the Jubilee weekend, when the grounds filled up with Tents and Caravans, much sailing and socialising was undertaken, including a race in the dark from 10 pm to Midnight, at times in pouring rain. Many thanks to all those who organised this weekend. Our OnBoard activity has completed one 6 week course of a sailing after school club for 12 children from Frampton School, and has started with a second group of 12 from 3.30 pm to 5.00 pm on a Wednesday afternoon. This is going very well and all are having a good time. During the spring, the club purchased two Marquees both 6m x 6m which can be joined together, these have already proved very useful during Taster Day and Jubilee Weekend. Last Wednesday there was a serious lack of members NOT turning up for duties, this is not to be tolerated. It is the DUTY as a member of the club to carry out some sailing duties during the year and if they cannot make the specific day then they have to swop with someone else on the list. This is best done by telephone and when done the OOD should be informed.

Don't forget that the Fishing Season has now started and members should be looking out for Fishermen pursuing their sport, give them space to do this, you will rarely more than half a dozen at a time and so can be easily accommodated. Canoeists should be particularly aware and also remember that the only landing areas on the lake side are between the jetties, they should also keep 20m from the banks at all times

Would OODs also remember to bring in the spherical orange buoys to within the jetties after every sailing session.

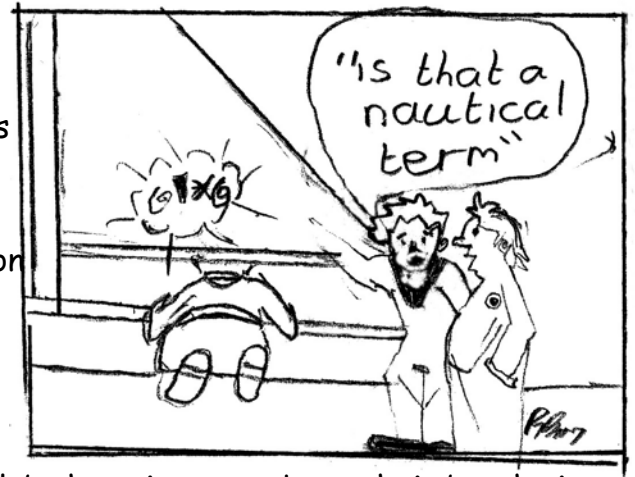
Lastly hearty congratulations to Ed Higson and Ben Rolfe for their achievements at the National Schools Regatta, Ed came FIRST in the Topper Class and Ben came THIRD in the Laser Radial class.

After all that lets hope that the weather improves when required and we continue to have a good time both on and off the water.

David Greenfield

HEADHITTERS NOTES

The title of this Newsletter is "Summer 2012." I was very tempted to change this to "Winter 2012" or at the least "Summer 2012?????" Let hope that it improves. (Rosie is getting very fed up when I mention the rain and keep saying, "At least it is filling the lake").



Berths

Members should remember that when they join the club they sign up to keep their berths in good order. Can members come down to cut the weeds in the berths, not necessarily for themselves, but for their neighbours.

Work Parties

The next Work Parties are scheduled for Sat 14th July for Hea to Hoe, Sat 11th Aug for Hol to Jack and Sat 15th for Jac to Ken. Work to be done include mending hinges on the gas store, tidying grass/weeds/nettles around the club house, the berths and the lane into the club area. Lets keep our club looking tidy!

Shutting the Gate

With the Summer here, please remember to shut the gate at the club to prevent

P2 Commodores Foreword
P3 Headhitters Notes
P4 Fleet Trophy Day
P5 Laser Wessex Series
P7 Sailing for Sports Relief
P11 'Penny' goes to Axbridge
P14 Oppy Photos
P15 Schools Championships
Your Big Chance
P16 Ladies Day
P17 Olympik/Jubilee Weekend
P20 Forthcoming Social Events
Summer Splash
P21 Toby Meets the Champions
P23 Frampton Paddle Photos
P24 August Bank Holiday

unauthorised entry to the club. If you are confronted by youths wanting swim, inform them politely that the club grounds and lake are private property and that swimming is not allowed. If there are any problems, the police can be contacted by phoning 101.

Sailing the Bristol Channel

We have an article by former Club Champion, Angus Cook who took part in a Sports Relief Sail from Clovelly to Dale.

Dishwasher

There are new Instructions for the Galley Dishwasher. Remember to scrape food into the bin, rinse the plates before placing the dishwasher. Follow the instructions and clean the filters afterwards.

CONTACT INFORMATION

Please send your items, reports, photos, ads, etc for the Newsletter to: Ken Elsey, ken@elseyk.freemove.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.

Fleet Trophy Day

The first Frampton Fleet Trophy Day took place on Monday 7th May with 22 entrants across 3 fleets; Laser, Solo and Handicap.

The Laser class had the biggest entry and there was a real battle for the first three places. The first race was breezy and after a shaky first few laps saw Ben Rolfe take the lead and the first bullet of the day. Matt Johnstone in his first main race finished but looked like a broken man - welcome to the Laser Class. The second race Mike Crowley led from the start to claim the second bullet. This left Ben Rolfe and Jeremy Higson to fight for 2nd place. In the end it was all decided on the finish line with Jeremy beating Ben by inches! It was all open for the final race in a fading and highly variable wind. Mike Crowley took the lead closely challenged by Ben and Jeremy. Ben took the lead and in a moment of indecisiveness headed for the wrong mark allowing Mike and Jeremy through. Mike claimed his 2nd bullet of the day and the Laser Fleet Trophy.

In the Solo class (4 entrants) pole and 2nd place were decided with Ian Cook claiming three bullets and Roger Allan three 2nds. This left Keith Hill and Jim Bennett fighting for the third spot with Jim claiming two 3rds.

In the Handicap Fleet, Nick Williams in the Laser 4.7 claimed the first bullet but as the wind faded was unable to repeat this performance in the next two races. John Jordan claimed the second bullet and looked comfortable in the lighter airs. Sarah Kirk released from child minding for one race took the third race. The question is could Sarah have one if she had done all three races?? It also looked like the Toppers were having a great contest with 4 out on the day and Sue Beynon leading the pack from past master Lynn Gregson.

Results

Laser

- 1st Mike Crowley
- 2nd and 1st Junior Ben Rolfe
- 3rd Jeremy Higson



Solo

- 1st Ian Cook
- 2nd Roger Allan
- 3rd Jim Bennett



Handicap

- 1st John Jordan
- 2nd Phil White
- 3rd Sue Beynon
- 1st Junior Nick Williams





RACE TRAINING 2012



Laser Wessex Series

We are now half way through the Wessex series with 5 races completed. I have been very fortunate with Ben's decision to focus on the Laser and move away from the 29er as I can actually go sailing again!!

This year my personal goal is to finish in the top 5 of the Wessex Series and so far all is going to plan with top 5 results at all opens completed bar 1. Ben's target is not only to win more prizes than me (which he is doing very successfully winning the Junior Prize at 3 opens and piped by ex Topper Champion Ed Jones at the other two) but for him to also finish in the top 10 overall and win the Radial Series. So far Ben has won the Radial prize at Bristol Corinthian and Sutton Bingham with a 2nd at Portishead. There is still a long way to go!!

So far I have to say its been a great series with good winds at all the opens and great venues. Its also good to see other Frampton Lasers at the events. Colin is a regular attendee, but it was good to see Mike Crowley and Tony Williams at Portishead which has big courses, lots of tide and waves (as Mike discovered on the run!!).

The Wessex Series is one that would encourage other Lasers to do. It has everything you could ask for - good competition, great venues, a mix of environments from lakes big and small to sea, and good socially. So come along!!

Remaining Dates:

Saturday 14 th July	Clevedon
Sunday 16 th September	Avon SC
Saturday 22 nd September	Thornbury
Sunday 21 st October	South Cerney

For more details please call or email me n19rol@gmail.com

MAJOR EVENTS COMING UP

Monday 23 rd to 27 th July	Junior Week
Tuesday 24 th to 26 th July	RNLI Pursuit
Sunday 12 th August	Sir Peter Scott
Saturday 25 th August	Family Sailing Weekend
Saturday 8 th September	Camping Weekend
Sunday 23 rd September	Sailability Salver
Sunday 30 th September	Solo Open

Sailing for Sports Relief

Just wanted to let you know that I have taken up a SportRelief challenge a few weekends ago. Ludo Bennett-Jones is attempting to sail a dinghy round the UK in record time, see the SportRelief website for details: <http://www.sportrelief.com/whats-on/news/ludos-sport-relief-sailing-challenge>. I will meet Ludo for the first time tomorrow.

I just committed to helping him out with a leg of the journey from North Devon to Pembrokeshire, sailing across the widest part of the Bristol Channel. We plan to set off at 6am tomorrow morning on the approx. 50 nautical mile journey. I know that doesn't sound far – but in a 16foot dinghy sailing at 4knts it going to be a long day. The journey will go from Clovelly past Lundy island to Dale – two of my favourite places. If you'd like to contribute with a donation then follow the links on the websites.

Angus Cook angus.cook@ge.com

Well this was one whirlwind trip.

For several years I have had a personal goal of sailing a dinghy between my home region of North Devon and Wales across the Bristol Channel. It started some years back when I was sailing a large yacht with friends heading out of Dale bound for France. I felt really out of my depth on such a big boat and flippantly made the comment that I'd be happier in a dinghy – at least I'd know what I was doing, having sailed dinghies from as early in life as I can remember. Since then the idea has stuck with me, so when Garrett asked for a volunteer to make the trip with Ludo it was too good an opportunity to give up.



I only committed to the trip on Thursday – we'd leave first thing Saturday. I spent many anxious moments worrying on Friday, have I made the right decision, what's the forecast, maybe it's too far for a one day trip, what if we don't make it or the sea gets rough. Luckily I only had 24hrs to feel like this – 'cos its energy sapping. I just had to face my demons and get on with things.

Saturday came – I was up at 04:30 showered, coffee downed and dressed in thermals ready for the dry suit that Ludo was to lend me. My neighbour Brian was very generous in agreeing to give me a lift to Clovelly, leaving home at 05:15. Breakfast was a yoghurt and a couple of pancakes eaten in the car – all chosen to be the least offensive if they made the return journey to the surface while sailing – you get the picture. We arrived to a beautifully sunny dawn in Clovelly at 05:50.

Ludo was down in the tiny harbour, looking like thunder – maybe he always looks that way – I'd never met him before, very trusting – both ways – but the sailing fraternity is like that. But Ludo didn't seem cheery – a long trip up in high winds from Padstow had taken its toll and his hands were cut and causing him grief. Garrett was helping take the cover off the boat – and also had a long drive ahead of himself that day too – after a short night's sleep.

We prepared the boat, donned dry suits and started to launch the boat. Then someone starting shooting – well at least that's what we thought – in fact we'd blown a tyre on the launching trolley – uugh what a way

to start – carrying the boat the last 30ft to the water. After lots of huffing and puffing we made it. On with the rudder and we set off. In just a few minutes we were well underway with full sails headed north-west on starboard tack close hauled in a force 3 to 4 northerly breeze.

The trip was about 55 miles as the crow flies. We're sailing a 16ft dinghy – the type that is used to teach novices to sail on lakes and rivers all over the country – not normally what you chose to go offshore in, it can capsize so we'll be constantly balancing the boat across the trip. Then there's the tide to think about – and the Bristol Channel has plenty of that. And to top it off we had to go upwind. Remember there's nowhere to stop, no service station, no AA. Any trouble would be resolved by RNLI lifeboat and RAF helicopter – not the publicity we wanted. On the trip Ludo and I discussed how to put this all in perspective for a non-sailor. Perhaps this sums it up: setting off on foot across an ice flow knowing that you had to make the limits of your daily walking range to reach a safe haven, if you stop you'll freeze and dehydrate – you've got to just keep on going. Now throw in the fact that the terrain may get rough (waves) and you also have to walk uphill (upwind). It wasn't comfortable – it is like sitting perched on the edge of your bath, being thrown about like you are on a bucking bronco with someone throwing a bucket of cold salty water at you every couple of minutes – for over 10 hours. All in all we had our work cut out. At least it was sunny.

We settled quickly onto a course headed for the north of Lundy Island which was visible right from the off. Ludo was helming and I was gradually getting used to the set-up of the boat. We were being battered by the waves and working quite hard to keep the boat up-right. As I feared I was feeling very nauseous – I usually do when I am out on yachts – but not normally when sailing dinghies, maybe it was the thought of having to keep this effort up for 10+ more hours. Either way I felt awful and was very quiet for a good hour while I worked to conquer the feeling. Lord only knows what Ludo was thinking at this point.



After about an hour, when Ludo asked if I would take the helm to give him a rest I jumped at the chance – I know it's a great way to get rid of sea sickness – you are much more in tune with the movement of the boat and the sea. I think Ludo was relieved too – evidently his hands were really sore – and the hard day's sailing on Friday had really taken its toll.

We continued to head north-west heading just to the north of Lundy – the wind continued to pick up and the tide was carrying us north too. We made good progress – so much so that we had to bear off a little as we approached Lundy to avoid some rough seas just to the north. It is really strange sailing past major landmarks, you feel like life has slowed down. You think it is going to be like driving past a tall building when you are on the motorway and you'll see round it in a matter of minutes – but it literally takes hours – so much so that you get sick of the sight of it – you just want to get on with the passage.

It was fantastically sunny and Lundy was absolutely beautiful – rising from the sea – it reminded me of pictures I have seen of Aires Rock – just with the colours changed to green for the rock and blue for the outback / sea.

The sun continued to shine and we pushed on out into the Celtic Sea beyond Lundy. This was really special – perfect wind – beautiful weather and the boat was scooting along. The only sound was the wind and the waves, nothing but sky, sea and Lundy slowing taking a step back as the hour passed. This is exactly what I

came for. I doubt I'll ever experience this again – sailing towards the horizon in a tiny boat leaving all sight of land in our wake, with wall to wall sunshine. The sea state eased a little and we were humming along – if a little south of where we needed to be – happy days. Ludo even got to lie down for a bit – but I couldn't convince him to take a nap. We saw only one other boat up till this point, a coastal vessel headed into Bristol, but that was now well gone, it was just us and the odd seabird. It doesn't get any better than this.

We felt really pleased with our progress but knew we had the hard part to come, we were expecting the wind to change and drop – slowing us down, the tide was changing and we had to navigate the next 2 hours or so with no sight of land ahead of us. As it turned out Ludo called the one major change in course absolutely perfectly – so much so that we never changed tack again for the whole trip save for navigating between the moorings in Dale. I struggle to make that call when sailing a short racing course – somehow we just nailed it and it makes you wonder who is watching over you.

At this point my thoughts drifted to friends and family who'd be watching our progress via the tracker on the web, just as I had watched Ludo the previous day on his passage up from Padstow. I could hear them all talking to themselves, 'why are they so far west – they need to get north', 'do they know what the tide is doing', 'will they make Dale or will they have to compromise and head for Tenby or Saundersfoot'. For our part we just kept driving the boat as hard as we could without pushing ourselves too hard. It was like a thousand last beats to the finish in your average dinghy race – you are tired but you know if you back off it'll just take longer – so you keep up the effort and look forward to getting to the bar for a drink that few minutes earlier.

The boat really impressed me. I had sailed Wayfarers before – but this was a brand new one with new layout by Hartley Laminates which was a big step for this traditional class. It felt solid yet modern and very comfortable. The quality of the fittings was also impressive for a relatively standard race fit factory boat. The only issue I have is that the foredeck is quite low and flat and if we planted the bow into a wave the whole thing came into the cockpit rather than spilling sideways - After much tinkering we got the rig balanced and were handling the waves well – watching for breakers and picking our way around the nasty bits.

After a couple more hours sailing we spotted land and the some white and red vertical objects. After a long debate we'd convinced ourselves that these must be an offshore wind farm under construction - just goes to show what happens when you get tired and hungry – it was in fact the chimney stacks at the Pembroke refinery. We continued to get lifted up to the course we needed as the wind swung round to the West as forecasted. Then for good measure the breeze built quite substantially – white horses were common and we were still battling upwind – time to reef the mainsail and reduce power a bit and get more balance to the boat. This worked a treat and the boat settled down nicely and continued forging upwind – but it started to feel slow – and we realised having been hard at it for 7 hours we probably had another 5 hours sailing to make Dale – if in fact we could – given that the tide was starting to turn and push us East – at least it was sunny. Ludo seemed low at this point – even his bag of minstrels had got salt water in them! The monotony was only broken by the odd lobster pot marker that we passed – but they showed just how much tide we were fighting against.

After another hour's sailing we figured out where the entrance to Dale was. Many thanks to the farmer that planted the field of rape seed on the hills behind the entrance to the harbour, at first I thought I was hallucinating as this vivid yellow patch appeared over the horizon – but it made it easy to keep a sense of direction. Over the next few hours I went from befriending the headland in the mouth of Milford Haven to calling it all the names under the sun as we never seemed to get any nearer to it. It was just one of those things – just keep plodding on – we knew we were doing everything we could to get there – just had to be patient – and did I mention it was sunny – joy. To console myself I pretended that I'd just come out for a little evening cruise and tried to make the most of it all – and not think of hot food, showers and dry land.

As we approached the entrance were met by Peter the Commodore of Dale Yacht club in his Yacht and then by John Mecklenburg in his large rib carrying George who'd be crewing for Ludo the next day. The company made the next hour's sailing pass easily and lightened the desperation to get to shore. That damned headland was still in front of us though.

After a few short tacks in amongst the moorings and we landed at Dale and set about getting the boat out of the water to assess whether any damage had been done carrying the boat across the cobbles at Clovelly. Onshore at 7pm, it was a twelve hour passage, what an epic day's sailing. Handshakes and hugs all round yipee. And it was still sunny.

Now here's where the gravity of what Ludo has set out to do hit me. I was greeted in Dale by friends offering hugs and smiles, familiar surroundings and wonderful hospitality which added to the great sense of achievement and made for a very memorable evening. Even the next morning I woke early but felt like I had won a cup final, I was on cloud nine. Meanwhile Ludo had come ashore, got straight on the phone to sponsors, family etc. and then started to plan the next day checking forecasts and asking all the locals for navigational advice. His first meal of the day was at about 10pm – straight to a strange house to bed to do it all again in the morning. I was revelling in the achievements of the day – Ludo was preoccupied with the demands of the next day - no time to celebrate or just take stock of what he'd achieved.

The fact of the matter is, the boat will get round the UK at thirty miles per day no problem – but somehow Ludo has to sustain not only his energy levels but maintain the ability to make sound decisions on navigation at the end of every passage – for another sixty days. Personally I'd rather run a marathon a day for a week – and I hate running and love sailing! Even taking the sailing out of the equation – lack of sleep, disrupted meal times and diet and constantly dealing with new places and people in a tired state will be tough for the next two months.



With this in mind I was up the next day at 05:45 to give Ludo the best send-off I could manage – straight down to the boat – cover off – checked it all over and had it rigged by the time Ludo and new crew George arrived. George was sick as a parrot and I could see Ludo was concerned. But the weather was as fine as can be and they were due to reach Fishguard just after lunchtime so they just got on with it. A few stern words from me regarding food and fluids on the boat and it was off into the morning sunshine for Ludo and a long train ride home for me.

I'll always remember this trip – might even do it again someday. My only problem is now thinking up another major challenge that on the face of it seems impossible to keep my scheming mind busy for the next 5 years! Any suggestions?

Many thanks to: Ludo, Garrett and the team for having me along for the ride. To the Mecklenburgs and friends for looking after me when I reached Dale, to Dale Yacht club for the hospitality, to all friends, family and colleagues who sent messages of support and congratulations, to everyone that has donated to the charities, and to my family for letting me take off at the drop of the hat.

Thanks for all the messages of support - just made land in Dale (12hours at sea) - off to the Yacht club to fund raise and re-hydrate.

Angus Cook

'Penny' Goes to Axbridge

A few weeks ago, Hels observed with some amusement, "Did you notice there wasn't a single picture of us upside down in this month's newsletter!?!"

To which I replied, "Maybe write something up about our first Enterprise Open?"

"I'm not sure how appealing I can make it to someone else. 'Yay we didn't die' and 'Learned a lot the hard way' are the two main things I took away from the event. Actually I've decided Sue B is a dark horse.

She goes around being very sweet and lovely and then goes all hardcore, not even blinking at a F6 gusting across a mile of open water" said she.

So where to begin? Our first trip away with 'Penny' for the BCYC Enterprise Open on the Axbridge Reservoir certainly rectifies the issue of no upside down pictures of us in the last edition, especially as I was fool enough to lend Matt my camera.

Funny old beast, our Enterprise. After Dad sold the Wanderer and traded up to the Drascombe I really missed the ready access to a relatively nimble double-hander (nimble relative to a Drascombe Lugger that is) if only for want of a 'social' boat to sail with any friends and the occasional guests I might bring to the Club. So when Matt & Hels suggested they had the same problem (plus their Grad kept threatening to sink every time they tried to float it) and "Perhaps we should go halves on an old Enterprise?" it seemed like the perfect solution. Neither of us planned to race her much, let alone travel away with her. We only sailed the one race for the fun of it, just for a taste. Seemed the perfect way of trying the boat out to see how well she floated (after the Grad, Hels had become a little paranoid about this sort of minor detail). Didn't actually place very well, but discovered that we'd had a blast sailing together. And that's pretty much when the addiction took over.



My poor old Europe has languished under cover ever since as we've compulsively sailed the Enterprise at every opportunity and raced every weekend we could, to the point that I'm seriously considering selling the Europe, previously my pride and joy. The trip away to Bristol Corinthian Yacht Club on Axbridge Reservoir for an Open event became just a natural progression in events. A relatively local venue for a first trip away, and in good company as both Geoff and Sue and Phil and Rory were also planning to travel.

My poor old Europe has languished under cover ever since as we've compulsively sailed the Enterprise at every opportunity and raced every weekend we could, to the point that I'm seriously considering selling the Europe, previously my pride and joy. The trip away to Bristol Corinthian Yacht Club on Axbridge Reservoir for an Open event became just a natural progression in events. A relatively local venue for a first trip away, and in good company as both Geoff and Sue and Phil and Rory were also planning to travel.

In terms of pure metrics, we didn't fare too well. 9th place overall out of a fleet of 11 boats, and no worse mainly because the deteriorating conditions saw retirements in the second and third races, else I suspect we'd have had a fine shot at ending last. We only actually beat

one other boat on the water, finishing the first race in 10th, and that was by the skin of our teeth, catching them on the last mark rounding and just shooting the line ahead of them with mere seconds to spare.



But beat them we did, and there is a certain visceral thrill to stealing a place by a mere half boat-length on the finish line. Spending so much time racing in the handicap fleet, its a rare feeling of satisfaction we don't often get to enjoy.

The second race was absolute carnage. The conditions had deteriorated to heavy rain and a gusting 35kt wind kicking up a short, sharp, breaking swell on the mile wide Axbridge Reservoir.

We capsized twice before the start, the second time in the critical thirty seconds before the final starting gun, so that set the scene with us late to the line and firmly at the back of the back of the fleet with little to no chance of catching up aside from sheer bloody-mindedness and attrition.

The beats were long and brutal, and with all but two exceptions, saw all of our many, many capsizes as we were frequently overpowered and flattened, the tacks becoming clumsy and increasingly vulnerable as exhaustion began to set in to us both. On the second lap, one of the boats ahead capsized at the windward mark, giving us the briefest of chances to catch up with the back of the fleet and restore a little of our battered dignity. But in vain, as a clumsy attempt to bear away between them and the mark saw us bowled over in similar style and despite my making the centreboard and leaning back for all I was worth, the wind bearing down on the hull pushed us into a total inversion.

As 'Penny' rolled over, Hels popped out from underneath the upturning hull with bare seconds and mere inches to spare, face bedraggled, eyes wide and breath spluttering as she valiantly fought to master the panic that must have come with the experience of her first inversion. I managed to stop the centreboard from dropping into its case by scrabbling at it with my fingernails. With the board up for leverage and me on top of the upturned hull, we slowly pulled her back up, literally swam into the swamped cockpit, untangled the sheets, released the transom flaps and kicked the bailers down, bearing away on to the previously intended run and back into the race.



One advantage of our, um, particular "style" of sailing is that we're getting decidedly deft at capsize recovery!

The other Enterprise recovered behind us from her own capsize and, I'm fairly certain, then retired. Bloody-mindedness and attrition for the win. One down!

However, if the beats were brutal, the reaches were an ecstasy to die for, with 'Penny' screaming along on the plane with the pair of us whooping and cackling like poor mad, demented things; the spray at times was so thick in my face that I could barely see the foredeck let alone the mark we were aiming for.

And so we endured; by the third lap I'd lost count of how many times we'd been knocked down and bowled over, but each time we recovered and pressed on. The finishing line came as



quite the relief, four retirements from the original fleet of eleven leaving us in 7th place despite being last over the line. However, exhausted and reaching the end of our physical and emotional limits we retired from the planned back-to-back third race prior to the start and headed for the shore.

We landed to find Geoff and Sue had retired due to their kicker pulling out and Phil and Rory were coming ashore having missed the starting gun of the next race and deciding they were therefore done as well. Geoff valiantly volunteered Sue as a replacement crew if I wanted to venture back out for the last race and, dark horse as Hels subsequently observed her to be, she seemed almost keen at the idea despite the fact that she must've known how much of the last race we'd spent on our side or upside down. I considered it, briefly, and more through habit of never turning down an opportunity to sail, and then, to my vague and baffled surprise, realised that I was actually done.

So we were beaten in the end; by the boat, the wind, the water and most of the rest of the fleet. But it was a fantastic day out and a terrific experience to race 'Penny' against such a competitive and friendly fleet on a water so much larger and more exposed than our own. I think we both learnt loads, and whilst the experience may have gotten the better of us this time, we'll definitely be back for more.

Bill Gribble

www.scapegoatsanon.co.uk



**O
T
P
R
T
A
I
M
I
N
S
T
G**

**Photos
Andy
Brander**



TASTER DAY 2012



National Schools Sailing Association Inlands 2012

On the Jubilee Weekend was the annual NSSA Inland Championships this year hosted by Datchet Water Sailing Club. From Frampton we had two representatives; Ed Higson and Ben Rolfe both looking for good results.

Looking at the entrants it wasn't going to be an easy task for either of the boys. Out of 28 Toppers there were 2 other National Squad sailors and in the Radials out of the 25 entrants there were 5 boats in RYA Squads.

Saturday had a good breeze with 4 races run 2 back to back with a break in between. Ed got off to a flying start winning the first two races. Ben in the Laser also started well with a 5th and a 4th causing a bit of an upset for some of the squad sailors. After lunch racing was back under way. Ed secured another bullet and all was looking good until at the start of race 4 his gooseneck snapped! This allowed the Phoebe to claim her first bullet after trailing Ed so far. In the Laser Ben struggled to hold on to 2nd and had to settle with another 4th. In the final race of the day Ben after a poor start clawed his way to 8th.

Sunday was an early start with all boats launched by 9.30am. Over breakfast the team tactics were discussed - stop worrying about other people's results and get 3 wins!

Ed got off to a cracking start winning the first race, however as the wind eased slipped in races 6 and 7 allowing Phoebe to claim two more wins. In the end Ed has done enough to be NSSA National Topper Inland Champion.

Ben meanwhile was sitting in the top 5 but it was still anyone's race. Freddie Chiddicks showed the fleet which way to go to secure 3 wins and the Championship. Ben feeling the pressure from the other Squad sailors kept his cool to produce three top 5 results and quite unexpectedly 3rd place overall.

Well done to both the boys in keeping their cool under pressure and producing excellent results.

Regards Nigel

YOUR BIG CHANCE!

This is YOUR chance, the first time in twelve years to become MEMBERSHIP SECRETARY. You'll get to meet all new members and have a say in the running of the club. For information please phone Lyn Gregson at 01453 860259.



LADIES DAY

18TH AUGUST 2012

LADIES COME AND HAVE A FUN DAY SAILING

10:00 – 17:00

**Bring and share lunch and afternoon tea
One hour ladies race to see who can win the Ladies Trophy
Please speak to Katrina, Jo or Helen at the club
Or e-mail
katrinadix@hotmail.co.uk**

Please let us know by 03/08/2012 to arrange your food contribution



Olympik/Jubilee Weekend 2012

The Concise Oxford Dictionary definition of 'Winner' is:

1. A person, racehorse etc that wins
2. a successful or highly promising idea, enterprise etc (the new scheme seemed a winner)

I am currently in the process of composing a formal request for the definition to be expanded to include:

3. The Parker-Mowbrays
as indeed the aforementioned First Family romped home to victory in most of the games and competitions.



It was a comfort however to discover that model boat building was not on their list of talents and that honour went to Ruben (whose little boat was entirely awesome) closely seconded by Henry Beck's effort (sponsored by Tesco) and followed up by Team Bennett. Many model boats were entered into the contest and clearly much thought had been put into both design and (pleasingly) style. Thanks to Pete Roberts who proved to be a capable OOD for the event, despite allegations of bribery and corruption.

Whilst I had considered the Triathlon to be a crazy idea, it proved to be a tremendous success. Overseen by Phil and Jo White, there were prizes for teams, individuals and juniors and the event lasted most of the morning, with several having more than one attempt. It's unlikely you'll catch me competing if the event becomes a regular in the Social Weekend Events Calendar, however I'd be delighted to turn up and proffer sponges, jelly babies and laugh hysterically at participants.



The Night Race was almost cancelled due to appalling weather however it was a motley crew with more enthusiasm than sense who pressed on regardless. The race was cut down to an hour (quite long enough in torrential rain) and three teams took to the water. I had temporarily lost Bill Gribble, my usual partner in crime, so I resorted to bribing James P-M with fancy glow sticks to let me crew for him as (a) he's someone who wins stuff and (b) he seemingly is averse to getting wet so it was unlikely I'd be tipped in.

The Three Hour Race again was split into three teams with Amanda, Juliet and myself as Captains. The racing was close (with only two second between first and second place at the end). Bill was overheard proclaiming indignantly that Captain Kirk was pointing higher than he could in a Gull. Whilst in the Enterprise, we can put such things down to the fact he has a better boat/set up etc etc, so being put on equal footing by having an identical



boat was more than Billy Whizz

could bear. It was at this point that I had to point out that there was a reason why I'd (with great affection and respect) nicknamed Phil 'Yoda' as "the force is strong with him". I left Bill chuntering about the dark side. Expect to see us dressed as Darth and a Sith Lord ("there are always two the master and the apprentice") in an Enterprise near you very soon!!!

The entire club enjoyed a fish and chip supper before settling down to take part in the Bingo evening, which Jo White officiated over dealing admirably with all manner of well-natured heckling. Whilst some (me!) struggled to grapple with the complex

rules, much hilarity ensued and many prizes were won.

James P-M organised some impromptu Team Racing, which everyone found both fun and educational and all that took part agreed that they'd like to have another bash so watch this space for further details...



The Street Party was a great success with our nominated 'Queen for the Day' Katrina Dix overseeing the Medal Ceremony with the dignity and composure one would expect. Everyone present voted Ruben's lovely mother as AMAZING for her cakey contributions along with Adam's fantastic cup cake Union Jack (which he lovingly baked and decorated all 96 cakes by himself).

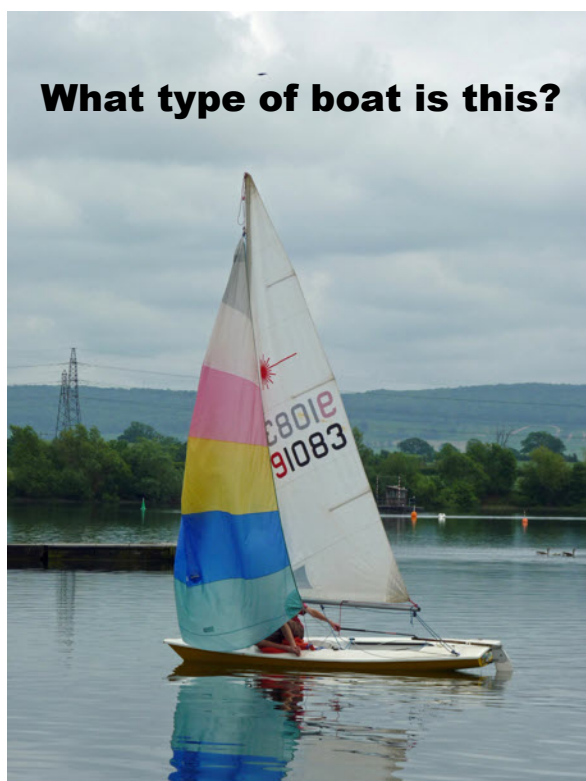


In an attempt to rival the flotilla on the Thames Tony organised our very own Frampton effort to sail past Queen Katrina enthroned on the jetty. Duly decorated boats headed onto the lake just as the wind died and we ended up drifting around. Queen Katrina became impatient on shore and so was taken out to motor round us regally waving as she went before demanding a 1, 2, 3 Topper fleet capsizes. As I was perched on the front of Charli P-M's Topper I was pushed out into the lake (I'm proud to announce this was my ONLY capsize of the weekend - no really it was!!!). Hats off to her though, she capsized in jeans and wellies and didn't get a spot of water on her. This was a feat that had me in awe and I've now proclaimed her my heroine and am Facebook-stalking her.

So whilst the weather for the weekend was wet, spirits weren't dampened and a good time was had by all. The marquees were unanimously voted a success as happy campers could congregate and socialise despite the inclement weather. The Three Witches proclaimed themselves inspired for coming up with the idea and have awarded themselves medals in recognition of their own genius.



It is always a pleasure to organise social events and see members of the club enjoying themselves, however the 'post-do' clean-up operations tend to be rather hard work so we Socialites would like to take the opportunity to thank those who pitched in and helped out with dismantling the marquees etc. It was greatly appreciated.



What type of boat is this?

If you weren't there you both missed out and were missed. We hope to see you all in August!!

Captain Pink



A Note from your Social Committee

A big thank you goes out to all those who supported the Olympik/Jubilee weekend. We hope that you enjoy the write up.

Forthcoming events for your diary:

18 th August	Ladies Day – see poster for details. If interested please contact: Katrina Dix/Hels Johnstone
25 th -27 th	Cowboys and Indians Family weekend.
3 rd November	Fireworks
24 th November	Laying-up supper



SUMMER SPLASH



Thursday 23rd and Friday 24th August 2012

An ideal chance for club members young and old with race experience, to improve skills, with a sociable evening atmosphere.

The day's activities will be flexible to make sure everyone gets the most out of the two days:

Activities will include:

- Team racing
- Asymmetric work
- Boat tuning
- Boat handling skills
- Splicing
- Racing with feedback from our Race Coaches

Participants are encouraged to camp overnight.

The cost is £7 per day to cover packed lunch and the cost of fuel.

Please contact **Hels Johnstone** by **10th August 2012** to secure your place, clearly stating which day (or both) that you wish to attend. Cheques should be made payable to FOSSC.

Sailing off to winning ways with GBR Good Luck Card Competition win

As a new member of the sailing club, and completely new to sailing Toby Widdows (age 9) was one of three lucky youngsters who were given a once in a lifetime opportunity to personally wish members of the British Sailing Team 'good luck' at the Games, after being named one of the winners of the RYA Sail for Gold 'Good Luck' card competition.

Following a first visit to the RYA Volvo Dinghy Show in March Toby, winner of the 9-12 age group, designed a very patriotic and inspirational good luck card to give Team GB sailors encouragement when they are competing out on the water in the London 2012 Games. Toby said he was "...very excited at my special opportunity to visit Weymouth to meet all the awesome GB sailors and give them my good luck card - I hope it helps them win all their races and get lots of Olympic medals".



After receiving some 100 entries, RYA Olympic Manager Stephen Park was given the very difficult job of choosing the winning design in each of the three age categories. "We received loads of really fantastic entries for the competition so choosing just three winners was extremely hard!" he explained. "It is great to see so many youngsters getting behind the team and sending their good luck messages. The support means so much to the whole team".

On Saturday 9th June, Toby and family visited the Skandia Sail for Gold regatta where he



presented his winning 'Union Jack' card to Skandia Team GBR and members of the British Olympic and Paralympic Team. The regatta took place at the Weymouth and Portland National Sailing Academy (WPNSA), which will become home to the summer Olympic and Paralympic Games.

"My card was a picture of a boat made out of the GB flag with pictures of the Team on it", Toby told the RYA. "It felt tremendous when I found out I had won and I'd really like to meet Ben Ainslie, I'm so excited I can't wait to see him and all the sailors" he continued.

Throughout the day we received a full tour of the Weymouth and Portland Sailing Academy, before heading over to the Nothe to watch the women's 470 and RS:X finals. It was then back to the boat park to collect some autographs as the sailors came in from racing.



Toby with Ben Ainslie

In front of the whole of Skandia Team GBR, Toby and the other the youngsters were presented to the team and asked to tell them about their cards before being joined by Ben Ainslie, Niki Birrell and Hannah Mills to officially hand over their good luck cards.

"It's been a really fun day for all our winners and their families" explained RYA Sail for Gold co-ordinator Celia Edgington. "It has really enthused the youngsters to get out sailing more



and they all seemed genuinely excited to have met the sailors. It's been a big day". Toby came home and went straight into his Optimist training the following day with extra motivation to sail well thanks to a wonderful day out - a truly once in a lifetime opportunity to personally meet members of the GBR sailing team.

Toby is just at the beginning of his sailing experience currently doing the Optimist Course at our Club. The above photo with Ben Ainslie, just shows what can be achieved when starting to sail in an Optimist. Ben started to sail in his Optimist at Restronguet Sailing Club and came to Frampton on Severn Sailing Club for his first Optimist Open Meeting. Well done Toby on your design to support the UK Sailing Team. I am glad that you and your family had a great day down at Weymouth. Enjoy your Sailing. - Ed



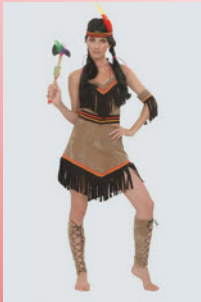
FRAMPTON PADDLE

Photos by Frank Hall



COWBOYS AND INDIANS BANK HOLIDAY WEEKEND

25/08/2012 – 27/08/2012



SATURDAY

**GULL 3 HRS RACE
RODEO £2 A GO**



**SAUSAGE, CHIPS WITH BEANS
PARTY: BRING A BOTTLE - Fancy
Dress optional**



**SUNDAY
TRIATHLON
NIGHT RACE**



BRING YOUR OWN BBQ

MONDAY

**HELP PUT MARQUEES DOWN
FREE SAILING
GOING HOME ☹**