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www.fossc.org.uk

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Taster Day - Sat 21st Sept

Solo Open - Sun 22nd Sept

Sailability Salver - Sun 29th Sept

The Severn Bore - Chris Witts - Wed 9th Oct

International Paints - Sun 20th Oct

Powerboat Level 2 Theory - Wed 23rd Oct

Powerboat Level 2 - Sat 26th Oct

Enterprise Open - Sun 27th Oct

Powerboat Level 2 - Sat 2nd Nov

Fireworks - Sat 2nd Nov

Winter Series Starts - Sun 3rd Nov 11.00am

Safety Boat - Sat 9th Nov

The Sport of Fencing - Tony Williams - Wed 13th Nov

Annual General Meeting - Wed 20th Nov

Commodores Foreword

Its official we have had a good Summer, in fact the best one since 2006, and what has been even better is that there has been wind to give us some exciting sailing. Over the last few months a lot people have put in a tremendous effort into the activities of the club to ensure that we all have a great time. One of these was Junior Week, where 39 juniors were cajoled and inspired by Charli Parker-Mowbray and her team into having a great time.



Wednesday evening sailing finishes on the 11th September and we are then starting Wednesday afternoon sailing as an experiment. This will follow the format of having one race starting at 2.00 pm, probably a Pursuit Race. There will be no set duties and therefore no OOD crew or rescue boat crew just members going out to have a good sail but keeping a eye out for the possibility of someone getting into difficulties. Thinking about the older members leads me on to inform you that the club has bought a defibrillator and all members that have done the first aid course will be trained in the use of it over the next few months.

On Saturday the 31st August we held an afternoon with Young Carers (under 11 years of age) giving them a day out in conjunction with Severnvalle Rotary Club, this is the second time that we have done this and seems to becoming an annual event. A reminder that the end of the year is nigh and therefore the AGM, when we have to elect flag officers from Commodore downwards as well a committee to run the club, nominations for these posts are urgently needed.

From the 9th October we will be holding our monthly talks; the first one is Chris Witts talking about the Severn Bore, also at this meeting Bruce Richardson will be selling Christmas Cards etc. in aid of the RNLI. The talk starts at 7.30 pm so let's see lots of you there. The 13th November talk is "The Sport of Fencing" by Tony Williams one of the reasons that we never tangle with him when sailing our Lasers. Then on 11th December will be our annual quiz night.

We are still looking for speakers into the New Year and so if you know of any then please let me know.

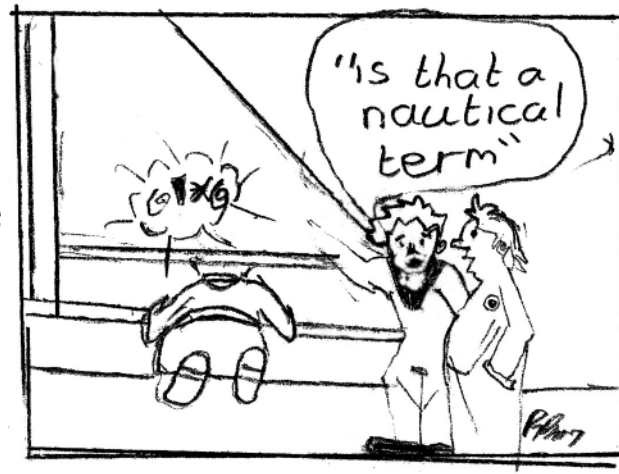
Socially we have the Laying Up Supper coming up, and then closer to Christmas (yes its not far away) we will have the Childrens Party and the Curry Lunch.

Tony Latham over the next couple of months will be designing the programme for next year, if you have any suggestions let him know.

David Greenfield

HEADHITTERS NOTES

As I am writing this, there is only one Wednesday Sailing evening left, then it feels that we are into Winter. However, for those of you who have just retired like me or are free on the afternoon, there is a chance to sail on a Wednesday, when there will be an impromptu pursuit race starting at 2.00pm.



It is quite funny how our young A level students tend to look at the sailing facilities when deciding where

to further their education. Ben Gribble who is studying Biochemistry has checked that the University of Bristol sail at Chew Valley lake in Fireflys and have a keel boat. James Parker-Mowbray is studying marine technology and carbon composites at Plymouth University. His lodgings are just a few minutes from the ferry to take him across to Mountbatten. Reuben Thompson has now moved his boat building centre from his house and shed in Stonehouse

to the Boat Building Academy at Lyme Regis. He is planning to take his Laser down to sail on the sea, but I hear that the Academy has a sailing Lugger and he is already taking fellow boat builders (who can't sail) out sailing around the bay. We would like to thank them all for helping in the training at the club and wish them all the best in their studies and future careers. I expect that we will be seeing them around again soon.

Our club is run entirely by volunteers, so please look to see if you can help forge the direction of your club and keep it running well into the future. Just send your nomination together with a proposer and seconder to Jon Barrance by the end of the month.

Most at the club will have duty to do involving the use of our Safety Boats. We run a RYA level 2 Power Boat and Safety Boat courses at our and they are completely free. Each would cost £200 to £300 at a commercial venues. All we ask is that you make yourself available to help on extra duties involving Sail Training. All the details are covered on Page 8 of this Newsletter.

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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.

Rory at the WPNSA Topper Nationals -

Local sailor and Marling school-boy Rory Cohen (age 14) has this summer set his sights on being selected for the GBR RYA Topper National Junior Squad, usually for 24 sailors who are sailing age (before 31st December) under 15. He has already completed three arduous qualifying events including the recent six day Topper Nationals at Weymouth and



Portland National Sailing Academy (WPNSA) and has one more weekend in Pwllheli (North Wales) in September to demonstrate his future potential. He has been sailing competitively for two years now at club (FOSSC), regional and national level where his results have been steadily improving.

Rory was coached all last winter through the RYA SW Zone and 4.2 Topper National Squad (under 14s) and learnt a huge amount in difficult winter conditions at various inland and coastal locations. This year his performance has improved through his increasing fitness, better tactical planning, sailing skills, and sheer determination to beat his zone buddies for a National Squad place.

The Topper Nationals, earlier this month was a long hard week for some 300 sailors with varied conditions: lots of wind to scarcely anything, bright sun to torrential rain and some big wind shifts. The first 3 days he competed in 8 races for the qualifying selection into gold, silver or bronze championship fleet, followed by 3 days of serious racing. Mid-week Rory was delighted to be ranked at 53/83 for the gold fleet and beat all his fellow SW Zone sailors. Hydration, nutrition and plenty of sleep were vital to allow him to perform well all week. Another positive in the event was Rory's ability to switch off during postponements, and to then quickly become focused again when racing commenced. For all sailors the major goal was getting good starts; if they did not start in the front row and trigger pull early they would not pop out into clear air and get a good position. With the end of summer racing season approaching it is important for Rory to assess his personal sailing goals and to attract local sponsorship to help pay for better equipment, National Squad fees and travel expenses to venues.

His parents (Chris and Heidi Cohen) would like to take this opportunity to wish him good luck at the last National Squad Indicator at Pwllheli, venue for next year's Topper Nationals and –Worlds!

The Topper Nationals 2013 (WPNSA)

From a Parent's (FOSSC Topper Captain) Perspective

Last year only Rory and I were able to attend the week-long Topper Nationals at Pwllheli Sailing Centre in North Wales as it coincided with FOSSC Junior Week, which both Matty and Joseph were keen on. Thankfully this year we were all able to stay with my family in Dorset and this gave all three boys the opportunity to experience the event at the Weymouth and Portland National Sailing Academy (WPNSA).



Trying to judge which fleet to enter my boys was a tricky decision to make months before the event: there is a main (competitive) 5.3 fleet; a smaller 4.2 (smaller sail for under 13s) fleet; and the regatta fleet that is more orientated to having fun!

We had to take into account expected weather & wind strength and each child's motivation, ability and enthusiasm to compete in a potentially tiring 6 day event with up to 16 races. For Rory it was easy as he was the right age (14) and ability for the main fleet, plus he needed to do well in this indicator to qualify for his 'ultimate goal'- a National Squad position.

The headache came with my other two boys; Joseph (age 11) and Matty (just 10 and light). Matty wanted to end the week feeling that he had improved his racing skills and Joseph was more concerned with having fun. We therefore entered Joseph in the Regatta Fleet and put Matty in the 4.2 Racing Fleet.



The main difference between the Regatta fleet and the other two- is that the sailor comes in for lunch each day and the sailing is aimed at building race confidence around a short triangular course. There were 3 young ex-Topper sailor coaches and good old Arthur (from Dittisham SC) who has been running the fleet for 9 years. They also play

games and sail to a far off location (Castle Cove in Portland Harbour!) for picnic beach games mid-week. The ability of that group ranges from sailors who get stuck in irons to ones who have mastered the roll-tack.

The first day was windy and Matty managed to survive two serious gusty races albeit with many capsizes. Unfortunately, he was registered DNF (Did Not Finish) on the results table, due to getting confused at the windward mark and sailing to Rory's main fleet inflatable buoy instead. He later admitted that he had never noticed the difference of the two sail sizes or the different colour/logo of the fleet marks, but would



pay better attention in the future. I was out that day on the First Aid RIB and could hear that 3 x 4.2 sailors had got mixed up the 5.3 fleet, but had no idea one of them was Matty till later. Racing that afternoon was abandoned due to winds gusting 38 knots. At the end of the first day, both Rory and Joseph had done well in the windy conditions. Joseph ended the day 1/19 in the Regatta Fleet and Rory 54/254 beating all his SW Zone buddies. I was still unsure whether Matty would survive the week, but the wind forecast looked like it was going to get lighter, so I left him in the 4.2 Fleet to settle and prove his metal.

Through the week Matty (the youngest sailor of the championship) managed to claw his way up the fleet from last to 20/32, until a windier last day where he struggled to keep upright again. He remained positive and encouraged to follow in elder brother's foot steps to race at local, regional events for experience and to go for zone and national squad selection next summer when gained in weight. He also listened to the advice from his four ex-Topper sailor coaches who were very good at encouraging him to use more of his controls, to sit his weight forward and to be more aggressive with his starts.

Joseph made some good friends and had a lot of fun. He compared his week to the Frampton Junior Week and hopes to have a go in the 4.2 Fleet next year, if windy. Rory sailed well and managed to sail into the Gold Fleet with a chance of qualifying for a National Squad place. On the last day he survived a 20 point penalty when forgetting to tally and a broken top mast section on the last race when rounding the leeward mark; much to the amusement of his coaches, the ITCA Chairman (Tom Dickson) and race jury.

As parents, both Chris and I thoroughly enjoyed seeing our boys gain bucket loads of experience, fun, friends and achievement. We both thought it was important to volunteer our help in the rescue and First Aid RIBs, Regatta committee boat, tally board, boat launching and recovery. It was also valuable experience laying out all the trophies for the prize-giving and seeing first-hand the stress suffered of those entering all the results correctly and making sure the correct sailor received the right prize/trophy at the end of a grilling week. Both Chris and I worked hard to ensure our sailors started the day with fresh dry clothes, food and water and ended the day with full bellies and early nights. We made many friends and contacts, agreeing that the Topper lot are a really 'friendly class' to be involved with. Although, it is a huge commitment for a full-time working teacher-parent, I have agreed to maintain, stow and tow the RYA Rib to National events next year, ensuring that I am more involved out on the water as first-aider, rescue boater or mark layer.

To any club members with young sailors, I could not recommend more the ITCA <http://www.gbrtopper.co.uk> for the development of their future life skills, opportunities, contacts and self-esteem. If anyone has any bright ideas or contacts for local business sponsorship for Rory, now is the time to let me know. His confidence and determination now will endeavour to improve to top rankings over the coming year.

rory.cohen@virgin.net or heidi.cohen@virgin.net

All photos courtesy of Peter Newton Photography - Order Joseph, Matty and Rory Cohen

Some of Rory's Results this past year

2012 4.2 National Event (Rutland) - 2/44

During the SW Zone (5.3) winter training Rory was ranked as 2/19 by his coach Duncan West and in the 4.2 National Squad he was ranked as 2/24 by head coach Dave Cockerill

2013 Eric Twiname Championships (Rutland) - 14 / 84 (2nd SW Zone)

2013 National Series 1 (Datchet) - 64 / 184 (2nd SW Zone)

2013 National Series 2(Rutland) - 91 / 184 (3rd SW Zone)

2013 National Series 3 (Derwent) - 46 / 184 (3rd SW Zone)

2013 Topper Nationals (WPNSA) - 58 / 254 (1st SW Zone and 1st 4.2 NS)

2013 National Series 4 (Pwllheli) - to come!

WINTER WEDNESDAY EVENINGS - Start 7.30pm

Wed 9th October - CHRIS WITTS - The Severn Bore

Plus - Support the RNLI

A range of RNLI Christmas cards and calendars will be on sale prior to the talk in October, on Wednesday 9th. This is an ideal opportunity to purchase your cards without the hassle of searching the High street shops. Please come along and support the RNLI!

I look forward to seeing you on that evening!

Bruce Richardson

Wed 13th November - Tony Williams - The Sport of Fencing

Wed 11th December - ANNUAL SAILING CLUB QUIZ with you genial hosts

Pauline, Rosie, Frank and Ken (Look out for further details)

Plus full programme in the News Year

HELPING THE RNLI

Calling All Amazon customers !

Are you aware that if you log-in using the following link, that Amazon will donate 5% of the value of your order to the RNLI ?

www.rnli.org/howtosupportus/otherwaystohelp/Pages/Amazon.aspx

Please keep this link by your computer, it all helps for a good cause with little effort on your behalf !

SOCIAL EVENTS

Fireworks evening Sat 2nd November (more details to come)

Laying Up Supper Sat 23rd November (more details to come)

Curry Lunch & Junior Prizes Giving Sun 22nd December

after the morning race, the last in the Winter Series

Also in December there will be a children's Christmas Party

Frampton-on-Severn Powerboat Training 2013

The Frampton-on-Severn Sailing Club is a fully recognised R.Y.A. Sail Training Centre. Our Powerboat courses are intended to enable the club powerboats to be safely and properly operated in support of Club activities. To this end the courses are free of charge to club members who will be using the Club powerboats. The RYA allow us to offer Powerboat 1, Powerboat 2 and Safety Boat courses.(Inland) With the Club boats there can only be two pupils per instructor, so places will be limited and we may not have all Instructors available each day.

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 2

Sat Oct 26th.

Sat Nov 2nd.

The course will be preceded by one theory evening on **Wed 23rd October** to cover both practical days.

RYA Safety Boat

The course will be run in on Sat 9th November for those who already have Powerboat 2 and significant Rescue Boat experience at Frampton. A Safety Boat Handbook and DVD will be given to you before the day so that you have read about and seen some of the techniques.



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 March. 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 one of the October Powerboat 2 courses.

Ken Elsey

If you have any questions contact me. (ken@elseyk.freemove.co.uk) .Tel 01452-412467

Ken Elsey - Chief Powerboat Instructor

The voyage of Olympia 11 from Marbaek to Ipswich.

(Part 2 Marstel to Zickersee)

It was a misty morning when we left Marstel in Denmark bound for the Kiel Canal. This quickly became very thick fog, just what we didn't need.

As we approached the German coast the fog lifted, and we passed the long tower that controls shipping in and out of the canal.

A few miles further on we passed a beautiful square rigger and then the entrance to the canal became visible. We locked in and paid our dues and were given some paperwork on canal rules and regulations. It was getting rather late by this time so we tied up at a stopping place on the port side which turned out to be a small lake protected by trees and we had to anchor between 4 yellow buoys.

In the paperwork we had been given it said that we could navigate in the canal from 0300 hours so the following morning, bleary eyed, we raised the anchor and motored on heading west.

After 1 hour the fog rolled in again, seeing large ships approaching us out of the fog making the scene very eerie. We continued on until one of the many ferry boats crossing the canal advised us to stop as the visibility was rapidly decreasing. We decided to tie up at this very nice yacht club and had some breakfast. Suddenly there was a loud knock on the coach roof and Andrew and I went out to be confronted by two very large and armed German policemen.



They said that we had been reported by a pilot on a passing ship for using the canal out of hours and that they were going to fine me 40 euros. As Andrew can speak German he pointed out that in the paperwork it stated that we could use the canal from 0300 hours. The 2 policemen turned away and had a discussion and decided to reduce the fine to 20 euros. I then decided to quit whilst we were ahead and paid the fine.

We continued on our journey, passing a factory that makes superyachts 70 feet and longer. We finally approached the Western end of the Kiel canal where there was a nice yacht harbour. We decided to tie up here and went out to the local harbour restaurant.

The following day would prove to be the most stressful day of the trip. We locked out from the canal through the Brunsbuttel locks and proceeded down the Southern side of the chan-

nel outside the green conical marks. The fog got a lot denser and we did not fully appreciate that as the channel bent around to port the cross current increased setting us into the main shipping channel. Fortunately we realised what was happening when we saw a ships port hand light approaching us rapidly from out of the fog. We turned back out of the channel. We now had to cross over another one.

The visability had by now improved but it was getting dark. We put the shipping forecast on and received the worst possible news that a Northly gale was expected in out area. We were not allowed to cross the shipping lanes so the prospect of a gale in a narrow and shallow area was not one to be relished especially after all the problems we had gone through that day. We decided to head for the Frisian islands and settled for the Northern island of Wangeroose. The entrance channel started way out to sea.

Our nerves were on edge as we made our way in,at one point the depth under the keel down to less than 1 metre. We all heaved a sigh of relief as the little harbour came into sight on our port side. During the night the wind was so strong that it blew the windex off the top of the mast even though we were sheltered behind a 4 metre high protective timber wall.

In the morning the ferry boat arrived from mainland Germany and deposited loads of children who then caught a very old train into the town which was 2 miles away. The island was a nature reserve and we decided to walk to a large tower which was on the cliff top. Andrew managed to obtain a key and we could then go into the tower. We climbed through a hatch and went up into the spire. The windows were overlooking a very rough sea and I thought to myself how glad I was to be in here and not out there.

We decided to visit the local yacht club and sample some of the local ales and chatted to some of the local yachties. Looking out, there was a lovely sailing vessel anchored in the main harbour. We decided to leave on the morning tide, and the crew of the sailing vessel decided to leave at the same time.



As we left the harbour we ran aground but lifted back off quite quickly on the rising tide. Looking back on this it was amazing to think that we had entered this harbour in a gale and not a lot of water.

We turned South running parallel to the other Frision islands. As we listened to the weather forecast some more bad news, we were running into a Southerly

gale. Fortunately we had already discussed an alternative route so plan B came into operation. We rounded the long spit of land off Borkum and with the tide we entered into the river Ems. In no time at all we were entering the lock at Delfzijl in northern Holland.

The lock keeper was extremely polite and when we asked the fee he replied there there was none. We tied up for the night against a work barge. The next morning we started our 3 day meandering through the mast up route of the Dutch canals.



Cronigain was the first town and was full of bridges which we had to navigate through. There was a very nice market in the centre which sold everything. The bridges out of town were automatic, you pressed the button and the barriers go down and the bridge lifts. Only 1 caused us a problem but decided to behave once we had spoken to somebody and it lifted miraculously. All the towns we passed through were very pretty, clean and of course the windmills were amazing.

When we reached Dockrumer we tied up next to a very large sailing craft. The town had originally been a sea port but a barrier had been built barring the entrance. It was a very pretty town with several large windmills lit up at night, the streets were cobblestones and tulips adorned the banks.

Travelling on down we reached the town of Lizewarden. Following behind was the large sailing vessel Gulden Belofte.

We made a sharp turn to starboard and we were confronted by a large bascule bridge. After lowering a clog into which we put our payment the bridge keeper opened the bridge. We cleared the bridge and looked behind to see the Gulden Belofte come into view, navigating the bend and lining up for the bridge. I



had just thought to myself that she would not make the bridge at that angle when there was an almighty crash as their shrouds hit the bridge. When we met up with them later on they said that luckily there wasn't too much damage. After 3 days we came to the sea port of Harkingkn. I have never seen so many old sailing vessels. The town surrounding the port was really interesting and had lots of canals through it and also lots of boats, all shapes and sizes.

Andrew had to leave here as he had work commitments, so we carried on into the Zickersee and the fleshpots of Amsterdam!!!

To be continued. John Jordan.

Junior Week 2013



I am a new member of FOSSC who joined after the Taster day. Junior Week was my first proper experience of the club and it was absolutely fantastic!

I was in Yellow team and we came second in the team competition - just behind the Blues. As well as the sailing, we did lots and lots of activities. My favourites were the mast climbing challenge and the junk boat building. I am really looking forward to getting my own dinghy (Mum and Dad have promised me a Topper) and want to start classes and races next year. I would like to thank all the organizers and coaches but especially Patricia, Charlie and my team leaders, Reuben and Callum. I can't wait for Junior Week 2014!

Owen Lewis, Slimbridge





Photos from Junior Week with Patricia keeping watchful eye.



Cherub Nationals 2013 Phil and Sarah Kirk

We arrived in Babbacombe to find most of the fleet already rigging, bimbbling or having a sail in some strong and gusty winds. Having had little time to do some thorough preparation we opted to rig and check all the fittings, ropes etc. I also wanted to rake the mast back a bit to balance our light wind and strong wind performance. We have been fast in the light conditions but overpowered quickly in stronger breezes.

The first day started with about 7- 8 knots of wind (single trapeezing conditions) with large shifts but freshened steadily to 18 knots which needs both of us out on the trapeze. We made some good starts and rounded the first windward mark in the top three often due to being on the right side of the shifts but also because the boat was going fast and pointing well. On the beats I was steering round the largest waves to avoid slowing the boat and we were communicating well. (Sarah trims the main. Small adjustments make a big difference to power and hence heel angle. If the main is in too far I have to pinch, if it's out too far or too suddenly we are in the water!)



Before the windward mark bear away I had to remember to let off some T foil angle to stop the boat nose diving as it accelerates to double our upwind speed. I then took the mainsheet from Sarah so I could ease it out as I bore away. This also meant that Sarah could start hoisting the kite as soon as we are onto a broad reach. Once the kite was up we had decisions to make. Did we gybe first and commit to doing 2 more gybes before the leeward mark or carry on and attempt

to do it in one? Doing it in one reduced the number of these slow manoeuvres but was vulnerable to wind shifts and gusts. Off wind and with the boat planning the boat speed is quite steady and only our angle to the wind changes with the gusts. Having opted to try the single gybe option we often found ourselves sailing too high in a lull and had to put the additional gybes in or being forced low by a gust and having to drop the spinnaker early and reach in to the leeward mark. We capsized on a couple of gybes letting others past. Our results were 5th, 7th and 3rd and lying 4th overall.

The next two days were windless, even a sea breeze didn't materialise. We had a small victory in a raffle which turned out to be our only winnings of the week.

The final day appeared to be as windless as before and it was with reluctance that we rigged. However the race officer had other ideas and insisted that we launch. Although we had to paddle away from the beach we soon reached the wind and found a sailable breeze on the course. We got a bit



tangled up on the start did our turns and with nothing to lose headed left to bang the right hand corner. We found more breeze and tacked into a lift allowing us to sail faster into the mark. This was only single trapeze conditions but we were semi planning and sailing round the fleet. We rounded in 10th gybed and sailed high for speed and over the group in front. We held 4th place to the finish. The wind dropped and we waited 90 minutes for the next race to start in a light sea breeze. After a good start we headed right again and held second place all the way to the finish. In the final race of the day and the championship we were a bit slower off the line and rounded the first mark in third. We lost a few places due to wind shifts and other's slicker gybes and ended up 6th after a close battle for 4th place. As the first discard now counted we dropped to 5th overall.

The top of the fleet is competitive and includes some good sailors so we were pleased with how we had sailed and the boat had felt better for the tweaks. More practice will improve our boat handling and hence positions but we will have to add more foils to keep up with the innovators.

Frampton on Severn Enterprise Open



Sunday 27th October 2013
4 Races , 3 to count
Briefing 10:30,
1st start 11:00am
Entry £12 per boat
Lunch and refreshments available



Contact Phil Kirk 01454314354, sarahandphil2@tiscali.co.uk

Day Skipper

The day skipper is the qualification that allows you to hire yachts and show that you can handle larger boats, so I thought it would be a good certificate to get before going to live by the sea. I chose to do it at the centre in Portsmouth that offered a combined course which allowed you to do the theory section at the same time as the practical making it much harder to forget.

The first two days of the course were spent in the classroom doing chart work. This is actually quite satisfying once you have the hang of it, but it makes you appreciate the skill of sailors before all the charts and tidal data became as reliable as it is today. These two days turned out to be very enjoyable and not at all like school as I had anticipated, not least due to the 'classroom' being a barge with a view of the Spinnaker Tower, that gently rocked (thankfully no-one on the course suffered from seasickness).

After covering the basics of navigation we all set out into the Solent to put them into practice. As the wind and tide both seemed to want us to be going east we decided to make Chichester our destination for the night. On the way we were given various exercises to do such as plotting the course that we needed to steer to take into account leeway and tidal speeds, we also did a bit of practice at man overboard which was quite a lot easier than in a dingy because you have an engine.

The next morning started beautiful, so we had a quick swim before we set off back to Portsmouth to do the written exams. Thankfully these were much simpler than we had all anticipated, and we all passed comfortably.

Having got the theory out the way and with a good nights sleep in a marina behind us we set off once more to explore the Solent, heading over towards Cowes this time. It was at this point that we all were given a good lesson on the power of tides. After three hours of attempting to beat into a tide we had moved about 300m, backwards. So we decided to anchor in a nearby bay for lunch and have a quick swim so the tide would have time to turn in our favour.

After a night in Cowes we had ideal conditions of 25 knots of wind with sun, allowing us to get another perfect days sailing in, this time after carefully looking at the tides, we sailed over to the Beaulieu river for lunch before heading to the Hamble for the night. Dodging classic yachts flying spinnakers that were taking part in a regatta at Cowes. Despite perfect weather continuing the next day we were forced to set sail for Portsmouth once more to end a thoroughly enjoyable week.

Reuben Thompson

Following his Day Skipper Course, Reuben was able to put his newly learnt sailing skills into practice when sailing with John Jordan. The following photos were taken by Reuben on the Olympia 11.



**A Gulls view of John's Boat
taken by Reuben.**



Power Boat Safety

Most of you are aware of the tragedy in Padstow this Summer when 2 were killed in a Power Boat accident. The findings were that the helm wasn't wearing a KILL CORD.

The RYA recommended method as seen in the photo is to fix the kill cord around your thigh to allow movement of your arms and top of the body.

Before you set off you should also check that the kill cord works.



A Power Boat is unlike a car in that it doesn't have brakes. The only safe way to control the boat is to keep one hand on the steering wheel and one on the throttle/gear lever at all times. These techniques are all part of the RYA Power Boat level 2 course which we offer free to club members. So make certain that you know how to handle our Safety Boats and Committee Boat.

Ken Elsey - Chief Powerboat Instructor

Summer Splash

Last year it was felt that the adults needed some form fun, but not quite to the extremes of Junior Week. We had 9 sign up to do the entered the event. It was based on the sailing and racing skills as requested by the participants. It started with follow my leader in boats ranging from Toppers to a Phantom. This was followed by tacking and gybing on the whistle. We set up several exercises to help understand the rules and techniques of rounding windward and leeward marks. There was plenty of tacking, gybing and mark rounding to last a whole series, let alone one race.



This was followed later on the first day with team racing in Toppers. Phil's team won despite being assured that his Topper was OK! As Phil went around the course he had a sinking feeling, particularly with every gybe. It took several minutes to drain the water out and get the Topper back sailing. After a long night there was not much wind on the Friday and very little enthusiasm from the team. It was only when the wind picked up a bit, that some of the lads decided to set up a new Boat - a Topper T3. A Topper with 3 Topper sails. By the end of the afternoon we had the first fleet in the world sailing on our lake. For more photos and a video see the Club Facebook page.

Bank Holiday Weekend

On the Saturday it was decided to hark back to 30 years ago when we had our first Superhelm. This time we had 12 competitors in 4 races with 3 of each type of dinghy. They sailed in Optimists, Toppers, Fevas and Access 303s. Phil's Oppy filled up with water every time he changed Tack and Matt could find room for his legs. There were capsizes, injuries



and some interesting swaps between boats. The winner with the other close behind was Reuben Thompson. On the Sunday there were some more interesting swapping boats during the 4 hour race. Yet again the competitors were very tardy to get ready after a tired and emotional night, so the 6 hour race became a 4 hour race.



One of the most exciting parts of the race was when resting between laps, Aoife had a Damsel Fly land on her toe.

Frampton Fair

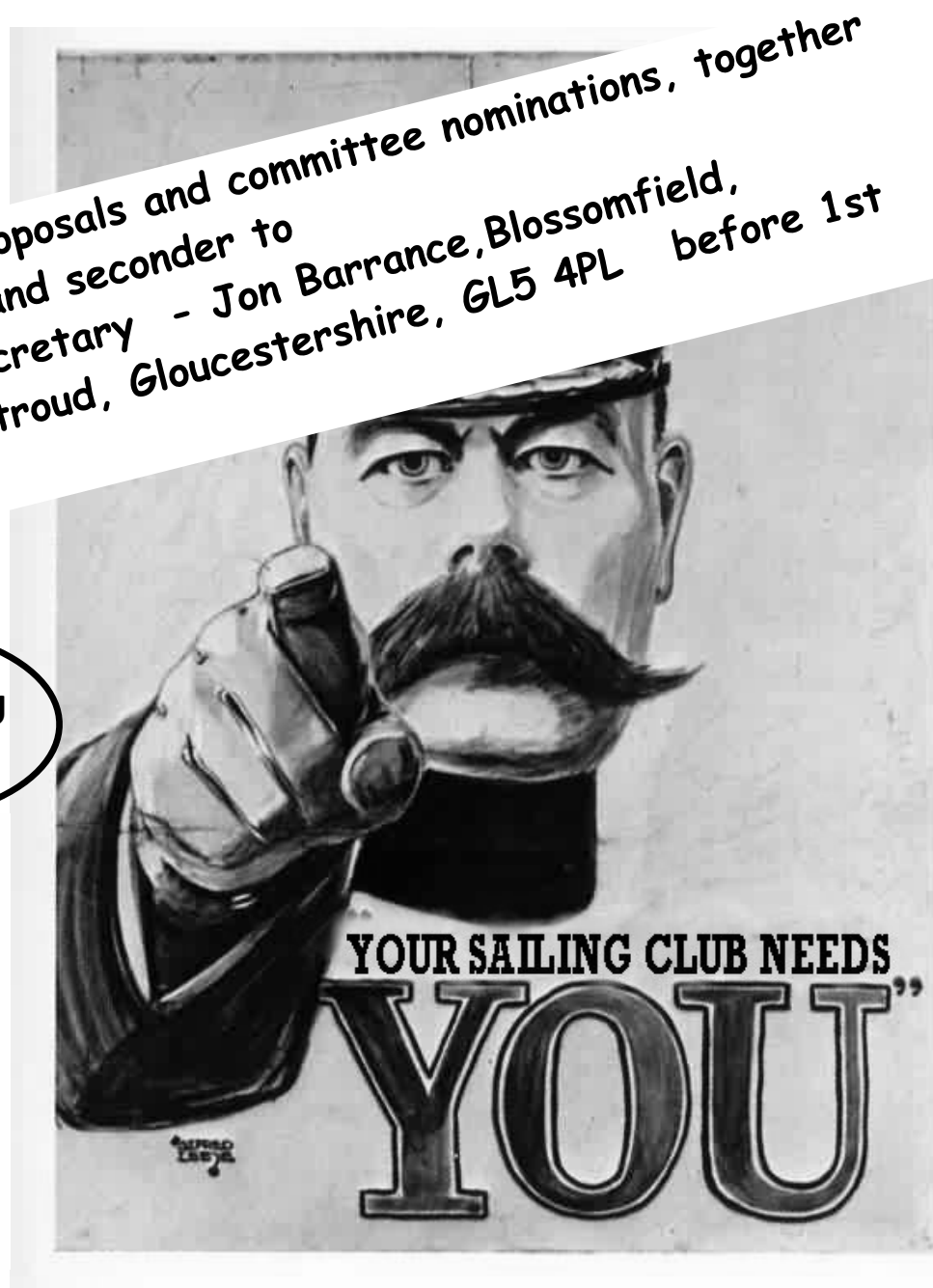
Yet again members of the club supported us at the Frampton Fair on our stand. We drummed up lots interest for the Taster Day we are going to hold on Sat 21st September. The rain held off for most of the day and overall it was a great success. After mastering crewing skills in an Enterprise, Alex is now learning the skills of sailing a Topper like his mum and granny.



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 2013

WE NEED YOU
AS WELL!



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 Commodore, Vice Commodore etc.

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.