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www.fossc.org.uk

<http://www.facebook.com/groups/fossc>

Start of Optimist Training - Sunday 10th May

WORK PARTY - Sat 16th May - Aldridge to Arthur

Start of Social Sailing + (Race Training) - Fri 22nd May

Family Camping and Sailing Weekend - Fri to Mon 22nd - 25th May

Sunday 24th May Oppy & Race Training - Start Of Junior Series

Start of Youth Training - Sat 30th May

WORK PARTY - Sat 13th June - Aston to Barrance

Optimist SW Area Championships

Sat 11th and Sun 12th July

WORK PARTY - Sat 11th July - Barrel to Bennett

Junior Week - Mon 20th to Friday 24th July

Commodore's contribution to May 2015 Newsletter

The 2015 season so far has been very variable. We have already had two Sundays where hardly any competitors finished a race or racing was cancelled and last night we had a race where the course was shortened to less than a lap because of lack of wind. It just shows how variable our sport can be with the changing weather conditions and it is good to see that the light wind masters or heavy weather experts are not necessarily the same people in each fleet.



I am pleased to report that the new long term lease for the Sailing Club has now been agreed. It still is not signed but will be as soon as some minor redrafting has been completed. This new lease has taken about five years to negotiate and is an important factor in our development proposals so it's signing will be a champagne moment. As part of the lease negotiations we have also agreed an extension to the southern boundary of the dinghy park which will give us more than enough dinghy berthing spaces to compensate for any lost area taken up by new building.

The Frampton Court Estate have also approved our latest development proposals and we are now moving on to a formal Planning application and professional cost estimates for the work. A new Fundraising sub committee has been formed, a model will be made of the proposals and meetings with all members will follow as we need to document member consultation as part of our bidding process to receive grants.

The Lake Water level has been a topic of conversation over the winter period as water has been let out of the lake and we have not had a winter top up of water level this year. The latest on this is that a target water level of 10.70 has now been agreed with all parties and a control sluice will be built over the summer so that this year's problem should hopefully not be repeated. In the meantime a temporary measure to increase the level from the present level of 10.40 has been introduced but whether the level increases at this time of year will depend on how much rain we get.

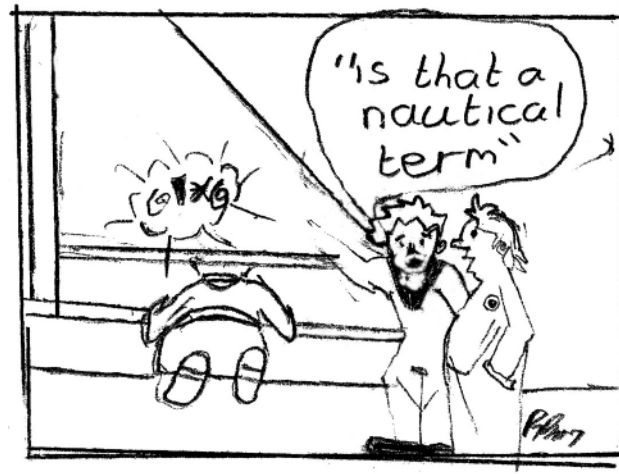
We held a prize giving at our Dinner and Dance in February and repeated the process at the Fitting Out Supper in April but we still have many prizes which have not been collected. All prizewinners are listed in the Year Book and were E mailed to let them know what they have won before the Dinner and Dance so please, if you have won something, ask for your prizes when you are next at the club. The remaining prizes are locked in the Bar store and any Committee member has access. This is a problem we have every year and it ends up that members sailing efforts are not rewarded so let us make a special effort this year to hand them all out.

Before the Dinner and Dance Phil and Sarah Kirk spent a lot of time trying to locate previously lost Trophies and quite a few have been found - well done to both of you. Sarah also spend many hours polishing trophies and wrapping them in cling film prior to the D&D.

Continued on Page 4

HEADHITTERS NOTES

So far this season we have either had strong winds to blow you away or light drifters. Not many days of medium wind conditions. There some very good photos taken by Bill Gribble, Nick Hartshorn and Ken Elsey. The racing on 29th March was abandoned with all boats capsized. It was also very strong for the Canada Cup race on Sun 12th April, but just lower enough to keep the racing running.



RACE CONTROL BOX John Rosser has put together a comprehensive guide to use of the new box for starting and finishing both pursuit, class and handicap races. I have used already it for starting pursuit and class races and it works very well.

COMMUNICATIONS (Details on Front Page)

The Newsletters are only sent out or can be down loaded 6 times per year. If you want to keep up to date with your duties and everything happening at the you can do this by registering on the private side of the club website (just follow the instructions) or you can join our Facebook page. (Instant photos of exciting sailing). Additionally we periodically send out emails to remind members of forthcoming events.

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Fundraising Group

As the project to improve the building and facilities is about to go for planning application our Commodore has asked me to chair a "Fund Raising Group" to ensure that we have sufficient monies to carryout this most impressive project.

However we need a GROUP of people to do this, and although we have some volunteers from the Main Committee we are looking for additions from the rank and file of the membership.

If you feel that you can help with this project, and would like to get involved then please contact me on 01452 740126 or email me at david@dgreenfield.co.uk.

I will be holding a meeting of the group soon at the club after sailing on a Wednesday, to decide when we can best meet, what we need to do and formulate the way forward.

David Greenfield

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.

As many of you will know she has a young son and a new baby daughter so I was very impressed to see her multi tasking - cleaning and wrapping trophies, encouraging Alex to play nicely and breast feeding Isobel all at the same time! One important trophy which is still missing is the Canada Cup so if this has been proudly displayed in your house for several years now please let us have it back! A review of current Trophies is under way and several new ones have been promised. For next year's Prizegiving some unused ones will be re-allocated, the new donated ones designated and some new ones purchased if still needed to cover the current sailing series.

It is good to see the Sail Training courses started with all the buzz and activity associated with it. There is an exciting programme of sailing for Junior members which should be well supported and also Sailability to look forward to in May. When visiting the club members should notice our new "Box of Tricks" for starting races automatically. I say Box of Tricks because the previous Pursuit box has been re-built and now does other things as well as Pursuit starts. It will now start Handicap or Class or Open meeting racing as well with variable time sequences, Another add on feature being work on is a repeater at the clubhouse to show those ashore what numbers are being displayed on the Committee Boat during the starting sequences. All this trickery has been undertaken by club members Brian Gow and John Rosser and we give them our many thanks and appreciation of their efforts and for their technical expertise. We should also add our thanks to John Titterton who spend many hours last season trying to trace faults in the old Pursuit Box.

Can I ask all members who come down and sail "out of normal sailing hours" to let me have some rough indication of how often they do that. For the RYA we are required to do monthly returns of how much use our Sailing Facility gets and particularly how many youngsters and those new to the sport spend time on the water. We have records for our formal activities but have none for individual's using the water out of normal sailing hours. If this is the sort of Sailing you do at FOSSC can you please send me an E mail giving a rough indication of how often you use the lake winter / summer and if you have under 18s or those new to the sport involved. It will be better information than my previous guesses and it is one factor the RYA look at when assessing grant applications. Please E mail me at iancook132@btinternet.com It is at this time of year we look forward to our holiday trips. In June I will be doing the Round the Isle of Wight race again and in August I am looking forward to some Classic boat sailing in Brittany on a 46 foot long Pilot Cutter Agnes. Don't forget to do a note for our future Newsletters of any trips you might have planned and remember the photographs as well. Ken Elsey who prepares our Newsletters will be very pleased to have your contributions.

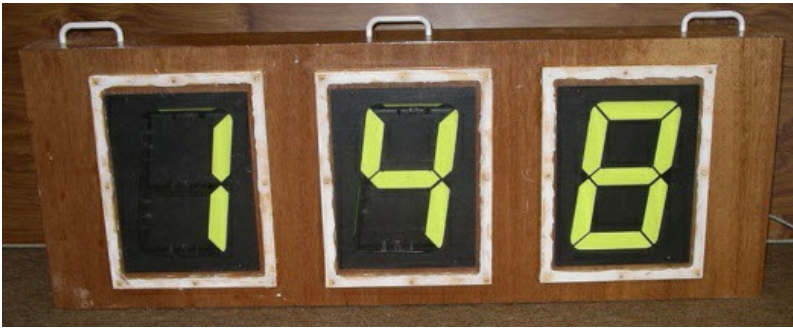
Ian Cook iancook132@btinternet.com

What are they doing next?

Reuben Thompson has been selected to be on the GB team in the 2016 'Atlantic Challenge' in Denmark (Atlantic in as much as there are countries competing from across the Atlantic rather than it being a race across the Atlantic!)

Race Control Box

Out with the old



and in with the new



The old pursuit timer box was a good friend to OODs at Frampton for many years. The alternative of using flipchart style numbers was extremely tedious and open to human error. In reality, the box had been 'sick' for quite some time and was nursed along by John Titterton for a number of months, if not years. The task of maintaining the box and continually breathing life into it became more and more onerous and many hours were spent at home with no real test facility, therefore listening to the hooter!

At the beginning of November last year, it was obvious that John was struggling to keep the timer box going and it was failing almost every use. During a chat between Brian Gow and John at the club, Brian offered to see if any of the electronics guys at Renishaw might cast an eye over the circuit board and see if any guidance could be provided.

Brian's first port of call was John Rosser who, along with another Renishaw engineer John Morse, diagnosed that the electronics in the box were beyond repair and any work carried out would undoubtedly be a temporary fix, as John Titterton had already discovered.

The decision to design new electronics was an easy one; however, that left the question of the timer displays and the box itself. Research into timer displays revealed that replacement units would be very expensive and particularly when the requirement was to have displays that were as bright as the existing ones. This effectively made the decision to utilise the existing display units. It was deemed that the box, after many years of service, was due for replacement.

So the project was born. Work started on 2 fronts - the mechanical housing and the control electronics. Our positive experience in Renishaw of using the 'Peli' case products made using one of these an obvious choice. These cases are extremely robust, watertight and even float if required! As for the electronics - it was decided that we would base it all on one of the new 'Arduino' micro-controllers that are sweeping the hobbyist world. They are cheap and there is a massive resource of examples and forums on the web - making it all possible.

Below are some images of the construction phase



A deadline was set - 1st March 2015 - the first of the Spring Series. Through the cold winter months the new box started to come together and by the end of February the box was running and ready for 'sea trials' - what better place than to experiment on the 'Old Gits' as they call themselves at one of the Wednesday afternoon Icicle Series. The trials went well - some issues were found enabling the system to be finalised and made ready for the start of the season.



The race control box is now up and running (as you can see in the image above) and being used for all pursuit races and for some of the class races. There are still a few enhancements that are planned. This will be done over the next weeks and months - so essentially the race control box is now fully operational.

For details of the use and operation of the box, please read on where we have a description of the system with operating instructions.

John Rosser & Brian Gow

Race Control Box - Overview

The section below describes the box, what it can do and how to use it.

The race control timer has a sealed battery inside and so will need to be charged from time to time.

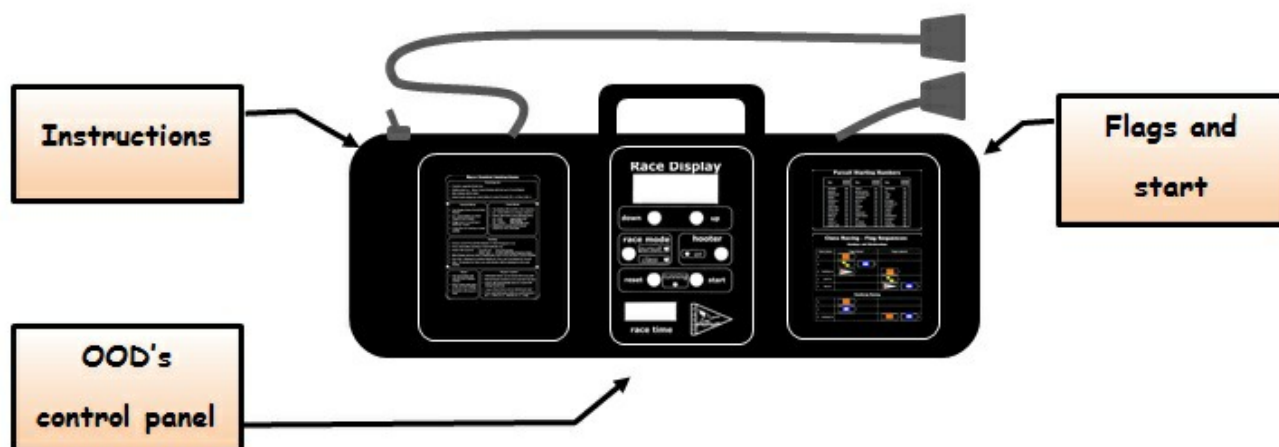
One of the hooter boxes will need (as before with the previous box) to be connected to the race timer - screw the longer cable from the timer to the connector on the hooter box.

The unit is switched on using the switch on the top - please ensure that it is switched off before being stored away after the race.

Competitor's View

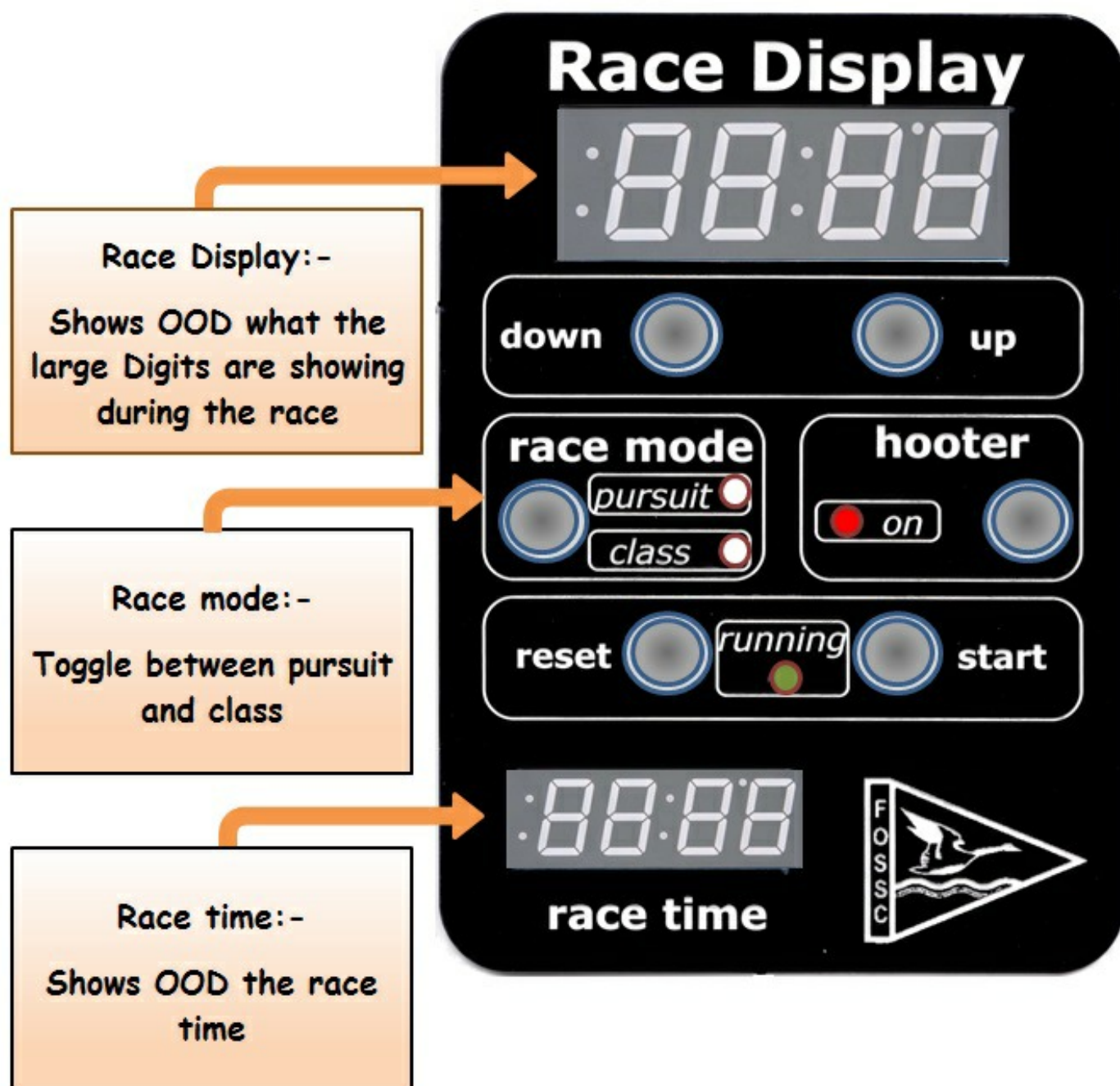


OOD's View



Race Display - OOD's Control Panel

Below is a diagram of the OOD's race control panel. This is how the OOD can set the race mode, the start number or start time depending on the mode, and also control the hooter. It will also display both what is shown on the large race facing digits (competitors' view), and will show the race time (count down timer for a Pursuit race or count up for a Class race)
Read on below for details of each function



Race Mode:-

The race mode button allows the system to be switched (toggled) between Pursuit mode and Class Mode - white LED will show which mode is selected.

Pursuit Mode (system will start in this mode)

Pursuit mode will count down from the start number in 30 second steps. The start number for the slowest boat is set on the top "Race Display". When the race is started the appropriate 4 minutes is automatically added to the countdown giving the slowest boat the correct preparation time.



The hooter will stop sounding automatically when the countdown reaches 90 or below. The OOD can however manually stop the hooter after the last boat has started. The hooter will always sound a long hoot at the end of the race, even if the hooter has been overridden to turn it off.

- The Race Display will show the Race number
- The race time will show the remaining time (in minutes and seconds) until the end of the race
- The Large Digits will only start to display when the OOD presses Start

Class mode

Class mode is a new mode to help with starting of class races. It is up to the OOD if he wishes to use the Race Display for this type of race.



The class mode can be set to sound the hooter for the various 2 minute or 3 minute start sequences. For example, for a single start race the system can be set to hoot at -4 minutes, -2 minute and 0 minutes. This allows the OOD to concentrate on setting the flags.

Class Mode - Setting Start Sequence



Up / Down buttons are used to scroll through the start sequences. The OOD will know what sequence is selected either by the sequence being scrolled across the Race Display or the sequence number (E.G. CL1) is shown on the race time display. Sequences are as follows

- | | |
|-------------------|-----------------------------------|
| CL1 = -4 -2 0 | single fleet / all fleet start |
| CL2 = -5 -4 -1 0 | single fleet start (Open meeting) |
| CL3 = -4 -2 0 2 4 | 3 fleet start (Handicap first) |

Additional sequences can be selected including 3 minute intervals should they be required

When the Start button is pressed the timer will start at the first indicated time plus 15 seconds, allowing 15 seconds before the first sound is made. In the -4-2 0 example the timer starts at -4mins and 15 secs, with the first hoot at - 4 minutes.

- The Race Display will show the Race number
- The race time will show the remaining time (in minutes and seconds) until the end of the race
- The Large Digits will display :-
 -10 mins to +10 mins shows time in mins and seconds (in steps of 5 seconds)
 Greater than 10 minutes - will display time in minutes (no seconds)

Start / Reset

Once the desired start number or start sequence has been set then, when ready, the race is started by pressing the Start button. The Green LED will show when running. At any point if the OOD needs to stop the system then the Reset button will stop the timing and return the system to the pre start state. Pressing reset will not issue any signals; it will just stop everything.



Hooter Control

The hooter button is used to turn the hooter on or off. The red LED indicates when it will sound. During a pursuit race the hooter will automatically stop below a count of 90, but can be overridden at any time. A signal is always given at the end of the race.

During Class starts the hooter will sound at the start sequence, but after this it is the responsibility of the OOD to signal false starters manually using the Hooter pendant button and similarly for the end of the race and each finisher. One of the requests for the new control was to have hooter options depending on the weather conditions. It is possible to change the length of the sound signal. By pressing and holding the hooter button the system will scroll through 3 options of duration - short, normal and long. ht 1, ht 2 and ht 3 will appear respectively on the race timer display while the button is pressed. Scroll to the desired setting if required, but under normal conditions this feature can be ignored.



Should you have any questions comments or ideas regarding the new system then please contact myself - I will be happy to see if I can help.

John Rosser email: - jirosser@tiscali.co.uk

Instructions displayed on the back of the timer box

Race Control Instructions

Powering Up

- Connect separate Hooter box
- Switch power on (Race Control Display will start up in Pursuit Mode)
- Main display will be blank
- Select mode using race mode button to select Pursuit [*Pt*] or Class [*CL 1*]

Pursuit Mode

- Top display shows Pursuit Start Number
- up + down buttons to select required start number
- Single press to scroll up or down by 1 count
- Long press to scroll up or down quickly

Class Mode

- Top display will scroll the start sequence
- up + down buttons to change sequence
- Hooter will sound at the following times

CL1 = -4-2-0	single all fleet start
CL2 = -5-4-1 0	open meeting
CL3 = -4-2 0 2 4	3 fleet start (H/C first)
- Additional 2 minute and 3 minute sequences also selectable

Starting

- Ensure correct Pursuit Start Number or Start Sequence is set
- Press start button and Race Control will take over
- Hooter will sound for Pursuit race - every 30 seconds
Class race - on each of the Start Sequence times
- Main Display will now start to display (the same as the Top Race Control display)
- Race time displayed on bottom display for Class and Top display for Pursuit
- After +10 minutes for Class race only minutes will be displayed on the main display

Reset

- The reset button will stop the Race Display Control
- Race Control will return to the pre-start settings
- No Hooter will sound at reset

Hooter Control

- Automatic Hooter can be turned off at any point
- Manual Hooter pendant can be operated any time
- Hooter will automatically stop at a count of 90 during Pursuit race
- Long or Short Hoots can be selected pre-start
- Press and hold hooter button to scroll durations (ht -1 = Short, ht -2 = Normal, ht -3 = Long)

Look up table for start numbers and flag sequence as appears on the timer box

Pursuit Starting Numbers

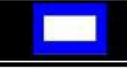
Class	Starting Number	Class	Starting Number	Class	Starting Number
OPTIMIST	166	FIREFLY	117	WAYFARER	111
MIRROR	141	BRITISH MOTH	116	OK	110
MIRROR S/H	139	LIGHTNING 368	116	LASER	109
HERON	135	WANDERER	116	LARK	107
TOPPER 4.2	133	BYTE CII	115	RS VAREO	107
TOPPER	132	GP14	115	NATIONAL 12	107
LASER PICO	132	EUROPE	115	RS AERO 7	107
TOPAZ UNO	124	SOLO	115	LASER II	106
RS FEVA XL	122	GRADUATE	114	RS 200	105
MIRACLE	122	LASER RADIAL	112	ROOSTER 8.1	104
COMET	120	420	112	RS AERO 9	103
LASER 4.7	119	RS VISION	112	KESTREL	103
COMET DUO	118	ENTERPRISE	112	PHANTOM	100

Class Racing – Flag Sequences

Sundays and Wednesdays

Timer (mins)	Flags Raised	Flags Lowered
-4	 Y	
-2	 L  P	
0 Handicap Go	 1	 Y
2 Laser Go		 L
4 Solo Go		 1  P

Handicap Racing

-4	 Y	
-2	 P	
0 Handicap Go		 Y  P

Frampton on Severn Oppy Camp and Oppy Club 2015

Oppy camp kicks off a whole summer of training and racing at Frampton on Severn Sailing Club. The lake boasts shifty conditions and will allow any sailor to improve on their boat handling skills and reading of the water and weather. The sailing club runs one of the most efficient operations in the country with a huge number of sailors taking courses year on year from beginner to winner across all classes. This year we have decided to concentrate on building an Optimist fleet, with a focus on sailing, racing, learning and having fun.

Coaches

This year we have secured two top optimist coaches who have years of experience individually and have also worked together with previous groups.

James Murdock has coached at the highest level for 10 years after an Optimist career which included one World and two European Championships, the Irish and Australian National Championships, and a ranking of 2nd behind current Olympic 470 Girls silver medallist Hannah Mills. **Karen Thomas** has coached for the past seven years, mainly working with optimist and topper sailors ranging from regatta fleet mini-racers up to the Welsh National Squad. She spent five years in optimist, topper and laser national squads, a year in the British Keelboat Academy and for the past two years has led a university sailing club.

Oppy Camp This will start off our summer series and gives all sailors local to Frampton on Severn or sailors wishing to visit Frampton on Severn a chance to enjoy two days, with a night camping at the club and some great sailing on both Tuesday and Wednesday. At the end of Framptons camp there is an opportunity for families to de-camp and make a quick trip across to Bowmoor Sailing Club on Wednesday evening for those who are willing to travel to their Oppy camp, which starts on Thursday 28th May for 3 days.

Oppy Club

The Sunday sessions will have a slightly different format; the day will be split into two. The morning will include coaching by James Murdock or Karen Thomas and will run from 0900 - 1215, with lunch being eaten during a quick debrief. This is followed by a junior race, which starts at 1230 and lasts for approximately 40-50 minutes. There is more racing if the sailors want to use the whole day, with handicap club racing on offer and up to 2 more races before heading home. We meet at 8.30am prompt for a briefing, sailors in sailing kit but not rigged. The group will rig their boats together, taking time to learn about how an Optimist works.

Dates for the diary:

Oppy Camp

Tuesday 26th - Wednesday 27th May with James Murdock

Oppy Club

Sunday 31st May with Karen Thomas
Sunday 7th June with Karen Thomas
Sunday 14th June with James Murdock
Sunday 21st June with James Murdock
Sunday 28th June with James Murdock
Sunday 19th July with James Murdock
Sunday 9th August with Karen Thomas
Sunday 16th August with James Murdock

Cost:

Oppy Camp - £45 members / £50 non-members

Oppy Club - £90 for all 8 sessions including a hot pasta lunch or;

£15 a single session, including a hot pasta lunch

Please could you respond to this email if you are interested in attending either of the events so we know numbers then complete the attached booking forms and send them to Nick Hartshorn (Optimist Fleet Captain) with payment made out to FoSSC.

Kind regards

Nick

FoSSC Optimist Fleet Captain

FOR SALE MIRROR DINGY

Centre board, Aluminium mast, Boom, Gaff, Rudder, Spinnaker shoot (not fitted), Boom up cover, Flat cover

2 sets of sails (jib and main), One set is made by Jeckells , And the other has a wave symbol on Hull required attention, striped ready for painting and never got round to it, we repaired the hull as it has a couple of holes in it.

Trailer in poor condition, needs attention before use. I was given this boat by my brother as I intended to do it up and use it with my family. He bought it and used it at an art instillation at Gloucester Cathedral a couple of years ago. I think one of the sets of sails come from my dad who was a keen boater in his time.

£120 ono

Any questions please email: janeandmartin1@sky.com

Or call Jane on 07847391172 (please bear in mind that I am not a boater and may not be able to answer any technical questions) feel free to arrange a viewing.

Located in Rodborough, Stroud GL5 3TX

SUMMER WORK PARTIES

WORK PARTY - Sat 16th May - Aldridge to Arthur

WORK PARTY - Sat 13th June - Aston to Barrance

WORK PARTY - Sat 11th July - Barrel to Bennett

Wet and windy Frampton

The first South West Open Coaching and Traveller took place at Frampton last weekend.

Saturday saw 10 sailors arrive at Frampton on Severn Sailing club ready for the first open coaching session of 2015. The coaching team was Ed Jones and Alex Hutchings who put the sailors through their paces on a chilly but thankfully not too windy day. Some of the smaller younger sailors coped well with the conditions and we hope it didn't take too long for them to warm up on the way home.

Despite the marginal forecast, 23 intrepid sailors arrived on the Sunday morning to compete in the first Traveller of the season. The forecast was for the wind and rain to increase from early afternoon so the decision was made to try and get 3 races completed before heading in for lunch. Frampton is one of the few venues where the racing takes place in front of the club house which led to much excitement and breath holding from some of the parents throughout the day.

The conditions proved too much for some of our newer sailors who returned to shore during the first couple of races, some suffered gear failure and for others cold hands and feet got the better of them.

After a couple of OCS results in the first race local sailor Rory Cohen finished 1st followed by Laurie Tilling. The 2nd race was won by Luke Gribbin followed by Hugo Hansen. The 3rd race was full of drama when a battle for 1st and 2nd between Ewan Gribbin and Rory heading downwind towards the club ended with Rory's spectacular death roll, Ewan went on to win the race followed by Luke. After a warming bowl of pasta, the race committee decided the conditions were still ok to head back out for race 4.

With the wind increasing again, the fleet was reduced to just 12 sailors braving the final race. At one point the gusts reached 39mph which led to some incredibly fast reaches and more capsizes than normal. It was very close between the top 3 boats all the way around the course, Luke finished 1st followed by Ellie Poole. Overall Luke won the event, Rory was 2nd and Ellie 3rd. Matty Cohen was 1st 4.2. Well done to all the sailors for taking part.



A big thank you to the volunteers manning the committee boat and safety boats, it really was very wet and cold and also to Heidi Cohen for organising the event. Results for the Frampton Traveller are on the [SW area page](#)

Heidi Cohen - Topper Class Captain

Flying Boats



Racing Abandoned - Sun 29th March



Memories of Frank Hall

I first met Frank at about 9.00am on 1st April 1972. Frank and I had both joined the same office as Architects on the same day. We were both in the process of moving to the Gloucestershire area and searching for houses to buy so we had a lot in common. 43 years ago life was very different. For example we went to the pub next door for lunch most days and grappled with a pub game which was very new to us - Shove Ha'penny. The local guys started off with a distinct advantage but advised on how to "spin" the coins, "draw" them or "lay" them so Frank and I gradually became more proficient at the game. Being completely new to the area we joined in the office social events which were organised on a monthly basis. Frank was always quick with a joke or three and entered into the spirit of fancy dress or whatever the evenings theme was. He often ended up as unofficial master of ceremonies. Frank and his wife Pauline bought an interesting old property in Leonard Stanley and embarked a labour of love of it's refurbishment. In the midst of this Frank decided to join the Sailing Club at Frampton and ordered a Mirror dinghy kit which was duly delivered and took pride of place in the living room for several weeks while the boat gradually took shape. Pauline was extremely understanding during this period as "Brahms 'n' Liszt", as the mirror became christened, was created. A near neighbour of their's Terry Plumb (another ex member of FOSSC) was also building a mirror kit. As he was a builder he led the work became nicknamed "No 1" and Frank become labelled Terry's "No 2".

In the seventies the Halls, Cooks, Elseys, Coxes, Evans (and others) were all producing children and a pattern or summer holiday migration to southern Brittany developed. La Trinite Sur Mer became Frampton Sur Mer and firstly tents and later caravans crossed the channel for communal holiday experiences. We bought cheap Windsurfers in the french supermarkets and then tried to work out how to use them. Money was not that plentiful so we could afford to get there but eating out was restricted and we took as much food with us as possible. Chicken in a basket and french fries from the camp site takeaway was a real treat but not afforded too often. When we were travelling it must have looked like the lost tribes of the Kalahari - I remember loading up the caravan with an Optimist inside and a topper plus Windsurfer and spars/sails strapped to the roof. It was a great time, especially if the weather was kind, as the children played together and parents spent many happy evening hours drinking the local wine and looking up at the stars and milky way in a clear sky.



Frank loved to make things and often experimented behind the scenes to perfect a particular design. One year he made paper hot air balloons which actually worked. We met up to fly one near Cleeve Hill. Frank explained to the children how he had made his balloon

and how it would fly (we were all suitably impressed) He lit the heat device in the basket and it duly lifted high up into the sky before drifting way at quite a speed as the wind caught it. Three car loads of people then gave chase and tracked where it eventually landed in a farmer's field but Frank was rather sad when a cow got to the balloon first and started eating it. When the first Sinclair computers became available Frank bought one and launched into learning what he could do with it. He even gave talks to FOSSC members in winter evenings encouraging us to follow him in his new found passion. This was at a time when most of us didn't know how to switch one on - in many ways Frank was ahead of his time.



At the summer family camping weekends at the Sailing club two traditions started which proved to be great fun and Frank entered into both with exceptional enthusiasm. One was all the Dads racing in Optimists and the other was the annual Paper Boat Race. During the Optimist race one year when the weather was bad Frank sailed with Pauline's new umbrella but then was very sheepish when he capsized, lost the umbrella to the bottom of the lake then had to explain to Pauline where her new umbrella had gone and why. The Paper

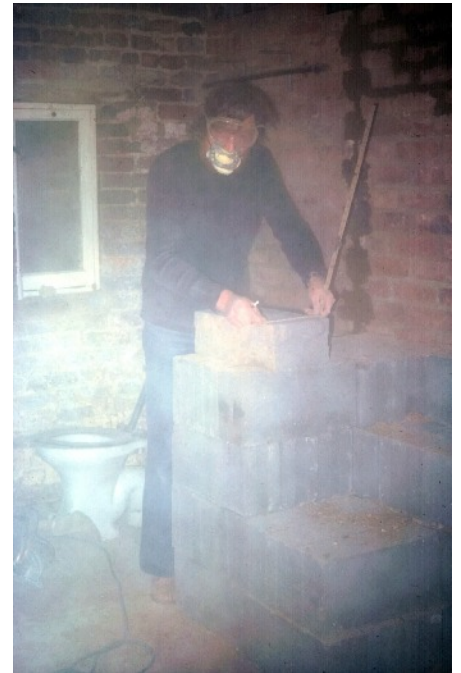
Boat race started with a simple rule that the model boats had to be made out of paper and no more than twelve inches long. I swear Frank used to start development work on his next craft immediately after the previous race was finished. Frank would proudly produce his latest design concept which moved from monohulls to catamarans to trimarans. A little rule bending was also evident if anyone was allowed to shake his model before the race to find gravel ballast had been hidden away in the floats - but not only did they fly, but they sailed straight and most years Frank's craft left the competition standing. This particular race had a very spectacular start one year when all the children and dads lined up on one edge of an old wooden jetty to launch their models downwind. On the count of "Ready", "Steady" all the competitors (light children plus heavy dads) moved to the same edge of the jetty and lent over to launch their craft. The jetty gradually sank and on the count of "Go" everyone ended in the water.

Frank loved children and Children adored Frank. He was like a Father Christmas all year round. With a little bit of magic, funny noises, and amusing stories from his larger than life persona the little ones loved him. When we started Sail Training over thirty years ago Frank was one of the first batch of us to be re-trained into the RYA method of tacking a boat. This involved the use of three seats (two opposite each other and one at right angles with a broom handle strapped to it.



The seats represented the sides of the boat and the middle broom handle seat was the transom and tiller. The seats represented the sides of the boat and the middle broom handle seat was the transom and tiller. You can imagine the comments from grown men doing the routine and even more from the spectators. When we were let loose on the water Franks boat would be full of happy children going round the lake and thoroughly enjoying their learning experience.

Frank and I both did our first period as Commodore in the 1980s. Frank relished the role of stand up comedian / warm up act at social events. His catch phrase was "Come along Girls and Boys" even if his audience was adults. During those early years we had "Men Only nights" - doesn't that sound dated? Frank and my brother-in-law both used to bring their little black books of jokes and would have us in stitches all evening. Frank's auntie was Mollie Sugdon the actress from "Are you being served?" on the TV and I always thought that he should have been in show business - he was wasted in Architecture. During the 1980s major developments were carried out at the Sailing club and both being Architects Frank and I led the work which was actually carried out all by club members. By breaking the work down into separate tasks and skills we appointed team leaders who rose to the challenge. Frank's communication skills and humour came onto its own in motivating and encouraging the members making every job much more enjoyable than it really might otherwise have been.



Frank enjoyed our annual trips to the Norfolk Broads, Cruising with Mike Peyton and Southport 24 hour races. He was always such good company sailing between pub stops or port/harbours and had many stories to tell.

At work Frank was always very precise, particular and thorough. He worked on a technical defence case for several years and got a liking for it to the extent that he moved into the Legal and Expert Technical Witness field for the latter half of his career. The Sailing Club benefited from Frank's particular skills during his two periods as Commodore the last of which finished six years ago. When not a Flag Officer Frank's counsel was always available to other club members and Committee.



In recent years Frank will be remembered for the Halls and Elseys Winter Quiz evening organised at the club and as recently as last summer, when by then confined to a wheelchair himself, Frank took other wheelchair users for trips round the lake in the borrowed Wheelyboat. Frank will be sadly missed and fondly remembered. He will be in our thoughts when we carry out many of our Sailing and particularly Social activities at the club. He was a colleague, club member extraordinary, husband, father and grandfather. Our best wishes go to Pauline his wife, Zoe and Naomi his daughters and his two grandchildren.

Ian Cook

Commodore Frampton on Severn Sailing Club



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4168

Severn Sailboats Composite. Red hull, varnished decks.

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JUNIOR WEEK 2015



Monday 20th to Friday 24th July 2015

If you can sail at minimum RYA level 2 or equivalent and are a member of FOSSC aged between 8 years and 18 years, then come and join us for a week of fun filled sailing with games, prizes, snacks, camping for those families who wish to and maybe even a BBQ. The team are back, with a few new faces, and will be waiting to welcome both new and old friends.

The cost is £75 per child and to apply please register online at the following

<http://www.emailmeform.combuilderforme7Zf0yLYzbcS1A>

By applying you agree to adhere to the terms and conditions which are available to view on the FOSSC website or if you don't have internet access please contact Patricia Bennett by calling 01453545992 and I will send a copy by post.

Club Optimists, Toppers and Gulls are available for the week to those who do not have their own boat on a first come first served basis.* Prior booking is required.

Closing date: 20th June or when fully booked; whichever is first.

***If you wish to book a club boat please ensure that you meet the criteria in the Terms and Conditions.**

2015

For Sale RS Feva XL Race

2012 RS Feva XL Race, cover and launch trailer.
This boat sails and rigging were factory refurbished
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Family Sailing Weekend

Fri 22nd to Mon 25th May



Camping Social Sailing Galley Open All Weekend

Need a break from the cold Winter and Easter. Why not bring your tents and caravans for a relaxing Social Weekend at the Sailing Club.

All attendees will be required to help out in the galley and to keep it running and clean over the weekend.

There are no on the Water events organised, but if a group get together, impromptu happenings will make the weekend. The Barbecue will be available to for members to cook their own meals.

Club boats will be available, subject to your own skills and the weather conditions. An ideal time to get in plenty of practice.

This weekend is a great time for all new members and old hands.