

Flushing Sailing Club CIO Trustees

Now that we have become a charity, five Trustees have been appointed to oversee, with the General Management Committee, the effective smooth running of our club. Here is a little information about them:



John Maunder - FSC Trustee and Commodore

My role as Trustee/Commodore is the General Management of the Club including Club house maintenance and liaison with other PoFSA Clubs.

I shall from time to time be calling on members with certain expertise to help with this task.

We have always had a great number of volunteers willing to assist in various ways which is what makes FSC CIO a welcoming, friendly, flourishing Club.



Dave Owens - FSC Trustee

Club House re development Project and fund-raising including oversight of use of Clubhouse.

We have been members of FSC for over 12 years and I have sailed for over 40 years in all having started in dinghies at Penzance Sailing Club, sailing on the dinghy circuit and at Restronguet SC for many years. This year we are sailing our J80 - Jem and enjoying sailing some of the coastal COGS races previously having raced in SMODs, SB3s and a Nordic Folkboat for five years. I recently stood down from the Club's Management Committee in order to chair the Club Development Group which is leading the project to replace the current Clubhouse.



Richard Shapland - FSC Trustee

Finance and Accountability:

I was born in Wellington, Somerset. On my 18th birthday I came to Falmouth to become an Articled Clerk to a firm of Chartered Accounts.

By taking 'articles' I was exempt National Service for a period of 5 years. When the time came for me to serve my National Service in 1956, I was called

to Oxford to join the Oxfordshire and Buckinghamshire Light Infantry. Before joining the regiment, I married Dorothy.

I served with the regiment in Cyprus for 8 months before returning to the UK to be commissioned in to the Duke of Cornwall Light Infantry and posted to Germany for the rest of my National Service, 4 months.

Upon qualifying as a Chartered Accountant, I was made a partner and encouraged to join local groups, clubs and societies many of which I became treasurer. This in turn has led to me acting as 'Reporting Accountant' to some clubs.

I started sailing in 1953. My first boat was a 14ft. pulling boat with a balanced lugsail and dagger board. It gave much enjoyment. From this I went to a 22ft bilge keel, not enjoyable, and then to Resurrection, a Javelin 30 which I had for 30 years and raced quite a bit. It had to blow for us to get any kind of result!

(Note: Richard has been FSC's pro bono Reporting Accountant for over 50 years.)



Ian Jakeways - FSC Treasurer and Vice Commodore

Sailing Events, Training and Safeguarding including managing of Volunteers.

I started sailing in dinghies with my wife Jenny. We sailed Fireballs at Chelmarsh SC in Worcestershire and then Budworth SC in Cheshire, both inland waters of around 80-100 acres. For many years our sea sailing was Abersoch Dinghy Week. When children appeared we switched to a GP14 so that they could sail too. We gained our first offshore experiences when a 'friend of a friend' wanted to move his Freedom 40 towards his holiday cruising ground. Over a few years that gave us plenty of sea miles - as well as our first taste of sailing in Falmouth Bay and surrounding coast.

We've owned and sailed *General Khaos*, a Westerly GK33, for 10 years since moving from Cheshire to Cornwall 10 years ago. We've enjoyed racing with Flushing in Q Class and in COGS offshore races - both the racing and the 'post-race analysis' in the bar afterwards.



Kaye Price - FSC Trustee

Planning and review of Club activities including strategic aims, reporting procedures and future plans.

FSC member since 1994. Regional Race Officer and Trustee of the club, previously long-term committee member and Commodore. Prior to local racing did two handed AZAB, Round the Island race, Round Britain and Ireland Race and ocean cruising, also COGS. Owned and raced Sadler 25 then Contessa 32 then Ecume de Mer, Now own Lizzy used regularly as committee boat and cruise her. Involved in Falmouth Week as Race Officer for many years. Flushing RO Flushing village regatta. Now Classics officer.

Keen on Push The Boat Out and other events to bring more people onto the water and into the club and to develop the club building and activities.



The Gull rock race by a COGS/Flushing sailing club sailor.

By Geoff Davies (Scorpion)

It was good to see so many yachts on the start line. The OD Kaye gave the Cogs boats and "E" class the longest course, Manacle Buoy then to Buoy "C" south of the Dodman and then round Gull rock leaving Black Rock beacon to starboard and on to the finish. On Scorpion we had 7 crew our maximum for our IRC handicap. With 5 of my crew their first Gull rock race. We had a good start but got stuck under a boat but as soon as we could, tacked away. The forecast was quite good with a SW wind and the chance of increasing winds later in the day. As we approached the Manacle Buoy, the wind had increased to 20 kts so we decided to fly our smaller spinnaker, which we call our "chicken kite" as the wind was now on our beam. This sail is easier to handle as it has smaller shoulders, than our big white spinnaker. We had Hawk ahead of us with their big spinnaker up and they were struggling to hold her upright, over they went and back up again, so we had made the right decision and we slowly shortened the distance when suddenly with a bang we could hear Hawks spinnaker it had spilt at the top and down both sides. So, as we passed them, we left the crew pulling in all the bits. Atalanta was behind us about half a mile away, and suddenly we lost sight of them. We found out later that they did not like the course or the weather and decided to go back to their mooring. In the distance we could see the bigger yachts some with their asymmetric kites up just loving the wind. As we approached "C" buoy the wind had decreased so we decided to take down our small spinnaker, and up went the big white one. In the meantime, I had put the kettle on, and coffee was made, and the lunch sandwiches were being eaten. After rounding buoy "C" we headed for Gull rock. It is always an interesting rounding. With an eye on the wind and the depth sounder. The birds nesting on the rock all around us. With the marks of many years of nesting all over the rock. Now time to head for home. A quick look at the tide and a decision to be made do we head in or out to make the best of the tide, just keep in close round

St Anthony's head and aim for Black Rock beacon. The rest of the race was uneventful, and the finish line was in sight. We passed a beautiful 2 masted square rigger at anchor. Gave the watch a wave and then finished the race. A good course and good race which we all enjoyed. 2nd place in FSC race but not so good in the COGS results.



Gull Rock Manacles report

On 31/05/2019 09:02, Andrew Laming wrote:

An impressive 24 yachts took part in this year's Gull Rock - Manacles race on Bank Holiday Sunday.

Winds were forecast to pick up in the early afternoon, as the fleet set up before the start in the light winds that prevailed. But once on the close fetch out to Manacles the wind quickly picked up to the top end of the expected wind range, leaving some boats hanging off overly large headsails.

Half way up the leg, a large ship on the transit forced a course decision on skippers, with half choosing each side leading to some shifts in positions. Once round the cardinal, it was a lively start to the 10 mile run to the Dodman radar mark for IRC, and a similar distance to Gull Rock for the YTC fleet.

The wind quickly dropped from the early 20s into the teens and then on down to single figures at times, and most boats had kites up if not immediately, then soon after rounding. The wind continued to drop on the long leg. On Afrita we had changed down to our number 2 ready for the next leg, but in the fading breeze were glad we had gone back to the number 1 by the time we made the turn.

By the bottom of the run, the wind was also beginning to veer from 270ish to 290 and had lightened considerably. The tide was against and so with the gusty wind off the land offering a slightly smoother sea state, it was a trade-off between going inshore into the fickle land effected gusty breeze, or standing off. Geoff in Scorpion behind us opted to stay off and the tactic paid as he closed the gap considerably on the way in to the rock.

On the way back to Falmouth, staying close in out of the tide proved a major advantage and we were able to close up on British Beagle who went further off shore. The sail back to Black Rock was a full throttle dash in the gusty breeze that kept trimmers on their toes and weight on the rail.

In IRC, Black Dog were miles ahead opening up a 13 minute lead on corrected time on the second placed boat. The battle for second on the other hand came

down to 9 seconds, with Juno slipping ahead of Jackdaw by the difference of a slightly better tack.

In YTC, once again the unstoppable force that is Tai Mo Shan took first place ahead of Hawk, and Rebecca from Helford in third.

Daring took the IRC 2-handed and Tai Mo Shan did the same in YTC.

Big thanks to the race team for a great race and fun day on the water. Good to see so many boats on the Black Rock start line.



FSC RYA Push the Boat Out: by Gaye Slater



In spite of gusty conditions on Bank Holiday Monday, a group of trusty volunteers led by Kaye Price were able to get 32 people out on the water for FSC PTBO.

Thanks got to Bob Chapple (Wilkie), Chris Jelliss (a little Trifle), Len Cheshire (Sweet Friday), John and Jane Hicks (Rampage), Kaye Price (Lizzie), Mike Stratton (Swift), Giles (FSC's launch) and also to those who manned the club to make it happen.



Hot drinks and scones provided by Pauline's Chapple and Cheshire were devoured with alacrity, so thanks go to them for helping to make a memorable experience.

Everyone came back in with a sparkle of enjoyment in their eyes, even if the exhilarating conditions were not entirely to their taste.



In the afternoon the wind strength increased enough to curtail activities. However one participant was totally bowled over by our beautiful sailing waters. A reminder of how good it is to see things through somebody else's eyes. Rampage even had a couple of crew come back on Tuesday for club racing.



**Racing to Club Finish Line - Moorings Alert
from Ian Jakeways Vice Commodore FSC IC Racing**

In the last week both FSC and RCYC have been contacted by Falmouth Harbour Commissioners regarding competitors racing to their finish lines. There have been a few complaints from moored yachts alleging near misses or collisions from racing yachts on their way to the finish line. One of the complaints is from a family living aboard their moored yacht.

Retaining the use of our club finish line is really important to the club - and to our grant application to the National Lottery Heritage Fund for our new clubhouse. The spectacle of traditional boats sailing up through the harbour has a clear heritage benefit. So, please do bear in mind that the Harbour Commissioners do have the power to stop us finishing at the club.

Finally, competitors should remember that touching a mooring buoy (or vessel attached) incurs a penalty that cannot be exonerated by a penalty turn. Retirement is the only option.

So, please keep well clear.



General Stuff

By Sue Clark, Membership Secretary

Plea to Skippers

With the Sailing Season well under way, and the great success of the 'Push the Boat' out day, I've had 4 or 5 Members and potential Members who don't have a boat but have shown a lot of interest in sailing. The dilemma I have is in how to get them out on the water.

I have suggested to them that they come to the Club on a Tuesday to meet our sailors, or to use the Flushing Sailing Club section of Tendrr. Their names have been put on our website and also a list can be found on the Club's noticeboard. Please help them and us out by offering them a ride.

Slipway Lock

There have been problems recently with the lock being left open, or with the code number showing, so when you use it, please remember to lock the gate after use and turn the lock wheels so that the number is not visible. (Please ask a Committee Member if you need the lock code).

Race Cancellations

Unfortunately, we have had to cancel races recently. Not always an easy decision but the Race Officer will make the best judgement based on the conditions. All decisions will be made at 17:00 and as well as the N over A flags flying there should be a message put out on Facebook and also a text sent out to Skippers. If you would like to have your mobile phone number added to the list to receive a text, please make sure Ian Jakeways has your number.

New CIO Status

Now we have officially been given the status of a CIO, the new Constitution and Rules that our Members accepted at this year's AGM will now come into effect. I have put a link to both of them in the email informing you of this Newsletter.



Flushing Lottery Draw 2019/20

By Len Cheshire



FLUSHING LOTTERY DRAW 2019/20 IS NOW OPEN TO MEMBERS AND USERS OF THE CLUB.

IN OUR 2018/19 DRAW 45 MEMBERS, THAT IS 50% OF ENTRANTS WON A PRIZE.

WILL YOU BE IN WITH A CHANCE FOR THIS YEARS DRAWS?

HELP PROMOTE THE FUTURE OF YOUR CLUB BY **ENTERING NOW!!**

FULL ENTRY £50 PER ANUM FOR 12 DRAWS.

ENTRY FORMS AVAILABLE IN CLUB HOUSE AND ON CLUB WEB SITE



Menagerie Race Thursday 20th June
By Len Cheshire

- RULES. 1. ALL PARTICIPANTS TO BE IN FANCY DRESS.
2. COURSE AT RACE OFFICERS DISCRETION (CH.72)
3. START LINE- FLUSHING CLUB TRANSIT LINE
4. START TIME 18.00HRS
5. ALL MARKS TO BE PASSED TO PORT AND STARBOARD
6. ALL UNPASSED MARKS TO BE TOASTED (CHEERS)
7. LANDLUBBERS CAN PROCEED BY ROAD
8. ALL BOATS (CARS EXCUSED) TO BE BERTHED ON
MYLOR YACHT HARBOUR PONTOON AT END OF FIRST LEG
9. ALL COMPETITORS THEN PROCEED TO MYLOR YACHT CLUB
FOR WELL EARNED REFRESHMENT.
10. FANCY DRESS WILL BE JUDGED BY MYC OFFICIALS
PRIZES FOR BEST FANCY DRESS, MOST PEOPLE ON A BOAT
AND BEST TEAM EFFORT, BOOBY PRIZES AT COMMITTEES
DISCRETION.
11. WHEN BELL RINGS RETURN TO FLUSHING SAILING CLUB
FOR A PASTY SUPPER.

NOTES: CLUB LUANCH WILL BE AVAILABLE FROM 1700 UNTIL LAST BOAT RETURNS.

PASTIES MUST BE PREORDERED.

ORDERS ON SLIP BELOW TO LEN BY TUESDAY 18TH

LATE ORDERS DIRECT TO CHARLIE CHOAK.

MENAGERIE RACE PASTY ORDER

BOAT NAME

NUMBER OF PASTIES. STEAK.

VEGETARIAN

SKIPPER