

Late important news may always be found on the website
check;- <http://www.flushingsailingclub.co.uk/>

Flushing Sailing Club

Christmas Mainsheet

Number 17 MMXX

Incorporating The Mainshed (see page 2)

New Quay, Trefusis Road, Flushing, Falmouth, TR11 5TZ

Charity No. 1182993



A Christmas Message from the Commodore

It has come to that time of year again and with it the question:

“What would you like for Christmas?”

My response would be something that can't be gift wrapped but before imaginations go overboard, here are some useful suggestions:

- 1/ **An internet enabled mobile phone: to pick up FSC's notices to competitors via WhatsApp. A QR code will be in the SI book for you to scan and join. This worked well in that award winning event Falmouth Sailing Week 2020. (see page 11)**
- 2/ **An FSC Annual membership: such good value, be part of it.**
- 3/ **An FSC Centenary polo shirt: details will be out with the entry forms.**
- 4/ **An FSC Centenary brochure: will be published in the spring, packed with nuggets of information and photos.**
- 5/ **A piece of the new FSC building: go to the Wish List and there is something for every budget, down to the wooden spoon in the kitchen.**
- 6/ **The opportunity to meet and sit down with friends over a FSC pint and pie: this can't be gift-wrapped.**

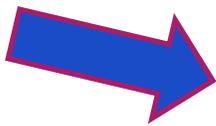
On behalf of the Trustees and Management Committee of Flushing Sailing Club CIO, I'd like to wish you all a very Merry Christmas and an exciting New Year. To quote Guy English our premier donations' seeker: Onwards and upwards!

See Page 12 for List of the Committee nominees for the 2021 AGM.



Gaye Slater Commodore FSC CIO





Treasure Hunt 2020



Arranged by David Mitchell

The Treasure hunt this year is in Falmouth on 3rd January 10.30 start, meet at the Seven Stars on the Moor. They have a marquee outside the pub. Nearest car park is the quarry car park. The hunt will take about 2 hours on foot, soup and mince pie will be provided

afterwards. Results in the Marquee over lunch. **This will be a fundraiser with soup and bread on offer afterwards to raise money for seating in the new building, (£100 buys a new and comfortable! chair.)** Please support us.



Is still contributing to the building funds from On-Line purchases, keep it up.

Click picture



From the Mainshed

Clubhouse Rebuild Progress

Progress on the new Clubhouse has taken some very big steps in the last couple of weeks. The piling has been completed, the archaeological monitoring has been completed and then the ring beam was prepared, cast and finished. The site tours this weekend will allow members to view the emerging building and we will also be holding some tours for local residents and members in the New Year.



Ring beam Reinforcing



The Concrete Pour



Evening Out the concrete



Finished Ring Beam

The steel frame arrived late on Monday afternoon, was offloaded and then erection started almost immediately and completed by 5pm the next day.



Arrival of the Frame



View from Ferry Quay



Picture by David Mitchell

It is a very significant step to finally “get out of the ground” and just in time for the start of the Club’s centenary year.



You can now see the shape of the new building – it is big and bold and despite being so familiar with the proposed appearance from the Architects computer generated illustrations for so long, actually seeing the shape on the Quay and from the various vantage points around the village and Penryn River really brings it home. The next steps early in the new year will be to complete the concrete pad of the building and then erect the scaffolding on all sides, including in the river on the southern side to allow the roof to go on and the walling panels to start to be installed.



Some Interior Angles



The Balcony & Christmas Tree (sponsored by Blue Kite)



Roof profile emerging

Turning to some questions from interested members and village residents we have been asked how much local labour and Cornish companies are involved in the project and that is a real success story. Working with Fox Construction Services we have sought to use local companies as much as possible but only where financially competitive. So, starting from Flushing itself, we have used a village owned concrete supplier and also a professional Interior Designer (more on that in the next edition). The vast majority of materials and contractors are all locally based apart from the steel frame which for cost reasons was fabricated in Dorset.



So, to date the demolition team, piling company, the excellent groundworks team and site manager are all from Cornwall as are the Project Managers and the Archaeologist is from the Cornwall Archaeology Unit. From a sustainability perspective approximately 97% of material removed from site has either been re-used, recycled or used in the restoration of a local former mine site.

So, if you are interested in a guided site visit in the New Year – please contact me direct via email on blue2kite@gmail.com We will be delighted to show you around a project that we hope you will all be proud of – we certainly are.



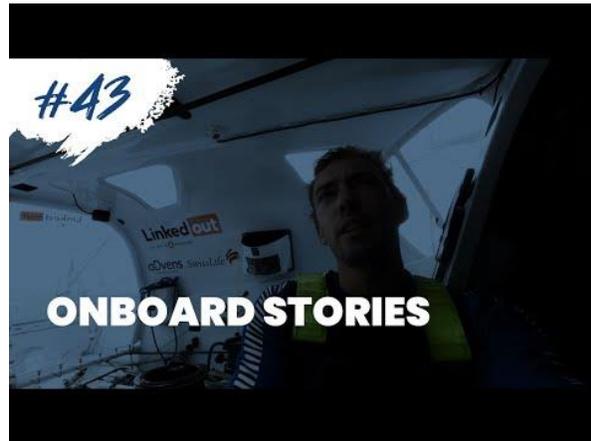
The Racing Scene



There is not much racing in Falmouth, but things are happening in the Antipodes **Click** this one. These boats might be slightly beyond Flushing Sailing Club

[America's Cup Update Auckland December 6, 2020. - YouTube](#)

The Vendee Globe race may also be a bit beyond FSC members but good to see the top levels of yacht racing. Update here.



Lottery Matters

Len is still holding unclaimed lottery prizes for the following: Martin Brooks, Stephen Miles and J Laity.

To claim them or donate them to the building fund please ring Len on 01326 340425.

This Month's muses: -

Man-overboard is one of the few occasions when leaving a boat shortens life expectancy.

The irony is that by the time your ship comes in you are too old to enjoy it. (anon).

RNLI Lifeboat action

<https://falmouthlifeboat.co.uk/shouts-4/>
The Inshore Lifeboat launched 26th November for Toll Point at the entrance to the Helford Estuary. at 11:12. The casualty had slipped on the rocks at Toll Point and was believed to have suffered a dislocated shoulder. Two casualty care trained lifeboat crew were put ashore to help assess and treat the casualty with additional pain relief before being



transferred to the Inshore Lifeboat on a stretcher and landed the beach at Durgan Village where they were transferred to a waiting ambulance.

On 3rd December the Falmouth Inshore Lifeboat launched to assist a 4.8m Open Boat with two persons on board which had dialled 999 to report that it had broken down between Portloe and Gull Rock. The vessel was towed back Cowlands Creek in the River Fal where it was placed on its mooring off Roundwood Quay. When the crew of the vessel contacted the coastguard, they advised that there were no other vessels in the area, so the Inshore Lifeboat was tasked to assist. The vessel did not have a VHF radio so had to raise the alarm using their mobile phone.

50 years ago



Flushing Sailing Club was founded 50 years ago. A short amateur film was made of the 1971 FSC Regatta. Click on the picture to see it and maybe somebody remembers and recognizes the members.

<https://youtu.be/lbFmJjAja8>

Click picture

Confession corner

Ed. Would welcome more members confessions. Come on you lot send me yours to hydraulicjack@ic24.net

Strange Noises, on Ocean Voyages

By Jelly

Between the 6TH to 17th November 1990 Jennie, myself and three others shared a delivery voyage from Villamoura, Portugal, to Las Palmas, Gran Canaria, via Porto Santos and Madeira. It was an adventure full of surprises and fun with a logged distance of 837 Nm.

The boat was “Icebird of Mylor”, a well found Baltic 35, in which I had completed a Fastnet race a year earlier. Affectionately known in the port as “Icebucket”.

“Don’t bring any wet weathers” said Paul, the Owner & Skipper, before our departure from Gatwick but we were glad we did as we went into a full blown Atlantic southerly gale 8 gusting 9 on the second day out. The brand-new Harken roly poly headsail was stuck half in and half out necessitating a couple of hours on a bucking Bow undoing 12 x 5mm bolts while submerged, this gave the oilys their pedigree. We very nearly resorted to a bread knife to cut the wildly flapping genoa off. I’ve been very wary of roly poly kit ever since?

The Atlantic eventually ceased its attempt to throw us off balance and settled down to ever smoother water which slowly started to change colour to an oily electric blue with perfect sailing conditions. A watch system established, and the early risers were surprised to see the decks sometimes littered with the remains of the flying fish who didn't quite jump & fly far enough before hitting the yacht.

Balmy nights passed with my observers' book of stars and planets put to good use by the crew. As there were five of us, 3 ladies and 2 blokes, the watch alternated. Sometimes the ladies were paired up and after particularly calm nights when the sailing was 3 to 4 knots in a gentle 7 knot wind, they collectively reported hearing strange noises at intermittent times during the night. It appeared that they were hearing distant voices and music just discernible above the gentle ripple of the bow wave & stern wake. On several occasions they descended to the cabin to listen to the ships VHF and check the domestic radio was not working? They told the blokes who were sceptical at best?

Porto Santos hove into sight & 3 days were spent on this very poor island with the best beaches in the world! Then a quick 44 Nm passage to Madeira and the delights of a constant Atlantic surge in Funchal harbour? Madeira was great with a visit to "Blandys" for their famous Madeira cake and wine. I've still got the bright red tee shirt and it fits!! The full experience of the sled ride down the mountains cobbled streets with a halfway stop to douse the flames on the wooden runners by the tow and brake boys still remains as vivid in my memory as its 30-year experience! The 1000-foot shear drop cliff only separated by a rusty steel railing, its now a glass bottom walkout /visitor centre, and pushing a Mk 2 Escort over a steep tee junction were similar delights. The very smelly fishing village below, Picturesque for Churchill to paint, was not quite so inviting

We set sail for Gran Canaria where a few days later we waved goodbye to Paul and his new crew Partaking in the ARC to St Lucia in the Caribbean. En route to Gran Canaria. We had the addition of a Navigation Hazard at night in the form of the "Selvedge Islands" which lie directly on the Rhum line track from Funchal to Gran Canaria. GPS didn't come on stream for another 9 years, but we had its earlier cousin "Navstar" to help guide us. There was supposed to be a lighthouse on the western most rocks, but we did not get a glimpse of anything! I too heard the strange music and muted speech come and go that night and resolved to find out what the phenomena was?

It turns out that the Deck stepped mast which probably had an accretion of salt crystals at its base was acting as a large antenna picking up AM radio signals. The salt crystals may have been acting as piezoelectric inductors, or the whole rig just acted as a crystal radio. The compression of the mast on the deck amplifying

the sound like the bridge of a guitar. This effect has been detected by farmers leaning against long fences in Australia and the USA!

For the younger members there are some good explanations on the web showing how a “Cats Whisker” Crystal Radio works. Look up “Foxhole Radios”

To see how some foil, a razor blade and pencil lead can give you AM radio.

So, if you are lucky enough to find yourself on a yacht in calm sailing conditions Especially at night when hearing sense is more perceptive, don't be surprised to hear the voices and music!

Jelly

Ed. Would welcome more members confessions. Come on you lot send me yours to hydraulicjack@ic24.net

Mini Transat continued.

A story by John Tomlinson supplied by Geoff Davis

*Hold onto your seats, More of the race, here the **Long second leg**. 2500 miles Tenerife to Antigua. Remember all this took place with an ‘E Boat’, a craft of a similar design to that well known sailing dinghy the News Chronicle Enterprise all be it a larger size version but about Sonata size.*

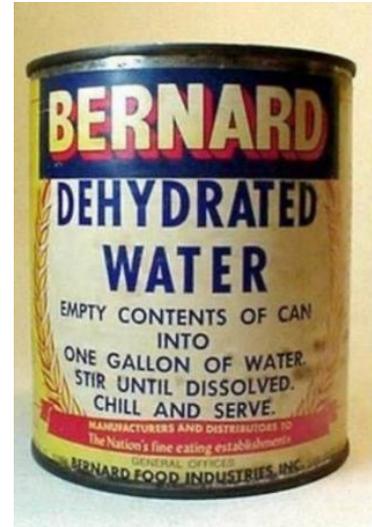
Also See the PSC history of the Mini Transat at:-

<https://pzsc.org.uk/history/history-of-the-mini-transat-at-penzance/>

The Long Second Leg.

I upped anchor and sailed down the coast to the start. The wind was light, and I was a minute or two late crossing the line, but still not last. There were two or three others behind me. We had to make about a mile to windward to a turning mark before turning south. I forgot to take any photographs. The genoa sheet came adrift and I had to act quickly to get under way again. I couldn't believe I let that happen! Still, I was not last around the mark. I could see spinnakers going up all around me as I passed through the leaders. Amy was there with a big grin all over her face. She had made my day. I hoped she would make it OK to Antigua. I hoped we all would. Two hours later the wind had risen to about Force 5 or 6. No.3, Daniel Marsault, was just ahead of ‘Smiling Tree’. I was not using my spinnaker, neither was he. I had full main, no.1 genoa and drifter both boomed out and I was going like a train..... surfing, surfing all the time, incredibly fast for such a small boat. The speedo log was on the stop at 10 knots almost all of the time. It was exhilarating, but I couldn't leave the helm when she was like that. I didn't know what would happen, something would break, for certain. I passed Daniel and he was not too pleased.... Ca va! It started to get dark and I was almost at the southern tip of the island. I was catching some of the other boats. Bob Salmon had a horrible broach just in front of me and was last seen heading for Los Christianos,

due west, with his spinnaker in the water. I passed him. Masthead lights were all around me. I was still flying along, but the wind was easing a bit which was good, as it meant I would be able to grab some coffee and food. I was right alongside Guy Royant and Phillippe Machevaux, (nos.5 and 30, two Muscadets). Guy and I were shouting at each other in Pidgin English, or was it Pidgin French, probably a combination of the two. They both sounded the same anyhow. A dead beat.... light wind from the south. Just full main and no.1 genoa. Dark....dark and quiet. I was with about 6 or 7 other boats, I was hoping we didn't collide in the night. On the second day, I was still with some other boats but they were leaving me in the light wind. There was nothing I could do about it.....nothing. Oh! I wished for a big, big mainsail but I didn't have one. I had a good visual fix on La Gomera and Mount Teide in the morning, I had no need for the sextant just then. I had some awkward squalls in the night. A lot of work, reefing and unreefing. Tiredness crept up on me, not much sleep and it was hot.....boy was it hot! I picked up some light northeast wind. It was good to get the big headsails boomed out again. The boat sailed really well like that and when we were dead downwind, I didn't think the spinnaker was any quicker. One small problem, the roller furling gear seemed to be jamming a bit, I made a note to check and oil it. I should have done it last week instead of helping the others but somehow there just wasn't time. I started to get into my 'at sea' routine again. By Monday the 29th I had lost sight of all the other boats. Some were ahead and some had gone off to the south. That horrible "I wonder if I am last" feeling started to creep back into my head. There was just no way of knowing. I couldn't get anyone to talk on the VHF at listening times, I could hear some of the others chatting in French but no one wanted to talk to me in English. The barometer was still very high, but I had a reasonable amount of breeze. The first four daily runs had been 118, 129, 127 and 112 nautical miles respectively. I was aiming for 1000 miles in the first week, so I was a little down on that. I thought maybe I should have gone a bit further south with some of the others. Still the time was passing slowly by and I seemed to be all alone after the first week at sea. I had not heard anyone on the radio for a couple of days and I certainly had not seen any other boats. There were always the flying fish and storm petrels, of course, maybe even a shearwater or two, so I guessed you were never really alone out there. But it did feel a bit solitary at times. The trade wind I had had a few days ago had gone and the breeze was light and predominantly from the south, which, with my course to steer of 255 true put it just too far forward of the beam to hang up the kite. On



my eighth day out, November 4th. The breeze had been just about zero all day, maybe Force 1 at times. I recorded my lowest mileage of the trip so far.... 79 miles noon to noon. The sea was glossy flat, with a long lazy swell coming through from the north west. I was hoping the trades would settle in again soon. I really shouldn't have had tight sheets in that part of the world. My position was 25°07'N by 31°24'W and I was making very slow progress. I hoped against hope that everyone was having the same problem as me. 1000 nautical miles covered in 9 days 0 hours and 13 minutes. A bit slower than I had hoped but not too bad. The second 1000 would be quicker, the last 700 quicker still. I was getting lots of rain which enabled me to keep myself, my clothes and the boat very clean, which was excellent for the crew's morale. We were picking up a little more speed, but nothing spectacular, 4.5 to 5 knots at best most of the time. Not much chance of surfing. The Navik worked very well in those conditions and so I had to steer very little, which suited me fine as I got a bit bored just sitting and steering all day. The days kept rolling by. The daytime was filled with drinking coffee, (tea is no good without fresh milk), steering, eating, sunbathing, navigating, sail trimming and thinking, lots of thinking. When the sun came out it got incredibly hot, even very early in the morning. At midday I just couldn't stand on the decks in bare feet, (I never wore shoes), which made it a bit awkward when you wanted to get a noon shot of the sun. Late afternoon and early evenings were always cooler because the sails tended to shade the deck from the westering sun. I began to feel better with the log on 1400 or so. About half way across. The breeze had picked up to Force 3 or 4, but there was no need to reef yet. It blew always, only from the south or south east, so it was no good for the kite, just mainsail and drifter most of the time. Mind you, the drifter had to come off in a hurry if a squall hit, or I could lose it. I lost the spinnaker halyard one night. The splice had come undone at the end. My fault. It was a pity because I was using it to get the drifter up all the way to the masthead and now I had to use the spare genoa halyard instead. I really needed some news to read about the others or from home or of friends, but I guess they didn't deliver mail out there. I talked to myself quite a lot instead. Luckily, I was not having trouble with my brains like some of the other guys did on the first leg.... I found I could take the solitude and quiet very well.....except that my left hand kept grabbing at my throat and I would start shouting "Get down, get down" at the top of my voice.

To be continued in later Mainsheets

Membership matters

To Andy and Eleanor Aston

A boy 21st October

Also

Congratulations to **John and Jane Hicks** on another grandchild.



Local Sailing News

Tall Ships



Many of you will know by now that about 40 Tall Ships will gather in Falmouth in August 2021. It will be great to see them back again and will definitely be

something to lift our spirits! (All subject to Covid restrictions of course.)

The British Yachting Awards 2020

Falmouth Sailing Week is The Event of the Year in The British Yachting Awards 2020! And Falmouth Marina came first in the Best Marina category. A remarkable double whammy for Falmouth.

Congratulations to race officers **Nigel Sharp** and **Chris Davis**.

See the Award Ceremony (the action starts at about 6'30" in.)

https://youtu.be/_SgACSE5PEY





Official Notice Board

List of the Committee nominees for the 2021 AGM

Flushing Sailing Club CIO

Charity No. 1182993

New Quay ● Trefusis Road ● Flushing ● Falmouth ● TR11 5TZ

Proposals for Management Committee and Trustees

The following Club Members have been proposed as Candidates by the Management Committee and Trustees of the Club for election at the 2021 AGM.

President:	Roger Little
Commodore:	Gaye Slater
Vice Commodore:	Len Cheshire
Rear Commodore:	Yet to be nominated
Sailing Secretary:	John Hicks/David Mitchell
Treasurer:	Barry Kelly
Secretary:	Sue Clark
Membership Secretary:	Paul Evans

Committee:	Chris Bell
	Charlie Choak
	Geoff Davies
	Derek Hill
	Dan Tregaskes

Charity Trustees:	Gaye Slater
	Kaye Price
	Dave Owens
	John Maunder
	Peter Harvey
	Jeanette Hill