



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

Flushing Sailing Club

Mainsheet Number 29 Christmas MMXXI

The members' area of the website can be accessed as follows:

Username: flushingsailing

Log In: Contact the club secretary

From the Commodore

What's been going on?

Just to show that we haven't been sitting on our thumbs, here's a little sample of what has been going on, in addition to our Tuesday Talks Programme and Friday suppers.

In November we organised a Beer and Burger night for students from the University and Marine School. It was really well-supported, Denise shifted 60 burgers. John and Jane Hick's 'put-put' boats went down a storm as did Jack's video round-up of the club. We gathered some useful data about potential crew, etc and will run another event nearer the sailing season. N.B. Not all students disappear off in June!

Our next special Social event was a New Members Welcome Evening. Again this was well-attended and there were thanks and appreciative comments about the opportunity to learn about the club and enjoy the facilities at a less busy time. The clubhouse continues to be a popular venue for meetings, training days, yoga classes and socials for classes, the Gig club and Flushing Over-60s.

Membership : The ultimate Christmas present!

We have come to that time of year when we ask our dear members to renew their membership. There have been changes so please read the emails and mail that we send you.

I am delighted to say that we have now closed the old Santander bank account that was no longer fit for purpose. Please update the details on your bank account. (Info on the website)

Three Falmouth sailing volunteers have been presented with a prestigious national award by the Royal Yachting Association (RYA), in recognition of their exceptional generosity and commitment to the sport at grassroots level.



John and Liz Maunder, also from Flushing Sailing Club, were unable to attend the ceremony, but received an Outstanding Contribution award.

Stephen Nicholls, who volunteers with Mylor Yacht Club, the Port of Falmouth Sailing



Association is a member of Flushing Sailing Club received a Lifetime Commitment award from HRH the Princess Royal, president of the RYA at its annual awards held at One Great George Street, London on Friday November 19. Pictures from Falmouth Packet.



Talks and Events - Winter 2022

Past Talks



Following on from Emily Stevenson's inspirational talk 7th December, about plastics in the seas we include a link to beach guardian website:

<https://www.beachguardian.org/our-team-beachguardian/>

We did record the talk which is one and a half hours long and available from the editor on a memory stick or click this to view this 10 minute edited edition

<https://youtu.be/pOdNqrTkxdg>



Future Talks Bar open 1930, Event normally begins 2000 Hrs.

Talks are subject to change at short notice. It is advisable to check the club web site to avoid disappointment.

The Flushing Sailing Club Christmas supper party is confirmed for **14th December subject to the advice from the committee shown below**. Dee will be serving a Christmas buffet followed by the acoustic singer Daisy Clark. All places are now booked. It is reported that a waiting list has been started for those who were late booking. gs@theperformancefactor.co.uk

Advice from the Committee. It is disappointing to find ourselves once again in the position of crystal ball gazing.

On the one hand some of us have the attitude that life is too short anyway and we should just get on with living and with being sociable rather than shunning company. On the other we have the feeling that we are all still very vulnerable and should be very cautious about our exposure to the virus.

We want people to have a safe experience in the run up to Xmas and everyone to feel comfortable at the event. To this end we would request that everyone follows this protocol:

- • Carry out a Lateral Flow Test beforehand
- • Obviously if you are showing symptoms, please don't attend.
- • Minimise movement within the club by nominating one person at a time to go to the bar or food hatch.
- • Follow current Government rules on wearing face masks.

We intend to make sure that the building is well-ventilated.

We are respectful of any decision not to attend and will refund money if that happens. We have given this a lot of thought and consulted widely.

We look forward to seeing you at the FSC Xmas Party,

Date	Talk Subject/Event	
4 th January	Neil Andrew – Preparing for the weather routing for the AZAB race	
9 th January	Treasure Hunt – 10am start The Moor, Falmouth	
11 th January	Steve Jermy – Wave Hub Project	
18 th January	Simon Treen, Beer tasting and Brewing	
25 th January	Sally Kettle – Rower of the Atlantic	
28 th January	Club Supper Singalong	
1 st February	Jaws UK? British Sharks. Douglas Herdson	
8 th February	Antarctic Survey and research. Chris Naessens (TBC)	
15 th February	Adventures on Persephone. Nigel and Karen Goodhew	

22 nd February	Andy Aston- Cape to Cape overland drive from Africa to Norway	
1 st March	Miles Carden- Falmouth Harbour Master	
8 th March	Dave Cockwell – Tales from the Cockwells boatyard	
15 th March	AGM	

Harbour commissioners

Did you know that club members represent your interests on the Falmouth Harbour Commissioners Consultative Committee?

Dr Neil Andrew

DR NEIL ANDREW CHAIR

A native of Falmouth, Neil held senior appointments in the MoD culminating in spearheading business transformation of the R&D labs prior to privatisation and subsequent stock market flotation. A life-long sailor himself, since retiring in 2009 he has played a lead in organising major sailing events.

DAVID OWENS

A native of Cornwall, Dave has extensive experience in local government, government agencies and the private sector working in the fields of planning, flooding, pollution, environmental and emergency management. A racing sailor for 40 years he has played key roles in Flushing Sailing Club and sailed in some 30 Falmouth Weeks.



Racing news

The racing programme for 2022 has not yet been finalised. It is hoped to run a full programme of races following the pattern of previous normal years **BC**. Full announcements will be made in further mainsheets and by e mail.



Flushing **centenary logo** clothing is still available. If anyone who would like to order and they let Derek know as soon as possible, he will make an order in the next 10-14 days. Could make a nice Christmas present.

Prices are as follows. All in Navy blue and would need to know size required.

POLO SHIRTS	£10.00 EACH
HOODIES	£15.00 EACH
CAPS	£ 5.00 EACH.

This would be the last order for centenary clothing as we are coming to the end of the year. Order from Derek Hill or at the Bar

Club things

The club has two old VHF sets for sale. The are to ones previously used in the ops. Room. Our new race office now has new radios kindly donated by **Blue Kite and Mylor Chandlery**.



1 Shore Line Compact SX-25 marine RT ships radio and 1 Kelvin Hughes Husan compact marine ships radio.



No reasonable offer refused, all proceeds to FSC Development Fund. To inspect or make an offer contact;- Len Cheshire in club or on 01326340425.

From the Mainsheet only one year ago; -

From the Mainshed Christmas 2020

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

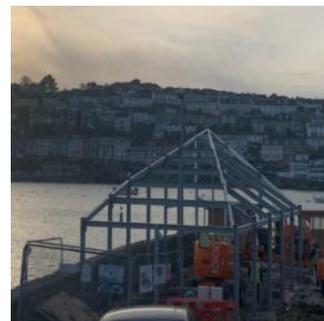


Finished Ring Beam

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



It



This months yachties test.

It may be the editor should take note of this signal, but so should all yachties especially if signalled by sound or by light in morse, most often from from gas or oil rigs.

Jelly's funnies

At Christmas remember "drink responsibly" which to sailors means **don't spill it.**

Good luck comes in slender currents,

Misfortune in a rolling tide! (Irish proverb)



PPYXY
X
RNLI 7th November

At 09:32 Falmouth Inshore Lifeboat launched following a Mayday call from a 6m Rigid Inflatable with one person on board which had broken down and reported it was drifting onto the rocks at Messack Point.

The Coastguard soon confirmed that the Rigid Inflatable had been taken in tow by a passing motorboat. The Inshore Lifeboat arrived on scene at 09:55 and escorted the vessels to Mylor Harbour where the casualty vessel was safely secured.

Jelly's Story for Christmas

“The luckiest Man I've met?”

While researching some historical documents and film of FSC past, for the Centenary book I tipped out a box and my old sailing logbooks fell out!

23rd to 26th May 86 read the dates. Westerner III UFO 34. 220 miles to L'Abervrac'h & return on a journey from the Helford Passage to L'Abervrac'h that, Jennie, Peter Watts & me witnessed a remarkable event!

So, in 86 The annual Helford Passage to L'Abervrac'h race took place in May month. It has since been moved to June for various reasons. The race is historic in that it reforges the links to Brittany and the WW2 resistance line where downed airmen and evading soldiers & sailors were returned to England.

Around 1600 hrs on Friday 23rd May we set off on a course of 185 deg compass from the start line at Helford. There was only Mandraulic navigation, set course to steer regarding tides & leeway and the use of a “Lokata” Radio Direction Finder, to propel use to the Le Libenter Buoy at the mouth of the river Aber Northern Brittany. An hour or so later a last fix obtained from a bearing & distance from the Manacles West Cardinal buoy, we were on our way on a close reach in a brisk WSW force 4.

It is very strange on passage races how the fleet splits after only a few miles of sailing, especially as we are all heading for the same waypoint, Le Libenter. Dusk was rapidly upon us & we soon saw the myriad of white stern lights to East & West of our track ahead of us. A glance behind gave a technicolour version of red to the West and green to the East of the larger, faster yachts coming up behind us.

The ride became ever bumpier as we cleared the lee of the lizard & ventured out into the channel, proper. Through low scudding clouds the heavens light show appeared and went with Stars, a Planet or two & low orbit satellites Chucking photons at our retinas. Soon we were on alert as the “shipping lanes” were to be crossed, A lot less busy than now, Check “AIS Lands' End” on your Google and see what traffic goes East & West daily off our coast? But still a hazard to navigate!

There was a well-defined cluster of white stern lights ahead of us, which gave me, “The Navigator”, a sense of confidence that we were at least heading in the approximate intended direction. From the East travelling quite rapidly was a large

vessel which was lit up like the proverbial Xmas Tree! Its steaming lights and lesser green starboard navigation light were still discernible enabling us to determine its relative course & speed to us. The stern lights ahead seemed to be very close to this “fast mover” but at night lights appear to foreshorten distance.

CH 16 was set on the marine VHF as the calling / listening/emergency, frequency. The Squelch had been set at minimum and suddenly there was a cacophony of static & heehaw heehaw noises emanating from the set in the cabin below. Looking ahead we could see the stern lights converging on a point to the stern of the “Fast Mover” after a lot of very “French” excited language there were more restrained tones suggesting that whatever had aroused the dialogue had passed.

We sailed on and eventually the welcome rising of Isle Verge light gave us a much needed fix by its compass bearing from us & its distance from the rising & dipping tables in Reeds Nautical Almanac, Younger readers please ask I will be very happy to explain!, Dawn gave us its watery light which warmed as the sun rose ever higher & soon Le Libenter buoy light, Just visible, gave way to its cardinal shape. The finish line was near, we took our time twixt Libenter and a shore mark as our finish time, Honk Honk from an air horn drew our attention to a 30 ft yacht flying red to the mast blue to the *ss ensign to our starboard side.

On the foredeck was a very bedraggled man. Tall, slim with very dark curly & matted hair. He was wearing the obligatory Guy Cotton yellow oilies and yellow matching wellies (thank goodness we have moved on), He was very down at mouth and held a tow rope in his right hand which he proffered in our direction. Mesuier pour la Tau. Non Moteur. Ok the French sailed everywhere without auxiliary engines in those days! So, we gladly took them in tow into la Palud. In those days it was just a single pontoon which took an immense strain from the vast fleet tied up to it.

Wow what a trip? We were, elated, tired & overjoyed to be on French soil with the sights sounds and smells of continental Europe. Into the Palud Yacht Club for a croissant, coffee followed by an early morning beer to celebrate our successful cross channel excursion. Sat there inhaling the very essence of Sailing, France, Companionship, Achievement & LIFE itself I became aware of a man approaching me. I spoke little or no French, he spoke very good broken English. “Sank you zir for zee tau, Iz a Beer for youze an crew” Bottles of the local lager were proffered.

The 12 Days of Sailing

On The Twelfth Day Of Christmas
My Skipper Gave To Me

Twelve Foredecks Swearing



Eleven Salty Sarnies



Ten Helmsmen Sleeping



Nine Soggy Undies



Eight Wenches Winching



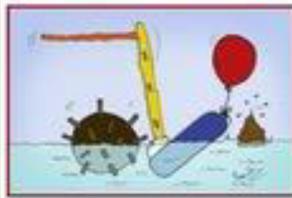
Seven Sailboats Sinking



Six Seasick Skippers



Five Floating Things !!



Four Racing Nuts



Three Ripped Sails



Two Knotted Sheets



And a Crew Mate In The Sea



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Ah pourve welcome messuire mercie. In my crap attempt to engage we spoke, I saw the Foredeck man looking at me with a forlorn smile from a seat across the

room. He raised a glass and we exchanged looks of admiration and comradeship. He still looked bedraggled and distant?

I enquired with my new drinking partner about the foredeck man? The 'fast mover' was the QE2 steaming at 28 kts down the channel. The foredeck man was the foredeck crew on another yacht which got "a bit too close to the QE2" (racing Red Mist?) They were caught in the massive stern wave of the Ocean Liner and He was swept overboard!!!

We were not wearing lifejackets that night? I doubt if we had any on board?? We did not even think of SOLAS etc in those days! He was the luckiest man I have ever met!! The yachts crew he suddenly left put out the equivalent MAY DAY call and he was picked up by the fourth yacht behind them!! He survived being immersed in the English Channel, At NIGHT without a lifejacket! And was rescued by a passing yacht. If it had been us behind? would we have understood the radio message? Would we have reacted in time? Would we have seen the man?

Back then I bought him a beer and toasted his survival! Today, with hindsight and greater knowledge I would have whisked him off to Hospital to be treated for acute shock and severe trauma. My how times have changed (for the better) How our perception of danger perceived and real has changed? My regret is I never got to find his name. Had I done that I would have kept in touch and tried to support him in what, I am sure, has been along lasting effect on his life.

Jelly

The Management Committee and Trustees wish all our members a very Merry Christmas and a Happy New Year.

It will soon be the sailing season!

Gaye

