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Mainsheet Late July

MMXX Number 11

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

Charity No. 1182993

From the Commodore

It is great to have some good news to impart. Decision time for when, not if, we knock down the old and start the new clubhouse is rapidly approaching. Hopefully you will all have received your copy of our latest Clubhouse Appeal and have been or will be contacted by either Mike Rangecroft, Dave Day or myself. We are unashamedly asking you for your donations.

Phoning around has been a really good opportunity to find out how people have coped with the Lock Down. I think Bill Hunt had the best idea - having a new bathroom and rewiring done! So now we all have the opportunity to contribute to a feel good project and a get the building done. All donations will be gratefully received.

The Tuesday and Saturday Pursuit Series seem to have gone from strength to strength with an increasingly varied range of entries and turnout. Saturday 18th July saw two events at FSC, the regular Skinners' Pursuit series under the orders of Jack Penty and Inez Thompson, and the Mylor Chandlery Sunbeam Windward Leeward event with John and Liz Maunder in the driving seat. Socially distanced banter at the bar was possible as the crews came ashore in two separate waves and the weather enabled groups to stay on the Quay. There was a genial atmosphere. As I stood on Trefusis Point observing the boats going through the gate and relaying info to the Race Office, I was able to explain to curious walkers what was going on. It was a lovely spectacle that created a little oasis of normality.

We have to express our gratitude to FHC for putting in the new speed restriction marks, they have been very useful to us. However I don't think they are always achieving their objective, after watching a number of insouciant RIBs ignoring the fairway and pelting through the moorings at what seems more than 6 knots, leaving moored boats bobbing and jerking violently in their wake. On the other hand our competitors have been very good about keeping out of the moorings. Thank you all.

Finally, about Falmouth Sailing Week 2020 – have you entered yet?

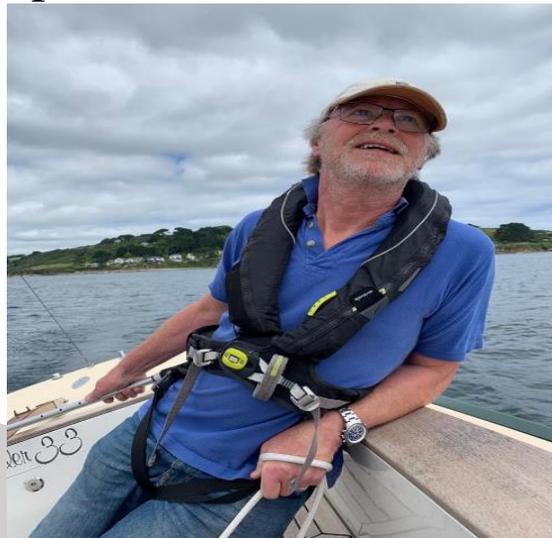
See you out there

Gaye Slater

Acting Commodore FSC CIO

From the Chairman of Trustees Regarding the Postponed AGM

It has been proposed that our long-delayed AGM will be held as a SGM and held on the evening of **Wednesday 16th September**. If possible, we will hold it as an actual meeting in the normal way. However, to do that will need some further relaxation of the current Covid-19 social distancing guidelines. If that does not happen, we will have to adopt some form of electronic meeting; details will be sent to all members nearer the time. If we decide we cannot meet in person then voting will be virtual to ensure as many members as possible can participate.



The main business of the SGM will be to elect the members of your Management Committee and the Trustees of the CIO. All those currently serving on the Committee have indicated they are willing to stand for election, as have all the current trustees.

If you want to become more involved in running the Club's affairs over the year ahead then please, in the first instance, talk to Gaye who can explain the roles we are currently looking to fill.

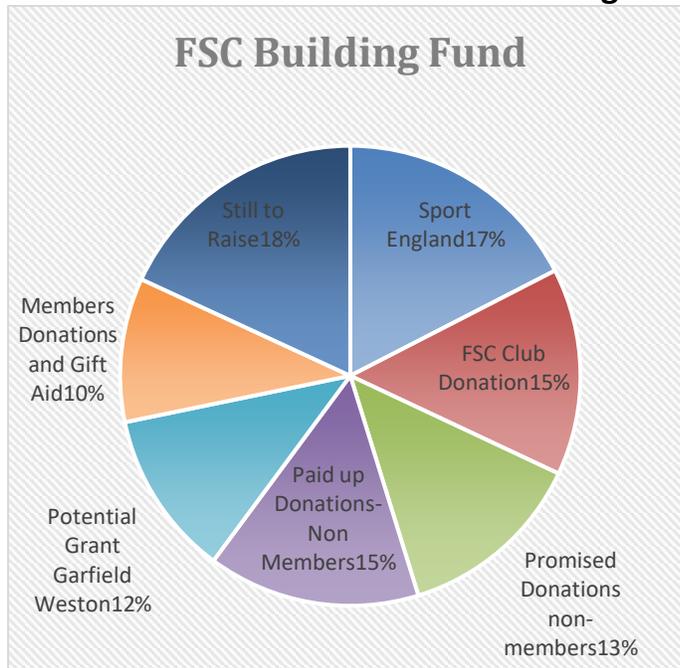
Whatever form the meeting takes there will be a chance to ask questions of both the Committee and the Trustees. Formal notice of the meeting will be sent out no later than Wednesday 26th August in accordance with our constitution.

Peter Harvey Chairman of trustees

On the building project funds

The fund is nearing the target and your Trustees and Committee are actively considering a starting date in order to meet the **100-year anniversary of the founding of the Flushing Sailing Club and that's due in 2021, not far off!** And it's changing every day.

The funds have almost reached the target only 18% to raise.



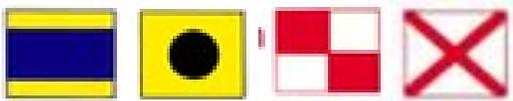
We, the members of Flushing Sailing Club may not have been using the **Thegivingmachine** as much as we might have. It is a charity setup to divert as much free money into our communities as possible and its **free** for us to use. It is only available to registered charities like Flushing Sailing Club. Thanks to givers like you, Thegivingmachine has donated over £1,807,453.53 to charities such as Flushing Sailing Club. Since it was first advertised in late spring Mainsheet Number 2 Flushing has only shared £17.43 of the money available in aid of the

building fund. Only 9 members had signed up at the end of July. **It works like this.** Go to **TheGivingMachine** on the internet and sign up. Then if you wish to buy things 'online' go to 'Thegivingmachine' and **select your supplier from their site.** Buy your whatever and the giving machine will send a small proportion of your purchase moneys to the club and you have not paid any extra but the club Gains. A win-win. If all members and all their friends sign up a substantial contribution can be made to FSC both to the Building fund and equipping the club afterwards. Now we are all buying much more online we can all help the club with no cost to ourselves.



The Racing Scene

This space is reserved for a report on the Flushing Sailing Club Racing. None is available at the time of publication.



Torrey Canyon disaster

part 2 By Geoff Davies

The harbour Master of St Ives was on the quay looking down at us in our 27-foot Boat all fitted out ready to go. I said Hello, Mr. Stevens, we are here to help. I told him of my conversation with the council and that they told me to go to St Ives and help with the clean-up. I had been given the spray equipment and a pump and was ready to do my bit.

His reply was “You are not wanted here”, and then he told his men to take the barrels of detergent off my boat. What could I do? He was the harbour master. I told him again about the conversation with the council. His only reply was “You (boy) go back to Hayle” it is St Ives boats first. I did notice that almost everything that floated in St Ives had barrels of detergent on them. So back to Hayle we went no point in arguing.

A few days later we were out on one of our diving trips and headed for St Ives and just around the corner to the West is a reef of rocks called the Carracks. It was a misty day and we were heading for Pendeen just off the light house to dive for Crayfish.

In one of the small bays the mist had a sort of white glow which was very strange, so we had to investigate to see what it was. As we steamed into this glow, we realised it was due to the detergent the St Ives boats were carrying it had been dumped over the side. We saw one 20ft boat emptying the barrels over the side. We were approached by one of the boats and told to move away in a colourful St. Ives accent. So, we carried on towards Pendeen and saw extraordinarily little oil on the surface. Strangely Mr. Stevens seemed enriched and bought a very nice Fishing boat soon afterwards which he based in Newlyn. When I met him later, he always gave me a shy knowing smile!





About 6 months later a friend of ours, John who had a big landing craft, said he fancied a dive on the Torrey Canyon. A few of us put our diving gear on board and we set off to have a look at this wreck. We knew it was in about 100ft of water so took extra air bottles with us. It was quite a long steam. When the skipper John announced we are almost there, we could see the waves

braking on the reef with the Seven Stone lightship not far away. He said this is as close as he could go to the Pollard rock site of the wreck so you will have to swim the last bit. So over we went and as I swam down, I could make out lots of twisted metal. The wreck was covered in un-exploded bombs. The Air force had admitted that half the bombs had missed the target, I think they meant 'only half the bomb went off'! It was quite a sight to see. Also, no sign of any oil. Looking at a wreck underwater is always a sad site, but this one was big, very big. Those un-exploded bombs are still there today. Think of that as you pass by The Seven Stones Reef on your next sail to Ireland.

Geoff Davies

Sailings Secrets

It would be good to pass on some of the secrets learnt during a lifetime of sailing in all sorts of boats to other members. Here is one wrapped up in a story which might help somebody.

I was in my front garden enjoying a beer in the sunshine when the phone rang. It was my daughter calling from Norway. She was with a friend who was trying to remove the blades from the folding propeller on his boat. Put him on the phone said I, it was Ketal who I had met before and spoke good English like almost all Norwegians. Tell me what you have done. He had removed the Allen Grub screws to each blade pin, but the pins would not move. Says me, put your Allen key down the grub screw hole and you should find another grub screw, remove it. Oh, said Ketal over the phone, the pin has come out! I did get a ride on the boat on a later visit to

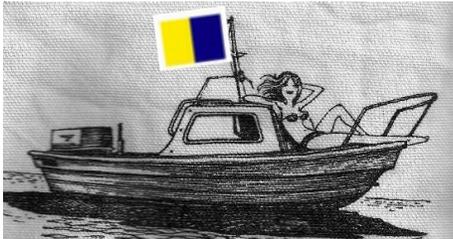


Norway, it was a rather splendid and very racy 2 tonner. Never did find out why he wanted to remove the propeller blades. My experience is that Folder blades can easily remove themselves without any help from anybody, but only at the most inconvenient moment!

Falmouth Lifeboat

Regrettably, several recent rescues have been the result of Alcohol imbibing.

At 12:28 12 July Falmouth Coastguard requested that Falmouth Inshore Lifeboat be launched to assist a 4.8m sailing dinghy with three people and a dog onboard which had suffered engine failure and was in danger of being blown



Code flag 'K' kilo - • -
I wish to communicate

onto the rocks between Little Molunan Beach and Shag Rock below St Anthony Lighthouse. The Inshore Lifeboat launched and having rounded the docks was advised by the Coastguard that the boat was now on the rocks. The Inshore Lifeboat located the boat in one of the rock gullies near Shag Rock. A lifeboat crew member was placed ashore to assist in moving the vessel to a location where it could be towed

clear of the shore. Once refloated the boat and its occupants were towed to St Mawes Harbour where the tow was handed over to the local sailing club.

17th July Falmouth Coastguard requested that Falmouth Inshore Lifeboat be launched following a collision between boats and reports of a person in the water. The Inshore Lifeboat arrived at Loe Beach at 22:40. The Coastguard on scene confirmed that the person who had been in the water had already been assisted ashore so the Inshore Lifeboat stood by while two other occupants made it ashore in a tender. The Lifeboat crew went on board the motorboat to check its condition and to make sure it was secure. The motorboat which had three people on board had been in collision with several other moored boats off Loe Beach. Several of the occupants were under the influence of alcohol and one had then ended up in the water following an apparent altercation. Suitable safety advice was given by the Coastguard Team and the Police.

Saturday afternoon 18th July the Inshore Lifeboat launched for a man and dog cut off by the tide at Trefusis Point. The casualty and their dog were quickly located and it was soon confirmed that they make their own way along the rocks and then back up to the coastal path. Once they were safely back on the cliff path, they were met by the Coastguard shore party..

Early hours of Sunday 19th July the lifeboats were called out to a person in the water off the Greenbank. The casualty had been returning to their moored yacht in its tender when it appears, they fell into the water. Luckily several people heard the casualties cries for help and one member of the public had the presence of mind to launch their paddle board and cross the river where

they were able to drag the casualty onto the pontoon island. Without their actions the outcome of this incident could have been significantly different, helping to save this casualty's life.



Falmouth's all-weather lifeboat Richard Cox Scott and volunteer crew launched on Tuesday 21 July to help a 35ft motorboat near Killigerran Head. past St Anthony lighthouse and found two people aboard the vessel reporting flooding in their engine room. With the source identified and addressed, the vessel was then escorted to a mooring.

Win that pot of gold, Join Len's Lottery. In support of the building fund

Lottery News.

Another year gone and the last draw in this series is due to take place on Tuesday 4th August. There are still three prizes to be won and all entrants have a 1 in 16 chance of winning one of them. Good luck and thank you to our participants for your support. Also, a big thank you to winners who have donated their spoils to the building fund.

Len is still holding prizes for the following: - Dan Tregaskis, Steve Walker, Stephen Miles, J Laity and Martin Brooks. These can be collected from Len any Tuesday evening or Saturday afternoon at the club after racing. You are welcome to donate any unwanted prizes to the building fund. Just ring Len if you would like to do so.

(01326 340425)

Lens wisdom

It's hard to be nostalgic when you can't remember anything.

Trust me at my age, I'm inexpert on everything.

The reason I'm smiling is because I can't hear a word you're saying.

For those wondering what all the signal flags in the **Racing section** are about, better look it up. On a river you may one day actually meet the signals shown or hear the Morse on a ships horn.

┐●● ●● ●●┐ ●●●┐

'd' I am maneuvering with difficulty. 'i' (you must all know already). 'u' you are standing into danger, 'v' I need assistance.

Flag signals.

Code flag 'D' (delta) Single letter meaning.
'Keep clear of me. I am maneuvering with difficulty'.

Morse signal $\dashv \bullet \bullet$

Often seen in the Falmouth Roads ski areas.



Confession corner ED. would welcome contributions, there must be something in every sailor's memory bank. Send copy to; hydraulicjack@ic24.net

Here is another true story (as they all are in this tome), told to me by a renowned and retired delivery skipper who will be called Mike for anonymity. Mike had had a serious illness which necessitated him wearing a Colostomy bag. Never-the-less Mike was determined to continue work. The first job he secured as he recovered was to skipper a 50-odd foot Halberg Rassey to the Canary's. with the owner, a large and rich Texan called **Shalom** who came complete with a big hat, Cowboy Boots and a cigar.

During the voyage Mike had to change his colostomy bag from time to time, a somewhat more than smelly operation, best undertaken in a well-ventilated area. As the voyage progressed some dolphins visited the bows, Big Tex asked Mike if they were likely to see Whales during the voyage. Of course, said Mike but if they get close when taking a breath, the stink is awful, especially those Minke Whales. The time came for Mike to change the colostomy bag, so he left Big Tex on watch, retired below, opened the hatches and completed the change. On emerging on deck Big Tex declared there had been one of those 'Go'damn Minke Whales' about, he did not see it, but he knew it was close because the stink was awful. During the voyage Big Tex smelt several Minke whales but never did see one. Mike remained stum. ***There is no answer to that!*** As retold by **Neptune**



Definitions

Bulkhead.

Feeling in the head after a night out drinking.

Figurehead

Bikini girl found on the foredeck some lucky blowboats.