



If connected to the internet you should now be able to control + click on the picture and see Falmouth Classics and Shanty Festival as it once was. Turn your sound on.

Mainsheet Early June

MMXX Number 8

New Quay ●Trefusis Road ●Flushing ●Falmouth ●TR11 5TZ
Charity No. 1182993

FSC Update on restarting boating and racing:

With due regard to the Government Guidelines on COVID-19 and with close attention to protecting members, volunteers and the residents of Flushing, the Committee and Trustees of FSC CIO have agreed the following measures:

1. The Clubhouse and facilities will remain closed until further notice.
 2. The Club slipway will be cleared and made useable for members to launch their tenders. Please respect social distancing when doing so.
 3. The Flushing launch will not be running for the time being.
 4. Any racing which takes place will be limited and run under strict guidelines and in keeping with the requirement for social distancing.
- KEEP SAFE

Flushing Sailing Club CIO

From the Sailing Committee.

In common with the other village regattas and due to the Coronavirus pandemic the Flushing Regatta and Carnival Committee has decided to cancel the entire week of events in the village including the **Flushing Village Regatta** due to have been held on Saturday 1st August. But the regatta will be back bigger and better in 2021.

IMPORTANT please read and act now.

Get ready to race.

FSC plans to start racing with pursuit races from the club start line or using the speed limit buoys if we have a lot of entries. There will be a Corvid NOR amendment published on the web site as soon as it is ready.

We think that any boat that can be sailed with crew from one household and with one other person can be covidly raced under current guidelines. Each skipper is responsible for crewing his boat and that his crew are happy with the arrangements. We will not be running the launch yet, so each boat will not come under the responsibility of the club, until they present at the start line. We particularly do not want to upset the residents of Flushing with sailors congregating on the quay and not social distancing. So please try to get to your boats from another place.

Now is the time to do the following: Enter Your boat for racing with FSC. Enter your boats details on the SWYTC web site and Malcolm Clark will give you a 2020 YTC number. No cost to doing this. Only boats on the 2020 list will get start times.

Providing we get the go ahead from the HM we may offer a race on Tuesday the second June or simply suggest a start time and a suggested course that might be sailed on a trial basis. Watch out for the web site updates and or email notification. The village regatta series has been cancelled so we plan to offer alternative racing from FSC to fill those dates, the first one may be Saturday 6th June. Again, there will be NORs on the Flushing SC web site.

We need to be cautious and avoid undue risk. We will probably cancel at a lower wind speed than you might normally expect. We want to avoid as far as possible damaged boats or injured crew. In the same vein please do turns and avoid the need for protests, these races are for fun and are not championships. In any case socially distanced yachts should not come together.

Whatever the governments Cummings and goings the guidance keeps changing. At some point we will be able to resume our published program and be able to use a committee boat. Until then look out for the current notice on the web site and our emails

Hoping this will work out ok - good sailing
John & David (Joint Sailing Secretary)

Port Notice to Mariners No 15 of 2020

HM Coastguard advice regarding COVID 19
NOTICE IS HEREBY GIVEN that new safety advice has been issued by HM
Coastguard concerning the use of recreational craft.
For further information please follow this [link](#):

Royal Cornwall YC Members Launch service to resume
week 25th May. Special rules apply. See the RCYC web site.
Also, the RCYC Keelboat regatta is cancelled.



Chris Ruberry was recently presented with the RNLI long service medal in recognition of Chris's valued long service to Sea Safety within the RNLI and of his enormous contribution to Sea Safety at the Falmouth Sailing Clubs. Because of the Corvid lockdown the presentation had to be made by a Zoom meeting but still much appreciated by Chris.

Meet another member, this is Inez.

Click on the picture
<https://youtu.be/LHxAnABHg-w>



RETURN TO BOATING

HERE'S HOW:

..... **BE CONSIDERATE**

Avoid placing extra strain on the RNLI and emergency services:

 Consider the impact of your boating	 Be mindful of others on the water or beach	 Watch and be ready to assist others if needed
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..... **BE CONSERVATIVE**

Minimise risk in our approach to boating:

 Know our limits	 Prepare before getting out on the water	 Keep in touch
--	--	--

 wash your hands  respect social distancing  check local restrictions

The RYA supports Government guidelines to prevent spreading of COVID-19 and minimise pressure on frontline services.
Further advice for clubs, classes, training centres and recreational boaters at:
rya.org.uk
RYA

Falmouth Sailing Week. Reminder

The Chairman of POSFA would like all possible entrants to please register your interest in entering the Falmouth Sailing Week 2020 on the web site as soon as possible. No cost involved at this stage. See also Mainsheet No 5 Front page.

As you may already be aware, your FSW2002 Committee has been taking the positive approach, and working towards holding this year's Falmouth Sailing Week (9th - 15th August) in some form or other, that will fit in with the governments social distancing guidelines, and will operating in the safest way for race competitors, safety staff and officials in relation to Covid 19.

We are contacting you at this stage as you have been a volunteer in recent years, or have indicated you would consider helping out this year, as we would like some idea of the volunteer numbers and expertise that would be available to us, in planning what alternative (if any) that we can set up for the week.

Your Race Officers for the week will be Nigel Sharpe and Martin Leech for Carrick and Chris Davis, David Curnow, and Karen Toms for the Bay

Please could you let me know at your earliest convenience :

Whether you wish to help this year,

How many days you would be available, odd days, 3days, 4 days or 7 days

Whether you would wish to be with the Bay or Carrick Roads fleet

If you have a preferred role or area, in which you would like to help (flags and signals, radio and timing, recording or results etc.)

Obviously, you will not be making a final commitment at this stage, and we will come back to you with the final safe format that will satisfy government Covid 19 guidelines to confirm your help.

Could those people involved in clubs that will be providing and manning ribs, and copied in on this e-mail, please pass this information on to their club individuals who would be sorting ribs.

Best wishes to you all,

Stay safe,

Paul Evans.

FSW2020-Manning

pevansfal@aol.com

07967 604495

Fastnet Disaster Part 2

By Geoff Davis

Tresco is a lovely Island as most of you know, but as we did not carry a dingy, we could not get ashore. We had plenty of work to do on the boat with the fishing gear and had plenty of food, so we were fine although we did notice the wind increasing as the day turned to night. Still dinner was ready, and we set watches for the night. Now, the lifeboats work on channel zero on the VHF but back in those days 2182kHz was used by everyone as a calling and distress channel.

The next Morning as we headed out of Tresco Sound to the nearest yacht to us which was 60 miles north and as the wind was behind us, we made good time. Heading out on our rescue mission. I called up Falmouth Coast Guard and told them we were heading to this target and this was to make sure no one was on board. it was reported that this yacht had been abandoned and could a ship check it out. We passed one or two yachts, the one I remember most had a jury rigged mast with a very small bright orange sail flying from this very short mast, and as we passed them it was thumbs up and with the wind on their beam they looked like they were all okay. Our only navigation aid was a mark 12 Decca navigator this machine gives you a series of numbers of different colours and using a special chart you can work out roughly where you are and also from this you also have the Lat and Long. The receiver was in the wheelhouse and a big control box with valves was down below. Getting the Lat and long of this yachts position from the

Nimrod was most helpful to start with as I then worked out roughly where, I thought the yacht had drifted in the night with the wind and the tide and we headed for that spot. One of the crew volunteered to stand on top of the wheelhouse. Then a shout went up "I can see it" and we could see the mast flashing in the sunlight as the yacht



rolled in the swells, they were still quite large due to this force 11 gale last night. I did notice the mast had a bend in it, but it was still up.

Alongside it was a big naval ship, which we found out later she had sent a dingy to the yacht to make sure no one was aboard. It was an Italian Navy ship and as we approach, it moved off no doubt to check on another casualty of the night. So,

there we were heading for this yacht, and now to get a line on her and a tow back to Newlyn was our aim. There was still quite a big sea running, so I had to keep clear of this yacht so as not to damage it as she was rolling around in the swells quite a lot. I slowly went along side, but she was rolling from side to side and that big mast we did not want to get tangled up with that. I steamed round for a bit and we had a chat on how we would get a rope on board. We had no dingy as I said. Throwing a grapnel was out of the question. Any other way of getting a rope attached to this moving object was going to be exceedingly difficult. So only one way to do it. Someone must jump!!!! So, Roger one of my crew was now already on the rail, and I said to him I will get as close as I can, are you ready to go? So, as I eased alongside the bow very gently and was only inches away so with an enormous jump, he landed on the Bow grabbed the pulpit and heaved himself on board. Good job he was young and fit, if he had gone in the water, we would have had a big problem ourselves. We did have the life ring handy so we could get it to him if needed. The only lifejackets we had on board were big BOT ones, so they were no good. But as soon as he was on board Rodger went down below and came up with the shout “no one on board” and 3 cigarettes in his mouth a sailing cap on his head and a slice of fruit cake in his hand. All good fun but what do we do now? No Crew what had happened to them? We were soon to find out.
To be continued....

Flushing Sailing Club is pleased to announce the first two webinars in its new Lockdown Lecture

The first two talks are by world renowned Mark Rushall. Mark is a world class sailing coach, mentor, journalist and author, and has been with the British Olympic Sailing Programme since 2006. He was the British Team Strategist for the 2016 Rio Olympics and prior to that coached the Paralympic Sonar team in 2008 and 2012. Mark mentors’ other Olympic coaches and has authored the RYA Tactics book.

Further talks will be announced as the series progresses. There is no charge for these sessions but **donations to the Flushing Sailing Club Building Fund would be most welcome** (details at the bottom of this article).

The Club has ambitious plans to re-build its ageing clubhouse for which it has planning permission and is now over two thirds of the way through the £430,000 fundraising campaign. With the Club’s centenary in 2021 it is all go for the Club despite the Covid-19 restrictions.

The first of the Lockdown Lectures will commence at **7.30pm on Monday 1st June** and will look at “Upwind the Big Picture.” The second “Downwind - Negotiating the Obstacles” is at **7.30pm on Monday 8th June**.

These will be delivered via Zoom and will be a 45 minute presentation followed by a facilitated Q & A session with questions via the Zoom chat function.

Join Zoom Meeting:-

<https://us02web.zoom.us/j/84733966647?pwd=b2dJZ21oVHM2cWpocVR-1UmlpQm02QT09>

Meeting ID: 847 3396 6647

Password: Carrick

Any Donations to the Flushing Sailing Club Building Fund

Lloyds Bank. Sort Code: 30-98-97. Account No. 78639660 Add your name please.

THE BUILDING FUND has received a boost thanks to the generosity of past FSC Lottery winners who have donated their winnings. (see above)

Win that pot of gold, Join Len's Lottery.

In support of the building fund

June Winners

Congratulations to this month's winners: - **Victor Franks, Alan Perham and Ian Jakeways**. Sorry if luck was not on your side this month but keep watching this space as six more prizes are to be drawn over the next two months.

Outstanding prizes are still held for:- **Steve Walker, Stephen Miles, J Laity, Martin Brooks, Nick Voller, Jeanette Hill, Ros Hayes, and John Heath**.

Current and outstanding prizes are held by Len Cheshire. To collect contact Len when club re-opens or by phone now on 01326 340425.

Lens wisdom,

Youth passes, but with luck immaturity can last a lifetime.

I'm on two diets now.....I wasn't getting nearly enough food on one.

LIFE SAVING SIGNALS

To be used by Ships, Aircraft or Persons in Distress, when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations.

Search and Rescue Unit Replies

You have been seen, assistance will be given as soon as possible.



Orange smoke flare.

Three white star signals or three light and sound rockets fired at approximately 1 minute intervals.

Shore to Ship Signals

Safe to land here.



Vertical waving of both arms, white flag, light or flare.

Landing here is dangerous. Additional signals mean safer landing in direction indicated.



Horizontal waving of white flag, light or flare. Putting one flag, light or flare on ground and moving off with a second indicates direction of safer landing.

OR



Morse code signal by light or sound.



S: ... Morse code signals by light or sound.
R: ... Morse code signals by light or sound.
L: ... Morse code signals by light or sound.
Land to the right of your current heading.
Land to the left of your current heading.

Surface to Air Signals

Message	ICAO/IMO Visual Signals
Require assistance	V
Require medical assistance	X
No or negative	N
Yes or affirmative	Y
Proceeding in this direction	↑

Note: Use International Code of Signals by means of lights or flags or by holding out the symbol on the deck or ground with items which have a high contrast to the background.

Air to Surface Replies

Message Understood.



OR



OR



OR



Drop a message.

Rocking wings.

Flashing landing or navigation lights on and off twice.

Morse code signal by light.

Message Not Understood – Repeat.



OR



OR



Straight and level flight.

Circling.

Morse code signal by light.

Air to Surface Direction Signals

Sequence of 3 manoeuvres meaning proceed to this direction.



Circle vessel at least once.

Cross low, astern of vessel rocking wings.

Cross low, ahead of vessel rocking wings.

Overfly vessel and head in required direction.

Your assistance is no longer required.



Cross low, astern of vessel rocking wings.

Note: As a non preferred alternative to rocking wings, waving engine horn or whistle may be used.

Surface to Air Replies

Message Understood – I will comply.



OR



OR



I am unable to comply.

Morse code signal by light.

Morse code signal by light.

OR

Code & answering pendant "Close Up".

N

Morse code signal by light.

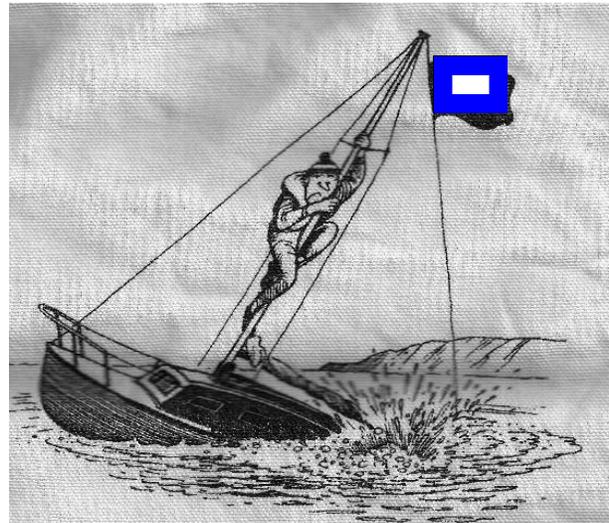
OR

International flag "N".

Note: Use the signal most appropriate to prevailing conditions.

Flag signals.

 'P' papa (also known as Blue Peter) Racing, preparatory signal from the signal mast. Flag displayed 3 minutes to start (unless you sail at Flushing SC when it's 5 minutes to start, why FSC has to be different nobody seems to know). From a ship 'vessel about to go to sea' or could be 'This vessel is about to depart for good'.



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

We were at the start of crossing the pond with the owner, Don, and his wife Joane. The wind was a bit fresh from the North as we left Portugal for the Canaries. Only the jib up as I came on watch at midnight and tethered in the Moody centre cockpit, the Hydrovane began to struggle. I thought it might be wise to roll the jib in, we still managed 5 to 6 knots under poles. When Joane relieved me at 0400 the big wind had gone, and the jib was pulling again. **She complained the evening sandwiches had made her feel rather queasy in the night.** No more was ever said!!! *There is no answer to that!*

Jelly's wisdom

Sailing is like being a child again: Wide eyes, big smile and a soggy bottom!
(anon)

Neptune's Definition

Boom: A pole to which the bottom of the sail is attached. Useful for removing unobservant crew. Also, the sound a faulty cooker makes when reducing the boat to small pieces.

There has been a deliberate mistake in recent Mainsheets. The editor is offering a big prize (of nothing) for the first to spot it. Answers to hydraulicjack@ic34.net
Ed.

For those connected to the internet and have time to waste, watch a few movies
Click the picture below.

For those who like movies by Flushing Sailing Clubs very own Video
photographer. This issue compares the Modern youths sailing with that of the wily
old master.

Youth on a flying board



<https://www.youtube.com/watch?v=3zbfKofDlBM>

Youths training for Olympics
<https://youtu.be/TD2tDqONuDI>



Wily old master shows them all how to do it!



<https://www.youtube.com/watch?v=2MDoloX3LPg>