



Remember Falmouth week as it was. Click on the picture to be reminded.
If connected to the internet you should now be able to see movies. Turn your sound on.

Mainsheet Mid-June MMXX

Number 9

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

From the Sailing Committee.

Tuesday 2nd June Flushing Sailing Club members self organized a pursuit race. One member acted as race officer from the field above Trefusis headland and signaled by VHF only. Six boats turned out all shorthanded with family crews. The clubhouse remained closed and because no launch was available members boarded their boats by personal dinghy. It was a beautiful evening, bright Sunshine, blue Skies and an almost perfect wind from the North. First time out for any club members in the port. The racing was much enjoyed by all taking part.

The second race of the lockdown series took place on Tuesday 9th June. There was brisk Northwesterly wind for the second of the informal pursuit races 7 boats turned out. This meant a downwind start on the club start line the key to a good start was a good position on the start line and raising of the spinnaker promptly. A nip tuck race developed between the Folkboats Aries and Bellatrix to the first mark Castle. Bellatrix just managed to edge it to the mark.

The next mark was a beat to Governor which Aries managed to retake the lead pushing the lead further onto west narrows. The next stage was a new turning point

a gate created by the speed buoys which seemed to work well. Aries managed to hold on to its lead sailing back to west narrows and then a beat to the club line, always looking back as the faster boats edged closer. All boats finished within a minute so YTC looks ok at the moment.

A great evenings sail and so good to be back on the water.

Main result was that we have confidence that we can race as a club.

Boats should note that the turning mark is replaced by a gate formed by the 6 kn buoys and that you pass between those marks on the way to the finish.

The harbour master reminds the club members not to sail through any moorings except for leaving and returning to the boats own mooring.

The club thanks members for any annual race fees paid before the lockdown was implemented. Race start times for the Corvid series will be posted on the Flushing Sailing Club web site.

From Hon Secretary Sue Clark

Well we are finally ready. It has taken time and a lot of hard work, but we are finally there. Our first racing series of 2020 will begin on Saturday 13th June, with the first of 4 races in the Mylor Chandlery Series and then on Tuesday 16th June, with the first of 4 races in the Cockwell series.



There will be quite a lot of differences from our usual June racing because of COVID 19 restrictions, as we will not yet be running a launch, and no access to the Clubhouse afterwards, so no beer, no food and no toilets, but it's a start.

All 8 races will be pursuits and competitors will be expected to make their own way to their boats and follow government guidelines at all times.

The relevant amendments to the Notice of Race and Sailing Instructions have been published on our website along with FSC operational policies including the risk assessments for our current situation.

If you would like to sail with us, please provide us with a signed race entry form (scanned and emailed is fine). Note that Q, E, U, W classes also need a YTC handicap, which can be obtained here. This enables us to calculate start times.

We are charging a single fee of £30 for any boat taking part this year, which will be put directly into our Clubhouse building fund. Monies pre-paid can be used as credit for the replacement Corvid series and any surplus would be gratefully received by the building fund. Alternatively, surplus monies could be returned to entrants.



Please feel free to pass this information on to any of your friends and colleagues

who you think may like to join in with our racing.

If you have any queries or questions, please contact Sue Clark or one of the Committee who will be happy to help.

From the Editor

Now the lockdown is slowly lifting, and the copy is running extremely low, it is very unlikely the Mainsheet will appear so regularly in the near future. The committee hope all members have enjoyed the tome and had a little chuckle from time to time during this no sailing period. Keep Safe. Neptune.

Fastnet Disaster Part 3

By Geoff Davis

The Yacht we found was Called Flashlight she was from the RN Engineering College, Plymouth this we found out later. She was an Olson 36 quite some boat. The crew were all Mid-ship men from the college in Plymouth.

Les my other crew, threw Rodger a rope which was attached to one of our wire trawl warps Rodger shackled this to the bow and we paid out a good length so with the weight of this it created a good spring, we now had a following sea for our trip back to Newlyn.



Now to set a course for Home. Flashlight was all over the place and Rodger had to keep her steady, so he was in the stern steering and he had to do this for the whole 10 hr trip. Some may say we should have used a sea anchor but 1/ we did not have one and 2/ We were going too fast so it would not have worked. I believe he lashed the tiller when he made himself a cup of tea.

Well we were well under way and in the distance, we could see something orange bobbing up and down in the waves, it was a life raft almost deflated. So, we stopped and pulled it aboard, it was in a poor state, with no identification so we never found out which yacht it came from.

Flashlight was out in this storm; she was in the race with all the other yachts and somehow three of the crew were washed over the side. One managed to get back on board. The other two were never found. The rest of the crew were airlifted by helicopter.

I contacted Falmouth Coast Guard and told them we had Flashlight in tow and were heading for Newlyn. The tow took about 10 hrs. As we approached Lands End and then round the Runnel stone Buoy, we passed 2 other fishing boats with Yachts in tow, but both had no masts.

Flashlight was on lease to the RN Engineering College, Plymouth she was owned by the Royal Navy. In the next few weeks after getting legal advice, the Royal



Navy paid us salvage money which I shared amongst myself and the two crew. I had quite an interesting time researching in books about the law of salvage. Basically, the amount you can claim is dependent of the risk you take to salvage the ship and then the risk of the ship being in immediate danger of total loss.

We arrived back in Newlyn after an uneventful trip and moored Flashlight in Penzance Wet dock. About a month later the Navy sent a big ocean-going Tug to tow her back to Plymouth. That was it, our little adventure was over now back to the day job. I still think about those two lads who lost their lives, together with the others on that night. May they all rest in peace.

Photo of La Critique and flashlight BBC

Photo Daily Mail, BBC



News of Falmouth Lifeboat

At 3.12pm on Thursday 28 May, Falmouth all-weather lifeboat *Richard Cox-Scott* and crew were tasked to assemble. Having followed procedures put in place due to Covid-19, the lifeboat launched and made its way towards Dodman Point.

The 21ft fishing boat had broken down approximately 4miles south of Dodman Point due to mechanical failure whilst en route from Brixham to Malpas. The boat's single occupant was unable to restart the vessel and rectify the issue given the sea conditions, and so the all-weather lifeboat established a tow. Once towed back to Falmouth inner harbour, the vessel was placed on a visitor mooring and the all-weather lifeboat returned to the station.

Should the need ever occur by Jelly

A few days ago, I had a message from an old sailing chum from the force sailing team. Like me he has retired and has found himself employed in the marine game. Due to the pandemic he informed me that he had a 3-hr steam from Plymouth to RV with an RN Merlin off Falmouth to do some practice deck winching. I sent him a photo of one of my experiences albeit with a SeaKing.

The subject of this article is to inform, “should the need ever occur” about the technique employed by helicopter crews to winch on and off the deck of a yacht! I am not aware of any changes the MRCA helicopter may employ and as most are ex RN, they are going to be very similar.

There are things to be aware of if you do have an emergency which requires air lift, the first of which is that all UK rescue helicopters have the winch and side door on the starboard side. In the case of the SeaKing, it is twin engined, and if the machine suffers an engine failure at low level it needs to have forward flying speed to recover and is not able to maintain hover. This then requires you to set a course at about 40 degrees off the wind on a port tack. In the case of a yacht it may mean dropping sails and using engine or reefing and keeping the sails from flapping. In a yacht the port aft quarter will need to be cleared of anything attached to the push pit such as boathooks and outboard motors! On a motor cruiser the foredeck will need to be cleared. In both cases a bucket or sail bag will be required?

The pilot will call you on Ch 16 and in a Mayday, situation will use that frequency. In a Pan Pan he may direct you to Ch67. The helicopter crew and HM coastguard will be talking to each other on Ch 0 which is unavailable to the public. The pilot will give you instructions, generally a course to steer and speed. It is important that you listen and acknowledge as you will be unable to hear any thing or any one during the winching process! You will need to brief your crew.

The system used is called “High Line” and this is how it works. When you are settled on course and speed the helicopter will fly head to wind and track you at about 40 degrees. The pilot sits on the starboard seat and has a good view. He will fly directly overhead at about 50 feet. It is extremely noisy, lots of spray lots of very warm burnt paraffin fumes and quite spectacular. However, the helm must concentrate on course and speed only. The winchman will drop the High Line, which is a light weight non tangle line with a small sandbag weight attached. He will aim to place it on the companionway deck, some crews dunk it in the sea

first. Under NO circumstances should anyone touch the line until it has earthed on the boat as you will get a large dose of static charge from the helicopter.

Once earthed a designated crew member will take hold of the line, Do NOT attach it to the boat as the crew will cut it and fly off. With the crew member stood in the aft starboard quarter the helicopter will ease away to the stern of your vessel while the winchman will pay out the line. The Helicopter will be about 50 yards away and maintain that position while the “Dope on the Rope”, An affectionate term used in the RAF for the winch/diver,

Is lowered to about 5 feet off the water. Once established the pilot will manoeuvre toward the starboard quarter of the boat. Your crew will then take in the slack of the high line and place it in the bucket. They do not have to pull the Winchman and helicopter towards them?

It does not work that way.

The winchman will eventually arrive on the yacht, I’ve done a few of these and it never ceases to amaze me how they do not break legs or ankles? Once on board he will detach the main winch cable and the Chopper will fly away & circle the vessel. The winchman will then make a full assessment of the situation and advise skipper & Crew appropriately. It may entail inflating the rubadub or life raft and streaming it astern of the yacht with the casualty in it depending on sea state and if stretcher is required.



The helicopter will then return and recover winchman and casualty. The final act is for your crew to pay out the high line and release it back to the RN. It all sounds daunting but just remember the course and the high line & the RN/MRCA will take care of the rest.

Flushing Sailing Club Lockdown Lecture 3

Monday 15th June 's at 7.30pm.

Three further lectures are planned. All on Monday all 1930 More info by E Mail. Flushing Sailing Club is pleased to announce the third webinar in its Lockdown Lecture series and open to all. **The third session is led by one of Britain’s most knowledge sailing hardware experts Andy Ash-Vie the now retired former Managing Director of Harken UK . Andy will look at how to handle and manage loads on your boat, reducing friction, maintenance hints and a range of tips of how to improve the performance of your boat.**

Andy has been sailing since he was introduced to a Flying Fifteen by his father at the age of 3! After working for Hoods and then in yacht design before creating Harken UK in 1999. Andy has recently modified a 6 Metre yacht and is eagerly awaiting the re-commencement of fully crewed racing when guidelines allow to come and visit some of the West Country Regatta weeks.

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.

These lectures are delivered via Zoom and will be a 1/2 hour presentation followed by a facilitated Q & A session with questions via the Zoom chat function.

Zoom codes below:-

Meeting ID: 847 3396 6647

Password: Carrick

Donations to the Flushing Sailing Club Building Fund
Lloyds Bank. Sort Code: 30-98-97. Account No. 78639660

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

Congratulations to this month's winners: - 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:- **Victor Franks, Alan Perham and Ian Jakeways. 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.

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

Any Donations to the Flushing Sailing Club Building Fund

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

Flag signals.

Now Racing is getting going again, this signal may be seen off the Flushing Line. **G** golf 'I require a pilot'



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

Jelly's wisdom If you are ever lonely go and wave to the ocean and the ocean will wave back (anon)

Neptune's Definition

Zephyr; A warm and pleasant breeze. Named after the mythical god of wishful thinking and unreliable forecasts.

Deliberate mistake answers.

There has been a deliberate mistake in recent Mainsheets. Nick Bradley has won a big prize (of nothing) for being the first to spot it. More answers to hydraulicjack@ic24.net Ed.

From: Nick Bradley <ncabradley@gmail.com>

Dear Jack - my answer on a postcard.

Her raven black hair blows in ringlets and curls

The Haven so close as the topsail unfurls

She sings from the crow's nest a psalm to Osiris

Tis a crown, not a chough, this masquerade virus.



Mainsheet No 6



Mainsheet No 7

Forwarded message

From: Mandy Owens <owens6062@gmail.com>
To: "sprue2222@yahoo.co.uk" <sprue2222@yahoo.co.uk>
Cc: Gaye Slater <gayeslater@btinternet.com>
Sent: Monday, 8 June 2020, 10:49:08 BST
Subject: COVID-19 app

Hi Sue,

Hope you and Malcolm are keeping well?

You may already be reporting daily to the COVID-19 app run by Kings College but if not, I wanted to let you know about it and ask that we promote it via our next newsletter?

They've asked that it be shared as widely as possible through local clubs and organisations. Now that we're coming out of lockdown it's crucial for the scientists to better monitor transmission and try and anticipate flare-ups.

Thanks a lot,

Mandy

Help slow the spread of #COVID19 and identify at risk cases sooner by self-reporting your symptoms daily, even if you feel well 🙏.

Download the app

<https://covid.joinzoe.com/>

My face masks have finally arrived!



The 2020 Firebird Championship should have just finished, had they not been cancelled. To remind you click on the picture to see the 2019 Firebird championships as they were when organised by Flushing Sailing Club.

