



# Mainsheet Number 6. Early May MMXX



## From the Commodorable (elect).

Dear Members and Friends of Flushing Sailing Club.

Hasn't it been a long beginning to this year? I hope that you are all well and have managing to keep reasonably fit.

Neptune has been doing a great job compiling our club newsletters and I know that some of you have been well entertained by the reports. Please keep sending in your contributions especially if you don't avail yourselves of Facebook.

I know that we will have missed some significant birthdays but our President Roger Little reached the ripe old age of ninety in March. Congratulations to Roger, here's a pic of the card sent to him from the club. Roger kept the birthday quiet but the Commodorable's spies found out. Our two new Trustees also had recent birthdays, Peter Harvey (February) and Jeanette Hill (April). Many happy returns to them and anyone else that we have missed.



All the best, **Gaye**

We will really celebrate birthdays, and all, when we are eventually released from lockdown!

The lottery is not in lockdown

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

### MAY Winners Drawn Today.

**Dave Owens, Sue Clark, and Jeanette Hill.**

Past winners yet to claim, **Steve Walker, Stephen Miles, J Laity, Martin Brooks and Nick Voller.**

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

**GREAT NEWS, THE BUILDING FUND** has received a boost thanks to the generosity of past FSC Lottery winners who have donated their winnings in the sum of over £300 to the building fund. Your support is greatly appreciated and bodes well for the future regeneration of the club. Sorry if you were unlucky this time but keep watching this space as nine more prizes are to be drawn over the next three months.

## Racing News

Cornwall's premiere Sailmakers **Penrose Sails**, the new Sponsor of Trefusis race mark have changed it to **Yellow Conical** to help distinguish it from the Speed limit marks. So, just to baffle the racers, within a week of the new conical being set the harbour issued the following.

PORT NOTICE TO MARINERS NO. 11 OF 2020

*New Speed Limit Buoys. That two new **6 knot** speed limit buoys have positioned in the entrance to Falmouth inner harbour. Buoy 1 has a flash character Fl (5)Y.20s and is in position 50° 9.545N 005° 3.104W, Buoy 2 is unlit and in position 50° 9.620N 005° 3.162W. The old **8 knot** speed limit buoys have been removed.*

**What are the new speed limit buoys? Yellow Conical.** Whoopee.

Neil Andrew reports: FHM assured the clubs that blowboats would not be harassed simply for exceeding the new numerical speed limit during a race. The racing community are considered to be amongst the most experienced and responsible of water users who will be navigating under the supervision of an organising authority which will have carried out a risk assessment, duly reviewed by FHM.



## Watch this space.

Your sailing committee are proposing to organize a virtual **Tuesday evening** race series for the Keyboard Kids to start soon. The results will be circulated to entries and will be published in future Mainsheets. The Royal Cornwall YC have been running a Virtual Friday night race series. With 15 Keyboard Kids (boats) taking part. The first series final race is on Friday 8th May. Considerations are being given to a second series starting 15th May and possibly open to FSC members. Please express interest at [RCYC Spring Series](#) by Facebook Messenger ASAP if you wish to join the racing. If you download the app [VSK5 FREE DOWNLOAD](#) it will be possible to watch the last race of the RC series on your own screen at home. It will be no good shouting 'Tack Now' at the computer because the Keyboard Kids will not be able to hear you.

## A Hard-Earned Lesson



From Flushing Sailing Club's own virtuoso of virtual reality, **Jelly**, except that this one is absolutely true and was very frightening. Neptune was there in a his Nich. 30 and tells of that storm following Jelly's story.

The start of the 4<sup>th</sup> week of lockdown I found myself sorting through various yacht files when I came across my various logbooks. Thunder was forecast later in the day which recalled a still very vivid memory, this account still shivers my timbers.

On 15<sup>th</sup> June 1986 I Sailed from Torquay to Treguier, on the north coast of Brittany, in the first leg of the first ever "Yachting Monthly Triangle Race". I was crewed with Peter Watts in his UFO 34 "Westerner 111" in the double handed section. We had a great time in Treguier with Official receptions and French Cuisine.



On 19<sup>th</sup> June 1986 we started the second leg of the race, Bishop Rock to Starboard to Crosshaven, Cork. Wattsie and I took shifts steering and I was responsible for navigation! Long before GPS, I had a Lokata Radio Direction Finder which was



always temperamental. Apart from that it was a matter of course steered, distance logged and try to match up the Estimated Positions with the Intended Course to Steer to a waypoint! We slowly approached Scilly.

Peter was on the helm and I had updated our Estimated Position, thinking that we may have come north of track. The wind was NE F2/3. Bishop Rock light has a range of 24 nm with a light characteristic of Fl (2) W 15s. Night fell and out of the gloom some sails appeared and with the aid of binoculars I saw it was one of the contestants! Even better I could see the Decca aerial on the push pit, perhaps he has position and, is that a light flashing intermittently ahead of him?



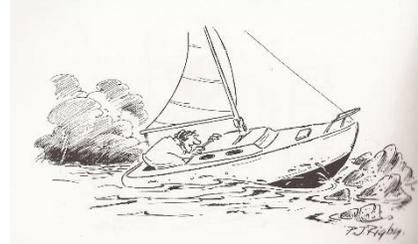
Then it hit us like an express train, a vicious cold front with lashing rain and F6/7 winds from the NE. Pete steered as I set a No3. The rain eased but the sea state rose. The lightening started with thunder. Pete was yelling and pointing like an actor in an early movie as the continuous lightening strobe made his movements animated. "Reef the main" As I stood on the cabin roof, I experienced the phenomena of "St Elmo's Fire" the whole rig of the boat was covered in a plasma of Purple /Pink static charge. There was an almighty crash, flash & burning sizzle as the lightening hit the sea some 20 yards away from us. The intense rain came

again, and the sea calmed down. I could see the light and thought the characteristics was Bishop Rock. Pete was exhausted and went below to his bunk. I was left at the helm with a mini Maglite in my teeth trying to steer SW away from the Light. The next event still makes the hairs stand up on my neck! I suddenly found Westerner pitching violently, Breaking waves? Rocks, ROCKS

**ROCKS**, she was spinning around in a maelstrom of confused water. My blood curdled and I leapt off the helm. Jumped 5 feet to the cabin sole grabbed Peters shoulders, Pulled him out and yelled, “ROCKS, get your lifejacket on and up on deck NOW” I ran forward and grabbed the MS9 life raft



, which took two men to stow, threw it straight out of the hatch. Pulled a bleary-eyed Peter out of the companionway. To say the next 10 minutes were fraught. “SW steer SW Pete kept saying, then we were clear, and the sea settled.



We eventually put into Scilly to rest. The next day we motored home to Falmouth in zero wind, our race was over.

NEVER again have I or will I look for light characteristics in the same way. The golden rule is to see the light identify its characteristics then go look at the chart and find the light in your vicinity. I mistook Penninis for Bishop.

We probably went through the Western Rocks and escaped Shipwreck, Injury and Death!

**Jelly's Wisdom.** A true Navigator is never lost! He is temporarily uncertain of his position!



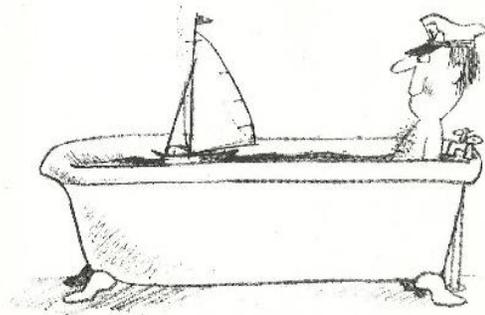
Jelly's storm was experienced by Neptune. We were in the same race from Treguier to Crosshaven and Royal Cork YC. Unlike Jelly we had the Decca which worked until the storm hit when it went out. The last fix was about 1 mile

south of Bishop Light. We had already changed to a small jib for the night, but we needed a slab in the main. It was dark and Bishop light had disappeared in the rain. As I took the slab in, Don, on the steering stick, was temporally completely blinded by the contin-



uous lightening, he had no idea of the course. He was sailing by the seat of his pants to the wind on a tight reach which started in NNW direction from last fix. We all know how quickly the wind boxes the compass in a thunderstorm. Holy c...p,

11/2 miles NNW of Bishop lies The Crim Rocks where Admiral Cloudesley Shovell met his nasty end, we had just about run the time while reefing to have travelled the distance. I went below and shouted through the maelstrom of din “what course”. Don, still blinded by the lightening, had no idea. I tried to read the compass, but I swear it was going round and round. I found a hand bearing compass below which seemed to work and directed Don from below to sail West. The Main gybed indicating the wind had indeed veered. We ran off to the West for an hour or so until we both began to relax as the storm was left behind and the Decca came back to life. Tracking back, we have no idea how near or far we were from disaster on the Crim Rocks. The only certain thing, that night, was, like Jelly, that we did not strike a rock. We duly arrived in Crosshaven a day later at 0230 in pouring rain. In the Royal Cork YC, we were passed a huge plate of sandwiches with two pints of The Murphy’s nectar to prepare our livers for the onslaught to come. The more pleasant later events during that stopover at the Royal Cork YC will be related in a later issue of this Mainsheet. Neptune.



## Confession corner

Contributions welcome, there must be something in every sailor’s memory bank. Come on you lot let me have some copy. Send to; [hydraulicjack@ic24.net](mailto:hydraulicjack@ic24.net) It would be good to begin ***We were*** and end with ***there’s no answer to that. Here’s another fill in from our deep-sea contributor Neptune.***

**We were in** Mid Atlantic on route to the Caribbean rolling downwind and I thought it might be time to Gybe. The Skipper Don looked up at the Windex and said, “Mmmm we’ll gybe tomorrow” and so we did. **There is no answer to that.**

### Definition.

**Sea Bag.** A canvas sack to hold a sailor’s gear. or an ageing mermaid.

**Zephyr.** A gentle breeze named after the gods of unreliable forecasts and false information.

## Len's Thoughts for the month.

If you see me talking to myself; I'm having a staff meeting.  
I don't always go the extra mile, but when I do it's because I missed the exit.

### Membership

For those who would like to join and support the Flushing Sailing Club these are the fees.

Application forms available from the website. Payment can be made online or by cheque to the Treasurer. Details on the form.

<b>Family</b>	2 adults and children up to 25 years	<b>£85</b>
<b>Single</b>	Adult 18 years or older	<b>£75</b>
<b>Pensioner Family</b>	2 Adults aged 70 years or older	<b>£65</b>
<b>Pensioner Single</b>	Adult 70 years or older	<b>£55</b>
<b>Outport Family</b>	Family living outside Cornwall	<b>£65</b>
<b>Outport Single</b>	Adult living outside Cornwall	<b>£55</b>

For those who like movies by Flushing Sailing Clubs very own Video photographer and have time meet another member, Becky Chamberlain, who, you might say? (yes, it is that same Becky who used to be Becky Leech) enjoy.

<https://youtu.be/RSQKD42qbiI>

See also Dave Owens submission in support of the new clubhouse.

<https://youtu.be/GLw7jixaVnk>

