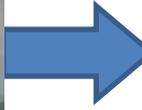


Mid May Mainsheet

News from Flushing Sailing Club

Charity No. 1182993
MMXX no 7



STOP PRESS

Dear Members,

Your Management Committee has been meeting regularly via Zoom during the Corvid 19 Lockdown and, as you can imagine after Wednesday's opening of the Harbour, there has been a lot of discussion about how we could safely get back to racing, the life blood of our club.

The Club House has been mothballed and beer stocks checked for use by dates. It is still not possible to conduct any organised activity, so our racing programme is suspended until further notice.

Our first action now will be to carry out a Risk Assessment which will help balance out the pressure from members to get racing again and the need to protect ourselves and particularly our volunteers. Things are shifting and changing all the time and this would be reviewed constantly. The RYA is being very helpful in this.

We are asking potential competitors to let us know if they would be interested in racing possibly from the beginning of June. The most likely format would be a Pursuit series. Please contact our Sailing Secretaries John Hicks mailbox@ramgaskets.com and David Mitchell David.Mitchell@mitchellevans.co.uk if you would like to take part. In the meantime, keep safe and get fit!

Gaye Slater Caretaker Commodore FSC CIO



PORT NOTICE TO MARINERS NO. 14 OF 2020

Advice on Compliance with new COVID 19 measures NOTICE IS HEREBY GIVEN that new advice has been received from Government concerning the use of recreational craft on the 13th May. The new advice received from DEFRA relating to use of outdoor spaces confirms that: "All forms of water sports practiced on open waterways, including sailing, windsurfing, canoeing, rowing, kayaking, surfing, paddle-boarding and the use of privately-owned motorised craft (in line with the guidance issued by the relevant navigation authority) are allowed." No specific guidance has yet been received on the operation of facilities such as slipways and marinas which provide access to the harbour for recreational users. Operators of facilities are advised to consider all relevant guid-

ance relating to the safe conduct of their businesses and ensure that the appropriate safety arrangements are in place before resuming operations. It may be necessary for operators of certain facilities where social distancing precautions are complex to wait for more specific guidance to be published before making a decision on whether and when to open.

Port Notice to Mariners number 8 of 2020 is cancelled.

M J SANSOM FALMOUTH HARBOUR MASTER TR11 3JQ 13th May 2020

Extracts of a letter from

Dear RYA member,

The impact of Coronavirus continues to be felt deeply right across the UK and we hope that you, your family and your friends remain safe and well.

Our primary focus is to support our members, individuals and affiliates alike, through these difficult times. For that reason, we want to update you on the support and advice that is available to the recreational boating community.

We know that many of you will have valid concerns about the inability to undertake checks in respect of security and essential maintenance of your boats. In response to the many concerns raised by our members following marina closures, we have written to key Government Ministers seeking definitive guidance that provides a practical way forward to give owners immediate access to their boats whilst respecting current measures to control COVID-19.

Advice and information for recreational boaters

FAQs for RYA Affiliated Clubs, Classes and Recognised Training Centres

Lockdown insurance update from Bishop Skinner Marine

Financial support for clubs and centres

We will look forward to seeing you back on the water, as soon as it is safe and advisable for us to do so.

Take care and stay safe, Advice and information for recreational boaters Our primary focus is to support our members, individuals and clubs.

.Chris Preston - RYA Chair

Sarah Treseder - RYA Chief Executive

There is food for thought here and some innovative ideas from the RYA regarding keeping FSC members engaged. Take a look at all the ideas on this link.

https://www.rya.org.uk/programmes/Pages/sailfromhome.aspx?utm_campaign=Club+guidance+-+Restarting+Boating+and+Managing+Covid-19&utm_source=emailCampaign&utm_content=&utm_medium=email

Gaye (Commodorable elect)

The following two stories will be serialised, each in three parts. They are truly thrilling, hold onto your seats. (ED)

Memories of Fastnet Race August 1979 By Geoff Davis

I moved from Poole in Dorset Around 1965 at the tender age of 22 to look for my fortune in Cornwall, well at 22 you must have a dream. After a few years making my living from the sea, and buying several fishing boats, I put all my savings into buying a Lovely shaped French trawler, wide stern, big flare on the bow, made using oak with thick planking on oak cut frames, after a few visits to France I



La Critique leaving Newlyn

found the 52ft boat with a strong steel wheelhouse and big wide stern, and a beam of 16ft. With a wonderful name “La Critique”, a big slow running engine and a top speed of 7kts. Perfect. So back to Newlyn with the number PZ644, we were ready after a few weeks fitting her out for trawling. I only needed a crew of 2 and me. We would go to sea for 3-4 days and land back in Newlyn. All was good. We spent a lot of time around the Scilly’s and called in St. Maty now and then to sell some fish and put some money behind the bar in the

Mermaid. It was August and it should be good weather. We had been at sea for a couple of days and the forecast was not good, strong gales forecast, so we headed for St Mary’s until it passed, we could not go alongside the quay, and as the wind was increasing decided to anchor in Tresco sound which gave us good shelter against the on-coming gale. That night as the boat was rolling a bit, I decided to get up and switch the radio on. The radio was busy with talk about a yacht race around the Fastnet rock, this race was in process and some of the boats were in trouble. There was no VHF then only “a big set” as we called it, so I tuned in to the distress frequency 2182 and was amazed at what I was hearing. The storm that night was recorded as a force 10 with the occasional gust of force 11 and these yachts looked like they were in big trouble. I could hear Falmouth Coast guard, calling yachts asking if they were OK also talking to a range of ships, and the lifeboats who were searching the area for the many yachts in trouble. The coast guard was asking if all the yachts that had been abandoned had been checked that no crews were left on board. The Lat and Long of the known yachts were given out by a Nimrod flying overhead and I was busy writing all the detail down. I said to my crew we have 3 yachts near to us shall we go and have a look to see if we can help. The wind had decreased to a 7 or 8 so this was no problem for us, up anchor and off we went. I had noted that the nearest yacht was 60 miles north of us, so engine on and off we go. At full steam with our French engine giving us 7kts. As we steamed out of Tesco sound on full throttle, I was thinking about these yachts and the crews, what a night they must have had.

To be continued.....

Holidays are sea, sand, sun and s*x for some, but not for all.

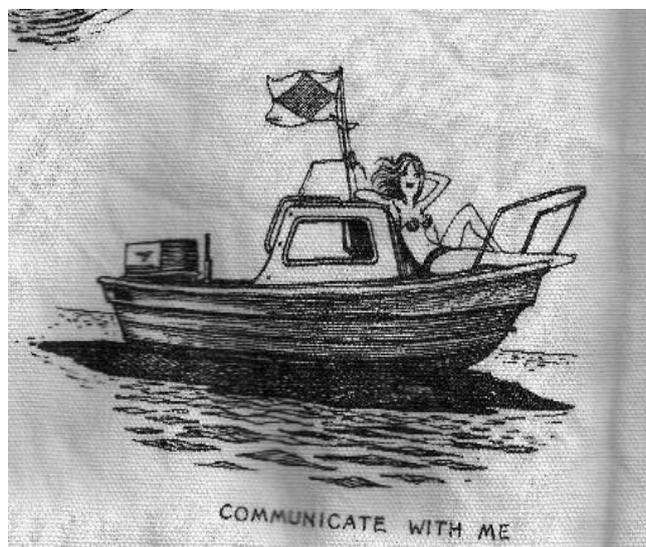
Inez summer holiday

Friday 28 May 1993

Following what had seemed like endless preparations for our early summer 1993 cruise, Skipper Gerry, John and I set sail joining in the Grimsby and Cleethorpes yacht club race as far north as Whitby and thereafter to continue due further north to our holiday destination, the Faeroe Islands. (How else could I have been conned into taking part in yet another club race). All competing yachts sailed out of Grimsby Docks and after the inevitable jockeying around at the start line; off we went at 2330 hours resigned to a long night of hand steering (No auto-helms allowed – race rules).

Saturday 29 May

Hetaera and crew made good progress on a South Westerly reach until dawn and to just beyond Flamborough Head when the wind completely died and then quickly freshened from South East and it all started. The *****! Spinnaker had to be unearthed. The wind then immediately strengthened and headed us and Skip called for assistance to relieve the pressure by the immediate dousing of the *****! spinnaker whilst raising the working Genoa in one combined operation. Following instructions which were now flowing thick and fast, I foolishly tried to hold on to the lazy guy (spinnaker set) and the spinnaker halyard at the same time, leaving me without a free hand to lock the halyard on as John tripped the sail at the luff. The halyard at this point slipped through my hand and the spinnaker hit the water with a force which dragged me onto a winch severely



winding me and my fingers became trapped between the now taut guy and the guardrail. Gerry, reacting quickly immediately released the rail from my hand and I was ordered below decks to recover whilst he and John retrieved the sail. Collapsed on a bunk and unable to breath properly a quick inspection of the left hand identified three fingers rapidly swelling and bleeding. John our only medically trained crew administered dressings but I remained well shaken

for the next day and with a disabled left hand for the rest of the week. I am sure there were lessons to be learned from this but my distaste for spinnakers and not to mention 'racing' has not improved. The rest of the day a fine sail, reaching past Whitby Bell buoy (race end). From there we proceeded straight to our holiday destination with reefed sails for a comfy amble along this pretty coastline passing Hartlepool, Sunderland and Blyth as the evening air cooled.

Sunday 30 May

I awakened at dawn following a full night's sleep that I feel sure my two companions had colluded to happen and feeling unusually pampered with now only a small amount of discomfort to the chest and stomach and some gradual improvement to the torn fingers. Raining now and the wind blowing a force 5 from the East enabled us to make good fast sailing speeds. Gradually the wind strengthened to over 20 and then 30 knots. Still 70 miles to go to Peterhead, which had



been decided, was the only safe place to enter in a fresh Easterly wind. We tied Hetaera alongside a fishing vessel in Peterhead Harbour at 1800 GMT having made excellent progress in the constant Easterly wind, which was consistently cold and uncomfortable, and with the latter 30 miles completed in dense fog. The Decca navigator had ceased to operate as we made our foggy approach to Peterhead Harbour and the sight of two fishing vessels close by leaving the Harbour entrance helped us to spot the way in.

Peterhead, we found to be an extremely busy fishing harbour with limited expectations of visiting yachts except in emergencies. However, the Harbour Master was more than helpful. We moored alongside three trawlers that we took to be out of commission judging by their rusty scruffy appearance and condition. Our aerobic attempt to get ashore to visit the local pub was interesting to say the least as we climbed over, and down through all three trawlers with an offshore breeze blowing them away from the quayside and apart from each other. I have to say this scruffy pub was definitely not worth it. On our return to Hetaera and now dusk, we prepared to turn in for the night as along they came, at first in dribs and drabs, and then lots more, yes – crew for the trawlers, engines started and Oh yes, they were putting to sea and – 'immediately'. We had of course to fast slip our mooring lines and find another spot to moor for the night, this time the quay-side on the slipway.

To be continued.....

Late News from the Harbour Master.

Everything changes in 24 hours, As of 12 May 2020

STATEMENT RE RECREATIONAL BOATING ACTIVITIES

Despite reports that some recreational boating activities can re-start from tomorrow as part of the relaxation of lockdown measures, we have received no confirmation of this from Industry Trade Associations. There was no specific mention of recreational boating in the Government guidance issued yesterday and therefore the situation is unclear. We understand that clarification on watersports and boating activities is expected from the Department of Culture, Media and Sport in the next few days. We will be studying this carefully when it is received and updating our advice accordingly. ~~In the meantime, our Port Notice Number 8 to mariners remains extant.~~

As a result of Mark Sansom's impending departure, the Board of FHC has decided to review its leadership structure. The current combined role of Chief Executive and Harbour Master will be reassigned into two new roles, so that going forward there will be both a Harbour Master, and a Chief Executive.

"FHC has evolved significantly over the last 20 years," explains Carrie. "It is now more common in medium sized ports, such as FHC, for the business management responsibilities to be separate from marine safety responsibilities. Moving forward we believe it is important that the Harbour Master is able to focus on marine safety, and that the overall leadership and management of our diverse and growing business is in the hands of a dedicated Chief Executive."

"As an organisation, we have a proud history of developing our marine safety staff and I am delighted to be able to announce that Duncan Paul, who joined FHC in 2010, will be taking over the role of Harbour Master later this year. Duncan, who is currently Deputy Harbour Master, has substantial experience in the management of marine safety, and previously covered the Harbour Master role for a number of months in 2016, whilst Mark was assigned full time to project delivery. It is a testament to Mark's commitment to FHC, that he has given us such extended notice of his decision, and he is working with us to ensure a smooth transition to the new arrangements."

Recruitment of the new Chief Executive will commence in the coming months. FHC will also be strengthening its marine safety team by recruiting a new Assistant Harbour Master.

Jelly's wisdom

Its better to be ashore wishing you were at sea, than at sea wishing you were ashore! (anon)

Navigation is what tells you where you are even when you aren't! (anon)

Flag signals.

'N' November race abandoned; but can be an unconventional flag signal. 'Don't abandon this maiden'

Confession corner I would like to run a **confession corner** and would welcome contributions, there must be something in every sailor's memory bank. Come on you lot let me have some copy. Send to; hydraulicjack@ic24.net It would be good to begin **We were** and end with **there's no answer to that.**

We were in the long race of the Scottish Series in a rather old Half Tonner rolling down wind in the Kilbrannan Sound with a good breeze and the seas heaping up. Suddenly the mast man one JB, still at his position near the mast, said, 'I'm worried' Why are you worried JB cried the skipper? 'I'm worried because I'm **not** worried' came the reply. *There is no answer to that.*



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

MAY Winners

Dave Owens, Sue Clark, and Jeanette Hill.

Past winners to claim at the beginning of May, **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.

Definition

Abandon. The excited state a yachtsman buys a boat. Also, the excited state a yachtsman parts with a boat.

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



For those who like movies by Flushing Sailing Clubs very own Video photographer and have time meet another member,

Meet Dave Mitchell

<https://youtu.be/2LLB50hb3JU>

Meet Dave Owens (Talking about himself)

<https://youtu.be/z5K9UDiNpGo>