



Slides with Jeanette

Late news may always be found on the FSC website, check;- <http://www.flushingsailingclub.co.uk/>

Flushing Sailing Club

November Mainsheet

Number 16 MMXX

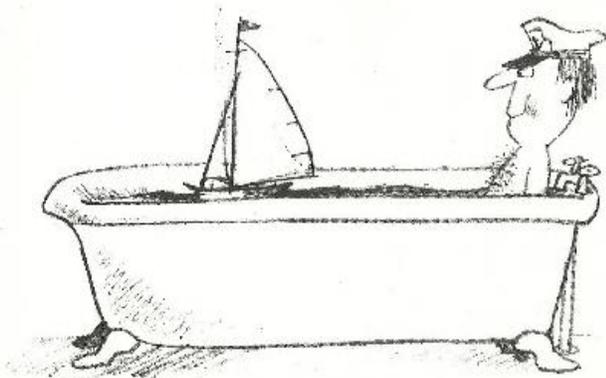
New Quay ● Trefusis Road ● Flushing ● Falmouth ● TR11 5TZ
Charity No. 1182993

Clubhouse Rebuild Starts

From your Commodore FSC CIO.

From your Commodore

As this extraordinary 2020 season draws to a close, it's time for reflection and planning. At FSC we were pleased that we were able to offer a successful season of racing following the opening of the harbour and in response to the pandemic. It was good to see so many boats on the water and to welcome boats that might normally sail with other clubs. The club has tried to vary the courses, length and format within the constraints of a pursuit race to make the program as varied and enjoyable as possible. We owe a big vote of thanks to John Hicks and David Mitchell.



Their enthusiasm and determination to get out there coupled with John Maunder's meticulous race management supported by Liz Maunder and Jeanette Hill, drew us along to the start line and some excellent racing.

Next year we hope to welcome competitors again to a mixed program of pursuit and class racing with committee boat starts. It will be good to see the Falmouth Working Boats and Firebirds back on the water. We know that we may have to be flexible.

How can you help us? Renew your membership or join and be part of it!

As a keelboat racing club, we would like to feel that competitors are a key part of our community and can make their own contribution. To that end we hope you will either renew your membership or, if not already, become joined up members. Also, we would like to encourage your crew, if they are not already members to join too.

You may ask what benefit you would derive from this.

The new clubhouse and our Centenary year usher in an exciting new era for FSC and we hope you would want to be part of that and enjoy the ongoing success of our race programme. We are planning a number of events in celebration.

We envisage making wider use of the new building which will definitely be more comfortable, better planned and more spacious than we had before and very conducive to post race discussion. Wider use of the facility will include some exciting options for classes and social events involving our community, we already have a booking for regular yoga classes with a well-known village resident Mandy Owens.

All our members get the benefit of both receiving and contributing to our regular Mainsheet newsletter.

We have maintained our membership and entry fees at a relatively low rate and believe that we offer excellent value.

Remember if you join now your membership continues to the end of December 2021. The latest membership forms are available on the club website.

FSC Centenary

Hopefully you will begin to see a lot of our new Centenary logo as plans come to fruition. More immediately we are compiling a Commemorative Brochure of which we hope, a first edition copy will become a collector's item.

Appeal from Len Cheshire:

“Calling all of our fantastic members to recall the times, memories and memorable events they have experienced during their membership of Flushing Sailing Club. Please put pen to paper and write an article



to let people know how you enjoy sailing, the winter talks, the club atmosphere, or write about the good old days? Any article to do with the club's history, nostalgia, current times or future outlook will be welcome.

Also, recollections of class racing, championships or one design racing welcome. Character profiles especially with photos are also welcome (If good).

Please send your contributions to Len Cheshire, Gaye Slater or Sue Clark who will attempt to mold them into a brochure the club can be proud of.

Get your name in print you may become famous. Anonymity assured for the shy."

News from the Main shed. *by Dave Owens*

"The building project has suffered some delay principally due to the fact that we are trying to drill pile a 340-year-old quay wall. Basically, the infill material between the Listed Quay walls is not of a particularly good quality - it is possibly waste material from the adjacent quarry. So, the method of drilling has been changed and is now well over halfway through the process. It is hoped that this will be completed early this week, and this will enable the groundworks to commence. So, the project is running behind schedule, but the Building Group is working closely with Fox Construction Services to identify opportunities to start to recover this delay. More detailed news will be in the next "From the Main Shed" soon.



See the piling drill for 120 Seconds

<https://youtu.be/-vnKjkatgOE>

I have to say that this was the part of the construction that I felt the most nervous about and will be very relieved to see the steel framework going up. As Guy English frequently says, "onwards and upwards!"

Dave Owens is currently working on, among a shed (!) load of other things, what he calls his Wedding List. I really don't know how he fits it all in with running a business too.

I am now nailing my colours to the Signal Mast, I have an interest in donating something to this. For example, the tyranny of being the last man standing after meetings, washing up cups, will be banished by having a dishwasher in the new kitchen! Watch this space.

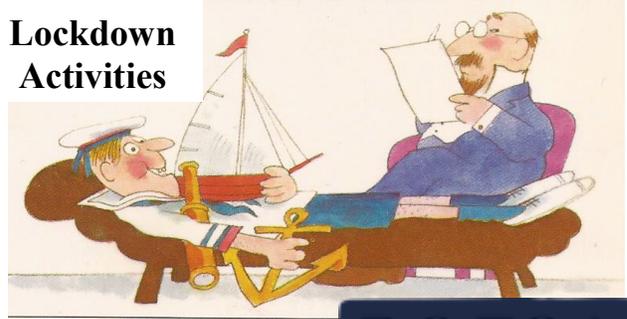
Winter Programme

The last issue of Mainsheet did promise some distractions for members, these have been bashed on the head a bit but we are working on setting up some further Lockdown Lectures, a Christmas Walk in December and COVID compliant New Year Treasure Hunt. (If the prevailing rules allow).

Please book Tuesday 1st Dec Mark Milburn's show Shipwrecks of Falmouth.

Mike is fresh from appearing on CBBC and promises an interesting and highly visual presentation of Falmouth's underwater history. This will be via Zoom of course and details will be published on the club website and Facebook page.

Lockdown Activities



News from PoFSA:

The last month has been the season for meetings (yet again via Zoom!). These have all been constructive and everybody is looking forward to a fuller 2021 always bearing in mind that plans will need to be flexible to take in any restrictions.

Village Regattas

Usually an opportunity for networking and exchange of ideas which was rendered a little more challenging via Zoom, but the meeting was nonetheless jovial and dates for 2021 and 2022 were agreed.

Policy Committee

Basically, the Commodores of the PoFSA clubs meet twice a year to set things up for the next year. This year we also have a long overdue revised Constitution.

2020 POFSA AGM

Yet again another jovial meeting to appoint the Officers and discuss finances, Falmouth Sailing Week and dates for 2021. The latter are now going up on PoFSA website on a regular basis to help anyone making plans for a foreign holiday! We are keeping our fingers crossed now that voting is closed for the Yachting Event of the Year Award.



2021 Will be 8th-14th August

Wishing you all the best for a speedy rest of Lockdown
Gaye Slater Commodore FSC CIO

From the Falmouth Harbour Commissioners

Annual Report Summary *By Neil Andrew*

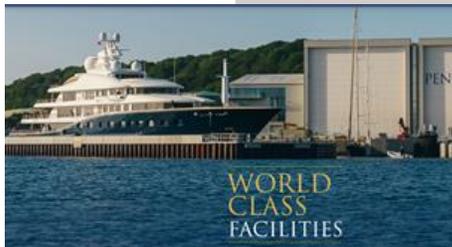
Because of prolonged periods of restricted access to public and club premises during the current pandemic, the Harbour Commissioners printed fewer hard copies of the 2019 annual report. Instead special efforts are being made to reach stakeholders electronically, with which I offered to help. Please find below a link to the summary report. November. 2020

<https://www.falmouthharbour.co.uk/wp/wp-content/uploads/00-R018-01-Annual-Report-2019.pdf>



The Racing Scene

The club launch is once again put to bed for the winter. Shown here sporting her smart winter cover kindly sponsored by **Penrose Sailmakers**. Thanks again to **Pendennis Shipyard** for lifting the launch out of the water and Bernie Bagley for storing it for another winter.



Last race report *by David Mitchell*

The penultimate race of the season proved to be a real challenge, lots of discussion's and studying of the weather forecasts were had in advance before deciding to race , 15 knots with gusts in the 20's were forecast. Looked like "Folkboat weather!"

Only 5 boats ventured out , we had rigged the spinnaker but knew we needed to be cautious, as we sailed past the speed makers on route to North Bank mark, the swell and wind began to pick up, in-fact that is a slight understatement there was an 8 ft swell! And 20 knots of wind.

We rounded North Bank but had to watch for a flat bit of sea to tack in, our target was to catch Mary Boon we were slowly catching but she was being sailed



fantastically, particularly as it was being single handed.

The next mark was Governor which was a real challenge straight into the wind and the swell. We edged closer to Mary Boon and were now only 5 or 6 boat lengths behind but she appeared to be

heading to the wrong side of the mark quick check by the crew and we were at fault (I blame the crew as all skippers do!) now a tack to correct our error into the swell and the wind was now 20 gusting 31 knots, had we let Mary Boon escape! The next leg was west narrows where we surfing down the waves, it didn't take long to reach the mark I had been focused on our sailing but did note a few broaches going on with the other boats.

Could we catch Mary Boon a second time on the finishing leg unfortunately we got closer but not close enough.

A great effort by Mary Boon to sail single handed in those conditions, real skill. An exciting afternoon was had by all.

2020 Prize winners? CLUB TROPHIES 2020

We regret that due to the present Covid circumstances this year's prize giving has had to be revised again. Below is the list of prize winners showing the results of the final series of 2020. Almost all the trophies have now been returned to the club for maintenance. A couple of last year's G class winners have not yet returned their trophies to Dan Tregaskes or Len Cheshire who will be pleased to receive all trophies as soon as possible. Ring Len on 01326 340425 to make arrangements for the exchange. When it is possible to make presentations, each prize winner will be notified individually of the arrangements.

Mylor Chandlery & Rigging Series

Blue Troy Trophy *Comfortably Numb – Chris Hunt*

Cockwell's Series

Edney Trophy Not Awarded Devenish Trophy Not Awarded

Dudley Harris Cup (Sunbeams) Not Awarded

John Mantle Trophy (W Fleet) Not Awarded

Hilda Nixon Bowl *Gap Year – L Trenoweth*

Skidders Series One

CHS Cup *Joxer – D O'Halloran*

Choaks Pasties Series

B Class Not Awarded

W Class *Elli – R Roebuck*

G Class *Charm – N Bradley*
Q Class *Macavity – J Hicks*
U Class *Gap Year – L Trenoweth*
V Class (Sunbeams) *Pintail – P Pullen*

Hine Downing Series 1

Stuthridge Memorial Cup Not Awarded
A2 Rigging Urn *Joxer – D O’Halloran*
Dorothy Hobson Cup *Tom Tit – D Carne*
Furze Trophy (W Class) *Elli – R Roebuck*
Farrant Trophy *Gap Year – L Trenoweth*
Strangway Dixon Cup *Halcyon – G Fox*

Falmouth Tyres Series

F C Bond Cup *Joxer – D O’Halloran*
Bill Jennings Cup *Sweet Friday – L Cheshire*
Nalder Plate *Aires – D Mitchell*
Burt Cup *Charm – N Bradley*

Skippers Series 2

Class One. *Poppincoota – Goddard/Grose.* Leslie Tongue Cup
Class Two. *Tio Mo Shan – N Chamberlain.* Armytage Cup

Hine Downing Series 2

RJ Laity Trophy
Gaffers Trophy *Tom Tit – D Carne*
John Merrifield Cup Not Awarded
RT Dixon Cup (IRC) *Encore – David Cunliffe*
Mayflower Cup *Gap Year – Len Trenoweth*
Jim Laity Cup (Sunbeams) *Mary – N Hopkins*
Frank Lang Trophy (W Class) *Elli – R Roebuck*

Seven Stars Autumn Series

Q Class *Triggers Broom – Adams/ Brown*
G Class *Katy – Sue Grigg*
W Class *Levity – G English*
U Class *Aries – David Mitchell*

Penrose Sails Champagne Pursuit Series

Aires – David Mitchell

FSC/RCYC Pursuit Series

Jackdaw – Bob Warren & Gilly Fox

FSC Annual Trophies for 2020 SAILING ACHIEVEMENT AWARD

SINGLE HANDED CUP *Mary Boon – J Cruise*

Congratulations to the well-known friend of Flushing Sailing Club **Becky**

Chamberlain and Mike. Here with her daughter Lowanna, born end of October.



And Bex's sister Kerry has also produced again, a boy, Harry, at the beginning of October.

Grandpa, Martin Leech (who is a new paid up member) rejoices in holding Kerry's two.



Mini Transat *continued.*

A story by John Tomlinson supplied by Geoff Davis

You may remember John sailed his borrowed E Boat from Penzance to Tenerife the first leg of the 1979 Mini Transat. He is now resting after the grueling first leg.

The Stopover in the Darsena Pesquera.

I had 12 days in hand before the restart, which was good news. Amy had big problems with her mast and rigging. We played a bit and worked a lot over the next few days. The Real Club Nautico played host to the event and we had full use of the club facilities which were second to none. Can you believe a fifty metre swimming pool? Their members were very helpful, especially one Steve Wrigley, an American doctor who seemed to be on call to the fleet about 12 hours a day. He had a car, which is the ultimate luxury to anyone on a yacht, miles from home. The break in Tenerife was very relaxing as it gave us all some time to get to know each other better. There were a few language problems but these are never insurmountable. Before the start (in Penzance) everyone was far too busy for socialising but by the time October 27th (the restart) came around we were all much more together. With few exceptions the atmosphere was very friendly with the competitors helping each other out with repairs and routine maintenance. We had become like a big family, brothers and sisters, all engaged in the same struggle to cross an ocean. Tension built again in the last couple of days. Amy's new rigging arrived the day before we were due to leave. We resteped her



mast just before dark on the 26th. The start of the second leg is at 16.00 GMT the next day, just off the Club Nautico and at 12.30 I said goodbye to Amy who was in tears, because she still had loads to do. Her boat was a mess, but she was full of guts and she promised me faithfully that she would be on the start line. I sailed to a small beach at San Andres, about 2 miles to the north, to clean the oil off the hull that was all over the harbour we had been moored up in, the Darsena Pesquera. There is no way I was going to start the race with black oil stains all over the yellow hull. I drank loads of coffee, ate some lunch and generally tried to get myself together. Norton was there too, with a couple of the others. I passed him the latest weather maps that he had missed by leaving early. We exchanged a few words but already we were miles apart, lost in our own thoughts about what lay ahead. The great big Atlantic Ocean.



Hold onto your seats, The Long second leg will follow in future Mainsheets.

See also the PSC history of the Mini Transat at:-
<https://pzsc.org.uk/history/history-of-the-mini-transat-at-penzance/>

Membership matters, please note.

Paul Evans Membership Secretary writes: -

Your Membership Secretary address has been printed incorrectly in the last mainsheet and in the 2020 Officers list in sailing booklet. These below are correct.

Home: 01326 376456

Mobile: 07967 604495. pevansfal@aol.com

Lottery Matters

Len is still holding unclaimed lottery prizes for the following: Martin Brooks, Stephen Miles and J Laity. To claim them or donate them to the building fund please ring Len on 01326 340425

Codgers monthly muse.

Leaving a boat usually extends life expectancy, but man-overboard is one of the few occasions when leaving a boat shortens life expectancy.

The irony is that by the time your ship comes in you are too old to enjoy it. (anon)

Age 60 might be the new 40, but 9:00 pm is the new midnight.

Falmouth Lifeboat

RNLI Lifeboat action:- <https://falmouthlifeboat.co.uk/shouts-4/>



24th October At 09:58 Falmouth Inshore Lifeboat be launched following several reports of a windsurfer in difficulties between Castle and Gyllyngvase Beaches. The windsurfer was located and was taken on board the Inshore Lifeboat along with their gear. The casualty was

then taken back to Gyllyngvase Beach. The experienced windsurfer had been caught out when the wind had suddenly dropped leaving them unable to sail clear of the lee shore. They were extremely grateful for the assistance given.

On 22 October Falmouth all Weather Lifeboat launched to assist two people and a dog who were reported to be in the water after the capsized of their kayaks off Bass Point near The Lizard. The casualties had been spotted by the Bass Point NCI Lookout The Falmouth Lifeboat was tasked because the Lizard Lifeboat was already out on a search for an overturned boat 25 miles SSW of Lizard Point.

Arriving on scene it was confirmed that one of the casualties and the dog had managed to reach the rocks below Bass Point and was able to climb to safety. The other casualty was recovered from the water by a local fishing boat and was taken to the Lizard Lifeboat slipway where they were landed. Without the help of the NCI Lookout, the outcome of this incident could have been very different.

28th Oct Falmouth lifeboat crew was brought to immediate readiness following the receipt of a VHF DSC distress alert which was believed to have come from a handheld radio. Following further enquiries Falmouth Coastguard requested that both the All Weather and Inshore Lifeboats be launched to carry out a search of Falmouth Harbour, Penryn River and the Carrick Roads. Later it was confirmed that the source of DSC Alert had been located ashore so both lifeboats were released to their station. The DSC alert had been received on the coastguards Falmouth VHF Ariel but did not include a verbal distress message, so the nature and location of the distress was unknown. The source was confirmed to have been due to an equipment malfunction.

14th November following reports of six people in the water from a capsized Dory off Summers Beach, St Mawes. The Portscatho Coastguard Rescue Team were also tasked to assist the Inshore Lifeboat It was soon confirmed that the six occupants of a dory had managed to make the safety of the shore while their capsized dory had been washed up against the sea wall. It was considered too risky to attempt to recover the Dory. The six occupants of the Dory from Place Manor had gone across to St Mawes for essential goods and were on their way back when their boat got swamped leaving them in the water. It is believed that none of them were wearing lifejackets.