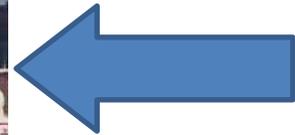




https://www.youtube.com/watch?v=5FsBX_xl_X4



Click the pictures
See the Signal
Mast Lowered

Late important news may always be found on the website check below
<http://www.flushingsailingclub.co.uk/>

Mainsheet October

MMXX Number 15

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

Clubhouse Demolished

Friday 16th saw the last of the clubhouse demolished, it remains to clear away the last of the rubble. Soon the rebuild will begin with the arrival of a piling rig in the next few days.

Then see the old clubhouse go
in 50 seconds

<https://youtu.be/rT7vEil3HrY>

From your Commodore



As evenings draw in and the sailing season comes to an end, at FSC we are turning our attention to plans for next year and, particularly, our centenary. Of course, the biggest event will be the opening of the new club house. Now that the signal mast (not a flagpole, I'm reminded!) is down and the old building is so rapidly disappearing, (it's now gone) we have tangible proof that it is

all happening. The mast dropping ceremony was well-attended and many hands made light work of it, as the video shows.

There has been an excited buzz around the old building as it gradually disappears. People have popped over to look at the progress. Hopefully, as the pile-drivers swing into action, and we will begin to see the new construction take shape.

Donations: We are still seeking funds for the project and the last few weeks have seen some very welcome donations for which we are very grateful. This is by way of a gentle nudge to those who have forgotten that they intended to donate! We are still fund raising.

Sailing: Our other plans are of course for sailing events and more is revealed below and further work will done on the detail of the calendar for 2021. One little clue...brush up your boaters!

Centenary exhibition: One initiative to which I am sure many members will be able to contribute, is an archive and exhibition of club history. Roger Little was telling me last Saturday that he remembers the club as a hut on the Quay. We seem temporarily to have come full circle with the Ops Room housed in a shed on the Quay! It would be great to have a flood of memories and photos.

We need you: If you have other ideas and/or wish to contribute to any aspect of the Centenary celebration, please get in contact.

Latest news. In spite of all this, we don't seem to be any further forward with Covid-19 and our plans for 2021 have to be made with the potential for restrictions to still be in place.

Prize givings: Apart from not having a venue in which to run our Prize giving, the rule of 6 would make our usual celebration impossible. We will be taking the opportunity to gather our trophies together and take stock and also make a different arrangement for our winners this year. List of winners is in the racing section.

British Yachting Awards nomination: One event that did go ahead this year, albeit in a much-altered form, was Falmouth Sailing Week. Mostly this was a fun event and well enjoyed. So much so that we have been nominated in the events category for the British Yachting Awards. Vote now on this link <https://www.britishyachtingawards.com/vote-now/>

Rescues and RNLI: We are all very grateful to the RNLI and the helms of Moondance and Alchemy who all assisted in the recovery of Elli on Saturday 10th October. Bad luck runs in three so they say, Elli had a classic spinnaker wrap around the top of her mast and in trying to remedy this lost a crewman overboard, suffered engine failure and was taken out to sea on a strong NW wind. The crewman was thankfully rescued unscathed by Moondance (thanks be to her stern ladder), the event was relayed to FSC Race Control by Alchemy and the Lifeboats were able to bring Elli into the lee of land to drop the spinnaker. As a club we so

rarely have to call in the Emergency services and we thank them for their prompt action.



Unsung hero:

Jeanette Hill is a stalwart of our Ops Room and along with Inez Thompson and Sue Clark, they can normally be heard on the radio giving the countdown and courses. She has been heard recently referring to a competitor as sweetheart but received a grumpy reply as he had got the course wrong! At the moment apart from becoming one of our trusty Trustees, Jeanette has joined the Race Ops bubble in the shed on the Quay. It is more luxuriously appointed than it would have been in 1921. Thanks Jeanette.

Bay Committee Boat FSW2019

Gaye Slater

Commodore (no longer Acting) FSC CIO.



The Racing Scene

FSC ANNUAL PRIZEGIVING 2020

Because of the present circumstances it is impossible to hold our normal prize giving evening.

Race series and prizes are largely supported by our sponsors who deserve something in return. To this end, where possible and with agreement with our sponsors we would like to get a picture of trophy winners being awarded their prize on the sponsors premises. If prize winners or their representatives could help us achieve this it would be appreciated. If you think you or your representative will be able to attend a photoshoot at a mutually acceptable time, please let a member of the committee know.



We would also like to ask winners to return their trophies immediately after presentation as the club needs to have them revalued for insurance purposes.

2020 Prize winners

Mylor Chandlery And Rigging Series

1st	Comffortably Numb	C.Hunt
2nd	Gap Year	L.Trenoweth
3rd	Joxer	D.O'halloran

Cockwells Series

1st	Gap Year	L.Trenoweth	Hilda Nixon Bowl
2nd	Comffortably Numb	C.Hunt	
3rd	Joxer	D.O'halloran	

Skinnners Series One

1st	Joxer	D.O'halloran	Fsc Pennant
2nd	Macavity	J.Hicks	
3rd	Aries	D.Mitchell	

Silver Sunbeam

1st	Audrey	R.Ford	
-----	--------	--------	--

Hine Downing Series One

Q/e	Joxer	D.O'halloran	A2 Rigging Urn
U	Gap Year	L.Trenoweth	Farrant Trophy
V	Halcyon	G.Fox	Strangway Dixon Cup
W	Elli	R.Roebuck	Furze Trophy
G	Tom Tit	D.Carne	Dorothy Hobson Cup

Falmouth Tyres Series

Q/e	Joxer	D.O'halloran	Orzel Cup
U	Aires	D.Mitchell	Dundrum Tankard
W	Sweet Friday	L.Cheshire	Bill Jennings Cup
G	Charm	N.Bradley	Burt Cup

Choaks Pasties Series

Q/e	Macavity	J.Hicks
U	Gap Year	L.Trenoweth
V	Pintail	P.Pullen
W	Elli	R.Roebuck
G	Charm	N.Bradley

Hine Downing Series Two

Q/e	Encore	D.Cunliffe	R.T.Dixon Cup
U	Gap Year	L.Trenoweth	Mayflower Cup
V	Mary	N.Hopkins	Jim Laity Cup
W	Elli	R.Roebuck	Frank Lang Trophy
G	Tom Tit	D.Carne	Gaffers Trophy

Seven Stars Series

Q/E	Triggers Broom	D.Adams/C.Brown
U	Serena	P.Knight
W	Levity	G.English
G	Katy	S.Grigg

Skinnners Series Two

Q/e	Triggers Broom	D.Adams/C.Brown	Armytage Cup
-----	----------------	-----------------	--------------

U	Chiot Noir	S.Roby	T.b.a.
W	White Mischief	M. Swingler	T.b.a.
G	Tom Tit	D. Carne	T.b.a.

FSC/RCYC pursuits

1st

Penrose Sails Champagne Series

1st

Sailing Achievement Award

Mary Boon

J.Cruise

Single Handed Cup

Proposals FSC sailing calendar for 2021.

Mylor Chandlery Pursuit Series. Saturdays 3rd, 10th, 17th 24th of April.
one class. no penalties. YTC handicaps.

Cockwells pursuit series. Tuesdays 6th, 13th, 20th, 27th of April and 4th of May.
one class. no penalties. YTC handicaps...

Skinners Pursuit series. Saturdays 1st, 8th, 15th, 22nd and 29th. of May
IRC and YTC handicaps. 4 or more boats in a class for a class result
normal class racing: - IRC and YTC

Choaks Pasties series. 11th, 18th and 25th, of May. with no discards.

Gull Rock Manacles race. 30th may.

Hine Downing series one. Tuesdays 1st, 8th, 15th, 22nd, 29th, June and July
6th/13th

Falmouth Tyres Flushing Fowey race 12th, 13th, of June.

Centenary Regatta Saturday 19th June.

Midsummer Regatta. Saturday 17th July.

Saturday 21st August Club Cruise to Helford Passage

Hine Downing Series two. Tuesdays 20th, 27th, July and 3rd, 17th, 24th, 31st Au-
gust and 7th, September.

Seven Stars Autumn Series, Saturdays 4th, 11th, 18th, 25th September.

FSC/RCYC Pursuit Series. 10th,14th, 17th, and 21st September

Penrose Champagne Pursuit Series. Saturdays 2nd, 9th, 16th, 23rd, 30th, Octo-
ber. YTC handicaps

Special Events Hosted By FSC

Firebird Championships 3rd and 4th July

Two IRC events Sunday 2nd May, and Sunday 27th June.

Try A Sail Day Saturday 7th August

Events for other classes by arrangement. Class captains should contact the sailing
committee.

All future notices, cancellations etc to be advised via Whats App.
Decision to cancel evening racing to be made by 4 pm on day of race.
Q/E class to be split if possible, depending on entries

Some Rule changes.

Rule 12 On all course's boats must pass from east to west through the gate at the end of each round. (there will be no turning mark in the river (rule 13))

Rule 14. Harbour finish. When IC S flag is displayed on a committee boat in the vicinity of the gate classes shortened will finish at the gate.

Rule 19.3 All series except Choaks Pasties series 1 discard allowed.

All the above proposals are subject to agreement by the club management teams and verification of buoy use by the Harbourmaster.

Village Regatta Dates: -	Point and Penpol.	June 5th
	Loe Beach.	June 26th
	St.Mawes Social	July 3rd
	Falmouth Town	July 10th
	St Mawes Town	July 24th
	Flushing Village	July 31st
	Portscatho	August 28th
	Percuil	August 29th
	Classics Regatta	June 11th- 13th

Falmouth Sailing Week has been nominated for British Yachting Awards. You too can support. Vote here. <https://www.britishyachtingawards.com/vote-now/>

Buy your Pix from Bex
<https://www.bexchamberlainphotography.co.uk/gallery>
Photos are available to purchase, Contact Bex. 50% of all proceeds will be donated to Flushing Sailing Club's fundraising campaign for the new clubhouse,

RNLI Lifeboat action The Lifeboats have launched many times since the last Mainsheet to many events such as a yacht drifting into the bay due to a failed mooring in the Helford river. To a medical evacuation from a yacht off Durgan which also involved



the Coastguard helicopter. Not least of the launches was to Elli and her spinaker problems as detailed by the Commodore. Details of all the shouts can be found on the RNLI web site <https://falmouthlifeboat.co.uk/shouts-4/>

Confession corner

Ed. Would welcome more members confessions. Come on you lot send me yours to hydraulicjack@ic24.net

We were resting at the halfway of the Yachting Monthly Triangle race in Crosshaven at the Royal Cork Yacht Club, a stop for sailors with strong livers. We had a tough time off Scilly in a big thunderstorm on the way to Crosshaven from Treguier, North Britany. (Jelly was in that race and storm too, Mainsheet no.6 Early May 2020). There was to be a celebrity invitation series of dinghy races in National 18s. and there were spare boats. The Triangle skippers were invited to draw lots for a boat to make up the numbers. I put my name down and was lucky to draw a boat. The 18 is a 3-man boat with one on a trapeze, a mainsheet man and a helm. The invited celebrity helms were from all walks of life, Fishermen to Clergymen and everything in between. I asked which was my boat. 'be'gor ra' she'll be the one with Murphy's on the side'. To make it easy, there were 12 boats lined up, all with Murphy's on the side. Having found the boat with owner and lady crew both with a pint of foaming Murphy's in hand we set out for the entrance to Cork Harbour where the course was. We hit the wind the boat took off, crew took the three quarter pint out on the wire, then my two companions suddenly realising the party was over, hurled the half-finished pints, glass and all, over their shoulders into the water. There were no SIs or other instructions, but the course was a standard sausage and triangle so no real problem. I sampled the line to find the favoured end, explained to the crew that I would try to hit the line at the port end on Port at full speed as the gun went, they seemed a bit surprised there was any plan at all for the start, let alone a cheeky port tackler. We crossed the fleet with clearance to spare, before flopping over to starboard as boss boat. Clearly my crew was only expecting to make the numbers up. It was as we approached the first mark with a clear lead that they really began to try. We were passed by one boat which seemed to be a really good one, Never-the-



less we were in the final. After my heat we all tied to the committee boat which was an anchored harbour tug equipped with a honky-tonk piano, BBQ and substantial quantity of the Murphy's. The heats progressed and for the final race boats were again drawn from the hat. I was lucky and drew the quick boat and sailing it proved that it was immensely superior to all the others and with a really competent crew who knew, and did, before any request was made. After the race I felt justified to join the party to help consume the BBQ of freshly caught fish and a quantity of Murphy's best nectar. A wonderful day with the sun shining, the sea sparkling, a perfect wind and lots of Murphy's best. In ten thousand years' time when some bespectacled archaeologist digs up my old grey bones, some bright flashes of colour will be amongst the dark grey dust. The colour will be the memory of that wonderful day dinghy racing off the entrance to Cork harbour. **There is no answer to that.** *By Neptune*

Mini Transat continued

A story by John Tomlinson supplied by Geoff Davis

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



Click the picture to see a minute of original footage of the very first Mini Transat start in 1977 from Penzance Sailing Club



The Short First Leg.

September 29th.

The big day arrived at last. Final farewells, good luck wishes and shouts of encouragement from the quayside, and then.....loneliness. I quit the harbour at 0930, hitching a tow out behind 'Rozelle'. Race start was 1100 BST. The wind was SE force 5-6. The sea state was very choppy with white water everywhere in Mount's Bay. It was going to be a lively start. At least the sun was shining, and everything would be alright just as long as the sun shone down on us! I had to sail around for over an hour getting the boat and myself together. Wet gear on, two reefs in the main, I left the headsail till later on, just before the start. It only took a few seconds to unroll it. The boat was covered in flying spray and we hadn't even started yet. The sprayhood did a cracking job of keeping the water out though. I think through all the days and nights at sea I was never quite so lonely as I was then, just before the start. There were about two



thousand people waving goodbye and shouting “Bon Voyage”, but they might just as well have been a million miles away, they seemed so far removed from what I was doing on that Saturday afternoon in September 1979. I felt lost and near to tears. So many years ago now. I sailed past Amy Boyer in her ‘Little Rascal’. She was crying a bit too, in fact I think most of us were, just a little bit. There were 32 competing boats inside the line, and at least as many spectator craft out there on the water taking photographs. I nearly got run down a couple of times as boats came in too close to get pictures, which was all very ego building, but quite honestly, right then I really could have done with a bit of room to myself. A little bit of ‘me’ time. With the wind in the SE and a course from Mousehole Island of 220M I had a good strong beam wind for the first 24 hours. 125 miles on the log. (No GPS remember). Not bad for starters.

We were out in the middle of the Atlantic having a bad time with the weather. But in retrospect, it was all part of the game we were playing, and I suppose it was quite flattering, really that so many people were interested in what we are doing. It would have certainly been a bit dull without them there offering their support to us all.

I couldn't sleep or cook any food. I was living on GORP. (Good Old Raisins and Peanuts). It was VERY uncomfortable. However, at least the boat was dry below decks, with the modified sprayhood up. It was this first



depression that put a lot of the boats out of the reckoning at that stage. Two or three had gone into Vigo or La Coruna, although of course I did not find out about that until much later on. Several rudders had broken and one boat had broken up completely and sunk, luckily without loss of the French skipper. I appeared to have lost contact with everyone and everything. There was a lot of water out there but not much else, it seemed. I saw a few ships, but they did not answer when I called them on Channel 16. The wind moderated to Force 6 or 7 in the mornings and got up to a full gale again during the night, always from the south or sou', sou' west. The going was very tough and I kept having this depressing feeling that I was last all the

time. Navigation was mainly dead reckoning with the occasional RDF bearing thrown in, although I knew I was fairly close to the Portuguese coast because I could see the ships in the south bound shipping lane just inside of me. However,

with the wind in the SSW it was difficult to make any appreciable westing in these



conditions as the making tack was on starboard, which tended to push me in toward the coast all the time. The boat didn't seem to be pointing very well with the jib out. I thought the brand new forestay had stretched a bit. It must have stretched about 6 inches I think, by the way it was sagging to leeward! For 6 days I had been getting winds of between Force 6 and 9, and always from the south or thereabouts. The E-Boat was taking it well, surprisingly well, and was still bone dry down below, due entirely to the excellent sprayhood which kept out all but the very finest spray. I would not have been without it for all the world. Battery charging was a real problem as it

was too rough to use the generator, which had to be set up in the cockpit. Consequently, I am being very prudent with my navigation lights, which involved staying awake most of the night and trying to cat nap during the day. Very tiring, however, sleep of any sort was hard to come by with the constant vigil for shipping and the incredible noise that the boat made just crashing onward into those huge waves that had built up over the last week.

I got to about 36° N and the wind freed a little. It was veering a bit more to the west each day. There was still plenty of it though, but a lot more sunshine as well. It was much warmer by then and my navigation was easier and more precise as I could use the sextant for daily fixes. I only had about another 500 miles to go. It seemed funny to write that down, "only another 500 miles...." I used to think that was a long way in a small boat. I was down to the last day or two now. Tenerife was about 30 miles to the south of me. I had my first sight of land since the start two weeks ago. The temperature was around 90° F, with not a cloud in the sky, not a breath of wind, not a ripple on the clear blue sea. Just a long lazy swell coming up from the south. I was getting a little sunburned, but no matter, a nice all over tan



would be a bonus. A speck on the horizon materialized into the bridge of a large tanker. As it got nearer I realised he was heading straight for me, and I hoped he was going to see me because I could not have moved very quickly. He didn't, he showed no sign of altering course. I supposed he was waiting for me to motor out of his path, but he didn't know I had no engine. Closer and closer. I got the sculling oar out and managed to move about 75 metres, just far enough to allow him to pass, but I got a huge wash from his bow wave. He just charged past, totally unaware of my presence. If he had run me down, he would not have even

noticed. 200,000 tonnes of Japanese steel travelling at 20 knots was not going to be seriously hampered by a Mini-Transat yacht. It was a bit disquieting to say the least. It took me another eight hours to reach the finish. I had another quick squall just off the tip of the island and then I was becalmed ten minutes later in Santa Cruz Bay. I had to scull the last two miles in the dark. I arrived at 22.42 GMT on October 15th. My elapsed time was 16 days 12 hrs 42 mins. It had been too slow really, however only 12 boats (out of 32) had got in before me, so I was not the slowest by any means.

‘American Express’ arrived first, nearly 4 days previous, followed by a bunch of the French boys and Jaques, then Amy had got there in 11th place just 2 in front of me. **Next installment** The Stopover in the Darsena Pesquera. in the future Mainsheets.



Membership matters please note;

Paul Evans Membership Secretary writes: -

Your Membership Secretary address has been printed wrongly in last mainsheet and in the 2020 Officers list in sailing booklet.

Home: 01326 376456

Mobile: 07967 604495.

pevansfal@aol.com

Codgers monthly muse.

Age brings wisdom.....or age shows up alone. You just never know.

Now that I know all the answers, nobody asks me the questions

Experience is what you get when you don't get what you want.

