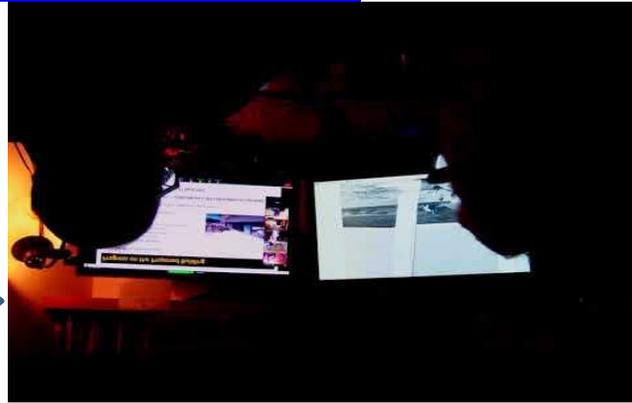
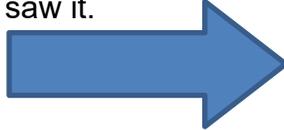


https://youtu.be/dXDO_JI94I



Click the picture
See part of AGM
as some members
saw it.



Mainsheet September

MMXX Number 14

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

Successful AGM held by internet connection



From the Commodore (no longer acting)

Our new Commodore was presented with a burgee of office by the immediate passed commodore. The burgee, like a long dead dictator, has 'only got one ball'. A 'vice has two but very small' A Commodore after all should have 'no balls at all'. Measures are in place to rectify the error.

FSC. CIO. AGM 2020 16/9/2020

I think we are all well aware of the ramifications of the word unprecedented and last Wednesday evening, we found ourselves again in uncharted waters. We had to be super adaptable and run our AGM via Zoom from Tremayne Hall in Mylor Bridge whilst a small group of members who don't do Zoom gathered at FSC on Zoom chaired by outgoing Commodore John Maunder. The technical side of this was very much helped by the loan of equipment from one of our ever-generous

sponsors, Pendennis Shipyard and we thank them for this and their support through the year. Additionally, Mandy Owens was able to ensure everything ran smoothly. It has been a bit of a rollercoaster ride since we became a CIO in April 2019 and obviously our plans for the new building and the fundraising effort have dominated the scene. The Trustees and Management Committee are now confirmed in office ready to manage the next stages.

We had full attendance at the meeting between the Trustees and the Management



Committee when the unanimous vote was taken to demolish the present club house and start the rebuilding project this Autumn. We have great confidence in a very professional group driving the process. I would like to give a personal thanks to all the members and to the Management Committee and Trustees for their support. Exact dates as to when things will happen will appear in the fullness of time.

We will still be fundraising as we have

yet to achieve our headline figure so all contributions and suggestions will be gratefully received.

As for sailing, in true FSC fashion, when faced with the challenges of coming out of lockdown, the Management Committee and Trustees have got stuck in and done an amazing job.

This characteristic ‘can do’ attitude enabled us to get sailing quickly and we have had an excellent season with boats coming in from all over the harbour. The club owes a great deal to the undoubted expertise and energy of John and Liz Maunder who have run races twice weekly since the outset, in addition to some very well-received Sunbeam events and 4 days of Falmouth Sailing Week. I don’t think that everybody has been aware how much time this pair have put in, despite the fact that the normal Race Officer duty has been cancelled.

Another husband and wife team who have beavered away in the background are Malcolm and Sue Clark. Malcolm has tirelessly kept our handicap system and website up to date whilst Sue has made sure that countless newsletters and various items of communication have gone out. Both have also been ‘go to gurus’ on Zoom.

We have a lot of unsung heroes in our Club and if, at any stage, you feel that anybody has been left out, please get in touch.



The Racing Scene



End of season washup will take place on Zoom. Make a note and be there.

Topic: FSC End of season Wash-up meeting

Time: Sep 29, 2020 08:00 PM London

Join Zoom Meeting

<https://us02web.zoom.us/j/3042034596?pwd=NTFLeHpqak5UVVVUV1dVdFJHY3ZBZz09>

Meeting ID: 304 203 4596

Passcode: POFSA

John Hicks would like to hear anyone's ideas or thoughts on this year's racing. What we might change next year rather than just return to the old format. Also, what sailing related events we might organise for the centenary year. A centenary regatta weekend might be an idea.

Surprisingly, the pursuit races have been well received. The bigger fleet has been enjoyed. Maybe next year we should run more pursuit series at least for April and May and maybe after Falmouth week.

YTC - love it or hate it.

It would be good to get some feedback and then put it out as a mail chimp questionnaire to get a balanced view.

Contact John hicks.farm@btopenworld.com

From David Mitchell

Having been desperate to get the boat in the water and the season started I can't believe we are entering the final race series of the season. The race series have been unusual this season having to get our heads how to run races which have been covid compliant lots of scratching of heads has gone on not to mention the numerous Zoom meetings.



The result has been A series of Pursuit races in various forms to start with starting in one group and then splitting the group into slower and faster boats. Crewing the boats proved a challenge to start with many boats having reduced crew numbers and some only 1. The challenge on the Folkboat was hoisting the spinnaker whilst steering the boat with my buttocks! As the regulations have changed crewing have returned to some normality.



I don't care how magnificent you are, the law says six..... 1:52 pm

Beware big crews!!

The weather has proved a real bonus this year my suntan is proof of that, and the winds proving perfect Folkboat weather at times and a drift at other times. Some notables been hitting the headlines, Gap Year, Joxer, Macavity and of course Triggers Broom but the results have been evenly spread across all fleets. I think we have learnt a lot this season which I hope will stand us in a good position for next year, as the season comes to a close I hope the boats continue to support the remaining series . Here's to Folkboat weather for the last series!

Definitions

Schooner. A drinking vessel which varies in size when in the Antipodes.

Fish. Any creature not requiring assistance when submerged.

Buy your Pix from Bex

Bex Chamberlain Photography.

Some of you will know Becky from racing in the harbour, most recently on Ramage and Tai Mo Shan, however this year she has had to take a step back from the excitement of racing to grow a tiny human. She has decided to take the plunge and start up a business as a photographer, meaning this year she borrowed a rib and captured you all enjoying this year's, very different, Falmouth Sailing Week.



Bex photos are available for viewing on her website, click the link below if you haven't seen them yet and select your fleet album on the link below (control click on it).

<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 club-

house, so don't hold back!

To order, please make a note of the 'BCP_....' number next to the image you would like. Send me a message either on Facebook, or via Email, or as an enquiry through the website with these numbers and the email address you would like your photo sent to. I will then send an order confirmation with my PayPal details and a reference number for you to make payment.

If you have queries do not hesitate to contact Bex, please confirm your fleet, yacht name and sail number with your enquiry.

bexchamberlainphoto@gmail.com

Falmouth Boat Co have launched a new service for owners who are having problems with their boats – but who are not in emergency situations. I wonder if you may be able to include a little about it in any e-newsletter that you may send to your members? I'd like to let local sailors know about the service in case they need it.

In brief, the 'respond and assist' service is aimed at visitors and local sailors. Aimed to attend and rescue boats when crew members are safe and there is no emergency. The boat should be attended within an hour of the call out, we assess the problem and help the owners from there. It's proving a popular service, with most of the call outs coming from engine issues.

A call out is £50 + VAT (but it is free to Falmouth Haven clients). We operate the service from dawn until dusk, **seven days a week and can be asked to attend by calling 01326 374309.**



There's a little more info here: <https://www.falmouthboat.co.uk/skills/respond-and-assist>

If we are tasked with further work, the cost is £42 + VAT per hour.

In the event that you need assistance, call us on 01326 374309.

Falmouth Boat Co. Little Falmouth Yacht Yard, Flushing, Cornwall TR11 5TJ

Falmouth Lifeboat

The inshore lifeboat launched at least 8 times since the last Mainsheet to incidents ranging from cliff falls and cut offs by the tide to a false EPIRD alert in the harbour and a yacht dragging at St Mawes. Only once was the offshore boat launched to assist the inshore boat when surfers and swimmers were caught in a rip tide in strong easterly winds at Gilly beach. Fortunately, all calls resulted in good outcomes. The offshore was again launched on the evening of Saturday 20th to a Yacht off Gull Rock with none functioning engine. A beautiful evening with bright moon no waves or wind. Nevertheless, the yacht was towed to Falmouth.

Confession corner

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

Another story from Geoff Davis

In today's sailing world this story seems at first unbelievable, but it is all true. Who knows that the whole idea of the Mini Transat Race first started at Penzance Sailing Club before being transferred to France based in south Brittany? Now the race is a huge international event responsible for many developments in yacht design and construction. Geoff's story was written by one of the early entrants, John Tomlinson, it will be serialized in several Mainsheets. Hold onto your seats.



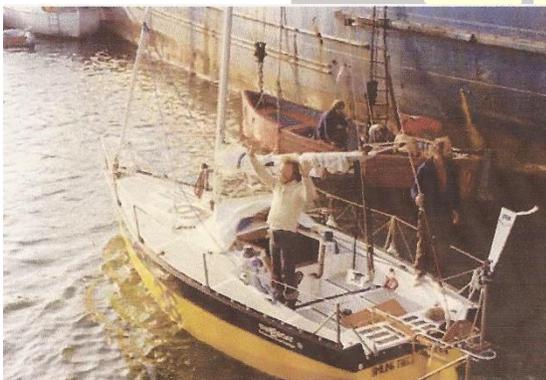
See the PSC history of the Mini Transat at:-
<https://pzsc.org.uk/history/history-of-the-mini-transat-at-penzance/>

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

A New Adventure on Board the Yacht 'Smiling Tree'.

From September 1st 1979 by John Tomlinson

Cold and wet and dark. It was the end of the 1979 PASAB Race (Penzance Around Scillies And Back). It was the beginning of August and walking along Penzance quay I bumped into a friend, Brian Sanders. He was the local RSPCA man and quite a well-known figure in the area. We had just been at sea for over 30 hours racing hard in 'Rozelle' our vintage 1921 international 7-meter racing yacht. At 37 feet long and only 7 feet wide, she had been nicknamed "the submarine" and we were all tired and wet and cold and hungry. Someone suggested we went and got something to eat and it sounded like the best idea I had heard for days. An hour later, warmed by hot chicken and chips and a jug or two of Cornish Mead, the talk inevitably came around to sailing, racing in particular. Brian had an E-Boat



'Smiling Tree', that he had entered in the Mini-Transat, a singlehanded, two stage, small boat race from Penzance to Antigua with a stopover in Tenerife. Brian was giving us a progress report on his pet project. Unfortunately, all was not well. His chosen "pilot" for the race had decided at the eleventh hour that he couldn't make the trip, so the whole thing was near to collapse.

Brian was not surprisingly upset as he couldn't go himself due to pressure of work. He had already had six weeks off to do the AZAB race with Adrian Davies. When I suggested to him that I might be

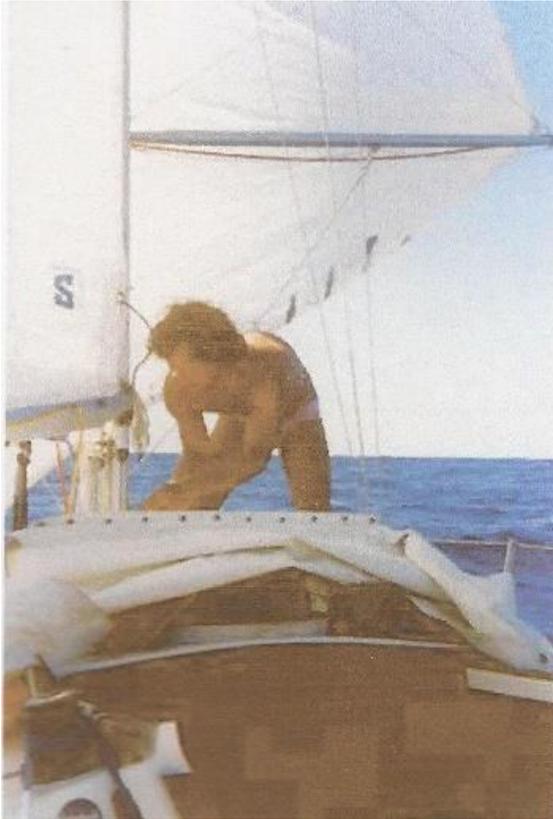
able to take it on his immediate reaction was to say “Hold on, do you know what you are getting yourself into? Perhaps you had better sleep on it and let me know tomorrow.” However I think I detected a twinkle in his eye as he could see the possibility of his brainchild coming to fruition after all. We met up again the following night at the PASAB prize giving ceremony. “I definitely want to do it Brian, I can’t miss a chance like this.” He grinned at me. “Well, we had better start talking details then, there’s an awful lot to do.....”. Actually I was not altogether sure what I WAS getting into but the next day we met down at the boat and went for a preliminary trip out into Mount’s Bay. It was the first time I had ever been aboard an E-Boat. Unfortunately, there was not much wind, so I didn’t



really get a good idea of her capabilities until Greg and I did a local race the next day with half a gale blowing. This was a bit more like it, I was quite impressed. Qualifying 500 Mile Cruise. Two days later, with mixed feelings of trepidation, enthusiasm and more than a sprinkling of downright insecurity, I cast off on my 500 mile qualifying passage. I had met up with Jacques de Reuck who had just arrived from Belgium in his Mini, ‘Vileda’. He also had to do his qualifier, so we decided to take roughly the same route out towards Ireland, back down towards Brittany and then up channel a bit before returning to Penzance. It was the first time I had ever been offshore singlehanded (or anywhere singlehanded

for that matter) although I did have a lot of long-distance cruising under my belt including a previous trans-Atlantic passage. It was also the first time I had sailed and lived on a boat as small as this for any length of time. Actually, the size was not a serious issue as I am only 5’4” (1.6m) tall and I could actually stand up below with my head stuck into the observation dome that Brian had fitted. I had much to learn over the next few days. There was no lack of breeze, but the time I spent swanning around with Jacques in the Western Approaches was fairly uneventful and I got to spend my time learning how to sail the boat, polishing up my fairly rudimentary navigation skills, which were a bit rusty at this stage, and generally dodging ships that always seemed to be passing in the night. It was quite comforting to have Jacques around too although of course he was not very close most of the time. We did, however, manage to keep in visual contact throughout

the trip and on arrival back in Penzance I had a great list of jobs to do, but at least I was now thoroughly convinced that I was in for the ride of my life. I could see that Brian's enthusiasm was also up to boiling point, which had to be a good sign. Preparation Brian was a great planner and without him I wouldn't have known where to start. I quickly learnt the value of making lists. Two new sails arrived from Bob Suggitt to complete the six I was allowed to take with me. (Main, No.1, reefing No.2, storm jib, drifter and spinnaker). The boat was equipped with roller furling gear on the forestay. We visited the Southampton Boat Show and bought or scrounged about a thousand things which all then had to be fixed either onto or into the boat. The thing about lists is that as many items as you cross off the top, just as



many more kept getting added to the bottom. So if you ever write a list of "things to do" don't ever expect it to get finished. I know ours never was. In the week before the start the other boats began to arrive. With only three main rules to comply with (the boats had to be 6.5m max. length, be self righting and carry no more than six sails) there was obviously a great diversity of designs, from the overgrown International 14 of Norton Smiths 'American Express' (no they were not his sponsors, he just used that credit card to pay for the boat) to Margaret Hicks' Hurley 22 'Anonymous Bay', with the E-Boat coming somewhere about halfway along the scale in terms of speed and weight. It was immediately obvious that I was not going to win the race overall, just one look at the assembled machinery made that absolutely clear, but to do well amongst the

production boats would have been an achievement, and there was always the Anderson Prize for the Best British Boat to aim for. We managed to pass scrutineering OK which was more than could be said for some of the others. 'Smiling Tree' was well prepared. Quite frankly there were one or two boats there that I wouldn't have taken for a trip on the River Thames. It is difficult enough being only 6.5 metres long, and having 4,000 miles of ocean in front of you, but to build and rig your chosen steed like an Osprey dinghy, as some of these guys had was, I feel, asking a bit too much of lady luck. You have to try to stack the cards in your favour, even if you don't know how they will be dealt. My fears on this score were proved correct on more than one occasion over the next couple of weeks.

(Note: ‘Smiling Tree’ had an extra layer of fibreglass mat on the inside of the hull, the spreaders were swept back more than standard and the Proctor mast was one section heavier than the standard spec. with twin backstays fitted. The standard rudder box had been replaced with heavy duty stainless steel pintles.) My family came down to visit. Friends were down in the harbour each day, trying to help, but usually just getting under my feet when I had something important to do. Oh, then there was the press and radio and television reporters crawling all over the place, all asking the same questions. At times you wished you 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. **Next installment in the future Mainsheets**

Sailings Secrets

Talking to a friend who complained that his boat had gone wrong again. Gearbox is broken said he. Are you sure? Yes, the whole engine and boat is vibrating when in gear. Knowing he had a folding propeller I recommended he looked at that first. He dried out on the RC wall and when he could get under as the tide fell, yep there was a blade missing. He grabbed the remaining blade and that fell off in his hand. There were some signs of panic at the thought of no engine power. What to do? It’s a sailing boat, ‘sail it’ was suggested. My friend took up the challenge and managed quite well for most of the season without engine drive. Evening series, COGs races cruising and all. What was the cause of blade loss? **He had not maintained his shaft anodes, beware!**

August Wisdom from Jelly.

The pessimist complains about the wind,
The optimist expects it to change,
The realist adjusts the sails.
William Arthur Ward

Any fool can carry on,
but a wise man knows how to shorten
sail in time.
Joseph Conrad

Flushing Sailing Club Officers

Your Officers, Committee and Trustees for 2020-2021:

President : Roger Little
Club Trustees: Kaye Price, John Maunder, David Owens, Peter Harvey Jeanette Hill
Life Members: Harold Martin, Nessie Simcock, Pete Goss, Bill Hunt

Committee & Officers 2020

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Vice Commodore: Len Cheshire len.cheshire@btinternet.com 01326 340425
Rear Commodore: TBC
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Hon. Treasurer: Barry Kelly barryk252@gmail.com 01326 313606
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