



Important news may always be found on the website check; -

<http://www.flushingsailingclub.co.uk/>



Flushing Sailing Club

Mainsheet Number 26 September MMXXI

The members' area of the website can be accessed as follows:

Username: flushingsailing

Log In: Contact the club secretary

From the Commodore

This has been such a full season, especially as we have been learning so much about how to manage our new club building. It's a little bit like having a brand new car, you dread the day when somebody (else of course) scratches it. We are bedding in now and looking forward to a fascinating programme of Winter Talks and Feasts.

Falmouth Sailing Week 2021

Unlike 2020's Award winning event, 2021's Falmouth Sailing Week was a much more 'like normal' affair. I think all the clubs including ourselves were surprised by the competitors' zest for beer and teas. They actually drank FSC's bar dry on the Saturday! Having good sailing breezes for the week must have been thirsty work for the crews! Prizegivings around the port were well-attended and lively.

Organisers were pleased to avail themselves of a fuller complement of the



volunteers who are essential to the good running of such an event. Many, many thanks go to all those who gave up long hours of time planning and running FSW2021 and also our constant sponsors who enable us to keep down the cost of the event for competitors.

I had the delight of sailing on a Nordic Folkboat in Carrick Fleet in J class. We were dubbed the Misfits by Abi Rickard who raced with us in her Flying Fifteen, in constant and distant company with that elegant International One Design Wild Goose. Competing every day, we were sure of coming back with some prizes. The Wednesday racing welcomed a new sponsor in Mainbrace Rum and I must admit to sampling a little of this jolly and delicious little tipple.

The three-day series attracted a good entry of 21 Shrimpers, 14 Sunbeams and 12 Ajaxes and they look to have had some competitive one design racing.

Race Officer Nigel Sharp lived in hope that there would be a change in wind direction that would enable him to mix up the courses a bit but it remained pretty constant, so we started round about Cream Cornwall, with a beat to the windward mark under the docks and gradually zigzagged our way up the Roads, to finish wherever Melkin had been moored. We honed a few skills during the week.



I am standing down as Hon Sec of POFSA this Autumn, actually it's the end of my term in office but that sounds like prison, and it certainly hasn't been that. I have really enjoyed meeting all those involved in this amazing organisation and learning

about its intricacies. *Gaye Slater*

Falmouth Sailing Week 2021 in the Bay *John Hicks*

The wind held up each day so no drifting like last year. Chris Davis RO set W/L or triangular courses with alternative windward marks to mix it up a little. Winds were generally South Easterly and once established we had good quality racing all week.

The Champaign race was effectively a W/L between Helford and Gull Rock. Hugging the shore on the beat back didn't seem to pay as well as staying out. The last leg from Old Wall to the finish was a tight reach. Many tried to fly kites, dropping early to climb back to the finish line. Did they make a gain? Macavity managed to break something every race. From the obligatory loss of a winch handle, stripped halyards, broken battens, cars jumping off, clutches and cleats giving up, winches slipping, it was easier to list the deck gear that was still working than what didn't. So you know what John will be up to this winter.



Chris gave us good competitive racing and it was close. Mistakes were punished at the finish line and the reaches were tight and exciting when the wind got into the 20's. It was good to see several visiting boats, who commented on how much they had enjoyed the week.

RYA Volunteer Awards on behalf of Flushing Sailing Club CIO.

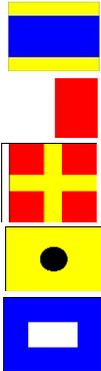
On behalf of Sarah Treseder, I am delighted to let you know the RYA Honors and Awards Panel conferred a joint Outstanding Contribution Award on John and Liz Maunder. I will also be emailing John and Liz to send my congratulations. We will be inviting John and Liz to the RYA AGM and Awards Ceremony in London later in the year, covid restrictions allowing. The whole club would like to congratulate John and Liz on the success of this nomination.

Talks and Events - Winter 2021/22

Date	Contact and Talk Subject/Event
5 th October	Mark Milburn – Diving Wrecks
12 th October	Vicki Spooner- Sea Grass Project
19 th October	Annie Sibert – Preparing Fish
26 th October	Mike Lazo Gamarra – Machu Picchu
29 th October	Arty Williams – Supper Night at the club
2 nd November	TBA
9 th November	Sue Sayer – Seal Sanctuary
16 th November	Arty Williams – Cooking talk <i>and RNLi Christmas card sale</i>
23 rd November	Pete Goss -
30 th November	Oliver Tullet – North Coast Wine Co. Wine tasting
7 th December	Emily Stevenson – Plastics in the Ocean
14 th December	Christmas Party – supper at the club Music – Daisy Clark acoustic singer
4 th January	Neil Andrew – Preparing for the weather routing for the AZAB race
9 th January	Treasure Hunt – 10am start The Moor, Falmouth
11 th January	Steve Jermy – Wave Hub Project
18 th January	Simon Treen, Beer tasting and Brewing
25 th January	Sally Kettle – Rower of the Atlantic
28 th January	Club Supper Singalong
1 st February	Jaws UK ? British Sharks. Douglas Herdson
8 th February	Antarctic Survey and research. Chris Naessens (TBC)
15 th February	Adventures on Persephone. Nigel and Karen Goodhew
22 nd February	Andy Aston- Cape to Cape overland drive from Africa to Norway
1 st March	Miles Carden- Falmouth Harbour Master
8 th March	Dave Cockwell – Tales from the Cockwells boatyard
15 th March	AGM

Octobers Talks

5 th October	<p>Mark Milburn – Diving in Falmouth</p> <p>Mark is probably one of the most experienced divers in the Falmouth area, his knowledge of the wrecks, the reefs and the wildlife is second to none.</p>
12 th October	<p>Vicki Spooner- Sea Grass Project</p> <p>Vicki is the Environment and Quality Systems Manager for the Falmouth Harbour Master. This talk is specifically about the sea grass project in the harbour which provides a vital part of the marine ecosystem.</p>
19 th October	<p>Annie Sibert – Preparing Fish</p> <p>Annie’s talk is about, in particular, how to source and prepare great fish. Her experience as a chef and working with local fishmongers provides a great insight.</p>
26 th October	<p>Mike Lazo Gamarra – Machu Picchu</p> <p>“Mikey” will provide a live virtual tour of Machu Picchu. He is one of the most experienced tour guides in the Cusco and Machu Picchu area.</p>
29 th October	<p>Arty Williams – Supper Night at the Club</p> <p>Arty needs no introduction to the club but was the owner and chef of The Cove restaurant and will prepare a three-course supper for all to enjoy.</p> <p>Reservations will be taken for this event.</p>



David Hale

We regret to announce the death of David Hale he died peacefully at home following a short illness.

David was a Member of the Club for many years and a former Commodore of the Helford River Sailing Club. We send our condolences to Diane and their children.

David's funeral will take place at St Peter's Church in Flushing at 2pm Friday 24th September .

David's funeral will take place at St Peter's Church in Flushing at 2pm on Friday 24th September.

Racing news

2022 Dates for FSW: 5-14th August put them in your calendar now!

Due to high demand and too small a Quay, an additional floating Table arrangement is proposed for trials. If approved, it could be a permanent fixture above the signal mast yard arm. Races could be organised to gain a seat, with the winner getting a free pudding. Anyone falling off might get into an Eaton Mess. The view would be good too.



Other Funnies

I have often wanted to drown my troubles,
But I can't get my wife to go swimming.

Jimmy Carter

A collision at sea can ruin
Your whole day.

Attributed to Thucydides



Have you noticed? As promised your sailing committee has installed another pole to indicate the start and finish line. The port hand picture above shows the line as shown in Mainsheet 25 and the starboard hand picture shows the same from a little closer with the additional pole installed! At this time the line indicators are Dave Owens old windsurfer mast lashed to the balcony with string and an almost invisible thin short silver pole mounted on the wall. Some might say that somewhat more needs to be done to make the line more visible from the water!!!

Sadly the end of evening racing is suddenly upon us.

On **Tuesday 28th September** we have our season **wash up** meeting at the club. We recommend all (racing or cruising) sailors attend to help formulate plans for next year's racing.

Please attend and let us know what you thought was right or wrong with this year's program or events. Let us know what was good or bad. What events you like and what you are not interested in. And above all if you have any new ideas please come and share them. Thanks to all who helped to clear up the clubhouse,, it can't be done it without your help.

Think about reps who could represent your class on the sailing committee. Could YOU help organize or run racing. New blood required and welcome.

Len Cheshire

PUT A NOTE IN YOUR DIARY
SEASON WASH UP MEETING SEPTEMBER 28TH

FSC Cruise in company

On Saturday 21ST August the clubs first cruise in company took place. In flat seas, a light breeze and warm air boats headed for Turnaware Pool. First to arrive was Lizzie who anchored and took on the role of master



vessel. She was soon joined by Sweet Friday and a strange little boat

Control + Click for a one minute cruise

with no sails who

both took advantage of Lizzies position and moored alongside. They were soon joined by Gina who dropped anchor and Quicksilver who moored alongside her. We have not yet fathomed out their anchoring technique, but they finished up forming a T shaped raft across the stern of the other boats. Lunch time arrived and said little motorboat produced a spread to shame Harrods complete with resplendent tablecloth who's white was so bright we all had to don sunglasses.

Unfortunately, during lunch, the dull sky turned to drizzle and the damp toned down the table cloth but not our spirits. However, by the time we were fully sated the sun once more shone, and the breeze picked up for a pleasant trip home. *Len Cheshire*

Now that winter is about to arrive here is a navigational exercise by **Jelly** for navigators who wish to swat up during the cold dark winter.

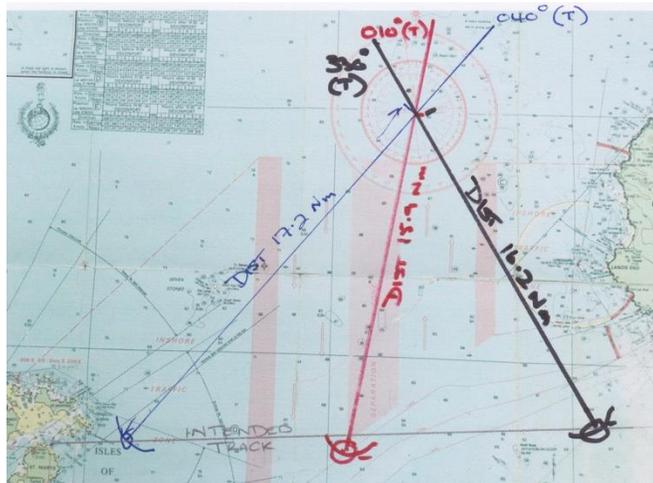
Single Waypoint Navigation

Useful in rough weather & when shorthanded!

This brief article describes the method of using a single waypoint to enable accurate navigational plotting on a chart when in rough seas and or where shorthanded when time spent below should be at a minimum thus keeping a good lookout. It is a technique best employed when offshore, such as when participating in a COGS or PASAB type race or cruising close to the coast.

It involves using a GPS receiver to give a bearing & distance to the waypoint which can be quickly plotted on a paper chart thus giving confidence to the navigator when visibility and hidden land features may be absent from the horizon.

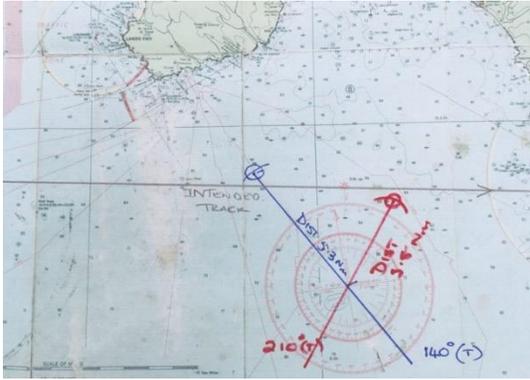
The waypoint is best chosen as the centre of the compass rose positioned at sea and within chart view of the track or tracks to be sailed. On modern charts the Lat /Long of the centre point is given and contained in a magenta oblong box. On older charts you may have to find the coordinates. If this technique



is considered before departure, then clear sticky back compass roses can be obtained from your chart provider? These can then be fixed in a position to suit the navigators needs and on defined lat & long grid lines.

So how does it work? Simple enter the Lat /Long of the centre of the rose into the GPS, It can be an all swinging dancing machine or a simple hand held device. Give the waypoint a name or number and then give the GPS the GO/TO command. Among the other functions it will display will be a continuous read out of BEARING & DISTANCE to the waypoint.

So at any time you can go below and see the waypoint on the chart, (The centre of the compass rose), All you then need is a straight edge such as a long enough ruler or side of a Portland Plotter or even the side of a book or piece of paper. Using the Latitude scale on the side of the chart adjacent to



where you are working measure the distance, (as shown on the GPS), place this measurement from the centre of the compass rose along the bearing (TRUE)

Taken from the degrees on the rose and plot your position. Remember the GPS is giving you a bearing from you to the waypoint !!! Therefore, you must plot on the opposite side of the

compass rose to your position.

In a scenario where the crew are speaking to God on the big white telephone, following a heavy night on the fish food and copious pints of Guinness in the Mermaid? You are the only one to steer and navigate from 10 miles east of Scilly in a F6 going F7 SW with visibility less than 1000 m (FOG). Wolf Rock and associated hazards are near the rumb line and your course steered has been somewhat erratic. You intend to leave Wolf to port and give the Lizard a safe distance off. You can quickly and accurately plot



DISTANCE & BEARING using a waypoint, the centre of the compass rose positioned somewhere south of the Lizard. Multiple checks can be made quickly and easily without trying to plot Lat & Long

See the rough sketches below which illustrate the technique, It WORKS! Remember The GPS should be set to WGS 84 coordinates to accurately plot Lat & Long of the waypoint. GPS normally defaults to a True bearing in GO TO mode, which negates all the faddle of variation and deviation. For any further explanation or Nav problems I will be happy to help.

Jelly.