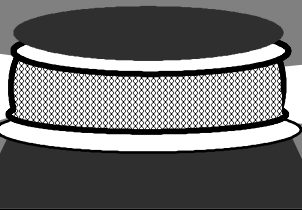


P.E.Y.C



**BEAMER**

**Port Edgar Yacht Club , South Queensferry January 1999**

Commodores Corner

*Pete Sykes (01506 881236)*

The Lottery application went in 3 months ago but assesment is yet to start. The first obstacle was the planning permission. We had permission on the original building and an application to modify it pending. We had to wait until we had the updated permission which was received on the day of the dinner dance at the end of November. The next obstacle was that the heads of terms of conditions of our lease (99 yrs £1 pa leaseback of showers etc) would have to be replaced with the full lease. We are now working on drafting this. Progress is happening but its a bit slow. If I need administration bypass counselling in the next few months I know you'll all be sympathetic.

There is to be a small working group of marina users to assist the council in planning the redevelopment of the marina. The first meeting was Jan 26th and talked about the long term future of the marina, the changes due on April 1st and the changes - such as the new dredging program- that have happened recently This committee is the users representation to the marina management. If you have any issues to raise please get in touch

Racing Report

Well, another record season! But when have I not been able to say that? We finished 1998 with a total of over 2750 'boat starts' compared to 2600 in 1997; a rise of 6% and an overall increase of nearly 60% since 1994. A further milestone was reached last season when the dinghy 'boat starts' just overtook the yachts for the first time ever; a very healthy sign of increasing activity within PEYC. Yacht crew numbers still dominate with about 75% of the total 'crew days' and possibly more in the bar takings!

Dinghy Apr-Sept club racing held steady, the slight downturn in Monday numbers compensated by greater Wednesday turnouts with separate Cat & Mono dinghy classes. Dinghy regatta activity and Autumn-Winter racing was well up on previous years, contributing to an overall 9% increase in dinghy 'boat starts'.

Yacht Apr-Sept club racing was down on 1997, but was than balanced by high numbers in the regattas and the Autumn-Winter series, giving an overall 3% rise in 'boat starts'. The Winter series produced a record average turnout of 33 yachts in the PM series, bigger than many regattas on the Forth!

Details of all our activity and comparison with previous seasons will be going onto the PEYC web site soon and will be summarised at the AGM. Overall the changes we made for 1998 seem to have been well received, especially more splitting of the fast & slow yachts and the cats & mono dinghies.

Many thanks to everyone who returned a Racing Questionnaire at the Prize-giving dinner dance on 28th Nov; this was a new idea to try and get a big response from as wide a cross-section of members as possible. A total of 120 valid returns were made (silly ones weeded out!) and have been analysed to get feedback for the Sailing Committee. If you weren't there, or feel that you would have liked more time to consider your replies, contact me for a further question sheet.

The Sailing Committee is currently reviewing the Sailing Instructions, calendar, courses, etc. and will look carefully at your inputs. We will be reviewing the race management system so that the race officers have a much clearer idea of which boats are in the race and we



**MANHATTAN  
YACHT CLUB  
International  
Match Racing  
June -Sept 1999**

The Manhattan Yacht Club has had two replica 19thC Sandbagger yachts built and have organised a match racing series to run every weekend during the summer of 1999. An invited foreign club will race against a US club each week. Practice days on Thursday and Friday and the race on Saturday. Crew of 10 - 12 appears to be required - helm, trimmers, several to shift sandbags to the windward rail and no doubt one frightened man in the bilge with a bucket. This could be a tremendous incentive to take advantage of the cheap flights to take a US holiday with a difference. Gerry Fitzgerald is our skipper and crew should contact him on 01577 865009

More details from their web site <http://www.mvc.org>

## Log of Tao

will have a small cadre of race results management members to ease the burden on stressed out OODs!

*Jim Scott*

Arriving at Port de Poincy, I was met by harbourmaster Monsieur Le Grand who informed me he was off to



Paris for two days. "You are Chef du Port until I come back" he said handing me the keys. "There is no-one else here". That was my introduction to cruising the French Waterways. Fortunately no new boats arrived.

The next morning as I was cleaning the boat there was a commotion at the locked gate caused by two young French girls demanding to know where "Meester Yoong" was. They had seen my wife's notice in the University of Paris and were my crew for the next two weeks. After a day of instruction in boat and rope handling and the return of the harbourmaster we set off. I did not realise the value of my young crew until we came to the first lock. The keepers were falling over themselves to help the girls. I sat at the helm and did nothing.

This worked fine, then we got to the automatic locks. These have a pole suspended over the canal. Give it a twist, the lock opens, the green light shines and you sail in. After mooring lift a lever and the lock fills or



empties, the gates open and off you go - all automatic.

Most of the villages have a place to moor and many have free water and electricity. This is to encourage you to visit the local shops and market which sell some



lovely local produce. My crew happily did all the cooking and produced wonderful food.

After passing through a 3Km tunnel we reached Compeigne where the locals were having a fancy dress boat competition.

My crew's time was up and I was joined by Josephine to cruise on to Champagne country for aperitifs "on the house" at the "Societe Nautique D'Epernay". De Castellane, beside the yacht club has a museum of Champagne making. We, of course, had a tasting.

Turning onto the River Marne we headed back towards Paris. Sailing through Paris under all the bridges is a great thrill, however with so many barges and sightseeing boats you have to be extra careful and keep up a good speed. The locks in Paris are huge often taking 6 large barges then squeezing us in at the end.

We tied up at La Place de la Concorde Harbour. All facilities right in the middle of Paris for £7.00 per night. The tripper boats passed every few minutes as we sat with a Gin on the top deck. They probably thought we were millionaires. We certainly felt like it.

After excursion up the river Ouse to a delightful harbour at Cergy Pontoise and to Anvers where Van Gogh painted Sunflowers , we left the boat in her winter quarters at Port L'Illion sur Seine. From June to September we had covered 1706 Km and now look forward to the Canal du Midi and the Mediterranean in 1999.

*Jim Young*

