



# P.E.Y.C. Beamer

Port Edgar Yacht Club : March 1999

## Commodore's Corner

### **Clubhouse Developments**

The week before the AGM, as you may have heard we had a change in direction in the clubhouse project. The agreement we have had for two years with the City of Edinburgh Council is proving to be a bit redundant.

The reason for this is the growth plans for the marina will out-grow the changing rooms we can provide pretty quickly and the same plans mean the south-facing courtyard will be used as working space, rather than ornamental space.

Two years ago we were asking the question "Where's the front of the marina?" The sailors answer is the seaward side, the developers answer was the approach by road. It appears that our point of view is now accepted which is actually a very positive move. The marina is now working to build its own infrastructure rather than let someone else build and own it, and the size they now plan is larger than we can provide. Therefore the original agreement is no longer seen as the best way forward and we have to re-think.

We discussed this at the AGM - do we carry on with the current building plans and increase our fundraising efforts, do we just give up now and wait for something to happen or do we go back to the drawing board and plan a building for ourselves. The over-riding decision was to go for a building of our own.

A letter has now gone to the councilors and administrators reminding them that we have been working with them for almost 3 years and with Lothian Region before that. We have twice been at the point of having planning permission and going for funding we have twice had the goal posts moved. Now lets simplify the agreements and aim at replacing our decrepit old hut with something that suits the club and doesn't require complex agreements.

### **Membership Matters**

As usual there was a small increase in subscriptions agreed at the AGM. Also as usual the way to avoid this increase is to pay promptly before April 1st. The handbook is in print and will be sent on renewal.

A membership form is enclosed.

Would all members please have a word with their crew and persuade them to join too. We have a perennial problem of people who keep using the club without joining and no one enjoys the door checks during the summer. Everyone using the club regularly, boat owner or crew, racer or cruiser should be a member.

### **The Volvo Champion Club Scheme**

The RYA Spring conference at the Alexandra Palace sailboat show had a single theme this year. The Volvo Champion Club Scheme.

This is one of the largest initiatives to provide support for clubs for many years and I thought it would be useful to go see what is happening - particularly as they RYA is still finalising the detail.

#### **Sailboat Cont'd**

So what is it? The National Lottery is providing approximately £1m to support racing talent in sailing clubs and developing that talent as the young sailors move on to regional and national racing and coaching.

The focus is unashamedly on medals, after a two-year gestation period the Lottery and Sports councils expect to see an improvement in positions in International racing. If the "GBR" boat was 10th in 98 its expected to be 8th in 2000 and 6th in 2001.

The club scheme is to feed the talent into the system. All over the country sailing schools turn out level 1 and level 2 qualified sailors but the jump into joining a club and sailing regularly is where we fail. This scheme puts a clear pathway to the top with achievable steps all the way up and selection purely on performance.

So, we, and the Port Edgar Sailing School will work together and help young sailors make that jump. At the school or in our cadet scheme with the scouts, they learn to sail. At the club they learn to race and gain a circle of sailing friends. After all if your pals all sail - so will you.

To help build this up we need first of all to write a development plan in collaboration with the RYA and find a Youth Co-ordinator and two racing coaches.

The benefits are in building up our racing fleets and improving the standards of competition in the club. We also gain a bit of kudos as our club members hit the high spots.

#### **Are there any drawbacks?**

One that was quite clear from the discussion group I joined is that there are many different types of boat and only a few are used in this scheme. If the aspiring teenager wants to sail a catamaran then the RYA will keep them waiting while they decide which one they approve.

If they buy the wrong one (or if the club buys a fleet of them) then tough, it'll not qualify in the scheme. We decided that the talent would show up in any boat and changing to the ap-

proved class once above club level would not present too much of a problem.

However, we were asked to discuss how the club would address the class issue but we promptly bounced the question back as how would the scheme address it. – Our masters didn't approve.

Another potential problem is that this is about youth competition, nothing else, and while this is all very laudable it's not the only aspect of the sport - especially when you realise that 80% of sailors don't race.

We are looking for volunteers for the job of Youth Co-ordinator and racing coaches. Its an interesting role in developing the club. Please call if you are interested in getting involved.

I did manage to get a look round the the Sailboat 99 Show while I was there. It's a dinghy show so the largest were a Squib (Weight), 49er (Sail area), Flying Dutchman (Length), and Prindle 19 (Space).

The lunatic fringe was there showing a modified International canoe (Single hander with sliding seat) fitted with a bowsprit and spinnaker.

The most radical was a thing called the Escape. Bathtub sized with a forward facing seat and a mast in the bow by your feet. It had two sail controls: sheet and reefing line and a bow rudder just behind the mast.

On the next stand I discovered the latest bit of windsurfing kit: Neoprene boots with a separate big toe - mittens for feet - mmm lovely.

*Pete Sykes 01506-881236*

## New Season Dates

The new season is upon us so a quick reminder of some important dates in the first month.

April 4	Start of Easter series	1300
April 12	Intro to Monday racing	1930
April 19	First Monday race	1900
April 21	1st Wednesday race	1900
April 25	Bosun's Locker trophy	1100
May 2	Cadet sailing starts	
May 2	Family cruise to Limekilns	1000

## FAMILY DINGHY CRUISES

This year there is a plan to run one family dinghy cruise each month during the season. They will be on Sundays, meeting at 1000 and sailing at 1200 (ie after Sunday junior sailing). The first one is on **2 MAY** and is to **Limekilns**. It will be a 'cruise in company' with a safety boat. All dinghies



welcome - if the kids bring a fast racing boat they can go round and round whilst waiting for the slow ones to catch up! Whilst kids in their own boats are welcome we do ask that a parent be present in another boat. Bring your own lunch. Later trips could end with a BBQ back at base. The main aim is FAMILY FUN.

If the weather makes sailing impossible we may watch a video in the clubhouse while we eat lunch



Non members welcome. We hope to have a different leader to look after each day. For Limekilns it is Dave Griffiths (0131 331 4696). Please ring for details.

Other trips: June 22 Inchcolm, July 25 'Go West', Aug 22 'Go East', Sept 19 'Neap Tide Special'.

Dave Griffiths

## Monday Dinghy Series

Sept, Oct, Nov, ec, Jan, Feb – and now it's March. What a long winter it is!

But help is at hand – these long, boring 'stay at home to watch the TV Monday evenings will soon be a thing of the past.

Yes Monday dinghy racing is hurtling towards us, and you'll be sitting in your dinghies, racing around Queensferry Bay wishing you were at home .....? Never!

The Monday dates have been slotted into the calendar, my hooter, flags, watches and results sheets are all ready ; my pencils are all sharp.

## Monday Dinghies Cont'd

I'm raring to go!

The first few dates are:

April 12th	Introductory evening in the club house.
April 19th	Race A1
April 26th	Race A2
May 3rd	Race A3

The classes will be the same as last year, and as ever can I put out my usual plea to all the wonderful yacht owners?

If you add your boat name against the evening you wish to keep, then I won't have to twist your arm to give you the date I wish you to keep!

See you on the water.

*Margaret Tait*

## Beamer Boat Bites

John Mitchell, first of the Blaze sailors has bought the Impala 'Impecunious' (Blaze Sale!). Dave Gardiner, the previous 'Mr Impecunious' is awaiting the arrival of a Sigma 33 from Blyth, with unused spinnaker I hear. Also Kiral III, a Bolero has been acquired by Alistair Skinner, our new club fundraiser. Cammy Welsh has Orion up for sale with bigger and better boat on the horizon. See them all on the start line.

Environmentally friendly sailors please note free copy of 'Navigate with Nature, just phone BMIF on 01784-47337

## 100 CLUB

A reminder for those who don't know the 100 Club works as follows: Subs are £5.00 p.m. and the prizes of £50, £30, & £20 are drawn for every month and all the profits go to club funds. Winners over the last 2 months are as follows

Jan: £50-R. Devine	Feb: £50-M. Wilson
£30-A. Dickson	£30-S. Robertson
£20-A. Currie	£20-H. Tait

*Details from Maggie King 0131-553-7280*

## What's new for racing?

With the new season just about to kick off, what has your Sailing Committee got in store for you? Well you'd be surprised if we didn't change something but our overall format of race series, trophy races and regattas remains much the same. For 1999 we're scheduling a record 295 races spread over 71 days from Apr. 4th to Dec. 12th. Major changes are:

### Race Registration System

We are changing to a new system of pre-race registration for club racing to improve safety and race management. The current lists of all boats in our database will be posted on a new notice board just inside the main clubhouse door. The yacht list will be arranged in alphabetical order of yacht names and the dinghy list will be in alphabetical order of helm surnames, showing all boats that each has entered. There will be a clipboard for each class in the races scheduled for that day. Competitors will enter by filling in their boat name, class, sail number and 'boat database ID number' on the correct race sheet. If their yacht or helm/dinghy combination is not shown on the current list, they must also fill in a new race entry form. Hence the race officers should have a pretty complete list, pre-sorted into classes, before they set off for the starters box. This should reduce the pressure on them trying to identify yachts & dinghies in the critical time before the starts when they should be concentrating on assessing wind & tide for course choices, flag preparation & timing, rescue boat safety cover, etc. What happens if you forget to log in before the race? Since this is a safety and race management issue, we want everyone to do it and we will 'fine' you extra elapsed time if you fail to register!

Race management at the starters box will primarily be a paper system with no computer. Post race data entry into the computer will be done in the clubhouse by a member of the sailing committee assigned as 'Results Manager' to assist the Race Officers.

### New Marks:

The R mark, Admiralty mooring buoy No. 10, went walkabout last year and ended up jammed under the Hound Point terminal! Since it has not been replaced, the QHM at Rosyth is allowing us

to use the west most Rosyth entrance channel Port Hand buoy No.6 on the north side of the Whale Bank. We have moved the F buoy from shallow water in North Queensferry bay to deeper water south of the old Railway Pier to provide a new mark for both yachts & dinghies. This will allow us to have smaller final laps for the multi-lap courses and smaller laps for light wind average lap races. We will not use it as a gybe mark in east wind courses because of the proximity to the north bridge pier.

#### **New Courses:**

All the courses have been reviewed and many have been changed, so don't even think about using last year's handbook! In particular, the Trophy courses for yachts are now simply numbered 1-20 with no 'T' designation. Since some of the trophy races will have different fast & slow courses, these will be signalled on the east frame with the fast course number above the slow course number. As a result all the night series courses are now designated 'N'.

#### **Cruising Muster at Anstruther:**

Plans are well advanced for the FYCA cruising muster at Anstruther on May 8/9th. This event is to support the investment being made by Fife Council in dredging the harbour, (already started!) and future installation of pontoons. The Community Council are laying on a reception so it should be a great social occasion and well worth supporting by both cruising & racing yachtsmen. This date coincides with the RFYC May Island FIG race to Anstruther and PEYC's own Andrew Thomson trophy race will start on Sunday morning to race back to Port Edgar.

#### **Laser Class at ELYC:**

East Lothian are holding a Laser Travellers event on 17/18th April and are very keen to get a good turnout. If numbers are high enough, the Class Association are promising to site the Laser Nationals at N Berwick within the next 2-3 years. So if you're a Laser man, go enter it!

#### **Fair Isle 2000 Race:**

The FYCA are resurrecting the Fair Isle race, last run nearly 25 years ago, for the millennium sailing season. Start date will be Wednesday 21st June 2000 so you'll have maximum daylight hours for this challenging event!

*Jim Scott - Sailing Sec.*

## **Editorial**

Hi, I've just taken over of editor of this august publication and I hope the slight changes to style are to your liking. Feedback would of course be most welcome, either way.

Firstly I would like to thank contributors for their timely input and to invite the same from others (the commodore and sailing won't always be as verbose, I'm told).

My address for any such contributions is of course in the club handbook.

#### **It happened to me!**

One fun series I would like to include on a regular basis is a form of confessional (people find out anyway!), and to set the ball rolling I include the story below.

#### **For the Want of a Cap a Daughter was lost!**

We were out on Kiral the other Saturday and off blew my cap. Let's go back and get it said my intrepid crew, Kirsty – so we did! Kirsty laid along the side deck and on the Bolero, to make sitting out more comfortable, there is no toe rail aft of the mast.

Just as we reached the cap, we dipped into a trough, Kiral lurched to windward and Kirsty slid gracefully into the water (above and beyond that kid).

Luckily she was holding on to the stanchion and 10 seconds later she was back board completely unfazed by the whole thing.

It could have been different, although we were fully crewed.

2 lessons I learned, Get our priorities right and at the start of the season we may be a little 'ring rusty'. Have a great season and see you on the water!!!

#### **NEXT ISSUE**

It is planned to have issues in your hand just before the Wimpey Home Regatta

*Alistair Skinner*