

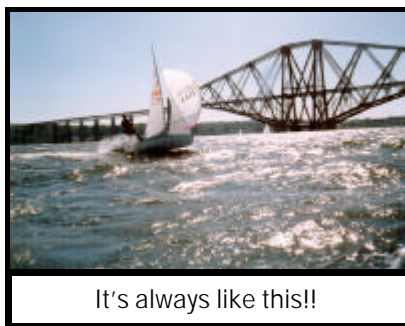
# THE BEAMER



## Commodore's Corner

### Development

Just over one year ago I wrote that the Council's committees had approved our lease for a clubhouse. I was quite pleased with that and so hopeful of progress I might even have said things would happen in 2000. Well it was December before the first draft finally arrived and believe me it has every clause going with the possible exception of one called Santa. In the last year the site outline has been agreed, the Scottish Exec have approved the terms of the lease (Essential as the rent of £1 is below market value) and I have written a few letters commenting on the rate of progress. Now we start negotiating over some of the more inexplicable clauses.



It's always like this!!

We also tried to submit a planning application for the current version of the building and expected that as before it would be accepted as an amendment to the original plans. However we are expected to find £1200 for another planning fee despite the fact that it is the Council's ineptitude that requires us to move. We have refused to spend that amount of money until the consultants report is agreed and actioned as the Council can't be trusted not to change its mind again. The Chief Executive Tom Aitchison has written to me to say we are being treated fairly. I did look up the definition of "fair" but he obviously has a different dictionary to mine.

Meanwhile the Council has employed DTZ Pinda to consult with all interested parties and to advise on the future. They only offered to meet us once and we

have been arguing this does not form a consultation. The city officials are now meeting the politicians for "approval of a vision for Port Edgar" and can't offer us a timescale for the further promised consultation. All we can do is keep the pressure on them.

I am well aware this all makes sorry reading. I recommend you look at Jim's review of 2000 because that is a much better tale. The analogy I'm peddling to the Council right now is that Sailing on the Forth and especially at Port Edgar is going like a train. They are adopting the role of Rail-track and it would be helpful if they made some sensible decisions soon.

### Prizes

I hope the 250 of you who were at the prize giving in November enjoyed yourselves. Quite how so many make to the race the next morning is a mystery. It was a night for special prizes starting with the Ship's Telegraph for the most races with no result. Paul Deponio stole this award from Dicky Dickson as Auberge sneaked a late minor result in the Autumn series. The Wooden Anchor went to Jock for getting a 707 into that part of the bridge now known as Jock's Cage. The Ogston Trophy was given to Maggie King who has been organising the club's social side for years. In her acceptance speech she claimed "Its easy getting you lot pissed " but we all know it actually takes a lot of work so we owe her our thanks (and its OK, she's still doing the job).

The George Adams Trophy went to Ken, Jim, Mike and the crew of Absolutely. They took the boat to Cork and made a big dent in the establishment pecking order with a 5th place. They have been known to take a few other results as well and long deserve this trophy. To confirm that this is indeed a worthy crew Liz Tulloch of Yachting Life then added to the fun with the 'Yotter of the Month' Whisky.

Finally while Abs was at Cork they acquired a very nice little ships wheel mounted on a wood base. They have requested it is awarded in future to a member who has gone to open competition and flown the flag for Port Edgar. The current holder is to decide who it is passed on to. Ken then presented the award to for the first time to John Murphy in recognition of his long run of success with Allouette and especially his 4th class win in the Banff Stavanger Race.

Inside this issue:	
Commodore's Corner	1
PEYC Cruising 2001	2
PEYC Racing 2001	3
PEYC 200 Autumn & Winter Questionnaire	5
Backwaters	6
Editor's Jottings	6

## CRUISING WITH PEYC IN 2001

Those interested in cruising are strongly advised to join the PEYC Cruising e-mail list. To do this please e-mail Dave Griffiths at [dave@teamtrouble.com](mailto:dave@teamtrouble.com)

The outline **2001 cruising programme** will be included in the main calendar. The detail of the programme will be discussed at a Cruising Section meeting in March – the date will be publicised as widely as possible. The overall aim is to provide **safe fun for all the family**, whatever type of boat they care to use. As part of this we encourage new ventures – so feel free to get in touch with ideas, and if at all possible we will add them in. In 2000 new ideas included a powerboat cruise to Stirling, an overnight stay at Inchcolm and a dinghy cruise to Loch Lomond. All of these were successful and similar events will be included in 2001.

All cruises are **open to non-members**, who are asked to contribute to the cost of providing the safety boat. In 1999 and 2000 **those without their own boats** were all found crewing positions within the fleet, and one or two hired Wayfarers from Port Edgar Marina and Sailing School. **Children** are particularly welcome and, if competent to do so, are encouraged to sail their own boats. However, we do normally ask that a parent of one of the crew in each boat attend the cruise. Youngsters of a suitable age can often arrange an opportunity to gain some experience in the other boats present, including the powerboats, subject to sensible safety precautions.

As background for newcomers: in 1999 and 2000 we had a series of day cruises which were attended by

**yachts, dayboats and dinghies** but always with a **safety boat** in attendance. The dinghies varied from the traditional cruising to the modern racing, including a catamaran. The programme is always adjusted to suit the weather. We stop for a **picnic or BBQ** lunch in a local harbour. There is always a **pre-cruise brief** to discuss the **weather forecast** and any **navigational matters**, and we can also arrange for the **'buddy system'** to operate to provide more support for the **less experienced** – a major advantage of the cruising system.

Detailed reports and photographs of most of the cruises are displayed in the clubhouse and at [www.peyc.org.uk](http://www.peyc.org.uk).

**Catering** is up to the individual, but **Janette at PEYC** ensures she is open for tea and coffee during the pre-cruise brief, and can also arrange sandwiches or BBQ food. Depending on our time of return the bar and/or the café is open for that all important post cruise debrief.

For more details please contact Simon Bryant or Dave Griffiths, Cruising Secretary

[dave@teamtrouble.com](mailto:dave@teamtrouble.com)

### Handbook HELP!!!!

#### BOAT ADDITIONS/DELETIONS

Could anyone who knows of New Boats or any which have changed owners, please contact Bruce Walker **URGENTLY** to allow correct information to be put in the Handbook, which is near publication.

Tel/Fax            0131 339 3312  
email              [bruce@bwsystems.co.uk](mailto:bruce@bwsystems.co.uk)



Anstruther Harbour—Gala Day July 2000

## RACING WITH PEYC IN 2001

### Season 2000:

PEYC had another bumper season of activity, recording 3133 boat starts or 3% more than 1999 and nearly 80% more than our baseline of 1994. For the first time since 1997 the yacht starts overtook the dinghy starts with 1648 compared to 1485. Yacht club racing & regatta activity were up strongly while the corresponding dinghy figures were down slightly. The Autumn-Winter series figures were very similar to 1999. Average turnouts in most series increased again and there was an encouraging revival in slow yacht class numbers. Overall the club is in good racing shape and the steady increase in activity shows that we are getting something right! Full details of PEYC racing trends since 1994 are on the web site.



Carl Dyson 2000

### Rolling Handicap Confusion:

Some PEYC members & visitors expressed indignation about the unfairness of Autumn-Winter AM series on PY handicaps and the PM on Rolling Handicap. There was a belief that the AM competitors restarted their Rolling Handicap from their PY scratch number every Sunday morning giving them an advantage in the PM series! This confusion perhaps comes from the wording on RH-00 in the handbook for which you can blame me. Although every AM race was run on PY, each boat's performance was used to update the Rolling Handicap from the RH value that would have been applied to the AM race had it been on Rolling Handicap. Suppose that your RH after the previous race was at 980, and you competed off a PY of 1000 in an AM series race, achieving 1020, your new RH for the PM race would shift 20% of the way from 980 to

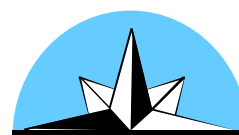
1020, i.e. 988, not 20% from 1000 to 1020! The Rolling Handicap tracking runs continuously irrespective of whether RH or PY is being used; like the taxman, it never forgets! If you'd like a print out of all your results & performances for 2000, contact Bruce Walker.

### Season 2001:

Planning for 2001 is nearly complete at the 5<sup>th</sup> draft of the calendar. We are scheduling a record 350+ races this year from April Fool's day to 16<sup>th</sup> December. In addition to the traditional Easter, Monday, Wednesday, etc. series there's a new dinghy Sunday summer series and a Friday yacht series. Both of these are intended to be a bit laid-back with the emphasis on fun, coaching, crew swaps & good socialising! Neither will count towards the Fleet Championships so the 'pot hunters' can relax! The Ladies Yacht race will be split into fast & slow divisions which leaves us with only the sternchases, timegate races and Club & Andrew Thomson Trophies as 'single fleet' yacht events. The HP Yacht Trophy race will again finish near Inchcolm Island for a picnic together with the cruising fleet.

### Rolling Handicap Change for 2001:

PEYC has been using Rolling Handicap since 1995, with no changes to the system since 1996. The system is designed to track boat performances and adjust their handicaps so as to encourage 'middle-of-fleet' racers, challenge the fast boats and keep the series results closer together. About 60% of our races are run on RH. My personal view is that it has contributed considerably to the growth & success of the club racing and it is now part of the 'ethos' of PEYC. However it is/



Remember  
PEYC AGM  
15/02/01  
19.00  
Be There!

## RACING WITH PEYC IN 2001

### New ISAF Starting System:

Just as you were getting used to the 6,5,1 & Go system, ISAF have changed the rules as from 1<sup>st</sup> April! For Wed evenings with 5-minute starts, the new system will be:

18:55	Warning	Class 1 flag displayed	5 minutes before start
18:56	Preparatory	Displayed	4 minutes before start
18:59	Preparatory	Removed	1 minute before start
19:00	Start	Class 1 flag removed	
19:00	Warning	Class 2 flag displayed	5 minutes before start
19:01	Preparatory	Displayed	4 minutes before start
19:04	Preparatory	Removed	1 minute before start
19:05	Start	Class 2 flag removed	
	Etc.		

The new system has the advantage that all starts are the same, even after a General Recall; for the OODs there are only two flags to move at any time instead of three; for competitors there are four flag moves & sound signals per start to let you pick up the start timing. With a three-minute start sequence there will be flag moves & a sound signal every minute.

*Cont. from page 3...* a compromise between turning race results into a lottery, to the dismay of skilful racers, and traditional 'processional' races that discourage the less skilful or wealthy racers. The chosen criterion for RH success is that it should reduce the spread of average performance across the fleets without increasing the handicap 'noise' too much. The Sailing Committee has reviewed the dinghy & yacht results for 2000 and agreed that the Rolling Handicap update coefficient should be reduced from 0.20 to 0.15, with the cap limits staying at +/-5% and all other rules unchanged. Hence you will find that your Rolling Handicap changes a bit less from race to race. This change will make virtually no difference to the spread of fleet averages but will reduce the handicap 'noise' by 25%. There isn't space in the Beamer to explain all this (Thank goodness, did I hear?), but I'll post the data on the web site in the near future.

*Jim Scott – PEYC Sailing Secretary*

### Rescue Boats — HELP!!!!

With the new sailing season approaching I would like to ask for volunteers to help with running the Rescue Boats. I have assistance now for organising the maintenance and the training, what I would like to have is assistance with organising the rotas for crewing the rescue boats. This is a thankless task (apart from me thanking you of course), but I would envisage splitting the task taking in month in turn. I intend also that racing dinghy sailors be asked to crew at least once per season and will bring this up at the AGM. Level II Power Boat Training will happen again next year subject to demand.

Anybody interested should contact me by email

([david@mitredata.demon.co.uk](mailto:david@mitredata.demon.co.uk))

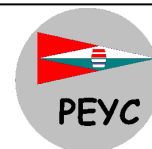
or by telephone 0131 447 0509.

Guaranteed entry to paradise/heaven/whatever you want to call it is reserved for the person who undertakes to organise the rescue boats for the Carl Dyson Dinghy regatta.



Remember  
PEYC AGM  
15/02/01  
19.00  
Be There!

# PEYC 2000 Autumn & Winter Questionnaire Summary



36 responses from competitors on 5 dinghies & 16 yachts.

Race Management		Yes	Agree Strongly	Agree	No Opinion	Disagree	Disagree Strongly	No
1	I have enjoyed racing in the PEYC 2000 Autumn -Winter series.	100%	25	10	1	0	0	0%
2	I like the format of four separate series, each of five races with two races per Sunday.	97%	18	17	0	1	0	3%
3	I am happy with starts at 11:00 & 14:00 in Autumn and 10:30 & 13:00 in Winter.	100%	15	19	2	0	0	0%
4	The Average Lap-time race system for the AM yacht series is the right approach to maximise sailing time. (Yachts only question)	96%	9	13	8	0	1	4%
5	Overall race management, i.e. entries, instructions, amendments, starting, results & prizes, was at an acceptable standard.	97%	6	23	6	1	0	3%
6	The computerised results system was good, accurate & timely.	97%	12	20	3	1	0	3%
7	I have accessed the race results on the PEYC web site at: <a href="http://www.peyc.org.uk">www.peyc.org.uk</a> .	86%		31		5		14%
8	I plan to enter the 2001 Autumn -Winter series at Port Edgar.	97%		32	3	1		3%

## Portsmouth & Rolling Handicap Systems

Rolling Handicap has been used at PEYC for series racing since 1995 & has arguably made a significant contribution to the steady increase in club racing activity. It has been suggested that it is not so appropriate for an 'open' series with visitor boats and should be modified, limited or removed for future Autumn -Winter series.

		Yes	Agree Strongly	Agree	No Opinion	Disagree	Disagree Strongly	No
9	I understand the PEYC Rolling Handicap (RH-00) system as explained in the PEYC Handbook 2000.	82%	8	19	3	5	1	18%
10	The Rolling Handicap system is a positive incentive to race with PEYC.	86%	10	14	8	4	0	14%
11	The Rolling Handicap system made the 2000 Autumn -Winter racing fairer & kept the PM series results closer.	83%	9	16	6	5	0	17%
12	Rolling Handicaps should be reset to start from standard PY values at the beginning of the 2001 Autumn -Winter series.	70%	7	14	5	8	1	30%
13	Rolling Handicap update coefficient should be lower than 0.20: i.e. smaller changes in handicap per race.	68%	7	8	13	7	0	32%
14	Rolling Handicap limits should be smaller than +/-5%: i.e. narrower handicapping change limits.	50%	7	5	12	11	1	50%
15	Given my preferences in questions 12 – 14, Rolling Handicaps for the 2001 Autumn -Winter AM & PM series should be applied to:	Neither Series		One Series AM/PM		Both Series AM+PM		
		3		9		20		



**Bruce's Tubeworm !!!!**



# Backwaters

The **Bosun's Locker** has arranged a short presentation by **Douglas Gill Clothing** to be held:-

Day: **Wednesday 21 February 2001**



Time: **7.00 pm (to be confirmed)**

Terry Cook of Douglas Gill Clothing will make a short presentation all about yacht clothing technology and members of Bosun's Locker staff will 'model' the Gill range of clothing!!! Everyone who attends will be entered into a draw for a **£100 voucher** to be redeemed against Douglas Gill clothing.

## New Excuse for Poor Results

I have been sailing yachts for 37 years and am accustomed to hull growths of weed and/or barnacles. Last season I scrubbed the hull in September & found only slime & was in fact pleased with its state. On craning out in December, however, I found a horrible mess of tubeworm down one side of my rudder, see photo above left. The tubes are up to 20 mm long, of roughly triangular section, with the "head" end 1.5 mm high & the "tail" tapering to zero. The resulting drag must be enormous! The tube is hard and much more difficult to remove than a barnacle – the tendency is to damage the paint below. The antifouling paint was International Micron.

Although I can use this as an excuse for poor results, I would rather have a clean hull. Has anyone else had this problem or does anyone have a solution?

Bruce Walker, "Salmon", (bruce@bwsystems.co.uk)

Port Edgar Yacht Club  
Beamer Editor Doug Ross  
Phone 0131 331 2087  
Mobile 07767 346266  
email [doug@drossco.com](mailto:doug@drossco.com)

We're on the  
Web -  
[www.peyc.org.uk](http://www.peyc.org.uk)



Alistair and Kiral III

## New Editor (Gulp!!!)

When Alistair Skinner left these shores for pastures new, he asked for volunteers to edit the Beamer in his absence. I thought about it but left responding for a decent period to allow somebody else to volunteer. Imagine my surprise when Commodore Pete responded more or less instantly "over the wire" and accepted my offer. Tant Pis!!

So I've agreed to edit the Beamer (unless I'm voted out at the AGM) for a year at least.

One of the things I'd like to do is to publish the

Beamer on the Web. This would allow PEYC members to elect **NOT** to receive a paper copy but simply to view the coloured version of the Beamer on the web. Check out:-

<http://www.peyc.org.uk/beamer>

This would save a couple of small trees and quite a lot of postage. If you have access to the Web and you want to do it this way, please email me at

[doug@drossco.com](mailto:doug@drossco.com)

And I'll do the rest. Thanks in advance.

Finally, my job is to edit the Beamer, not write it!! I depend on copy from the PEYC Committee and from PEYC Members, too.

You can use the Beamer to inform, advertise, comment and just express your opinions about something.

Please email me with copy – I reserve the right to edit the content!! Help me to make the Beamer as good as it was when Alistair was Editor.

Doug ("Ragtime") Ross