

THE BEAMER



Commodore's Corner

General

The AGM was attended by 54 of us on Feb 12th. We reviewed the last year, the accounts and Jim presented the plans for new race systems in 2002 to cope with the number of classes we are running now. There are few committee changes, we welcome Simon & Cath Bryant in the cruising role. They cruised round Britain as a family last year so were prime candidates for the job. Dee Crewdson, a new member is looking after the youth sailing scene, Parents, do your children want to go sailing with a crowd of other kids? Would they enjoy floating about on a Sunday in dinghies and yachts? Get in touch with Dee. Finally we welcome Alan Currie back in his old job as Treasurer.

You'll all be pleased to know we made a healthy profit last year so there is no increase in the membership fees. You will all have had a form so get it sent back ASAP. The handbooks are ready and you'll get one when we get the renewal form. I'd also put out the usual appeal that everyone ensure their regular crew are members.

The first race is on April 7th. See you there.

Pete Sykes

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Clubhouse

At the AGM we discussed the clubhouse development - a regular item on the agenda for years. We haven't done much in the last year on the clubhouse the effort has gone into the marina consultation and trying to alert the council to the options that the consultants report didn't mention.

The instruction at the AGM was get on with it but not to risk any of the club's money before we have the missives agreed for the lease. We also need to reduce the costs because funding is not getting any easier.

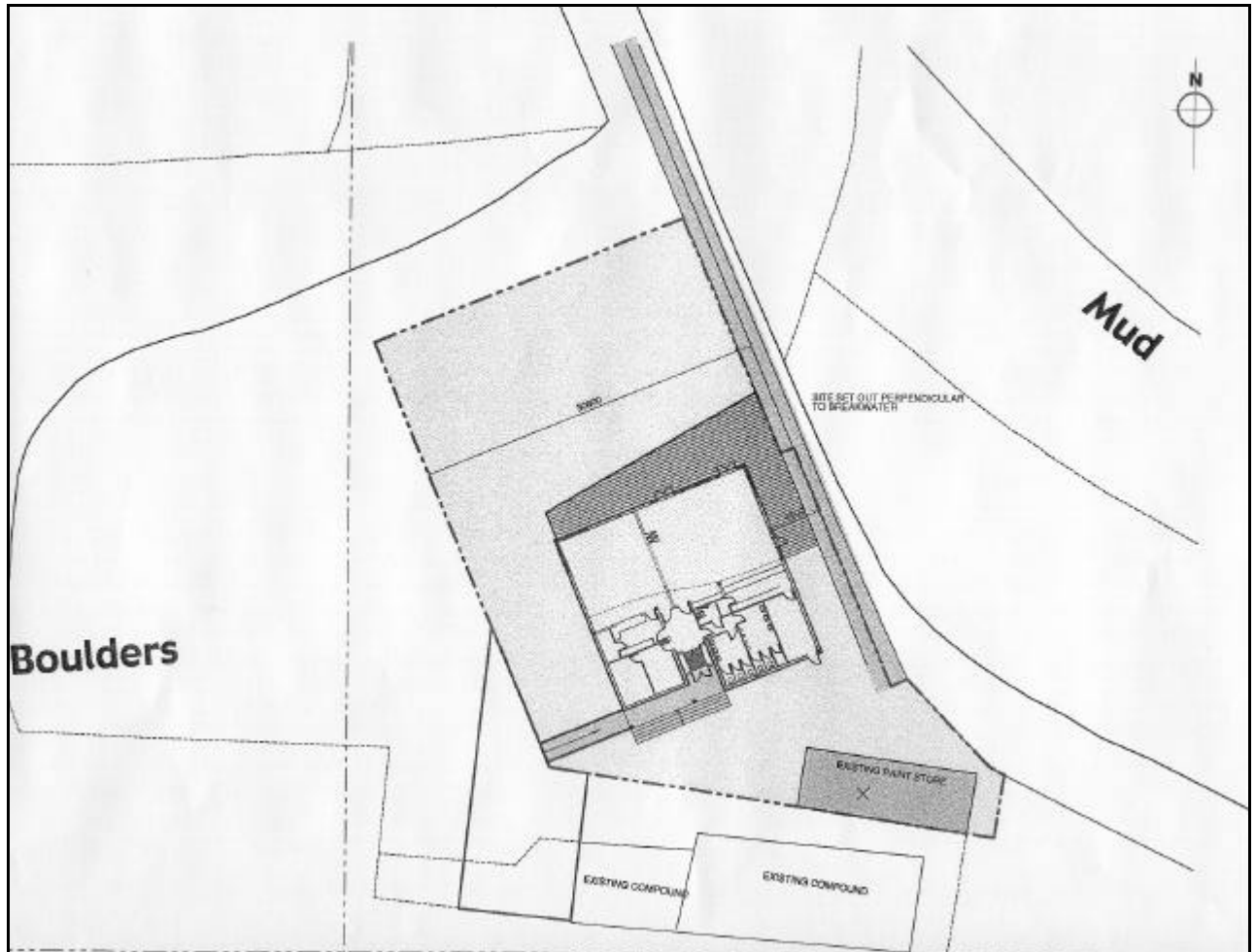
Since the AGM a few things have happened. We had a meeting with the council over the lease. This has been subject to a couple of hundred revisions, mostly small detail but there are still some major issues, First of all the change to 12 months security of tenure after 30 years with no compensation if the land is required by the council and the clubhouse has to be removed. Neither of us want responsibility for cleaning any contamination either but the site investigation doesn't raise any big problems. I also want more time between completing the missives and having to start building. A normal commercial organisation will have funding identified to build as soon as lease and planning permissions are in place. I can't approach funding organisations until these are ready and the Lottery, if we approach them, can easily take a year. I anticipate a few months and couple more meetings before we have agreement.

The indicative costing is that the new design is affordable with current cash assets, a loan paid by increasing membership by 40% and by £10 per head and an achievable target for grants and fundraising efforts.

The building itself is a lot simpler. All of us pay the marina for showers and changing facilities so why duplicate them. We had a huge workshop and store for the RIBS, but they are on the water 10 months of the year so while we need a workshop it doesn't have to be in the main building. Construction will probably be timber framed with a metal roof and while its a lot cheaper we must remember we plan to fund this by getting more people in it so it can't be too basic.

Continued overleaf...

PEYC Clubhouse—cont.



Initial Plan of PEYC Clubhouse

Continued from Page 1.

As you'll guess with a view from the East breakwater to the bridges, windows feature large in the design. There is a rather intriguing piece of kit which has been un-earthed by one of our Wombles to go in there somewhere, probably the foyer. More about this when its been collected and renovated.

Now for the appeal for help.....

I am happy to cope with working with the council and the key items of funding but I would like someone else to take on the other jobs, for instance would someone like to try sell the winter series to a sponsor, would someone else like to ferret about for the various smaller grants that are available and can add up to a significant amount.

As usual if you want to know more about what's happening (or about that curious object) please ask.

Pete

PEYC Racing Update 2002 – Jim Scott



Racing 2001:

As I said at the AGM, it's a sign of a confident organisation that tells you the 'not so good' news as well as the successes, so here goes! After six years of continuous growth in the number of 'boat starts' at PEYC, the best metric of racing activity in my opinion, we dropped by 200 last season from the record of 3133 in 2000. The reason was the poor turnout at the Carl Dyson Dinghy regatta, because of conflicting events, and the temporary defection of the SNECCA Travelers event to Dalgety Bay. The good news is that both dinghy & yacht 'closed' club racing numbers rose slightly and the autumn-winter open series jumped spectacularly. Average turnouts for most series went up with the Monday A dinghies now averaging 38, while the Winter PM yachts went up to 42. Hence the overall picture remains good and you can see the detail in the 'Statistics' part of the PEYC web site. Twice in the autumn-winter series we had 70+ boats racing in the afternoon which is pretty unique in Scotland for that time of year, equivalent to running a major regatta!

However the autumn-winter series may make us victims of our own success if numbers keep on rising. We race on the narrowest part of the Firth, with all the limitations of a fixed breakwater start, and it's getting rather too busy at times! We need more class starts for safety and fairer racing and we need to spread the racing fleets to reduce overcrowding at marks & clashes between classes. Hence the Sailing Committee has planned some radical changes for 2002. The autumn-winter series is the driver for this but all club racing will benefit.

Changes for 2002:

In response to the Racing Survey, we're running a novice dinghy class off the breakwater as part of the Sunday Series, using close in marks & not crossing the shipping channel. Hence for the first time we need to signal different courses for dinghies. The catamaran & mono-hull dinghy classes have always raced round the same average lap courses, but these are not always ideal for both types and sometimes it might be better to use different courses. For 20+ years we have used linked pairs of courses for 'fast' & 'slow' yachts with distance length ratios based on the average fast & slow yacht speeds. These have served us well, preventing yachts 'clashing' at marks by trying to round in opposite directions, but don't take account of different tide & wind conditions which affect the slow yachts more severely. The average tidal current, based on the Admiralty tidal diamonds off Port Edgar, Society Bank & under the north Rail Bridge span, is 0.68 kts. for neap tides and 1.40 kts. on springs. This has a big impact on performance and, with fixed pairs of courses, leaves the OOD with a dilemma. In strong tide & light wind conditions, if he sets a suitable course for the fast class then the slow class struggles to get round. Conversely, if he sets it for the slow class then it's too short for the fast class and may cause congestion at marks. To solve all this we have made three major changes for 2002 that should enable us to cope with projected racing numbers at Port Edgar for the next few years.

New Classes & Flags:

We have added sportsboat, medium yacht, no-spinnaker yacht & novice dinghy classes, to give us future flexibility, and allocated new single colour flags to them all, except the combined yacht class which keeps the IC 'Y' flag. We're aware of the colour blindness issue and have checked the effects but there is no 'right' combination that provides 9 selections! However there is the advantage of being able to recognise a 'shorten course' single colour flag hanging limply in light wind conditions.

Separate Course References:

You'll see a new course reference frame with five class sections on the east breakwater. Courses will be signaled in start order, reading left to right from the water. The class flag colour, with an 'E' or 'W' to show start direction will be on the upper board, while a one or two digit course reference number will appear below. If we have more than the five class starts we had last winter, we'll remove the earlier ones after they've started and insert the extra ones again from the left. The new system will enable the OOD to select a suitable course for each individual class.

PEYC Racing Update 2002 – cont.



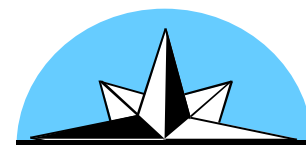
New Dinghy & Yacht Courses:

We've completely revised all the courses and arranged them in a consistent & logical fashion, so whatever else you do, throw away last season's laminated course chart! There are now 14 east & 14 west going dinghy & catamaran courses including square and sigma (S) shapes. The novice dinghies will use YQYXY and YQWXY or the reverse so that they stay close to the marina & under the eyes of the OODs.

For the yachts there are 15 east & 15 west courses of steadily increasing length plus additional courses for WSW, SW, SSW, SE & NE winds, numbered W1 to W27 and E1 to E24. The smallest courses are shorter than anything we've used before, while the longest range out to 11 nm and all have three rounds of generally decreasing length. The night series yacht courses are W31 to W38 and E31 to E34 including some new courses going west up the Whale Bank off Rosyth to use the limited selection of lit navigation buoys. Since separate fast & slow courses will be signaled, appropriate lengths can be selected. The average lap courses are W41 to W46 and E41 to E46 with clear instructions on not using courses with mark F for big fleets & strong winds! The trophy courses, W51 to W60 & E51 to E59 have been completely revised to give a variety of east-west loops to suit different tide & wind conditions and leave scope for strategic decisions in windward-leeward conditions. They pass through the W-Y gate going downwind to give the race officer additional shortening options and have two rounds, except for the timegate & Anstruther courses. Hence there are no longer 'fast/combined' and 'slow' course lists, simply West and East lists. However it is very unlikely that fast yachts will ever sail the shortest courses or slow yachts the longest. This new arrangement will allow OODs to select the optimum course for any class in any wind & tide conditions. We can increase the general separation between classes by, for instance, sending slow yachts west while the fast yachts can be sent on a course that take them through the Rail Bridge.

Rolling Handicap Change:

Believe it or not, PEYC has been running the Rolling Handicap system for seven years! The tri-annual racing questionnaire again showed overwhelming support but that doesn't mean we shouldn't review it. We reduced the update coefficient from the original 0.25 to 0.20 for 1996 and made no further changes until 2001 when we reduced it again to 0.15. A good suggestion from the recent survey was to do something about the 'no update on first capped fast performance' rule. On some occasions the race winner, having sailed faster than -5% relative to standard handicap, had no change in their RH. Meanwhile the 2nd, 3rd, etc. boats, having sailed fast but not better than -5%, had their RH reduced! Shouts of "UNFAIR!" all round plus intolerable smirking from the winner! The Sailing Committee's solution is to cap achieved performance at -5% for update calculations and move immediately towards it. Hence if a boat with a PY of 1000 and a current RH of 990 achieves say 927, achieved performance will be capped at 950 and the RH will shift 0.15 of the way from 990 to 950, i.e. new RH of 984. Simple, eh? The 'no update on first capped slow performance' rule will remain in place for performances worse than +5% so that we have a 'spike' rejection filter for occasional slow performances.



Remember
No
Membership
means NO
Beamer!!!

Protests & Redress Requests:

PEYC has not always handled protests and redress requests satisfactorily and I have certainly been guilty of sloppy procedures. We aim to make a big improvement this season and you'll find a write-up about it in the new 2002 Handbook. When a protest is lodged, one of the five Fleet Captains will manage the process so that the OOD can concentrate on completing the race results. Protest committee members, knowledgeable about
Cont. on page 5....

Cont. from page 4.

procedures and rules, will be drawn from a list of 25 potential chairmen & members from across the fleets. Some 15 of them attended Will Rudd's recent Protest Procedures Symposium at the RFYC and Jock Blair, Pete Sykes, Giles Whittaker & myself are going to the new RYA Club Judge course on 16th March. We'll ensure that Protest Committee experience is spread throughout this group and you may find yourself facing a five person committee to help achieve this! Protest hearings will be scheduled as soon as possible, dependent on the availability of those concerned and the RRS procedures will be followed scrupulously. Once the decision is reached, the protest manager will ensure that it is communicated to the parties directly concerned, published on the new Protests Board adjacent to the Results Board in the clubhouse, notified on the web results service and, when necessary, race results are updated. If you dispute the decision, there is a formal appeals procedure, all the way to the RYA if necessary, and you should inform the Protest Manager of your intention. He will ensure that copies of the decision are provided and that the other parties, Protest Committee & Sailing Secretary are all informed. PEYC will try to resolve such situations within the club whenever possible.

Yacht Handicaps:

PEYC submits yacht performance data to the FYCA Handicap Committee every year to assist in setting fair handicaps for open events around the Forth. This year I've assembled all our yacht race data from 1996, first year of the RYA/YR2 1000 based handicapping, through to 2001 and included the ECSW data from 1998 & 2001 since the race results were handled by PEYC's software. This database includes 9350 yacht starts from 789 races, 8000 achieved performances and 4600 within the +5% to -5% band upon which we base our handicap analysis. It covers some 325 individual yacht 'records', some being duplicates for yachts that changed ownership. This is certainly the most comprehensive database ever generated on the Forth and gives an interesting insight into the accuracy & stability of handicapping. A number of yachts such as Alouette, Hops & Rhett Butler, which have each competed in 200-300 races over the 6 years, have returned average performances within 1 PY point of their 2001 handicap values; i.e. within 0.1% accuracy! Of course not all yachts have been as accurately handicapped and you may anticipate a number of alterations when the new FYCA 2002 list is published. Contact Neil Wood, PEYC's rep on the FYCA Handicap Committee, if you'd like further information. You'll find a copy of the database summary report in the clubhouse and I hope to publish it on the web site soon.

LETTER FROM SHANGHAI from the ex-Editor of the Beamer!!

Happy New Year. Work on getting sailing more in the public domain continues with Shanghai Boat and Yacht Club having over 30 paid up members. Membership is USD200 and USD100 for overseas members. We have just arranged the purchase of 6, second hand Wanderers that will be arriving in the next 2 months. Our logo has been designed and club shirts and burgees are in manufacture at the moment so I shall bring one home to adorn the walls of the PEYC clubhouse.

We have a website, www.shanghaibyc.org and whilst it isn't as sophisticated as our site at PEYC it is a further step in the right direction. Who knows, in the not too distant future it won't be an invitation to race on New York Harbour but on Dianshan Hu, Shanghai.

Shanghai Government are very keen to encourage leisure activities and improve the environment and they have just announced a USD360m plan to improve part of the Huang Pu River, to include shops and houses (where have we heard that one before) but also to include a yacht club because that is one of the things they see Shanghai needing to be an 'international' city – eat your heart out Edinburgh District Council.

In amongst all this organising Kirsty, as many of you know, came to visit over Christmas and the new year and very effectively filled 2 suitcases (hers) and emptied one wallet (mine). She even cost me over 250 pounds in excess baggage at Pudong Airport. It was good to see Malcolm on his visit to Shanghai and I'm sure he and Carol brought home many souvenirs. They also left one. About 2 days after they left Shanghai, I received a phone call – could I go to the hotel where they had been staying and retrieve Malcolm's mobile phone and send it home with Kirsty!!

It's not all positive though, I do miss the 'crack' at Port Edgar, the racing, Kirsty and Kiral but she will be coming out here later this year strapped on top of a container ship. Kiral that is, not Kirsty – I'm not that cruel (to the crew of the ship). I will be back later this year for a few weeks so I look forward to seeing you all then. In the meantime happy new year – I'm off to let off a few fireworks. Xie Jien,

Alistair Skinner

Cruising 2002 at PEYC - Simon Bryant



It's difficult to imagine cruising with the weather we've been having recently but plans are taking shape for the cruising programme this year. First cruise of the year for your diary will be on Saturday 27th April – a short trip up river is planned, probably to Limekilns. Meet at the clubhouse at 10.00 for briefing, leaving at 11.00. Bring lunch or buy at Jeannette's.

All are welcome at PEYC cruises. Non-members are also welcome, with a small charge to cover expenses. Unless otherwise stated cruises are for both dinghies and yachts. Cruises are also provisionally planned for 25th May (Charlestown, bring a BBQ), 29th June (Aberdour), 27th July, 24th August and 7th September – details and destinations to be firmed up. Other ideas for the season include regular evening cruises on Thursdays for yachts (contact Fraser Marshall), an overnight trip, e.g. to Inchcolm, camping/sailing at Loch Lomond, and possibly one or two weekend trips in the Forth aimed more at yachts (and the more adventurous dinghy owners).

You can find details of events in the Beamer, on the PEYC web site under Cruising, on the Cruising notice boards in the Clubhouse, by joining the PEYC email group or by contacting the address below. Your ideas for other events are welcomed.

Simon eMail: Simon_bryant@yahoo.co.uk

Cruising Log Competition

Do you like to hear/read of other people's cruising activities? You'd be surprised at the number of people who do! The Cruising Log competition is being revitalized and entries are invited from any of the many PEYC sailors who cruise this summer – whether it's a magic afternoon dinghy sail in local waters or on a yacht further afield.

All entries will be published (length between ½ to 2 typed pages please) and winners will be identified in time for the Dinner Dance in November. It is hoped to have junior prizes so get your offspring writing too!

Entries through the season to Catherine Bryant (address in handbook) or to

Catherine_bryant@yahoo.com

Race Marks

The marks will be laid again later this month, and we are still short of hardware. If anyone knows where we can old ground tackle, the club can certainly use it. We need Danforths and Fishermen anchors, the heavier the better.

I can also offer an unrivalled opportunity to brush up your splicing technique! Thimbles have to be spliced into anchor warps for the marks. If you can do a few it would be a real help. I'll supply the line and thimbles, you supply the skill...

If you can help, please give me a call on 0131 446 0992. Thanks!

John Brand

Port Edgar Young Sailors



We have decided to break away from the tradition of 'Cadets' attached to sailing clubs as we already have two 'cadet' units operating within the marina so from April this year **Port Edgar Young Sailors** will be having fun on the water every Sunday. We have a very committed coordinator in Dee who will have the job of ensuring there are sufficient members and parents available to run the sessions.

The boats are booked and all we now require are a few more enthusiastic helpers to help build the foundations for the future of sailing at Port Edgar.

Training courses for volunteers have been organised as follows:

? Powerboat	Saturday 16 th March (6 spaces)
? First Aid	Saturday 23 rd March
? Child Protection	Wednesday 3 rd April
? Ass. Instructor	Saturday 20 th April

In addition we have two spaces available at a 'Race Coach' course at Dalgety Bay.

We intend to follow RYA guidelines in all respects to ensure the safety of the youngsters and give the helpers the confidence and backing they deserve.

All children of members, the Scouts and Sea Cadets will be our initial target as it was before, with the facility being opened to the local community once we are happy with our ability to cope with extra numbers.

For further information and offers of assistance contact me, Dee or Lauren Young and let's make Port Edgar stand out as a centre of excellence in promoting youth sailing as well as the premier racing club on the Forth.

Guthrie Stewart

You can advertise your Boat or stuff for sale on the
FYCA web at www.fyca.org.uk.

You can also advertise for something you want.

Submit your advertisement at the Boats For Sale Page on the FYCA web or email info@fyca.org.uk.

Your Club Needs You !!!

The Club maintains a database of skills that members offer for the benefit of the Club and this proves very useful. The membership form invites people to mention skills, but doesn't explicitly ask what relevant certificates people possess (though many thoughtfully include this information). So if anyone has relevant certificates (e.g.) instructor, power/rescue boat, first aid to name but a few) that they haven't mentioned on the form, please send me this information on 0131-667 2535, or

MalcolmStewart@btinternet.com

This information will of course only be used within the Club and will not be passed on to third parties.

Malcolm Stewart, Membership Secretary



We're on
the Web -
www.peyc.org.uk

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Backwaters

This is the last Beamer sent out solely by Snail Mail - **Hooray!!** The next Beamer will be published directly to the PEYC website and we'll notify members who elected to receive an electronic Beamer by eMail. Others will continue to receive a paper copy . **Ed.**

Have you Renewed for 2002?

All 2001 members should have received a 2002 membership form a few weeks ago. If you haven't renewed your membership for 2002, please do so and if you need another form (maybe the dog ate it again?), just ask me to send another (0131-667 2535 or MalcolmStewart@btinternet.com) or pick one up in the Clubhouse. Also if you find there are no forms left in the Clubhouse please let me know as well. (What do people do with them anyway?)

This will be the last Beamer to be sent out with the old mailing list. Maintaining your membership also means you won't have to pay a joining fee, which is a possibility when work starts on the new Clubhouse.

PEYC RACE TRAINING Courses — Jim Scott, Sailing Secretary

? **Racing Rules Workshop – Wed 27th March @ 7:00pm:**

Oli Ludlow will be running a workshop on the Racing Rules of Sailing 2000-2004 in the clubhouse on Wed 27th March starting at 7:00pm. This will be a great opportunity for those of you still uncertain about the rules to get some insight and clarification. Space is limited so get there early if you want a seat!

? **Introduction to Racing Workshop – Mon 8th April @ 7:00pm:**

Margaret Tait will be running a workshop on Introduction to Racing in the clubhouse on Mon 8th April starting at 7:00pm. This will be an ideal opportunity for those of you want to race but are don't quite know how to go about it or have been scared off by tight start lines!!. Space is limited so get there early if you want a seat!

? **Club Race Officer Course – Sat 13th April @ 10:30am:**

Mike Harrison is running the CRO course again, particularly for new race officers who will be doing their stint on the pier for the first time this season and I'll be doing the bit on course selection with PEYC's new system. Good race management is crucial for enjoyable club competition and you know how annoyed you get if the OOD team muck it up! Make sure you know what to do by coming on this course. We're holding it in the large Sailing School classroom so attendance is limited to around 25. Don't bring your whole crew, keep it to one person from each boat. Reserve your place by phoning me on 0131-337-2767 or by e-mail.

? **Yacht Racing Master Class – Sat 27th April @ 10:30am:**

This is a new venture for PEYC this season and part of our drive to spread knowledge around the club to improve performance & enjoyment of the racing. Although specifically aimed at yacht racing, much of it is relevant to dinghy racing and if there's sufficient interest we'll look at running a dinghy specific one. The idea is to get a number of highly experienced yacht racers in the club to share some of their experience and promote discussion. We can't possibly cover the whole subject in one day but have chosen these topics:

- ? Campaigning a major event, the Silver Darling experience – George Purves
- ? Getting your yacht racing priorities in order – Giles Whittaker
- ? Improving the design & operation of your systems – Jock Blair
- ? Tidal streams at PE & their effect on performance – Jim Scott

Each section will be about 45 minutes, with two before lunch & two afterwards, and with time for questions & discussion. We'll hold it in the PEYC Clubhouse and the cost is £5, including hot lunch from Janette, with profits going to the new clubhouse fund. Space will be limited to about 75 so contact me on 0131-337-2767 or e-mail to reserve your ticket.