

THE BEAMER



Commodore's Corner

West Forth Regatta 8 - 9th June

This is a joint effort between ourselves, Blackness Boat Club and Forth Cruising Club and generously sponsored by The Sail Loft.

The format is two races a day (Wind permitting!) the first each day is round the cans on a windward Leeward course, the second is the same again but with a peel off after a lap or two to Limekilns on Saturday and to Blackness on Sunday.

The cruiser classes are especially welcome and we separate the starts to get the race hardened heroes out the way on their longer laps. The cruiser classes are white sail only and race times are planned so al-

though berthing at Port Edgar is the easy option it will be possible to sail off moorings at BBC and FCC and sail the races.

Socially there is a barbecue at PEYC on Friday during regatta registration. On Saturday we gather at Limekilns with a bus service from Blackness via PEYC and back. On Sunday the prize giving is at Blackness and its worth noting if you want results you'll find them at these clubs - which is of course a cunning plan to get you into their bars.

More details, sailing instructions and entry forms from Helen Crossley on 0131 337 5683 or me—Pete Sykes on 01506 881236

Pete Sykes

To ALL Sailors - Monday Dinghy Series

Yes – the winter is over – **it IS!!** – and Monday night dinghy racing has begun!!

OK, not a good start! – I had to cancel the first race – seriously, it was far too much wind. However we had a really brilliant turnout.

But we DO need some help:

- the more racers the better! – yacht crews? – this is **YOUR** chance!
- OOD help on the committee boat is always required
- rescue boat crews are always required – come and try it!
- we **ALWAYS** require a committee boat.

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You have to agree though that I have been round for **SO** long that I am not just as able as I used to be! Which means that my arm-twisting ability is a little impaired! So it would be really wonderful to have all you yacht owners volunteer your services! - **but I will get physical if I have to!!!**

The sheet for signing is at the foot of the result's board!

Fair winds to you all during 2002

See you on the water

Margaret Tait

Loch Shin Sprint - Phil Bailey



Back in early February when we were all thankful not to have been on the water during the rather spectacular storm at the end of January, Pete Sykes circulated a notice ("for the hardier dinghy sailors") for the inaugural Loch Shin Sprint. I have always relished exploring the remoter lochs, this being one of the motivations for buying my Wanderer "Nordhoek" a couple of years ago, but the opportunity to do so with safety boat cover rarely presents itself. There are certainly few lochs more remote from Queensferry than Loch Shin, extending some 19 miles NW from Lairg in Sutherland, with a single track road along some of its eastern shore but virtually no access from the west. Unlike some lochs its shores are not steep sided nurseries for random gusts from all points of the compass (like the northern end of Loch Lomond for example), as although it is surrounded by high mountains (several Munros among them) providing spectacular scenery, they are some miles distant. Predictably the prevailing wind is from the NW providing the ideal venue for a sprint downwind to a finish at Lairg. This was obviously the thought of the recently formed Lairg Sailing Club and its tireless commodore Paul Sleeman, keen to raise the profile of the club and Lairg/Loch Shin as a water sports centre. With crew Colin equally keen we duly entered.

In the run up to the event on 6th April an anticyclone moved in over Scotland from Scandinavia and the forecast was for light south easterlies and plenty of sun! We were not surprised therefore to be approached in the campsite on the morning of the race by a jovial but clearly somewhat hassled Paul Sleeman with information on a change to the sailing instructions. Along with all his other organisational headaches, he was dashing around to locate and inform as many competitors as possible that the direction of the race had been reversed before they headed off on the 40 minute drive to the hydro power station which was previously identified as the start at the far end of the loch. Launching was from a stony beach beside the dam just outside Lairg village following rigging in a nearby byby. This went remarkably smoothly given the 21 entries and was assisted by some well-placed, and well-informed marshals. Conditions at the start were as near to ideal as could be imagined. Force 3 occasionally gusting to 4 with virtually flat water provided by the minimal fetch from the head of the loch, and not a cloud in the sky! The loch stretched off into the distance with tantalising glimpses of snow-capped mountains providing distractions from sail watching. We started at about 12.30 with several toppers, a small centreboard cruiser and a Drascome Scaffie in the slow class. With the lowest handicap we led the fleet until about the half way mark when a number of the fast class, which started 30 minutes later, passed us in impressive fashion tacking down wind with their asymmetrics set. Without a spinnaker we were content to goosewing the whole way up the middle of the loch. The wind dropped slightly after the start but remained very constant in direction except for shifting slightly as we passed some of the headlands. The GPS indicated an average 4½ knots for the 15 mile run, peaking at around 6. The 3½ hour run with a GPS to hand allowed some experimentation with weight distribution which showed that it pays to move forward to reduce the turbulence leaving the stern – I think! The loch is quite narrow for most of its length allowing good views of the passing shorelines with the occasional beautiful white sandy beach. As we passed along, the snowy summit and southern ridge of Ben More Assynt was gradually revealed to the west and then hidden again as closer hills intervened making us wish we had packed our boots and ice axes for an assault the following day. The massive bulk of Ben Hee was also visible to the north for most of the course. The loch ends in grand fashion in Corrykinloch, but the finish line was a couple of miles closer in front of the power station on the western shore. It had been 3½ hours of sheer pleasure with everything conspiring to provide the most enjoyable sailing imaginable, perhaps a little more wind would have added spice, but then it would all have been over that much more quickly with less time to admire the views. Although we finished ahead of the rest of our class, we were placed 3rd on handicap, with which we were quite pleased given the lack of a spinnaker. Soon after the finish the wind dropped to virtually nothing providing mirror calm conditions and beautiful reflections for the drive back along the eastern shore.

Despite the minor confusion caused by the course reversal, which was certainly the correct decision, the organisation had been exemplary. With snow and force 6 probably more likely at that time of year than the beautiful conditions we experienced, and the water temperature low enough to make your limbs ache after a few seconds, this was absolutely necessary. There were seven safety boats provided by Lairg, other local clubs and Caley Marine, who also sponsored the event, and the Red Cross were stationed at strategic

SCOTTISH LASER GRAND PRIX - Scott Hyslop



The Laser Traveller series kicked off at Loch Venachar S.C. on April 20/21. The superb turnout of 45 boats were hoping for good sailing conditions in the beautiful surroundings of the Trossachs. However, the good winds that the rest of the country enjoyed never reached the Loch and only one race was completed on Saturday in a light and tricky breeze.

The fleets of 23 Full rigs and 22 Radials arrived on Sunday to find a wet and misty morning with even less wind. Thankfully things improved slightly and by midday the action began, with a further three races contested. The four Port Edgar sailors encountered mixed fortunes with David Woakes judged to be over the line at one start and Rhodri Thomas stranded at a mark unable to avoid a starboard tacker. The resulting 720 penalty being difficult to complete in the light conditions. Scott Hyslop had better luck with an 5th in the first race and an 8th and 13th to give him 8th over all.

Former Laser Radial Champion Alistair Conn (Derwent Water) won the Full rig class from Tom Hepburn of Largs S.C. with Aberdeen veteran Peter Malcolm in Third place.

Other results were:-

- * 8th Scott Hyslop
- * 14th Rhodri Thomas
- * 15th David Woakes
- * 21st Chic Medley



The next in the series of nine events is at Oban Sailing Club on 4th/5th May. Get details from:-

Steven Fortieth, email obanat22@hotmail.com

The rest are:-

1. Dalgety Bay SC May 18/19
2. East Lothian YC June 1/2
3. Aberdeen & Stonehaven SC June 15/16
4. Peterhead SC June 29/30
5. Largs SC July 13/14
6. Helensburgh SC August 10/11
7. Loch Lomond SC August 31/Sept 1

Loch Shin Sprint (cont.)

points along the shoreline. Water and refreshments were available from the safety boats and, most memorably, copious bacon rolls were dished out at the finish. In the event the only incident to be dealt with was a mild case of sunburn! From what we could gather we were one of only three boats from south of Inverness, with most competitors coming from clubs in the Moray, Cromarty and Pentland Firths. However, we will certainly enter again next year, already in the diary for 5th April, and would encourage others to do so. Although conditions are usually somewhat less than perfect when venturing to the far north, the good days certainly make up for all the others, and April has the advantage of no midges! The first Loch Shin Sprint will live in the memory for a long time.

Phil Bailey

Cruising 2002 at PEYC



Thursday evening cruising takes off!

The season is scarcely started, yet already the Thursday Evening cruising is turning into a success. Of course April's weather cannot be relied on (witness the freaky conditions on Saturday 20th!), but we've been fortunate so far, and had some truly excellent conditions on Thursday 25th.

Three boats, nine crew, steady SW F3 winds - everything we could have wished for. The three boats set off in reasonably close formation. Ian Cameron in Psyche appeared to be carrying too much sail, and reefed to provide a much more comfortable sail. Thereafter everything seemed to be going well, until Psyche seemed to turn for home. Everyone presumed the weather was just proving too much for them, but suddenly they turned round, and joined us again. Discussion in the saloon after the sail identified the real problem as the kettle! This was put on to boil, and to avoid spilling, they had opted to run downwind!

All three boats sailed up river as far as Charlestown, before returning to Port Edgar, arriving back around 20:30, having had a thoroughly enjoyable sail.

The Thursday cruising is open to everyone to join, whether boat owner or crew - we can hopefully find crew to help skippers, and berths for crews. If you are interested in joining, or just want more detail, please contact me on one of the numbers below.

Fraser E Marshall

Tel: 0131 334 6375 (Home)
01506 672606 (Work)
0771 570 4632 (Mobile)

OGGIE BEACONS REVITALISED!

The Oggie Beacon Fund exists as a memorial to Ian and Liz Ogston who were drowned when their Contessa 32 "Drummer" sank in the North Sea in August 1992 after hitting a submerged object. Most members will no doubt have read the memorial plaque on the clubhouse wall beside the bar (which was largely reconstructed by Ian). After their deaths a considerable sum of money was raised amongst yachtsmen and clubs on the East Coast of Scotland with the specific aim of improving the safety of cruising yachtsmen.

To achieve these aims it was decided to purchase three Emergency Position Indicating Radio Beacons (EPIRBs) which use a satellite system known as COSPAS-SARSAT to pass on distress signals from almost anywhere around the globe. The beacons transmit a coded signal on 406 MHz which are detected by the satellites and then relayed to a ground search and rescue base. The position and the identity of the beacon can both be calculated and appropriate help alerted to search for the casualty. The beacon also transmits on 121.5 MHz, which is the 'homing' frequency used by SAR aircraft, and has a strobe light to help aid location in the dark.

The beacons have just been returned after a major overhaul and are once again available to any yachtsmen who want to hire them for a summer cruise or passage. The minimum period is about a week, but shorter periods will be considered, and periods of up to two months may be possible. Minimum charge is about £20, with a sliding scale for longer periods. Full instruction in their use will be given before they are issued.

Anyone wishing to reserve a beacon for any period of time should contact Oli Ludlow at the Sailing School (0131 331 3330) or home (0131 331 2572) or by e-mail oli.ludlow@talk21.com.

Oli

PEYC Cruising – Simon Bryant



Cruising – the season starts

The cruising season has now been launched with a successful cruise to Limekilns on the 27th April – read about it in this edition of the Beamer. Also started is regular Thursday evening cruising organized by Fraser Marshal – again see the article in this Beamer. Having enjoyed both, I can strongly recommend them. Remember cruises are open to members and non-members, yachts and (except Thursdays) dinghies. The next cruise is a trip up to Charleston on 25th May – arriving at high tide and rafting up in the harbour. Picnic / barbeque on the grass.

An early reminder – don't forget the Cruising Log competition. As mentioned in the last Beamer we're offering prize for logs of trips by PEYC members whether a trip up the Forth or a sailing holiday abroad. See the Web site under Cruising, for details.

You can find details of other 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.

Anstruther Muster

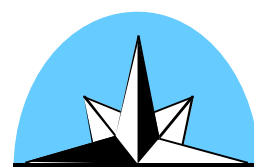
One of the biggest events on the Forth this year is the Anstruther Cruising Muster on 31st August to 'celebrate the continuing development by Fife Council of the harbour for yachting'. Yachts will be going from all over the Forth and further afield as part of Fast and Slow FIG races, however Anstruther are very keen to attract cruisers (hence the name). Apart from making an interesting destination for a longer cruise there is the added attraction of special rates for berthing and a buffet reception for all yacht crews on the Saturday evening. If that's not enough, there are prizes for smallest cruiser, longest distance travelled and best dressed boat!

A suggested plan would be to start from Port Edgar on the Friday night, heading down Forth for an overnight stop e.g. at Granton or Inchkeith. On the Saturday sail directly to Anstruther arriving in plenty of time to meet the racing yachts and to attend the reception. We" need to make an early start on Sunday to arrive back at Port Edgar. If anybody is interested in doing this cruise or finding out more please contact me

Simon Bryant (simon_bryant@yahoo.co.uk)



Limekilns 2002



Remember
Next Cruise
Charleston
25 May 2002

Cruising 2002 at PEYC



Club Cruise to Limekilns, 27th April 2002

Strong wind has been rather a feature of the weather for what seems like many weeks, now, so it was with some concern that we watched the weather forecasts in the days before the cruise. However a glimmer of hope began to emerge as we neared the date, and we ended up having a cracker of a sail in conditions which could be described as being "winds variable, Force 3-6, some sunshine some rain, warm in the sun, cold out of it, big waves and flat calm."

Four yachts, three dinghies and two rescue boats left the tyre barrier with 25 people on board and headed west for Limekilns, the idea being to meet at the clubhouse of the Forth Cruising Club and have a picnic on the lawn. We had a good mix of ages, including several under-12's and a posse of teenagers. Despite a sometimes brisk west wind the strong spring-tide gave us all a hand to get upstream and the yachts had to kill some time in order to make sure they had enough water to get into the harbour. Limekilns' pontoons haven't been put out for the season yet, but there was plenty of room against the wall and plenty of space to raft up three deep. While the emphasis of these cruises is to provide a means for people to indulge in some fun, safe, sailing to varied and interesting places, they also provide an opportunity for people to practice manoeuvres and techniques which they may not get in Port Edgar – and the rafting-up was just such an opportunity (see the pictures on the web).

Somebody had taken the essential item, a football, and there was also some fun had with a remote control motor boat while the adults lingered over lunch. After a very pleasant couple of hours we decided to head back. This was when the two dinghies on the beach rather regretted not making use of the harbour to stop in, as a fetch had built up and it proved tricky to launch off the beach. In fact it took three goes each.

Once we were all out on the water we were able to aim for home and reach it on one tack, some us enjoying the sheer speed more than others. There certainly was an element of uncontrolledness at times!

Thank you to George and Keith who provided rescue cover

This was the first cruise of the season. There are five more planned, the next being on the 25th May to Charlestown. If you need more information contact anyone on the cruising committee or come along to the briefing meeting in the club house at 10 am.

Catherine Bryant



WANTED

Experienced crew wanted for trip to Denmark. Depart PE 28/29th June. Return 13/14th July.
Phone Gordon Campion (MOONSHADOW)
Tel: 0131 331 5646(H) or e-mail gcampion@easynet.co.uk

Sports Boats at PEYC (omitted from the March 2002 Beamer)



You cannot have failed to notice the increasing number of sports boats within the club and Jim Scott has asked me to represent the class for the coming season. Having owned and raced a Hunter 707 I thought I would give the low down on owning a sports boat as I know that a number of people in the club are considering joining the 707 fleet (with apologise to other sports boats classes within PEYC).

New, a 707 will cost around £22k, but a good second-hand one can be bought for around 12k and this will often include a road trailer, so you can go easily to all those other meetings you have long promised yourself. A new spinnaker will cost around 2k and don't forget there are no craning charges, saving at least £200 pa. All fittings are Harken, so very high quality and I have found the annual maintenance costs to be minimal when compared to other yachts. Crews have actually been phoning me to sail on this exciting yacht, so again another problem removed, the boat is a real joy to helm and to crew. A crew of three will suffice, but five is ideal. With no backstay the boat is very uncomplicated, a small gyb makes the boat a pain to windward compared to the bigger boats, but off the wind she comes into her own - incredibly stable, and really exhilarating in a blow. For myself and crew the 707 has brought real fun back into yacht racing.

We now have eight 707s at port Edgar, making it the third biggest fleet in the country. I personally have found it so helpful to be able to come ashore and discuss various tactics and techniques with people sailing the same class of boat. There is an active class association with regular tips and news letters available via the internet.

If anybody would like a test sail or details of how to find a second hand 707 please call me on 0131 4770875 or email at geoffbow707@hotmail.com

As they say if you want to experience a bit of heaven - try a 707!!

Geoff Bowerman

PEYC RACING

Race Officer's Headache: (Also omitted from the March 2002 Beamer- Oops!!)

Well it sounds OK so far, but what about the poor OOD faced with all this choice? We're installing a wind speed & direction instrument at the Starter's Box, which along with tidal strength predictions analysed from our Admiralty 10-minute tide data, will help Race Officers select the best courses. As I wrote earlier (*he means last Beamer—Ed.*), the paired course system prevented fast & slow yacht clashes because any common marks in any pair of courses were rounded in the same direction. However we've never had a system to check dinghy & yacht course clashes and we know that on at least one occasion in the autumn-winter series that mistake occurred, fortunately without incident! A new procedure will check yacht v yacht, dinghy v dinghy and finally yacht v dinghy courses for clashes at marks. If they clash, then a fresh selection must be checked. The vast majority of clashes occur with the WSW, SW & SSW yacht courses that start to use A, B, S, M, R, etc. in the 'wrong' direction so as to give a decent beat. The clashes are largely with the longer W yacht courses and it is unlikely that we would send the fast class on a long W course while the slow class go round a WSW, etc. course. Well that's the theory; we'll soon see how it works out in practice! Worried OODs should come to the Club Race Officers Course on Sat 13th April of which more to come! (*I know that lots of worried OODs did—Ed.*)

Jim Scott, Sailing Secretary

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

Port Edgar
Yacht Club
Beamer
Editor
Doug Ross
Phone 0131 331 2087
Mobile 07767 346266



Backwaters

The club has recently acquired the original gas operated Beamer Navigation light which sat on our favourite rock in the Forth. We plan to make it a feature in the new Clubhouse. It's about waist high, takes two people to lift it and it's solid brass. We're looking for someone with lots of Brasso for renovation work. Any Offers??
Ed.

Newly Reported Dangers !!!

A new notice has been posted in the clubhouse reporting other dangers near North Queensferry Harbour. It is believed that one of these dangers recently damaged one of our yacht's keels. Members are advised to read the notice (above the sign-in table) and to keep a prudent distance off the harbour.

Random Jottings

I attach a few start-of-season thoughts which may be of interest to our members....

Remember Rod Hull & Emu?



I have been having a bit of outboard trouble recently - the recoil spring kept breaking & I have had the engine off the boat twice in a week. I think I have discovered the problem - the starter cord must not be too long. You must ensure the end of your pull is determined by reaching the end of the cord, rather than coil-binding the spring.

So I arrived at the boat with my repaired outboard & eased it over the transom just as one of our familiar swans came swimming to see if I had anything eatable. It commenced by pecking at my outboard & all the ropes & not finding these very palatable, started on my fingers as I was attempting to tighten the outboard transom clamps. It then fixed my nose with an EMU-like stare & I was reminded of that TV interview when Michael Parkinson got a real doing from EMU. I eventually managed to tighten the clamps & frightened it off by starting the outboard in forward gear which drifted the swan over to Shoki.

Unfortunately, I still had to attach the safety line & padlock, at which point I had to stop the engine & lean well out over the transom. The swan, seeing I was more or less helpless, came towards me at high speed, as though to avenge the preceding indignity. Not wishing to have my ear pecked, I stood up hastily & dropped my safety line & padlock into the water. The only happy person after this affair was Kay Blair when I purchased the new padlock!



Bruce Walker