

# THE BEAMER



## Commodore's Corner

**"Any progress on a clubhouse?"** - sometimes people still ask that question and every now and then I can say "Yes"!! We continue to work on the lease and most of the clauses we asked to be changed have been changed although I still don't like the open ended liability to contribute to the costs of Port Edgar on demand. The plans are with the council for their approval and we are talking to a bank about a loan. There will still be funds to find from grants and from fundraising. I'll keep you posted.

Meanwhile DTZ have produced their report and the council has a planning brief which includes 50 houses. I'd like to think this is their start point for consultation but I suspect they think its the end. As they did this without speaking to the people or organisations they were going to speak to its redefined the word "consult" for me. I await their report with interest.

—oooOOOooo—

I was on the end of the pier recently when a yacht required a tow in. The tow was given by the club's RIB but it really should have been looking after the dinghy sailors at the time and indeed one was injured.

**(Note** to dinghy sailors: If you hide under the boat or if you make a distress signal, the RIBS will be heading your way rapidly. If however you appear to be coping they will observe you while dealing with other problems. Sometimes its best to just shout help and wave your arms about).

How many yachts sailed past and how many considered lending assistance? I'd like to think that if we had radioed for help someone would have offered. If the thought in your head now is "someone else" then please re-adjust. I'd hate to see Port Edgar display the same indifference as demonstrated in Tarbert where I saw a yacht with crew in the water fending it off the rocks as 50 yachts motored past.

Finally I'm joining the cruising fraternity in July. You can read all about it in the next Beamer and you'll be jealous. I am of course assuming that the Polar Bears and Walruses don't get me.

Pete Sykes

**!!! HELP !!!**  
 Jeannette needs a child's High Chair/Baby Chair for the Clubhouse Café. Does anyone have one spare? Contact Jeannette.

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### Message to ALL PEYC Sailors

Over the weekend of 3 / 4 August 2002 there is a Catamaran Regatta at PEYC. I am race officer for this event – which involves a long distance race on sat, and round-the-cans on sun. We will require a fair bit of help – please think about this over the next couple of weeks – I'll then get a notice in the clubhouse for names (arm-twisting?). We will require:

- ? assistant race officers
- ? rescue boat drivers and crew
- ? beachmaster and helpers
- ? a small computing team
- ? bar staff for Fri/Sat/Sun
- ? 2 people for registration (I will set it up!)
- ? 2 yachts for Sat and a committee boat for Sun.

I **WILL** be in touch as soon as I get fed up sailing in Greece!!!! Fair winds to you all,

Margaret Tait

## Exploratory Cruise to Cramond - John Pritchard



Drum sands... Rocks off Cramond Island... A very narrow access channel... A flowing river with rocky sides... Two trots of yachts and a very narrow turning circle to negotiate... A hard stone wall to tie up against... Minimal room to manoeuvre, and finally a very narrow range of tides to get in and out... It would be interesting if nothing else, and hadn't "Allouette" done it? Well so could we.

The challenge was irresistible and so an exploratory trip was planned by the Cruising Committee with much consultation of the Forth Pilot's Handbook, the Cramond Boat Club website, Jim Young's Notes on Local Harbours and anything else available. It was decided to restrict such a trip to yachts on this occasion, obviating the need for safety boat cover, and since the room for tying up is limited only 2 or 3 at most would go. Liaison with the Cramond Boat Club was arranged and it was decided to go ahead on a suitable day.

So it finally came about that with a good easterly wind the two yachts, "ALUCO" crewed by Alan Birse and family plus Mark and David and 'LOTUS' crewed by John Pritchard and most of the Bryant family set off at 11:00 BST in an easterly direction. It was a slightly dull Saturday morning with rain and mist threatening us so we thoughtfully equipped ourselves with foghorns from the Bosun's Locker!

Thrashing along nicely in the breeze both boats sailed almost in convoy until the heavier seas encountered beyond Hound Point slowed the smaller Lotus slightly leaving Aluco to reach the northerly end of Cramond island first, about 2 hours out of Port Edgar. Engines were started and sails doused. The channel was picked up with some difficulty but with the tide almost at high water there was some latitude available for error. The marker poles were found, identified and followed. Both yachts reached the bar in close succession and at last we were in. Following instructions from the pier from Fraser Marshall (who was unable to sail with us this time) we headed upstream between the 2 trots of boats until clear of them and turned around towards the stone wall. Ropes were thrown, received and tied up. We had arrived, under the curious gazes of what seemed to be about fifty onlookers!

Taking stock of our situation we looked around and whilst appreciating just what a delightful, sheltered area it was we were told that we were invited to make full use of the club facilities, including the bar and catering. So we abandoned our picnic lunches and we all lunched in the club while admiring the full view of the moorings and Cramond village afforded by the pleasant first floor clubroom.

Time was restricted by the tide however and all too soon we had to leave. Aluco got off without incident but Lotus did not clear the wall soon enough and we discovered that the landing slip turned underwater out towards the centre of the river. It just made contact with our starboard cast iron bilge keel but with engine on reverse and some help from the shore we extricated ourselves and headed out. Following the channel markers out presented little difficulty, but the channel seemed to pass perilously close to Seal Rock on the NW tip of the island just as we were hit by the wind and waves from the East, not to mention a possible tidal swirl trying to spin us round towards the island. The sea was by now quite lively and with a strong wind on our starboard quarter and a first reef in we fairly tore along, corkscrewing over the waves until we cleared Hound point and entered the bay. We berthed at 4:15 pm having left Cramond at about 3:00 pm. Although the weather was still cloudy the rain had held off. We had even had the odd glimpse of sun!

So what we accomplished, apart from an excellent sail? Certainly we had done nothing that has not been done by others. However it does seem that such a trip is not often attempted from our site but we certainly found it worthwhile. So what had we ourselves actually learned?

Entry to Cramond is tricky, and it seems a long haul along the channel. There is no doubt about that, but Cramond Boat Club folks manage it perfectly well. Entry is severely restricted by the state of the tide, so only short (or longer between tide) visits are possible. Also the logistics are such that in order to be there at high tide when sailing from Port Edgar you will always be sailing against the tide, whether going or returning.

## SAILATHON 2002 — Doug Ross



At Jim Scott's request, I sauntered down to the Clubhouse on Saturday 22<sup>nd</sup> June to find it full of English Sailors from Greenwich YC—"The Yacht Club". - what on earth was happening? Jim quickly introduced me to Paul Woodhead, the inspiration and driving force behind the original concept of "Sailathon 2002" and Paul explained what it was all about.

"Nobody had ever used cruising boats to make money for charity—so I thought we should". Paul, who is the skipper of "Orolong" a 30ft Claymore, hawked his ideas round Greenwich Yacht Club and found a lot of interest. Clearly this was going to be a team event and for safety sake, another vessel was required. At this stage Don Duane volunteered the use of his new 32ft Westerly Fulmar "Flying Free". "Not a lot of skippers would do that" says Paul.

The idea behind SAILATHON 2002 is simple, to take a boat to 'Scotland and back' by using as many people as possible who have given up the time to raise money for selected charities. Paul, a long time sailor and past owner of several boats, thought it would be good opportunity to celebrate the Queens Jubilee by sailing from Greenwich to Edinburgh and back in a fortnight, a distance of approximately 404 miles each way (official distance), but it is expected that the figure could be nearer a 1000 miles on the chosen route and have two weeks and two days to complete it.

SAILATHON is not a race but a cruise, and there are no rules except that the boats stay close together for safety. Paul spoke to various members of Greenwich Yacht Club, and about 25 showed enough interest to enable, on the 16th January, a meeting to take place and formalise this event.. It was agreed that two boats would take part and each skipper would find sufficient crew members, about 10-12, to give an onboard complement of 5 with crew-changeovers at Hartlepool and Edinburgh.

Checkout <http://www.sailathon2002.org.uk>



OROLONG & FLYING FREE moored at Port Edgar

### Exploratory Cruise to Cramond (cont.)

Our impression was that only 2 or possibly 3 yachts can easily be tied up alongside the wall close to the clubhouse, and there is quite definitely no room for rafting. Space for turning is somewhat limited, between rocky banks, and the river provides a steady current which must be allowed for.

The dinghy slip extends underwater out into the river at most states of the tide, - as we found out the hard way. If you want to try it then get as much pilotage information to hand as possible and have it ready to hand as you make your entry, preferably with a crew member guiding the helmsman. Use the forth Yacht clubs Association Pilot Handbook and be sure to visit the CBC website ([cramondboatclub.co.uk](http://cramondboatclub.co.uk)) and download their (extremely helpful) guide to getting in. Also get in touch with them for permission to tie up. We found it advisable use a fenderboard between our fenders and the stone wall, which incidentally is equipped with a couple of ladders. We certainly found ourselves made most welcome at their club, and only wish we could return the compliment in a similar manner.

We would like to thank all involved in what turned out to be a very interesting sail, in particular the members of the Cramond Boat Club who made us feel so welcome on this very memorable trip.

John Pritchard (Cruising Committee).

## THE LASER PAGES – Chic Medley



Mention the mythic name 'Laser' and most sailors will admit to once having owned or at least borrowed one, and for some it will prompt a knowledgeable look, followed by the trite-but-true statement that they are 'easy to sail but difficult to sail well'. There are 180,000 of them in existence, by far the most numerous dinghy ever built, but for a while so few were sailed you might be forgiven for believing that they were designed solely for the purpose of filling unwanted spaces in dinghy parks.

However, the likes of Ben Ainslie and Robert Scheidt have precipitated the renaissance of the humble Laser, and the indestructible 1970 one-design has been rejuvenated by the addition of rigging that really works. Suddenly, owners are scraping off moss from their ageing Lasers, rediscovering why it is the most successful single-hander ever made. This trend is reflected in the growth of the PEYC fleet, now it is not unusual to see as many as eight Lasers lining up to compete in PEYC club races, over double the number of two years ago.

My own introduction to the Laser was a little less revolutionary and came at the end of my RYA level 2 course a few years ago; after pondering the inevitable where-do-I-go-from-here question someone ironically suggested that the Laser was a good boat to 'Learn'. So three years on I am still 'Learning' along with other enthusiasts at Port Edgar who must have nothing better to do with their education, but I have to admit that my affair with the cantankerous Laser has been the source of huge fun and occasionally deep gloom, and with perseverance comes the kind of undying devotion normally associated with religious sects. Take PEYC's David Woakes for example - by the end of this year he will have travelled an astonishing 20,000 miles in pursuit of Laser events, including a 3000 mile hop to the USA to take part in the Hyannis Yacht Club 2002 Laser World Championship as an 'Apprentice Master' (even the language has a quasi-religious feel to it) and both he and Scott Hyslop have been training throughout tough winter conditions with the Scottish squad. Inspired by this, I travelled to Menorca earlier this year for a week's training with British Olympic Coach, Mark Littlejohn, smug in the knowledge that I was about to discover how the world's best make them go so much faster - I returned half a stone lighter and significantly humbler, reeling with the knowledge that there is still an overwhelming amount to learn and more important, to practice.

Inevitably in many years to come when my knees have started to crumble through years of hiking and my forehead has a permanent boom-shaped indentation, when someone mentions the 'Laser' word my misshapen brow will crease and I too will find myself trotting out that same, hackneyed phrase 'easy to sail but difficult to sail well'.

### Scottish National Singlehanded Squad

In September last year I was pleased to be invited to join the R.Y.A. Scotland Singlehanded Squad for winter training. The five weekends were held at the National Sailing Centre on the Isle of Cumbrae and were organised by R.Y.A. Scotland's High Performance Manager Roy McCubbin. For the first two weekends we were coached by Forfar's Peter Walker who is one of the U.K.'s top Laser sailors, he gave us many 'top tips' and never hesitated in sharing his knowledge on how to be 'fast'. The five full rig Lasers, which also included David Woakes from P.E.Y.C., encountered a bruising first weekend in October with frightening gale force winds and huge seas. Of course Peter wanted to see what we were made of and took us out to the north of Cumbrae where we were most exposed to the conditions. I wish I had a copy of the video that Peter took of us that weekend as the conditions were horrendous and some of the downwind 'deathroll' capsize were the most spectacular I have ever seen. Winter training is definitely not for the faint-hearted, I snapped a boom that weekend and broke a mast at a later one. After that, all the squad embarked on a serious fitness regime that saw us spending as much time in the gym as in our boats.

A typical weekend starts at 8pm on Friday for a briefing, two sessions on the water Saturday and Sunday, with briefings in between and on Saturday evening. They certainly work you hard and it can be exhausting but I enjoyed it and found it worthwhile.

Would I do it all again?..... Excuse me while I go crawl to the wife!

Scott Hyslop

## Scottish Laser Grand Prix – Shirley Hyslop



The first weekend in May saw 18 full rigs and 11 radials at Oban Sailing Club for the 2nd event in this popular series. Blue skies and sunshine in the picturesque surroundings made this a weekend to remember, with light winds making for close racing in the Sound of Kerrera.

A gentle southwesterly settled in on Saturday afternoon and the first race saw the lone P.E.Y.C. sailor Scott Hyslop take a 720 penalty for obstructing a starboard tacker soon after the start. However, getting to the first mark in 8th place kept his race alive and over the 3 laps he fought back to finish 5th. In race 2, he again gave himself a lot to do after getting 'buried' at the start to be 16th at the first mark, but by some good mark roundings and watching the windshifts he finished the race in 6th place. Scott at last got a good start in race 3 but chose the wrong side on the first beat and ended up with an 8th.

With Oban also hosting a Music and Dance festival over the weekend, the B&B's were all full, so a few of the sailors found themselves with no option but to sleep under their boat covers. Fortunately for them the good weather stayed and on Sunday a gentle westerly breeze arrived in time for race 4. The OOD somehow 'lost' a minute in the start sequence but, even more strangely, no protests were made and the race stood with Scott gaining a 4th place. Another 4th in the last race saw him tied with fellow R.Y.A. squad member Ian Maclean (Royal Forth Y.C.) on 19 points with Ian getting the nod on 'countback'. Scott finished in 6th place overall.

1. Peter Malcolm ASYC
2. Steven Fortieth OSC
3. Colin Morrison DBSC
4. Ian Campbell OSC
5. Ian MacLean RFYC
6. Scott Hyslop PEYC

The Laser bandwagon rolled into North Berwick on 1/2nd June and the hot sun did its best to 'fry' the competitors during a 2 hour on the water wait for wind. Race 1 was completed in a light breeze but just as the fleet lined up for the start of the second race the wind shifted 180 degrees and the start was abandoned.

Prospects looked bleak on Sunday morning with heavy rain and no wind but a great day's racing followed with 4 races back to back. The 17 full rigs enjoyed close racing with plenty of luffing, covering, and bunching at marks resulting in frequent position changes. A strong current over the start line made for many recalls and a few disqualifications but the breeze stayed until the very last leg of the last race. However, the whole fleet managed to finish to round of a superb day's sailing.

The 2 Port Edgar sailors were well placed overall with Scott Hyslop in 4th and David Woakes in 8th

1. Peter Malcolm ASYC
2. Ian MacLean RFYC
3. Thomas Hepburn LSC
4. Scott Hyslop PEYC
- ..
8. David Woakes PEYC



“Notorious”—PEYC Wed A Series

## Laser Traveller at Stonehaven 15/16 June



Three PEYC Lasers made their way to Stonehaven for the 5<sup>th</sup> Traveller in the series. The turnout was 24 standard rigs and 23 radials.

Two races were held on Saturday, the first in a force 3 to 4 south westerly was enjoyed by all. The Laser Standard rig fleet did two laps and finished before some of the asymmetric classes. While we waited the hazards of sharing course areas for asymmetric fleets and conventional boats became apparent as the Laser 4000 fleet bore down onto us spinnakers flying and moving very fast. One Laser sailor did not see a Laser 4000 until the last minute and reacted in haste, sheeting in and blocking the 4000's only easy method of avoiding collision which would have been to bear away (note for non – asymmetric sailors: asymmetrics deal with gusts and emergencies down wind by bearing away from the wind, forcing them to bear up creates real problems). This resulted in the 4000 trimming some of the gunwales off the Laser. Nobody was hurt and the 4000 went on to win it's race, but it could have been worse.

While the race committee got ready for the second race the wind increased significantly with gusts of force 6 and a few people decided to retire. This proved to be a mistake as by the time the Laser fleet got to the windward mark the wind went back down to around force 3 to 4.

I went for a swim in the second race and my Ultimate sailing watch decided to strike out on it's own by popping out of the black holder. I lost valuable time and nearly lost contact with the boat swimming to recover it. I've noticed that Steve Cockerill tapes the watch into the holder. I have now done the same and recommend this to anyone else who uses this watch.

Sunday dawned grey and overcast with virtually no wind. A few brave souls launched on time to head out but were advised to go back as the OOD delayed the first race. Around 12.00 the wind filled in again from the south and racing was on. Two long races were completed with little mishap and the fleet got ashore around 15.30.

David Woakes was 7th, Scott Hyslop was 11th and Chic Medley was 12th.

David Woakes

## GPS Coordinates of Most Lower-Forth Yacht Club Marks

Bruce Walker

The attached list of GPS Coordinates (*see back page—Ed*) have been assembled by myself for PEYC, Cramond, Granton, Burntisland and Dalgety Bay marks/waypoints. I accept no responsibility for any errors therein. As the various clubs use the same letter to identify differing marks, I append "W" for Granton marks & "C" for Cramond marks. Thus Mark "M" is shown as "M","MW" and "MC" etc for PEYC, Granton & Cramond.

Anyone who has entered a mass of waypoints to a handheld GPS knows how tedious an operation it is. If you do not have a computer, there is nothing for it but to grit your teeth & start keying. If, however, you have a computer & purchase a GPS to Serial Port adaptor cable, there is a very much easier method. If you go to <http://www.gpsu.co.uk/> you can download a freeware version of GPS Utility. This allows you to upload/download waypoints, tracks & routes both ways between computer & GPS. The freeware does what most people require but you can purchase an enhanced version if you are more ambitious. The freeware version will allow you to transfer the following data to your GPS. I can provide the actual data file to anyone who needs it.

## Letter from Shanghai



Firstly it was great to be back about a month ago and do some racing at PEYC last month. I have to say though I had forgotten how cold it can be on the Forth in May. As I write this I am sitting in shorts and t-shirt at 10o'clock at night with the windows open – and it is still hot.

Things are also hotting up on the sailing front. Our boats went sailing on Dianshan Lake, west of Shanghai for the first time and we had our first local member on the water. We closed our founder member book with over 90 members which we are very satisfied with, the boats as you see have been bought, shipped, navigated their way through Chinese Customs and are now on the water. It has been a team and multinational effort with my committee consisting of myself, German, American, English, French (x 2), Filipino and Chinese. They and a numbers of the members have all played their parts in getting us to where we are now. We are now going to draw breath and just go sailing with racing and teaching starting in the next 45 weeks.

It started off with a dream and at times it looked as if it would never see the light of day but we can at last say that we have a sailing club in Shanghai.

A sailing club with one or two influential honorary members. Mr Li Quan Hi, the Secretary General of the Chinese Yachting Association has agreed to become an honorary member of our club. Then about 6 weeks ago I had dinner with Sir Robin Knox Johnson and he was gracious enough to accept our invitation to join as an honorary member also.

Sir Robin is Chairman of Clipper Ventures and their Round the World Clipper Race has a stopover in Shanghai next year. Shanghai Boat & Yacht Club has been asked to be the official hosts for the visit. An honour but equally a lot of work. After the next race Clipper Ventures plan to replace their fleet of 10, 60 foot boats with 12, 65 footers and there is a better than average chance they will be built here in Shanghai. There you are you heard it in the Beamer before Yachting World got word of it!

Although I am now Commodore of the first Private (ie. non government) sailing club in China I still consider my sailing roots to be the Royal Tay Yacht Club, where I learned to sail and my home waters to be the Forth, especially round the bridges off Port Edgar. Perhaps times will change, Shanghai has some big plans for improving leisure which include a USD 360m development in the City Centre including a yacht club and a 500 berth marina on the coast about 1 hour drive from the city. Knowing the Chinese I do THEY WILL HAPPEN!

Hopefully see you all later this summer, in the meantime we have a web site at [www.shanghaibyc.org](http://www.shanghaibyc.org) Not as hot as PEYC site but we are working on it.

Alisdair Skinner



Remember  
SNECCA  
Catamaran  
Regatta  
03–04 August  
2002



Remember  
East Coast  
Sailing Week  
28 July–  
02 August 2002

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

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## Backwaters

Sailathon 2002 organised by Greenwich Yacht Club is a novel and exciting way of raising money for charity. Perhaps PEYC should consider some similar venture using our members boats and experience. I'm sure we could attract a large number of sponsors as Greenwich did. **Ed.**

### Port Edgar Young Sailors

Port Edgar Young Sailors is successfully up and running. Thirty One children were registered with an average of 19 in attendance each week. After the initial introduction meeting, they have been on the water in Toppers and Zephyrs with the youngest with little or no experience are accompanied by an adult in Wayfarers and Wanderers. To date, they have yet to be meteorologically challenged!! On 26 May, yacht owners were coerced (willingly, I might add) into taking the Young Sailors, together with some parents, out to see the South Queensferry Raft Race. The highlight was "fin-spotting" and to our delight the porpoise came up trumps!

A BIG THANK YOU to all those who assist in making the Sunday events so enjoyable. The reward is seeing the smiling faces when they come off the water.

Dee Crewdson



ID	Lat	Long	Description
A	N56°00.2801'	W003°27.3700'	ABERCORN PEYC WHITE MARK
ANSTRU	N56°13.2700'	W002°41.7501'	ANSTRUTHER HARBOUR
AW	N56°00.0001'	W003°15.7900'	ORANGE TOPPED PILLAR
B	N56°00.6799'	W003°25.1002'	BL YEL E CARDINAL
BASS	N56°04.4000'	W002°38.3000'	BASS ROCK LIGHT
BLACKN	N56°01.0700'	W003°30.2201'	BLACKNESS RED CAT
BLAE	N56°02.8000'	W003°10.8699'	NO 7 CHAN GREEN CONE
BONESS	N56°02.2300'	W003°35.3100'	BONESS RED CAT
BRFOT1	N56°02.8200'	W003°15.6499'	BRAEFOOT 1 FPA MARK
BRFOT2	N56°02.6300'	W003°16.8000'	MORTIMERS DEEP 2 RED
BRFOT3	N56°02.5000'	W003°17.4501'	BRAEFOOT NO3
BRFOT4	N56°02.3800'	W003°17.3500'	BRAEFOOT 4 FPA MARK
BRFOT7	N56°01.9400'	W003°19.0000'	MORTIMERS DEEP 7 GREEN
BURNNTI	N56°03.2500'	W003°14.1001'	BURNTISLAND HARBOUR
BW	N55°59.5100'	W003°15.0600'	ORANGE TOP PILLAR
C09	N56°02.3700'	W003°13.3801'	CHANNEL 9 GR CAT
C10	N56°02.0501'	W003°13.2999'	NO 10 CHAN RED CAT
C11	N56°02.0800'	W003°15.1500'	CHANNEL 11 GR CAT
C12	N56°01.7701'	W003°15.0499'	NO 12 CHAN RED CAT
C13	N56°01.6700'	W003°16.8501'	GREEN CAT
C14	N56°01.5200'	W003°16.8199'	NO 14 CHAN RED CAT
C15	N56°01.4298'	W003°18.6999'	NO 15 CHAN GREEN CAT
C16	N56°00.7200'	W003°19.9100'	CHAN 16 RED CAT BUOY
C17	N56°01.1600'	W003°20.2100'	C17 GREEN CAT BUOY
CC	N55°59.7400'	W003°18.9800'	ORANGE/WHITE DRUM UPRITE
CW	N55°59.5700'	W003°14.4500'	ORANGE TOP PILLAR
D	N56°00.7600'	W003°27.1501'	DHU CRAIG GREEN CAT
DC	N55°59.8100'	W003°17.8800'	ORANGE/WHITE DRUM UPRITE
DUNBAR	N56°00.3001'	W002°31.0001'	DUNBAR HARBOUR
DYSART	N56°07.1999'	W003°05.1999'	DYSART WRECK G C
E	N56°00.5399'	W003°23.0702'	BATTERY PT PEYC BLUE MARK
E-GUNN	N56°01.4199'	W003°10.2899'	E GUNNET CARDINAL
ELIE	N56°10.6999'	W002°50.0001'	ELIE NESS WAYPOINT
EW	N55°59.8300'	W003°14.0600'	ORANGE TOP PILLAR
F	N56°00.3600'	W003°23.6299'	FORTH RAIL BR PEYC WHITE MARK
FIDRA	N56°04.5001'	W002°47.0000'	FIDRA WAYPOINT
G	N56°00.5399'	W003°24.4799'	GREEN CONE BUOY, ROSYTH CHAN.
G1	N56°02.1000'	W003°37.9999'	GRANGEMOUTH NO1
GMOUTH	N56°02.2699'	W003°39.0701'	GRANGEMOUTH NE YELLOW
H	N55°59.7623'	W003°23.4380'	HAWES PIER PEYC BLUE MARK
HC	N56°00.1300'	W003°19.4500'	ORANGE/WHITE DRUM UPRITE
HERWIT	N56°01.0999'	W003°06.4001'	HERWIT G CONE
INCHCO	N56°01.5599'	W003°18.9599'	INCHCOLM W CARDINAL BUOY

ID	Lat	Long	Description
INCHK	N56°02.3301'	W003°08.1900'	WAYPT N OF INCHKEITH
ISOLAT	N56°00.0001'	W003°26.2901'	ISOLATED ROCK POS APPROX
IW	N56°00.0001'	W003°14.9000'	GREEN PILLAR
K	N56°00.0600'	W003°23.4100'	INCHGARVIE PEYC
L	N55°59.8501'	W003°22.5001'	LONGCRAIG PEYC WHITEMARK
LE-APP	N55°59.9500'	W003°11.5100'	LEITH APPROACH R
LEITHW	N55°59.3500'	W003°11.5500'	ORANGE TOP PILLAR
M	N56°00.5199'	W003°25.6000'	MOORING BUOY NO12
MAY	N56°11.1000'	W002°33.3999'	ISLE OF MAY EAST
MC	N56°00.3400'	W003°17.0900'	ORANGE/WHITE DRUM UPRITE
MW	N56°00.3200'	W003°15.5800'	ORANGE TOP PILLAR
N	N56°00.7201'	W003°22.4000'	NO 19 CHAN GREEN
NC	N55°59.9600'	W003°17.4400'	ORANGE/WHITE DRUM UPRITE
NW	N56°00.4900'	W003°15.0600'	ORANGE TOPPED PILLAR
OW	N56°00.4300'	W003°14.4500'	ORANGE TOPPED PILLAR
P	N56°01.3700'	W003°22.2002'	ST DAVIDS PILE LIGHT
PALLAS	N56°01.5000'	W003°09.3000'	W CARDINAL BUOY
PETTYC	N56°03.5001'	W003°10.9999'	PETTYCUR BUOY
POLE N	N55°59.9531'	W003°25.7201'	OUTER YELLOW SOCIETY POLE
Q	N55°59.8299'	W003°23.9099'	QUEENSFERRY PEYC
R	N56°01.0101'	W003°25.9801'	ROSYTH HARB NO6
ROKE	N55°59.9621'	W003°25.5685'	EAST END SOCIETY ROCK
ROK3	N56°00.0162'	W003°25.7342'	3RD POINT ON SOCIETY ROCK
ROKTRA	N55°59.9921'	W003°25.7014'	SOCIETY ROCK POLES TRANSIT
ROKW	N56°00.0249'	W003°25.8437'	WEST END SOCIETY ROCK
RW	N55°59.6800'	W003°15.5800'	ORANGE TOP PILLAR
S	N56°00.2000'	W003°26.6499'	SOCIETY BANK W MARK
SANDEN	N56°03.0501'	W003°12.7399'	BSC ORANGE MUSHROOM
SG	N56°01.3000'	W003°14.7200'	YELLOW CAT SPOIL GROUND
SPITW	N56°00.1089'	W003°26.2180'	W END SOCIETY SPIT
STARLY	N56°03.5999'	W003°15.4001'	STARLEYBURN HARBOUR
SW	N55°59.0000'	W003°12.2500'	ORANGE TOPPED PILLAR
T	N55°59.9808'	W003°25.4571'	PEYC SOCIETY BANK
TANCRD	N56°01.5901'	W003°31.8300'	TANCREDD RED CAT
UW	N56°00.1700'	W003°14.0600'	ORANGE TOP PILLAR
V	N56°01.1199'	W003°21.1200'	ADMIRALTY MOORING BUOY OFF DOWNING PT (ADM 1A)
W-GUNN	N56°01.3500'	W003°11.0600'	W GUNNET W CARDN
WWW	N55°59.4500'	W003°12.2500'	ORANGE TOPPED BUOY
X	N55°59.9699'	W003°25.2601'	SOCIETY BANK E PEYC
Y	N55°59.9000'	W003°24.4500'	PEYC START MARK
Z	N55°59.5801'	W003°23.5700'	QFERRY HARB PEYC WHITE