

THE BEAMER



Commodore's Corner

Welcome back to the new season with a new Commodore and a new editor for Beamer. So far there is no new club house and we have been patching up the old one, as much as is practicable, to see us through the year. There are signs of progress with the lease and possible grants, and the long heralded breakthrough may well happen in the next few months.

As you will see from the other reports, we have planned an exciting programme of events for racing and cruising in yachts and dinghies and for young sailors. There will be an active programme of social events and the fund raisers are planning to put Red Nose Day in the shade with their extravagances. Do join in and make this season our most successful on and off the water.

We do need more members to spread the cost of running the club. Remember that our subscriptions are solely to pay for this and all racing expenses are met from racing fees. Please persuade your regular crew to join. As members, they can access the other benefits, such as the email and regular newsletters, and take part in club activities such as courses, meetings and social events in their own right. Can you persuade other boat owners at Port Edgar to join? There is no entry fee at present, but once we have assets, future members may be asked to contribute to their value. We would appreciate their input into the club and would have a stronger voice in discussions with other organisations.

May I wish you a successful and enjoyable season.

Murray Carmichael

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Key Dates

**First Sunday Race (yachts and dinghies)
Sunday 30 March @ 1300 Easter Series 1**

**First Young Sailors
Sunday 6 April @ 1000**

**First Monday night
Monday 7 April @ 1930 Introduction**

**First Wednesday Night
Wednesday 16 April @ 1900**

Ready To Race? By Jim Scott



Club Race Officer Course:

Mike Harrison will be running a Club Race Officer course in the clubhouse at 19:30 on Wed 9th April for PEYC members. So if you haven't been an OOD before or need a refresher course to cover the course selection process, flag sequences, what to do when it goes 'pear shaped', etc., come along and join in.

Shorten Course & Wind-back:

We've scrapped the old SI 18.2 that required everyone to keep trying until the time limit plus extension before the OOD could wind-back results when the wind dropped. The new SI 17.3 'Shorten course and wind-back' rule, using flag 'S' above 'W' with four long sound signals (unique sound signal), means that all boats that have already passed through the finish line on a previous round or lap should stop racing. Those that have not yet completed a round or lap may continue trying to complete their first one until the time limit plus extension. If the race is on average lap rules, then the time for the last lap completed by each boat will be used. If it's a fixed distance multi-round course, then the time for each boat for the last round completed by all boats will be used. We've also eliminated the finish line transit extended to the Fife shore option; rarely applied, difficult to signal, impossible to indicate finishes and not particularly fair to competitors.

Hunter 707 'Flight' start at 18:55:

The Hunter 707 fleet has been growing steadily but didn't have quite enough turning out regularly to justify a separate class in 2002. PEYC wants to encourage the growth of the class & provide 'one-design' starts for them. Our innovative solution for 2003 is to split the Fast yacht fleet into two 'flights' for the Wednesday A, B & Night series races. Hunter 707s will start at 18:55 (Not reducing race time for later starts) followed by the rest of the Fast fleet in a second flight at 19:00. Both flights will sail the same course and elapsed times will be used to calculate an overall Fast fleet result.

Hence the 707s will effectively get 'one design' racing while we guarantee reasonable overall fleet numbers for competitive racing. If you're on a 707, remember to get to Port Edgar 5 minutes earlier!

Ready To Race? By Jim Scott



Catamaran Class Flag:

Don't forget that the class flag for catamarans has been changed from ORANGE to GREEN (originally for medium handicap yachts but never used). This is to eliminate the Fast Yacht/Catamaran class flag confusion for shorten course signals.

Courses, IDM & Night Series Rules:

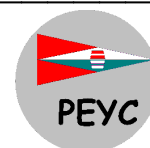
We've added a few extra Average Lap Time yacht courses for SE & NW winds and some new Night Series courses. Last year's Inner Distance Mark amendment is in the new SIs while the change from RRS to IRPCS for racing after dark has been eliminated since the switch over time is ambiguous and IRPCS doesn't cover off-wind mark rounding rules.

FYCA Yacht Handicaps:

Thanks to the FYCA_YR2B.xls spreadsheet that makes it easy to calculate achieved performances, much more yacht performance data from Forth yacht clubs in 2002 is available to the FYCA Handicap Committee. The FYCA 2002 data has been added to PEYC's 1996-2001 database to create an FYCA 1996-2002 file. You'll find this on the FYCA web site at www.fyca.org.uk along with race analyses from all 'open' yacht races & regattas in 2002. The new 7-year database summary covers ~12,000 starts, ~10,000 results, ~6,000 assessable performances and covers ~400 yachts. The 'suggested handicap' figures are simply a statistical guideline and the FYCA Handicap Committee will review these along with the new RYA YR2/2003 values and comparative IRC ratings to set this year's PY handicaps.

Jim Scott – Sailing Secretary

Calling ALL sailors—Margaret Tait



Now that the nights are getting longer, and the first races are looming, all yachts and dinghies will be repaired, clean and polished - and rarin' to go!

Monday dinghy racing is due to start on 21 April, with the introductory session on 7 April in the clubhouse.

There are no changes to the format, except that the first start will now use a green flag. Sailing Instructions are in the handbook - pages 31 to 34 - with the details of Monday racing on page 24.

Monday evening racing is open to all - so if you want to join in and don't have a dinghy, you can beg, borrow, hire or steal - oops sorry, better not! - one, or get together with someone who needs crew.

Failing that just come along and help! -

I do need volunteers, but am still able to twist arms if the need arises!

- committee boats
- help on these
- rescue boat drivers and crew
- coach and driver for a coach boat.

I hope you will all turn out again to see how hard you can make Paul and I work!! I know I can't wait!

Wishing you all success and fair winds in 2003.

Margaret

Safety Boats – Can you help?

Anytime there is a club-organised event involving dinghies – racing, cruising or the Young Sailors on a Sunday – we will have at least one safety boat on the water. And whenever we need safety boats we need safety boat drivers and crew! We're fortunate that we have a number of people who help out very regularly and more people who can help out when we need them. However, we're always on the look-out for more. Can you help?

Our basic requirement before we let people drive one of our RIBs is that they should have an RYA Level 2 Powerboat certificate. We also need people to crew and we don't require any qualifications from these people.

So, if you are a yacht sailor, why not come out on a Monday night? Or if you only dinghy sail on a Monday, why not come out on a Wednesday or a Sunday? And yacht OODs can help as well – if you have more crew than you need on the end of the pier, why not suggest that one or two crew a safety boat instead? And if you know any keen powerboat drivers who're looking to put some hours in their log-book, I'm sure I can help them!

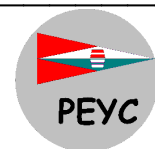
If you'd like to volunteer – or just want some more information – give me a ring or an email. I'd really like to hear from you.

George Malloch
0131 466 0322 (H)
george.malloch@blueyonder.co.uk



Remember
No
Membership
means NO
Beamer!!!

LETTER FROM SHANGHAI



Happy New Year to all at Port Edgar Yacht Club

It may seem a little late but as I type this the fireworks are still going off here in Shanghai.

In some ways there has been little change to the last letter, yet in other ways there have been some rather exciting developments.

Shanghai Boat & Yacht Club is now recognised by ISAF, indeed we are the only club in China on the ISAF website (check it out) and our membership is still gently growing.

Over the last few weeks the Shanghai Government has been presented with 8 different 'pitches' by invited international consortiums about the plans for developing their waterways for leisure use.

One thing the Chinese have to be admired for is that when they set their minds to something, it generally happens.

They want a 5 star Yacht Club in the middle of the City, I suppose that counts me out. They are building a new city not far from Shanghai and want water leisure to be a focal point so they are building a 5 square kilometre lake 3 metres plus deep – not a misprint – it is already 1/3 complete. It will have a marina and locking through to the ocean.

Shanghai has been given the nod for the 2010 Expo (I'm taking bookings for my spare room now) and are building an artificial island in the Huang Pu River to site it. More accurately they are digging an entire new canal like Montreal did but still a mammoth undertaking.

In the more immediate future I am currently in negotiations with the Government and Port Authority to try and obtain permission for Kiral to be moored and used on the river with access to the sea – one thing required there is patience and loads of it! The one big advantage is the government's apparent keenness for this for of development to happen.

It is like a jigsaw puzzle, P & O have given me an excellent rate for shipping her from Southampton to Shanghai, I have tacit agreement from the customs that I won't have to pay a King's ransom to bring her in, I have passed the written exam and assessment and become one of the first foreigners to hold a Chinese "Boat Captain's licence and I have somewhere to keep the boat either if we dry sail her or moor her. Other pieces still to drop in place are permission to use her in Shanghai and permission to sail her on the open sea but as Confucius himself said a thousand mile journey starts with the first step. Some little things like after sitting on her trailer immobile for 2 years she will need the brakes freed and the bearings greased, at least the hull will be nice and dry when I epoxy her before getting her bottom wet with Chinese water.

Alistair Skinner

New Clubhouse Fund Raising



After its dramatic unveiling at the AGM, the Fund raising progress thermometer (bit of mast) will be fitted outside the present clubhouse, so members and other Port Edgar users can see how far/near we are to the target.

The Club is now registered with CASC, so any donations can be treated under the Gift Aid scheme and the club can claim back tax, thereby increasing the value of any members donation. A direct appeal letter explaining all this will shortly be out to all members.

Other fund raising plans are on the move, but we need more help from members to take on some of the projects :-

Lottery Application – Our pre-application has come back with a positive response, so a full application is now under way.

Club Development Plan -- This is a document which will be used to give the background and reasons why we are looking for funding for a new clubhouse. It is now at the fine tuning stage.

Main Raffle – Geoff Bowerman co-ordinating, ideas for prizes, contacts for printing tickets etc contact Geoff.

Ceilidh -- Mary Watson is organising a Ceilidh later in the year. Offers of help, especially with selling tickets, will be needed.

Sailathon – 24 hour race? Ideas, offers to help organise, to Chris Hall.

Regular on the night 'treasure hunts' buy a brick – win a prize, eg if a crew get together and donate a bottle, sell tickets on a Wed after racing, we could have a league table of which boats made the most for the clubhouse fund.

100 Club – more members required, big prizes every month, Watch this space, speak to Ken Kelly.

Featured Fund Raising Task of the Month.

We have a very successful autumn and winter series which, apart from the last race trophies, is without a sponsor. Its one of the larger events in Scotland and it happens at a time when the yachting press is quiet and has column inches to spare. The plan is to find a sponsor to put their name to it and through that build their profile in the Scottish sailing community. There are some rules, we won't sell our mail list and although we will put some of the sponsorship into the event, we'll put most into the clubhouse funds. We will of course listen to what a potential sponsor wants to get from the deal and do our best to work with them to achieve it.

There is a sponsors brief written which hasn't yet found its target. We need someone with contacts to go find that sponsor. The goal - lets aim at £10k for a 2 year sponsorship deal. This is a significant chunk of the overall fundraising so its an important task. If it works well it can even be extended to future years to help repay our loans so its even more vital to find that sponsor.

If any member thinks they have a possible 'target' or would like to take this item on as a project, Contact Pete Sykes, Andrew Downie or Jock Blair for a chat on what you can do to help.

Port Edgar Young Sailors



We start 2003 sessions with an Introduction meeting on Sunday 6th April 10 am - 12 noon. There are already plans made for a very exciting time on and off the water. Youths between 8 - 18 are welcome, with or without previous experience. £5 per session which will include lunch.

I am presently seeking a Rally Manager for a Novice Dinghy Rally to be held on 1st June at Linlithgow Loch.

If you are interested please contact me on 0131 334 3358 or alternatively denise@dcrewdson.freemove.co.uk

Wishing you lots of fun sailing.

Dee

Hunter 707 Coaching Weekend

In response to popular demand I am organising a Hunter 707 Coaching Weekend. For this event we are lucky to have the services of Tom Davison, the 707 class association coach who also happens to be Scottish 707 Champion. The event will be the 17th/18th May – just in time for the Bell Lawrie Scottish Series. The event will be a mixture of on the water exercises and class room briefings. If you normally crew on one of the 707's and don't know about this then blame you skipper.

While this is for the Hunter 707 fleet, sailors from other boats will be welcome if they can find a place on a 707. Some of the 707s may have the odd space for someone to come and crew. I'll try and match spaces and people. In addition I am looking for a volunteer(s) (with their Level 2 certificate) to drive a rescue boat with Tom on board. I am sure just being there you will learn something. Please let me know if you are willing to help.

Phil Walter
Whippersnapper
phil@whippersnapper.org.uk

'Yachtsman's Pilot to the North and East Coast of Scotland'

By Martin Lawrence (pub. Imray 2003, £25)

This book covers the Scottish coast from the Farne Islands in Northumberland, to Cape Wrath, at the North West tip of Scotland.

Those of you familiar with Martin's other pilots will not be disappointed with this excellent contribution to East Coast Cruising. The single volume is stuffed full of tidal streams and sketch charts as you'd expect.

Full Colour Aerial Photography

The main selling point for me is the full colour photographs from the air. These are quite stunning. They are often taken at low water (I can see where I ran aground at Cramond now!) and show in clear weather any harbour I looked up from Aberdeen to Wick.

The author has clearly visited the places mentioned—local advice to stay clear of the tyre barrier at Port Edgar is included.

Armed with this book along with the FYCA East Coast pilot you have no more excuses not to start exploring with the cruising section. And Martin has given the club a complementary copy.

NM



Backwaters

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

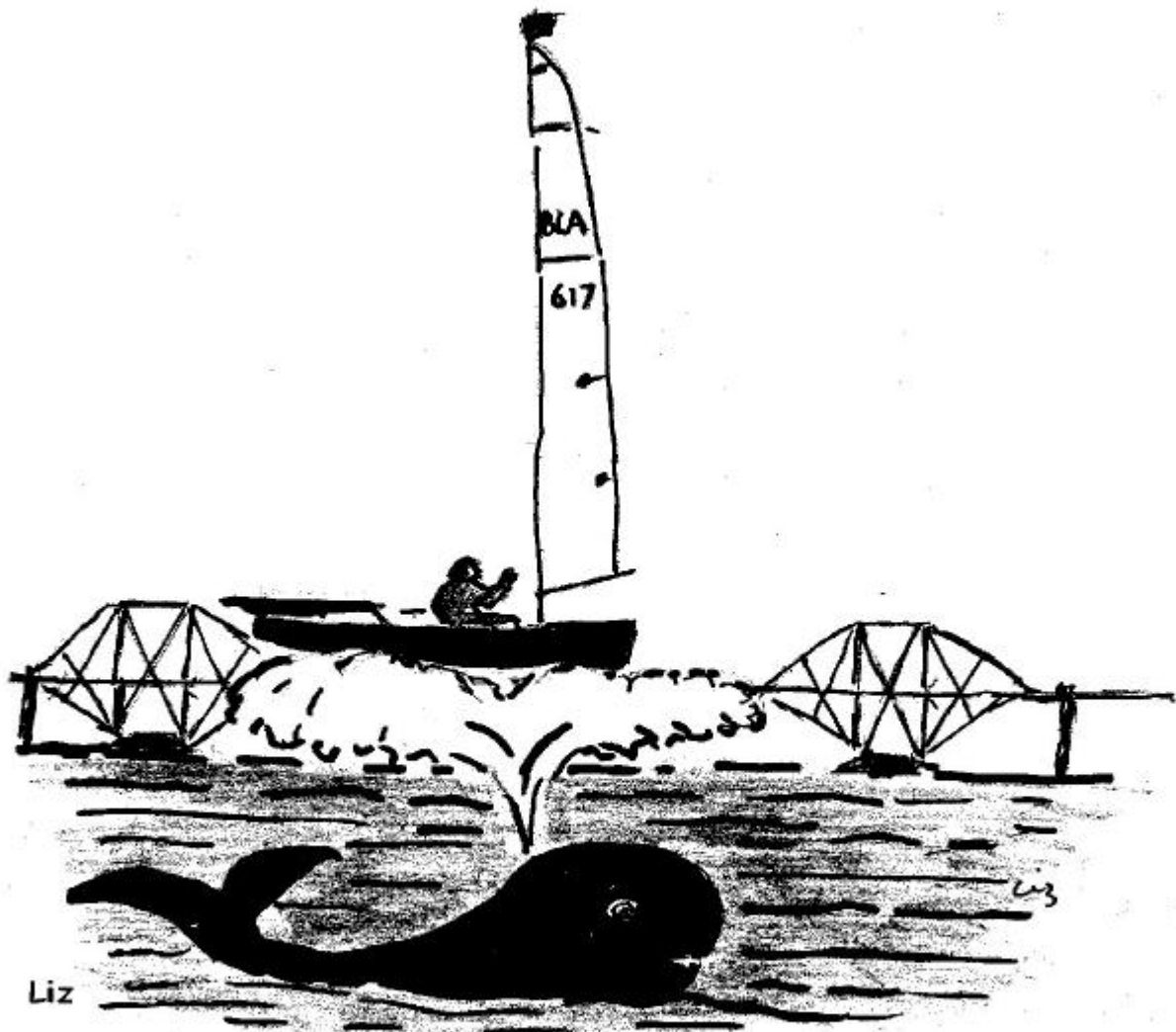
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Beamer Editor
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Doug Ross has retired as Beamer editor after a great 2 years. He has presumably gone to spend more time away from his family on Ragtime.

Steve Druit will be the new Beamer editor from the next issue. Doug will be a hard act to follow but Steve will be up for the challenge I'm sure.
Neil McLure, temp editor

Have you Renewed for 2003?

All 2002 members should have received a 2003 membership form a few weeks ago. If you haven't renewed your membership for 2003, please do so and if you need another form, 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.



I know I said I wanted a lift but this is preposterous