

the BEAMER



From the Commodore :

The new club development still inches forward to fruition. We have agreed the basis of the lease with the Council and the formal missives are being prepared by their solicitors. As we have had protracted lease negotiations with them in the past, we hope that the new lease offer will be acceptable and can be signed. Chris Browning has submitted our planning application and, if none of the neighbours objects, he expects it to receive consent in early August.

Once we have the lease and planning consent we can apply to the lottery for partial funding. Alan Currie and his team have been working hard on the application document. It requires immense detail about the project, costings and how it will benefit our sport and the community in general. We still have to raise a certain amount ourselves - so keep selling those raffle tickets!

Please look at the plans in the clubhouse, view the superb site and let your imagination roam free to visualise the amenity which we shall have in a few month's time. The Marina is planning to develop the eastern harbour with dinghy parking along the shore, dredging of the basin and new pontoons, boat hoist and slip (also new showers!). With good facilities the club should expand its membership to all the sailing fraternity in Port Edgar, allowing us to have professional bar staff and regular opening hours for meals and drinks. Guthrie is trying to set this up this summer, to provide somewhere for members to meet at weekends and to encourage new members to join. It will also help funds and our need to find donations. Because of our club licence obligations, a member is required to be present while the bar is open. It is much nicer out on the water, but if you could manage a few hours on one Saturday or Sunday afternoon to supervise the bar, meet other members and chat to potential members it can be good fun and the club will benefit significantly.

The Club continues to do well in outside competition with John Murphy winning the North Sea Race from Stavanger to Banff. I was there on another PEYC boat, Equinox, and we enjoyed the Norwegian hospitality, scenery, all night day-light and partying, not to mention the World Series beach volleyball. Let's get more Port Edgar yachts there next year.

Eddie Griffiths continues in his winning ways with the RYA Scottish Youth single handed trophy for the second year running. The cold showers and mud baths seem to be no deterrent to the dinghy sailors.

Good Sailing, *Murray Carmichael*



A close shave for the committee boat during the West Forth Regatta ... see page 9

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Yachting Through University

Aileen Ludlow was new-style Beamer's very first contributor. Here she tells us how Port Edgar led to broader horizons ...



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I have always been a dinghy sailor. Sure, I did a bit of cruising with my parents and the odd yacht race now and again, but it was dinghy racing that I took seriously. When I first joined the team at Newcastle University it was to team race in dinghies. However when the captain sent out a plea for yacht racing CVs I thought I might as well send him one and see what happened. Well, it turned out that I was one of the more experienced applicants (that shows you how experienced our team was!), and as there has to be at least 2 female members of each team, I was selected.

As a team of eight we were hoping to attend the British Universities Sailing Association (BUSA) Yachting National Championships and the Scottish (SUSA) as a practice event. Since we had never sailed together before, the hunt was on to find a boat and a venue for some training. To our relief Guthrie Stewart stepped in at short notice and offered us a day sailing on his Sigma 38 *Stark Ravin*. We piled into cars and made our way up to Edinburgh. The team sampled the local delicacy, chippy sauce, before a good night's sleep on a comfortable floor courtesy of my parents (ok, so I had a bed, I live there!). We headed out the next day, after the obligatory wait for the tide, to sail in a beautiful south-westerly and sunshine. Thanks to some helpful tips from Guthrie we were beginning to work as a team and we left Port Edgar that evening feeling as if we might even manage the events without embarrassing ourselves.

Next stop was the Scottish Universities Sailing Association 2003 Yachting Championships, which took place at Largs in March. We sailed Sunfast 36's provided by Sunsail, which doubled as accommodation for the weekend. The event started off, as most student events do, with an introduction to the local lager in the clubhouse. The party then moved onto team Glasgow's yacht and my sympathy goes out to anyone staying in Largs yacht haven that night. The weather the following day matched the majority of the fleet's concentration (patchy, at best) but with a brisk north-westerly most hangovers were soon blown away. We

put up a reasonably good performance on the first day with some very good starts. Our helm had an obscure fondness for the port end of the line, which was fair enough as it was biased. However, we all watched our £1000 damage deposit floating over the horizon as we dipped the Strathclyde boat, missing their transom by no more than three inches. Otherwise the weekend was incident free and, despite an inexperienced bowman, we managed 5th overall after the first day. On the second day our bow-man became more confident and we worked our way up to fourth, thanks to some great spinnaker work. The Strathclyde team took home the honours, with a race to spare, and Edinburgh followed in second place with Portsmouth coming third. The most commendable performance of the weekend, however, had to be at the ceilidh on the Saturday night. Despite the majority of our team being ceilidh virgins they gave it a try and the alcohol fuelled eightsome reel was the highlight of the evening.

So, on to the big event: the British Universities Sailing Association national yachting championships in Portsmouth in April. A huge turnout of 25 teams sailing Sunfast 37's was a daunting prospect. The lack of any Scottish participants left us feeling a little out on a limb as the most northerly team attending. We definitely did not have the most extensive experience of the Solent and its legendry tidal quirks. Some serious swotting was in order.

It was here that the advantages of having met the Portsmouth team in Largs started to pay off. We managed to arrange a house to stay in for the week, escaping the prospect of sharing a boat with 6 male students and their sailing gear. It was lucky that Monday morning was set aside as time to train. Had it been training for synchronised spewing we would have excelled. Unfortunately although the hangovers were cured by the start of the first race it appeared that our bowman was suffering more than a little alcohol poisoning. He was confined to the pilot berth for the whole of the afternoon. This left us a man down and although we were second to the first mark, we discovered it was the wrong one, and things went downhill from there. It is not easy doing mainsheet upwind and bow



Carl Dyson Dinghy Regatta 6th/7th September
Iain Tate gives notice of the premier dinghy event of the year. See bottom right ...

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downwind, especially when a hungover pitman drops the pole on your head. Despite our best efforts the first day ended with three mid-fleet results leaving us 13th overall.

The gameplan was changed for the following day. A home cooked meal and an early night for everyone had the team back in shape on Tuesday and even managed to rouse the bowman from the pilot berth. What a difference a bit of clear thinking and an improvement in spinnaker work makes! We managed to avoid the black flag, which plagued the rest of the fleet and got to grips with the tide ending the 2nd day with 3 top 5 results. Day three started early as the course was moved round into Hayling Bay but unfortunately it was too early for the wind. However, gorgeous sunshine and the prospect of a swim brightened the morning as we waited for the wind to arrive. When it did fill in it was patchy and proved quite a challenge. We started off in the same vein as the previous day and managed some good results.

The fourth race was a disappointment. The course was to send us back towards the harbour but the committee shortened it when we were half way down the second leg, a run. We had manoeuvred ourselves into a good position to have water at the mark but it turned out we just had to cross the finish line. The committee could not even decide on the correct positions of many boats but, as no competitors had protested, we were awarded average points. This was a drawback for us as it was our worst result yet. Thankfully many of our main competition were affected by that race and we were lying 4th overall not far behind Southampton Institute 2. The final day consisted of one long race, which no one could discard. We had to get a good result to stay in the top 5 overall.

The wind was patchy to start with and most of our crew stayed down below leaving the afterguard to make the decisions. It was very tense sailing among the Forts but a good call to tack in a calm patch saw us climb into 5th. The wind filled in and we managed to hold our position comfortably. The final run to the finish line with the wind filling in from behind seemed

to take hours. I was told afterwards that it was only 15 minutes but that is hard to believe! We managed it and that 5th place was good enough to put us into 3rd place. That is the best result Newcastle and indeed any Northern English university has ever achieved at the championships. Southampton Institute 1 took the title and will represent Britain at the student yachting worlds and Southampton University 1 came 2nd. We are very happy with our result and we really enjoyed the week. It was run very well by Portsmouth University and RORC, producing some fantastic racing.

Carl Dyson Dinghy Regatta

The Carl Dyson Dinghy Regatta will be held on the 6/7th September. This incorporates a Laser Grand Prix event, plus 420, Buzz and Catamaran travellers.

It is the main club event of the season for dinghy sailors and provides the opportunity of a week-ends racing against other Scottish sailors without leaving your own club. The usual sailing area is slightly different as the Whale back by Rosyth is used instead of the usual round the cans racing.

For Novice sailors the club regatta allows you to use the skills learnt in Queensferry Bay in a slightly different sailing area and against other sailors, but on your home patch.

To enable this event to be run, we need the support of the whole club. Any offers of help from yacht racers and cruisers will be welcomed. Whether it be just a couple of hours on the Friday night, the whole weekend spent supporting the racing from a rescue boat or simply manning the bar for a short while, it can be a very enjoyable experience.

For any further details please see the Port Edgar website or contact Iain Tait by email

iain.tait@lineone.net or by phone 01383 821691.

Dinghy Debate

Wednesday night dinghy sailing is considered by some to be in trouble. Here, two protagonists set the scene ...



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It's taken a couple of visits after a long absence to remind me of how dull racing on a Wednesday night at PEYC has become. Once the club's prime series, it's now only attended by a few enthusiasts and the occasional other (eg. me), who find themselves there by mistake. It isn't only the quirky and sometimes dangerous nature of the courses - half race half obstacle course - that is off-putting, but also the fact that the tide usually decides the winner on the basis that they have the faster boat and the handicap system never seems to offset their huge advantage.

Okay, by now you may be looking for a chip on my shoulder, but isn't the reason that most of us race that we dream that we *might* just win? If you have shamanic knowledge of tidal currents, enjoy dodging supertankers, like eccentrically biased startlines and own an RS700 or similar, then Wednesday nights are for you. Luckily the rest of us have Monday nights. But isn't it about time that Wednesdays were made less exclusive by changing their format?

Chic Medley

The appeal of sailing on a Wednesday night has always been its diversity. With the large spread in handicaps sailing at Port Edgar, we are lucky to be able to sail average lap courses, and luckier still that we can modify these courses according to wind and tide. The end result is that instead of being limited to courses which rely on marks being laid specifically for each set of conditions, we can set courses which suit all types of boat, and give a good spread in terms of points of sailing – you can't win just by being good at windward/leewards!

The courses aren't really complex, but do offer a challenge to sailors to maximise their performance over a range of sailing angles, without being dangerous – rescue cover is still in close attendance, and we all keep an eye out for each other. And best of all, you're virtually guaranteed to get at least one leg in the race to bring a smile to your face! So give it a try – at least once. You'll never know what you're missing otherwise!

Steve Macdonald

CALLING ALL DINGHY SAILORS

There will be a discussion in the clubhouse on 8th September on dinghy issues. Be there! ... but confirm the event with Chris Browning, or indeed the above authors.

CALLING ALL YOUNG SAILORS***Some impressive results!***

Linlithgow Loch : Youth Rally : 1st June. In the senior section: Sam Dryden 1st, Ross Creber 3rd and Roshenac Mitchell 4th.

In the junior section a 3rd for Lawrie and Morgan Gulland.

Finally, a special prize for the best "man overboard rescue" to Emma Palmer and Robbie McIntosh.

Well done all of you!

Coming Event : 23/24th August : Youth Regatta : Prizes to be won.

Dee

Hunter 707 Coaching Weekend 17th/18th May
Phil Walter, of "Whippersnapper", provides a peep into the world of PEYC's most popular one-design ...



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The Hunter 707 fleet at Port Edgar has grown steadily over the last few years. At the end of last season some crews suggested that a coaching weekend should be organised. After many e-mails it was arranged for Tom Davison to come up to Scotland for the weekend to provide the training. Seven boats took part in the weekend. There was a big range of abilities from beginners in the class to those with considerable racing experience. Some crews used the event as a tune up for the Bell Lawrie Scottish Series (which started the following weekend). The format of each day was roughly the same, two on-the-water sessions with shore based briefings in before and after. Here are just some of the topics that we covered.

Roll tacking – Getting the crew's movements synchronised to help the boat through the tack quicker in light airs.

Spinnaker handling - windward drops, gybe sets. Thinking ahead to ensure that the spinnaker is dropped on the side that it will next be needed. Flying the spinnaker without the pole. These spinnaker exercises have given us more options in handling the spinnaker, and are now saving us the bother of disconnecting and re-connecting the spinnaker if the last leeward drop was on the wrong side.

Starting - realising just how long it takes the boat to accelerate. Exercises were set to improve our starting, including practicing accelerating and slowing down.

Teamwork - Realising the crew is a team, getting them to call the gusts, and reporting our performance against other yachts. Getting the weight distribution correct.

Between the on-the-water sessions there was plenty of time to discuss other aspects and Tom was always willing to answer the questions. We discussed rig tension, crew positions, mainsail shape, when to reef (apparently those on the south coast don't know how to!). All the crews agreed the weekend had been worthwhile. Everybody learnt something, and Tom's style had us all thinking how we could sail better. This will mean the benefits of the weekend will help us for some time to come. Even those who had been on other coaching weekends found it entertaining and informative, well done and thanks to Tom. If any others boats think they would like to do the same, the response from the Scottish fleet would be to get 6-10 boats together and go for it! You will find it worthwhile.

The PEYC New Club House Raffle

By now each PEYC member will have received 50 raffle tickets to raise funds for our new clubhouse. We have to demonstrate that we are making every effort to raise funds in order for all the other grant organisations to consider our applications for funds. So please, **please** help and sell your allocation.

The sold counterfoils plus cash should be returned to the Bosun's Locker, if you should need more tickets then please email me at geoffbow707@hotmail.com. The first prize of a mini break in Zeebrugge using Superfast Ferries is by all accounts a great experience. The raffle allows each member to put that vital bit of effort into the club achieving our goal of a new clubhouse. The draw will take place at this years Carl Dyson Regatta on Sunday 5th October with the counterfoils and monies returned by 13th September. Good sailing and good selling of those tickets.

Geoff Bowerman

Sailing on a Tall Ship

Dee Crewdson joined Murray Carmichael, our Commodore, to sail on *TENACIOUS*. She says this was "an opportunity I am so pleased I did not miss".



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The email looking for crew came just days before *Tenacious* was due to sail from Canary Wharf, to arrive in Edinburgh for the Festival of the Sea on 24th May. Should I, shouldn't I, such short notice? Then, not being able to sleep that night, I turned the computer on and completed the application form. The best decision I could have ever made. Murray Carmichael and I were lucky enough to get a place.

Tenacious is a specially designed, 65 metre tall ship built in the UK by teams of able-bodied and physically disabled volunteers, working alongside dedicated and professional shipbuilders. The ship is run by the Jubilee Sailing Trust, whose aim is to promote the integration of physically disabled and able-bodied people through the challenge of sailing. She is the largest wooden tall ship of her kind in the world. Her hull has been fabricated in Siberian Larch using modern glueing and laminating techniques. No ship of this size has been built in this way before.

Life on board : There are eight permanent crew, 40 voyage crew, up to 20 of whom are physically disabled (up to eight wheelchair-users) including four Watch Leaders and a Doctor. We were undermanned, but this did not cause any problem. A buddy system operates whereby everyone is paired up to look out for each other and offer assistance when required.

Duties include everything from helming, climbing the masts and setting the sails, to helping the cook in the galley, and cleaning the ship during a daily "happy hour" which was always awarded with tea and biscuits. There are three full meals each day, fruit, drinks, biscuits always available and a fridge with goodies in for the night watch. There's a well stocked bar for the evening "bonding" sessions.

Accommodation was very comfortable. The permanent crew's patience was to be admired, everybody did everything, always at a comfortable pace.

We said good bye to the Thames Barrier and headed for Southend where we anchored for the night. We then set off for Amsterdam gently sailing through the night. Having gone through safety procedure before leaving we now had an evacuation drill followed by a lecture on buoys. A great day was spent exploring Amsterdam! I decided to visit a museum, the walk seemed to take me ages due to having to negotiate the canals, it didn't look far on the map! By this time the period when we were not on watch seemed to get smaller. There was always things to do, a lecture, something to see or "all hands to bracing stations". Because I didn't want to miss one moment of the adventure probably didn't take adequate rest in between watches which meant by the end of the voyage I was totally shattered but worth every minute. Newcastle next port of call, and finally we anchored off Holy Island. Wheel chairs hoisted into the RIB and off to the pub. The next day we headed for Edinburgh.

The whole voyage was memorable, found out a great deal about myself and saw others increase in confidence, it was an adventure which created independence, freedom and equality. The one thing which stands out is during a night watch, it was my turn on the helm, a good wind blowing, 45 degrees heel, down below the port holes looked like washing machines, to feel the power of the ship under my feet was just unbelievable. An experience I will treasure for a very long time. We were extremely lucky with the weather and managed to be under sail 72% of the time which the Captain said was a record. Ten days on board, distance logged 648 miles.

Will I go again? just 2 days on my return I booked a flight to Antigua to join *Tenacious* in December. I believe sailing the Caribbean is known to be the best in the world because of the good winds and myriad of islands to explore. Who wants to spend possibly three times the cost to be in Sandals on a beach staying in a hotel? ... posh may be ... boring definitely! If you wish to know more about *Tenacious* and where she is sailing just now, visit www.jst.org.uk. There are some pretty good last minute deals sometimes available.

PEYC Gift Aid Donor Scheme - Helping Ourselves!!
Doug Ross reminds us that the New Clubhouse isn't going to happen without commitment from the PEYC membership.



It seems a long time since the New Clubhouse Fund Raising Committee sent out a request for members to donate money to the Club to help finance the new Clubhouse. But already we have had 17 PEYC members who have donated varying amounts either as lump sums or standing orders. Many thanks to those who have contributed!

The total donated as of 22 July and the tax we can reclaim is shown below. We'll publish an update on a regular basis.

Total donated	£2,930
Tax reclaimed	£762
Total pledged by standing order	£1,800
Tax to be reclaimed	£572
Total	£6,064

The club plans to publish an 'Honour List' in due course to recognise PEYC members generosity.

If you would like to donate some of your hard earned cash but haven't got around to it yet, please remember the following: -

You don't have to donate £350 or any specific amount – just what you can afford.
 You can donate in a lump sum or by Bankers Order

Finally, if you've lost the original letter and forms, contact Andy Downie or Alan Currie and they will arrange for a new one. **We look forward to hearing from you!**



We'll be able to see a lot more of what's happening on the water from the New Clubhouse!

A Terrible Tale from Dunbar : Yacht 'Noblesse', 05/07/03

This article is reproduced from the web by kind permission of the author, **David Maxfield**, of the RNLi Dunbar Lifeboat Station.

There is understood to be a possible chart error in the vicinity.



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At approximately midday the yacht 'Noblesse' attempted to enter Dunbar Harbour in a strong Northerly 8ft swell, 30 minutes before low water. The yacht grounded at the entrance to the Harbour and was carried by the swell into the cliff at the base of the castle. Dunbar ILB and ALB were launched to assist in recovery of the casualties. Due to the heavy swell smashing the boat into the cliff and rocks being dislodged from the top of the cliff, which were falling onto the boat and smashing into the deck; the decision was made to recover the 2 people on board by rope up the face of the cliff. This daring rescue was undertaken by Dunbar Coastguard crew member Adam Gray, assisted by ILB Helmsman Stuart Pirie. The casualties were safely recovered and were treated for shock and minor cuts and bruises. Attempts to tow the vessel from the base of the cliff were severely hampered by the sea conditions on one occasion the tow snapped and on another an ILB crew member was unable to reach the yacht due to the swell.

A boarding attempt was finally made from the shore, where it was discovered that the boat was holed and taking on water and had a ruptured diesel tank. It was decided that a further attempt would be made to recover the vessel after placing a salvage pump on board. Three crew members attempted to reach the boat, but the heavy swell was forcing them under the bows and it was decided that the situation was far too dangerous. The vessel had to be left to break up on the rocks at the base of the cliff. The ILB was left on station to recover debris and personal belongings from the area. In addition there was concern from Forth Coastguard about the possibility of flares and other pyrotechnics reaching shore where children may be put at risk.

The Beamer is grateful to crew member Alistair 'Spider' Punton for permission to reproduce his photograph, one of many he took of the event, which can be seen in full at :

<http://www.dunbarlifeboat.org.uk/shouts.htm>.





West Forth Regatta.

The event race officer **Pete Sykes** recounts the proceedings during the sunny weekend of June 14/15th. Many thanks to the Regatta sponsors, Craig and Kate from the **Sail Loft**.

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With a weather forecast of a 5 knot south westerly being contradicted by an evident 10 knot south easterly, we set out for Limekilns in Norman Mikkleson's *Lady Sophie*, previously seen slumming it in Leith, in Britannia's old berth. We were sure in the knowledge that any wind with south in it would require a start line on that side of the river. The sea breeze won and a windward leeward course was laid over the Rosyth Whaleback. This was an easy decision, port hand roundings, a course in a East wind on the N side of the river and if I had wanted to set a triangle then it was either going to be very acute angled or with the wing mark up a hill in Fife.

Both races were close, with battles all the way round the course, and the spread of corrected times was tight, with no-one getting away or being left too far behind. The trick of setting the white-sail classes on a shorter course with a nearer windward mark kept the fleets close – one cruiser helm commented that while having his field of vision filled with a speeding spinnaker or two is a daunting sight, it's also quite impressive. The crews said that racing had been very tactical with everyone watching each other to see how their bit of wind and tide was faring.

Starts were interesting, with a lot of pushing and shoving in Div 1 and a rather more relaxed and friendly attitude in the white sail class. Steve, as line spotter, said he had never felt more redundant on Div 2 starts. Hint guys, when the hoot hoots and the flag drops then that's the time to go over the line, not the time

to turn round for the 100m run up. I like sailing – the tactics are a complete doddle from the committee boat.

On Sunday the course was reversed and the wind speed improved. We toyed with the idea of a triangular course but had a couple of requests for good old windward leeward again – The question is, was that a double bluff to make sure I set the triangle, or a genuine request? Two facts made the decision 1) A triangle would have reduced the tactical options in the tide, and 2) The ground tackle for the wing mark was a mile away in the other marks boat.

After the third race, Div 2 was decided, because Ragtime was unassailable, with 3 first places but the next three, Flint, Orion and Salmon all shared the second place honours with a 2,3 4, each. Orion and Salmon finished within 3 seconds of each other on race 4 and Orion took second overall. Meanwhile in Div 1 - the boat with the highest handicap Murray Carmichael's Naiad sneaked up on them from behind with two firsts and a third.

We had a bit of an experiment this year – The white sail class has been a bit under represented so rather than split it into bilge keel and fin keel classes we split it into a Saturday and Sunday event with a trophy and prize for each day. That way the casual racer with a lawn to mow could still get a day's racing and maybe win without having to commit to a whole weekend. Did it work? Well we had a few boats sail one day only, and numbers were up on last year, but we still had plenty of spaces in the water for more. Maybe next year.

East Coast Sailing Week

Jim Scott tells of an impressive PEYC showing on the Tay. Thanks for his easy talent spotting competition.



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Ten PEYC yachts made the trip to East Coast Sailing Week on the Firth of Tay in the last week of July and came home with a lot of prizes! The Feeder race fleet left Granton at 19:00 on the Friday to finish at the entrance to the estuary between 04:30 & 06:00 having reached most of the way. Line honours went to Keith Miller's Silver Dollar from FCYC, just ahead of Jock Blair in EuRoBo, but Hamish Sutherland's Kiri from CBC took 1st place on handicap.

Sunday was the start of the main racing for the 50 yachts in five divisions with the 'Round the Bridges' race taking the fleets under the Tay Road Bridge for a couple of circuits past the spectators on the north riverside drive. Two short 'Round the Cans' races on Monday in light winds made us painfully aware how fast the Tay currents run! Tuesday was devoted to windward-leeward races with the unusual southerly wind creating havoc for the Race Officer. Wednesday's first race had to be abandoned when the wind flipped right round in mid-race, much to the annoyance of some! The resulting NE wind gave us an odd shaped course with only one small beat short tacking up the Broughty Ferry shore to cheat the tide.

That evening Peter Howell of Jezebel hosted a magnificent dinner for 50+ PEYC members at his Lands o'Loyal hotel in Aylth; a superb evening spoiled only by the need to be up early for the Thursday 08:00 start! This was the 'all-in' fleet start for the Duke of Edinburgh cup, catching the outgoing tide down the Tay and rounding a buoy off Arbroath. Next mark was the Bell Rock lighthouse before coming back up the estuary with the incoming tide to finish at the North Lady buoy. Design of this 37 NM race makes it a bit of a 'slow yacht' benefit with Kiri winning it for the 4th time since its inception in 1985, but there was tight racing in each of the separate division results. Final race on the Friday was an inshore one, with the best winds of the week, taking the fleet far down the estuary near slack tide, then back up for a couple of rounds off the RTYC.

Division 1 was fought out right down to the last

race with PEYC's 'Jezebel' taking the prize by one point from the modified Melges 24 'Auf Weidersehn Pet!' (Originally George Purves's 'Hoot 2'!) with Jock Blair 3rd in 'EuRoBo'. PEYC's Commodore Murray Carmichael in 'Naiad' was 1st in Division 2 from George Fyfe in 'Kermit', followed by the Sonata 'Fiddlers Three'. Justin Lindemann snatched defeat from the 'jaws of victory' by coming 4th in the last race to let FCYC's Willie Barr in 'Firecrest' win Division 3! Doug Ross in 'Ragtime' was 2nd on equal points with Justin in 'Baltika', but winning the tie break. Howard & Sam Dryden from PEYC in 'Flint' took the Restricted Sail class from 'Tres Cher' & 'Dana' leaving the Tay boats to win the Squib class (Where were you Bill?).

It was a good week with excellent racing, marred only by the southerly winds that make a race officer's life hell on the Tay! RTYC were superb hosts and 'Royally' entertained us all. Highlight of the week? Undoubtedly the yellow jacket award for 'Dick of the Day' culminating in the 'Dick of the Week' award. And guess who won it! Yet another triumph for PEYC!



Jim : Can we have pictures of BOATS next time please ? -Ed



Lifejackets – Checked Yours Recently?

Jim Scott (again) knocks us out of our complacency (again).

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Have you got one of those really neat CO2 gas inflated lifejackets? Hardly notice it when it's on, so you're happy to wear it whenever you go afloat? Maybe for real security, you bought the auto-inflation type that goes off automatically if you fall in? Then here's a question for you; when did you last have it serviced? "What service?" you cry! Well perhaps you should read the instruction manual!

The RNLI safety scrutineers at the 2003 Scottish Series checked ~100 yachts and found 40 gas inflated lifejackets with loose CO2 cylinders that could have failed to operate because the operating pin wouldn't have pierced the cylinder seal. That's what happened with five of these lifejackets on the fishing vessel 'Radiant' when it sank NW of Lewis in April 2002, resulting in the loss of one crewman. More recently a fish farm worker, who fell into the sea off Skye, drowned despite wearing an auto-inflation lifejacket. It was reported that the CO2 cylinder was sufficiently loose that it didn't operate. Of course, if this happens you can still inflate it orally with the 'top-up' tube, but will you have the presence of mind to remember this when you're already in the grip of 'cold water immersion shock'?

You'll find a poster on the PEYC & FYCA web sites illustrating how to do some basic safety checks that could save your life. Movement of the lifejacket material around the CO2 cylinder as the wearer moves seems to occasionally unscrew the cylinder. The piercing pin mechanism has only limited travel and eventually won't break the seal if the cylinder has unscrewed a few turns. Do a regular check to make sure that the cylinder is tightened fully home. If you have a HAMMAR mechanism, with the cylinder inside the inflation bladder, you need to grip the cylinder through the material to check tightness.

You should also check the gas tightness of the bladder at least once a year, preferably more often, by orally inflating it via the 'top-up' tube and leaving it for a few hours to verify that it holds pressure. Another problem seen by the RNLI at Scottish Series was the number of badly corroded CO2 cylinders. These will eventually corrode through & lose their gas charge while the corrosion products will damage the bladder material. These lifejackets must be worn outside your clothing, so that they can inflate fully, where they're exposed to rain & salt water spray. Many are just left in the cabin still wet after sailing or, worse still, in an enclosed locker where the damp will corrode the cylinder. Make sure that your lifejacket is dried off before storing; better perhaps to take it home. The auto-inflation mechanisms that use a soluble pellet can be degraded enough by damp storage that they go off spontaneously! These mechanism pellets have a limited life and need to be replaced. For real 'peace of mind', get your lifejacket checked by an authorised service centre at the intervals recommended by the manufacturer. You may not expect to ever use your lifejacket, but you want 100% reliability when you do need it.

So don't just 'Buy & Forget' it!





the Back Page

PEYC Beamer Editor
Steve Druitt
 Phone : 0131-668 2749
 Email : stephen@sias.com

Handy Tip : Bring those tired and stiff old ropes back to life for another season. Stick 'em in the washing machine!

From the new editor : Many thanks are due to the previous editor Doug Ross for handing things over in such good order and for being available for advice as I needed it. I didn't intend to change his style, but pressed a few unfamiliar buttons and it all came out looking quite different! Of course, how it really looks is up to YOU, because The Beamer depends on your articles and PICTURES, please! Send them to me at any time, and I'll batch them up for the next edition. Tell us about your topical tips, sailing holidays, events .. anything you think the readership might be remotely interested in. It is particularly helpful if you can provide an illustration to go with your text. My thanks to all those who contributed to this bumper edition !

FOR SALE : Jeanneau Fantasia 1985 "Ragtime", F/K, Yanmar 1GM10, lying Forth. New Main, Spinnaker, Depth, Log, Wind, GPS, Tillerpilot, Sprayhood, Cradle. Premium condition £19,750 o.n.o. *Contact Doug Ross Tel: 0131 331 2087 or Mob: 07767 346266*

RESULTS SO FAR		1st	2nd	3rd
Easter Series	Yacht	Blue Ark	Absolutely	Jezebel
	Dinghy	Wraith	Last Resort	Incitatus
Wed A	F Yacht	Code Z	Blue Funk	Scooter
	S Yacht	Flint	Ragtime	Auberge
	Dinghy	Last Resort	Wraith	In Co-Motion
	Cats	Joe 90	Legacy	Rum & Coke
Beamer Trophy	Dinghy + Cats	Last Resort	Rum & Coke	In Co-Motion
Coakley Trophy	Dinghy + Cats	Wraith	Shooglenifty	Last Resort
RNLI Pennant	F Yacht	Drumbeat	Kiss	Alouette
	S Yacht	Ragtime	Flint	Baltika (Sadler 25)
	Dinghy	Wraith	Last Resort	Heaven Can Wait
	Cats	Legacy		
Charity Bowl	Dinghy	Last Resort	Shadowfax	Legacy
Club Trophy	Yacht	Jezebel	Shoki	Kiss
	Dinghy	Last Resort	Frazzled	Tablet
Inchkeith Trophy	Yacht	Notorious	Shoki	Kermit
Kincardine Trophy	Yacht	EuRoBo	Jezebel	Kermit
Monday A	Cats	Chiquita	Legacy	A Lovely Pair
	F Dinghy	Heaven Can Wait	Incitatus	Frazzled
	S Dinghy	In Co-Motion	Val's Eorpa	Shooglenifty
	Novice	Teleost	Project Haggis	Matthew's Topaz
Bosun's Locker Trophy	F Yacht	Shoki	Absolutely	Jezebel
	S Yacht	Blue Ark	Smithereen	Baltika (Sadler 25)
Ladies Race	F Yacht	Kermit	Blyth Spirit	Drumbeat
	S Yacht	Seite	Auberge	Ragtime
Chattan Stern Chase	All (<i>wild results-Ed</i>)	Heaven Can Wait	Last Resort	Wraith