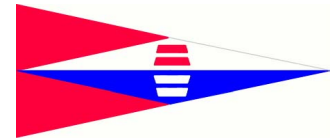


the **BEAMER**



Serious Graphs Edition

A racing debate is upon us at PEYC, so you'll need to stay alert for the following pages. We let you in gently with the traditional business of new-clubhouse inaction.

From the Commodore ...

We seem to be working hard to stand still at the moment. The new clubhouse exists only on paper and the development of the marina is still in the planning phase. The City of Edinburgh Council has agreed to sell off the land to the west of the sea cadets' building for housing development. This is expected to produce about £10m, to be invested in the marina basin. Funds have been allocated to Edinburgh Leisure to carry out some interim improvements to the site, security and dredging, but a new site plan has yet to be drawn up and agreed.

It looks as if we will have another 2–3 years in our present accommodation. This means that we shall have to do some urgent work to the exterior of the windows before winter. If you can spare some time to wield a putty knife, paint brush or hammer and nails I shall be delighted to discuss what is needed. Please use the club facilities and remember that Janette is there every weekend, and all day on Mondays and Wednesdays when there is evening sailing.

Due to business reasons, after very many years Carl Dyson has had to relinquish his sponsorship of our regattas. His name, now synonymous with these events, his support of our club and generous prizes will be greatly missed. We have been fortunate that Lands of Loyal Hotel has taken over this sponsorship of the yacht regatta and Forth Sail are providing the band for the evening Ceilidh. The generous prizes of previous years are promised, so please be kind to *Jezebel* on the start line. The autumn and winter series still need sponsorship as will next year's regattas. We have produced a CD outlining the publicity generated, target audience and advantages for potential sponsors. If you know of any company or individual who may be interested please get in touch with me.

Important announcements on Page 3 for the Lands of Loyal annual PEYC Regatta, and the Prize Giving & Dinner Dance

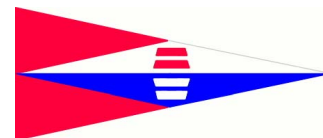
The club has signed up to the RYA racing charter, which the more perspicacious members will have seen on the wall above the signing-in boards. Its objectives are to provide fair and enjoyable sport for all, regardless of age and experience. Abusive language and aggressive behaviour, on or off the water, will not be tolerated and the club will call a protest hearing, under rule 69, if it believes any competitor has brought the sport into disrepute through a gross breach of the rules, lack of good manners or sportsmanship.

I should like to thank all members of the club who have helped with our regattas, youth and evening sailing, cruising and social events during the first half of the season, especially those who have provided expertise as race officers, regatta managers, rescue boat drivers and on the committee boats, slip and computer room. All these voluntary jobs are good fun and provide a greater insight into sailboat racing, its rules and organisation. So, if you haven't done it before, don't feel shy – come and join the team at the next event. Without your help the club cannot run these events.

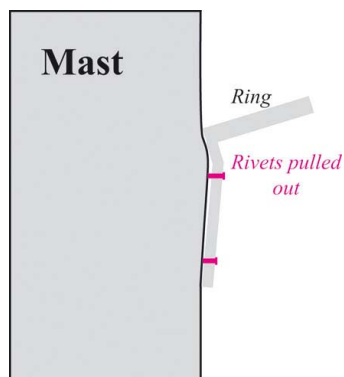
*Murray Carmichael
Commodore*

Spinnaker Pole Mast End Problems

from practical boat owner Bruce Walker



Page 2



this problem as I have had the same problems with IYE & Proctor in previous years.

From my conversations with yachtsmen and chandlers, a large number of yachtsmen owning small (Sonata size) yachts and using a ring on the mast to engage with the spinnaker pole are having consistent trouble at the pole-mast junction. This can manifest itself as broken pole ends, damaged mast rings or ring anchorages torn off the mast. No such troubles seem to be experienced on bigger boats using a bayonet type pole end. The problem occurs when the pole rotates about its axis near deck level, causing it to jam under the mast ring. When the pole is then raised by wind or crew, damage ensues. Years ago I went through four £25 pole ends in a season and got thoroughly fed up, so designed a mast fitting of my own which operated successfully over 10 years without any damage of pole or mast fitting.

Last year, a shroud failed and the mast broke so I obtained a new one from Z Spars. Having looked at the Z Spar website, I saw the comment that Z Spars pole ends were compatible with their mast rings, so no damage would take place. On this basis, I did not use my own mast fitting. After the first race, on a windy day, the mast ring was bent upwards and away from the mast, denting & bulging the mast & pulling the pop rivets half out. The pole end was also twisted so that the plunger jammed.

To avoid further damage, I decided to revert to my own design of mast fitting, but since the Z Spars pole ends are wider than those on my old pole, I had to fabricate a new Mk 2 fitting. It is not suggested that Z Spars fittings are the only with

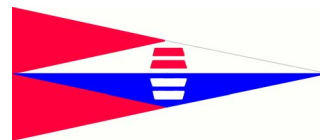
The New Mast Fitting

The two photos above show the new Mk 2 fitting in place on the mast. The left photograph shows two of the dents in the mast and the right photo shows one. The bulging of the mast is under the bottom ring, making the ring slope downwards to the rear. Two IYE Mast Rings are riveted to the mast, about 3 inches apart. Their bores are approximately 1 inch, which is the same size as standard stainless steel pulpit tubing. A small grindstone had to be used on the 2 bores to ensure that a 3.5 inch long piece of this tubing could revolve freely when slid through the rings. This allows for the side to side movement of the spinnaker pole. A piece of stainless plate is then formed into a "U" shape round the tube and welded in place. Two holes are drilled through the legs of the "U" to take a horizontal stainless rod, about 10mm diameter. When welded in place, this replaces the original mast ring and engages with the spinnaker pole end. The pole now cannot rotate about its axis, so no jamming is possible. To make it easier for the crew to locate the pole in this fitting when gybing, the ends of the "U" are bent outwards to form a funnel. Currently this funnel is excessively long and I will probably reduce its length this winter.

The photos show a Mk 2 fitting, of which Mk 1 was used for 10 years without any pole or mast fitting damage. I would be interested to hear from any yachtsmen who have had such problems. This version was fabricated with materials to hand and the "U" piece could be reduced in both height and length. If the demand were sufficient, a commercial version might then be possible.

Two Important Announcements

Maggie King brings you the Dinner Dance, while the Lands of Loyal Hotel is sponsoring the annual Regatta



Ladies and Gentlemen please take your partners for the

P.E.Y.C. PRIZE-GIVING & DINNER DANCE

**To be held at HERIOT WATT UNIVERSITY,
Saturday 26th November 2005**

Live Music, and 3 course Dinner.

Press release reports

"Yachting in Fife" says...It outshone the Edinburgh Festival in 2004...mustn't be missed in '05

"Tottie for Yachting" says.....All the finest young beauties put on their glad rags to bag the best sailors the East Coast has to offer.

"The Naughty Anorak" says.....and incidentally I've heard that 2 days before the event, the tickets sell on e-bay for up to five thousand pounds!!

"Stealing Today" says....Extra security will be in place at Heriot Watt due to the phenomenal amount of valuable Silverware that will be presented as prizes.

Lands of Loyal Yacht Regatta 24/25 September 2005

Entry open to all members of RYA affiliated clubs - Cat C Event - Governed by Racing Rules of Sailing, RYA Prescriptions & PEYC Sailing Instructions

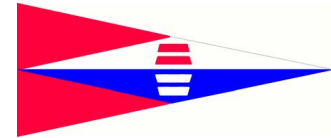
Registration by post or on Friday evening
Saturday Briefing 09:30, First Race 11:00, First Race Sunday 10:00

5 Races for all classes: Fast Yachts, PY<940 Medium Yachts, PY 940-1040 Slow Yachts, PY >1040, Sportsboats, Sonatas, Fin Keel Cruising Yachts, Bilge Keel Cruising Yachts. Cruising Yachts may not fly spinnakers, cruising chutes or twin headsails. Along with the Slow Yachts, they will use a start line remote from the other classes.

£25 per boat - 2 Supper Vouchers Extra Supper vouchers £5.50 Visitor Berthing £4 per night. Ample Caravan/Camping Space (Sponsored by Edinburgh Leisure)
Saturday Evening Live Band (Sponsored by ForthSail) Plus Bar

Never too late to learn!

Val Ludlow goes back to dinghy sailing school on Loch Tummel



Page 4

10 a.m. Saturday. 10 Europe dinghies, rigged ready to launch at Loch Tummel Sailing Club. 10 Helms, eager, shy, nervous, sitting in the clubhouse waiting for the first session to start.

Mark Barron, ex-olympic coach, was going to try to improve our Europe sailing. Mark put us all at ease very quickly. Soon we were all contributing to the discussion on controlling boat speed. After a few pointers on boat handling and instructions on how to carry out the first three exercises, we set off to get changed and launched. Follow my leader, a tricky start but it really got you into the groove and concentrating hard, just in case you thought you were there for a jolly! For the participants it was a very tricky exercise as the wind was very gusty and shifty with big holes (typical of a small inland loch)! Keeping up with the boat in front was easy; slowing down was a bit tricky. I had never tried stopping the Europe on the run and was amazed at how easy it was – move to the stern and/or over sheet.

From 'follow my leader' it was directly into tacking on the whistle and like Pavlov's dogs we each performed to the best of our abilities. As a reward we received encouraging comments and practical solutions to our cumbersome manoeuvres from Mark. Returning to 'follow my leader', we then started gybing on the whistle.

It was very easy to get so engrossed in what you were doing that you forgot the presence of the other boats; I learnt early to be aware of my neighbours' position after a very close shave with a gybing Europe (not in full control at the time). All these tacks and gybes improved my confidence tremendously. However I was still trying to get my feet across the other side of the boat without doing a pirouette and knotting the sheet around my feet.

The last exercise of the session was a couple of turns around a triangle. This was the first time I had a chance to look at the others sailing, and needless to say I could feel the racing urges surfacing!

Saturday Afternoon Mark showed us some video footage of our efforts in the morning. There was no embarrassment, just interest on everybody's faces. He had identified tacking as a weakness in all of us and proceeded to show us the forwards-facing and aft-facing techniques. We then went outside to look at a few of the sail controls on a boat and their effect on the sail. The exercises in the afternoon were basically the same as the morning but this time we had to concentrate on tacking smoothly and sail setting. Having never really cracked tacking efficiently, forwards or backwards, I concentrated on trying to get my feet/hands in the right position for aft-facing tacks. I finally sussed it on the last two tacks of the afternoons exercise! I still need practice to get smooth and automatic but now I know what the system should be.

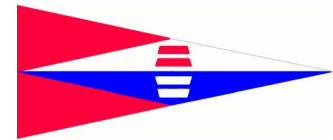
The de-brief was positive and encouraging and I felt I had really achieved a lot. There were fewer questions this time as we were all exhausted. A relaxing evening meal at the Tummel Inn rounded off the day perfectly.

Sunday Morning – 9 a.m.! Yep! We were all there, boats rigged, ready to go. Not a breath of wind! We spent about 2 hours discussing/learning about "Starting" techniques or out on the wet field pretending to be boats approaching the line and trying to judge when you were on the line or learning the best way to de-power the sail as the wind increases. The wind came and out we went. Again from 'follow my leader' we went into a line and, by the whistle, alternately 'stopped' and 'started' the boat. The second exercise was just "starting". Between two buoys we had to use transits to judge our approach to the start line and try to be moving fast at the whistle. I tried the stop, wait, and then accelerate approach – I was late every time. Then I tried the timed run approach – I was early!

Finally we had the first and last race of the weekend. Suddenly I realised that I was not going to be left behind as the faster club handicap boats in the fleet sped off, these boats were here to stay and I had better keep my wits and rules about me. It was close quarters sailing and in the excitement all the smooth tacking and gybing I had practised

The Hunter 707

Despite Page 7, Phil Walter explains why this is the ideal boat for the Forth.



Page 5



Whippersnapper,
snapped by Ben Hussey

Not a Europe dinghy, but a Hunter 707. Everyone should own one of these ... see article to the right.

Val Ludlow, continued from page 4...

deserted me. At one point the mainsheet was so tied up around my legs I just had to stop and sort it out!

Never having been at the receiving end of any direct coaching (racing/rigging) it was with some trepidation I attended this weekend. I need not have worried; Mark was approachable, supportive and always had suggestions, which might solve my/our problems and difficulties. Although we repeated some exercises – e.g. tacking on the whistle – Mark gave us a different aspect e.g. sail setting/trim to concentrate on. As for sail setting – the mystery of the tack inhaul has been unveiled at last!

There was a vast age range present (teen – retired) but it was never an issue. We all helped each other and appreciated the variety of questions asked. Until Sunday's last two exercises there was no racing and no pressure to perform and we could dedicate ourselves to improving our skills. It was great to be able to pick brains, not just Mark's, and receive instant feedback. It was an excellent weekend, well worthwhile.

The weekend was organised by the Scottish Representative of the Europe Class Association, Brian Finnie. Thanks to him, costs for the weekend were subsidised by grants from the Class Association and RYA Scotland. Well worth the membership fees!

Port Edgar Yacht Club offers one-design yacht racing through the Hunter 707 fleet. The exciting strict one design yachts provide close racing and reward the crews that make the fewest mistakes.

PEYC has a class start for the 707 fleet on the popular Wednesday evening and Autumn/Winter series. The short legs of the round the cans racing keeps all the crew involved in the racing. For those who prefer to go a bit further, the 707 may be used for the upper Forth FYCA FIG races (with a few extra bits of safety gear). At other times we race with the fast handicap fleet.

The Hunter 707 handles like a large dinghy, will easily plane down wind. Just look at the faces on the 30-foot cruisers as you surf passed them at 10-12knots! There'll be a big smile on your face. The large cockpit provides plenty of room for the crew during manoeuvres. In all but the strongest winds, the sheet loads are light enough not to have to use the winch. These are great boats for someone looking to step up from a dinghy or someone wanting to race a keelboat on a budget.

We are always looking for some new owners to come along and join the fleet. There is a cross section of abilities (*dead right—Ed.*) at PEYC so don't feel intimidated if you have never raced a keelboat. The majority of the PEYC 707 owners stepped up from a dinghy to a 707 as their introduction into keelboat racing.

Boats are available from around £8,000, and they offer a lot of sailing excitement per £. The strict one-design and limited sail wardrobe keep the annual costs down. Why not get a small syndicate together and share the costs? Currently there is a choice of boats for sale and some owners will be open to offers.

If you think a 707 may be for you please get in touch. Advice and demonstration sails can be arranged. Some further information available on-line at www.hunter707.org.uk or my own website www.whippersnapper.org.uk.

Phil Walter
PEYC Hunter 707 Fleet co-ordinator.

Sailing Utopia

... or nearly. If we had all been there with Geoff Bowerman it would have been.



Page 6



Imagine sailing in non tidal, deep, clear waters, perfect sunny weather, with a good wind every afternoon, waters in which you can safely swim and fish whilst waiting for the wind to fill in, waters surrounded by idyllic islands and bays with restaurants where one can have ones fill of food and drink for around £10. Add to that the PEYC racing scene then one would really have sailing utopia. Well this summer on a sailing holiday out of Gocek in Turkey we found all of this, less the PEYC racing scene, so it was as near to perfect as it can get.

I've holidayed all around the world yet this year's holiday joining a flotilla of five yachts ranks about the best. We sailed on a Comet 1050 (c 30 feet) with good accommodation, a bit tired perhaps but perfectly adequate and with good sailing manners. After a quick competency check and a low down of how to anchor out there, we were off. Each day the leader of the flotilla (also the owner) gave us the coordinates of a bay where he suggested we all meet up; he was so laid back he didn't even have a watch! I personally took a hand-held GPS but navigation was quite simple. We did our own thing each day with perfect winds every afternoon, meeting up in the

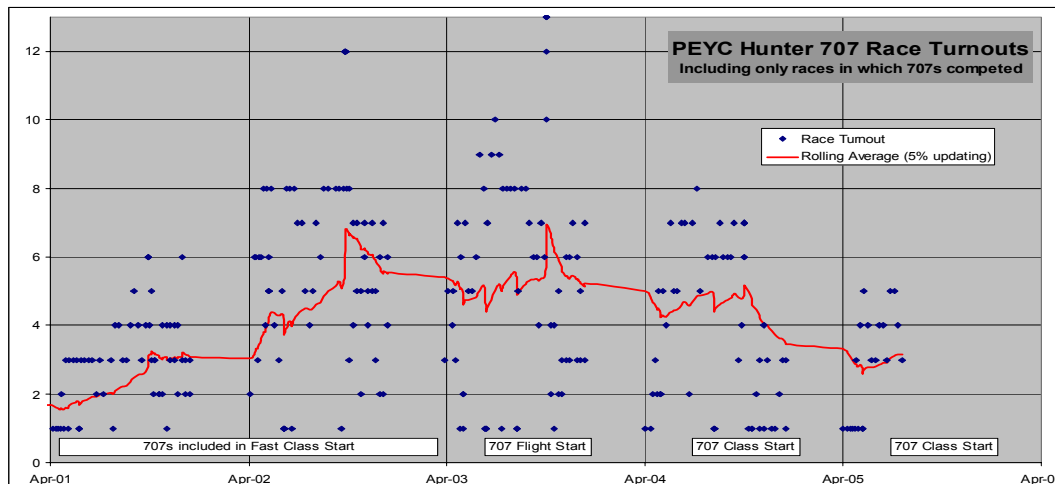
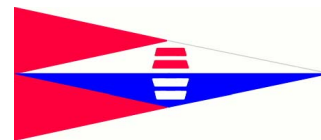
designated bay. After anchoring up we would all meet on one of the boats for sun downers and then move on to one of the restaurants overlooking the bay for dinner. It was great fun to dine with Turkish, Dutch and British yotties discussing the day's adventures. After one meal I went to pay my bill only to be told to come back the next day for breakfast, which was on the house. So after the most delicious breakfast I then had to tot up how many drinks we'd consumed the night before in order to pay the bill – which always seemed to be around £10!!

We had a thoroughly wonderful week's sailing which I would certainly recommend to anyone - all very uncomplicated, very safe and fabulous fun. Rather than go on one of the expensive all inclusive packages offered by many firms we arranged everything ourselves dealing directly with the Turkish yacht owner who just could not have been more helpful, even offering to arrange transport to and from the nearby Dalaman airport.

Please feel free to email me if you wish to pick my brains on this sailing holiday,

Geoff Bowerman geoffbow707@hotmail.com

**PEYC Yacht Racing -
future development** *Jim Scott speaks to the nation.*
... can we move it all to Turkey please?



It's ten years since Jock Blair first raced the Hunter 707 'Demonstrator' at PEYC, showing off its sparkling performance & planing downwind at 15 kts! Numbers of 707s based at PE didn't start to grow until 2000 but by 2002, with Geoff Bowerman's enthusiastic promotion of the class, they reached a rolling average of 4-5 boats per race, with up to 8 in some races. This was impressive but not quite enough for the Sailing Committee to justify a class start so, for 2003 we introduced a 'flight' start for the 707s. This gave them a 'pseudo class start' five minutes ahead of the remainder of the Fast class with elapsed times used to calculate an overall handicap result. Rolling average for 707 turnouts rose to 5-6 boats per race with an all time club racing peak of 10 on 2nd July 2003 and 13, including visitors, at the Carl Dyson regatta. Encouraged by this, we introduced a Hunter 707 class start in the A, B & Night series for 2004 but perversely, numbers dropped back to 4-5 boats per race and several 707s left PE.

We've persevered with a 707 class start in 2005 but there are now only five actively racing and the overall rolling average turnout is down to ~3, with ~4 in 707 class races. This hardly justifies a class start & isn't much fun for the 707 owners. The Sailing Committee has combined the 707s with the Fast fleet for the Night Series, since several 707s will be away in September, and won't schedule a separate class start in 2006 unless more 707s join the club & race regularly. Despite encouragement,

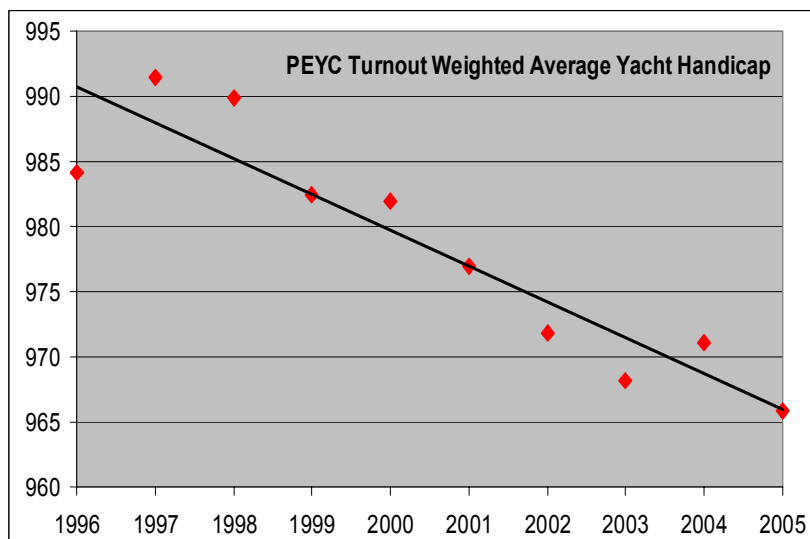
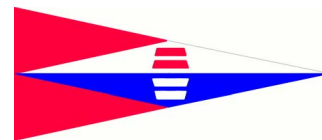
this 'one-design' class doesn't seem sustainable at the moment, although we can continue to 'split out' 707 results.

Yacht Handicap Trend at PEYC:

A noticeable feature of handicap yacht racing at the club has been the steady increase in the size of competing yachts over the last ten years. There was a time when Hunter Impalas seemed quite large & fast, but not any longer! The 'turnout weighted' average yacht fleet handicap, excluding regattas, has dropped from around 990 in 1996 to 965 in 2005. The arrival of boats such as the Mumm 36, J-92, J-109 and RO-330, 340 & 400 has continued this trend. This has increased the number of yachts in the fast fleet starts, emphasising the limited length of our start line since the ODM is restricted to 56.00 degN by Forth Navigation. In addition the PY handicap spread from the Mumm 36 at 766 to the split point of 1004 is now 31%. This tends to make evening racing in tidal & typical 'dying wind' conditions less fair for the slower boats and gives unsatisfactorily short races for the faster boats within our twilight restricted time limits.

racing 2

OK, we know what you're thinking. Keep going, Jim ...



Looking back over the last 5 years to 2001, with the exception of the Autumn-Winter series, the slow class turnouts have been smaller than for the fast class. Most keen racers enjoy the challenge of 'big starts' with a wider range of yachts to compete against; and would like to see an increase in class numbers. If we combine the remaining 707s back into the fast class for 2006, then average fast start numbers will almost certainly increase. One suggestion in last year's survey questionnaire was for a 'medium' class yacht start but, in my opinion, we still don't have enough yachts competing on average to make this viable. I think we'll need an average turnout of 30 yachts to justify it and it might still not be sensible if yacht handicaps are 'bunched' together as they are at the moment around 900-930. However here's another option!

Revised Yacht Handicap Split:

The FYCA fast/slow handicap split used to be 1009/1010 and a minor reduction to 1004/1005 was made some years ago. At the moment within PEYC we have a considerable handicap gap at the slower end of the fast fleet, with nothing between the Eliminator 32 on 955 and the First 28 on 1002.

My proposal is to move the split radically down to the mid-point of the current gap, say 974/975. This would reduce the fast class handicap spread from 31% $\{(1004-766)/766\}$ to 27% $\{(974-766)/766\}$. Based on the current slowest handicap of ~1150, the slow class spread would increase from 14% $\{(1150-1005)/1005\}$ to 18% $\{(1150-975)/975\}$.

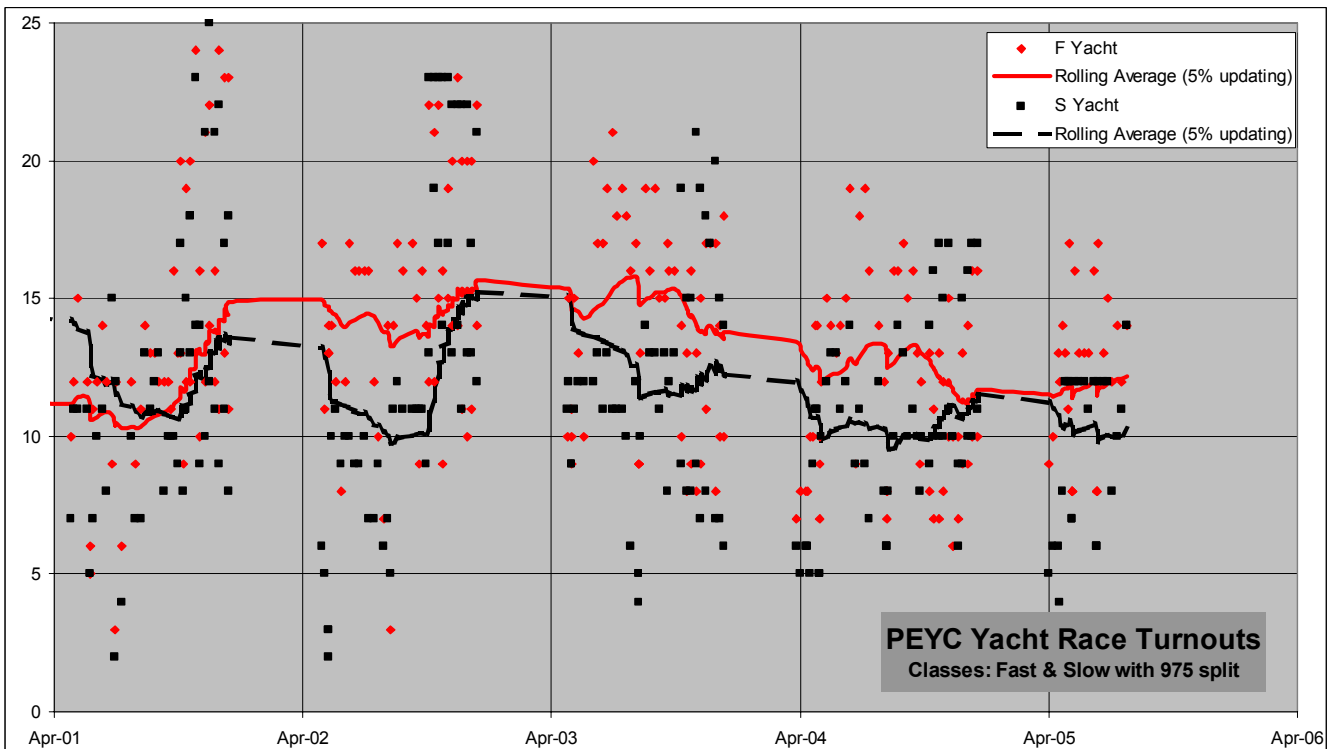
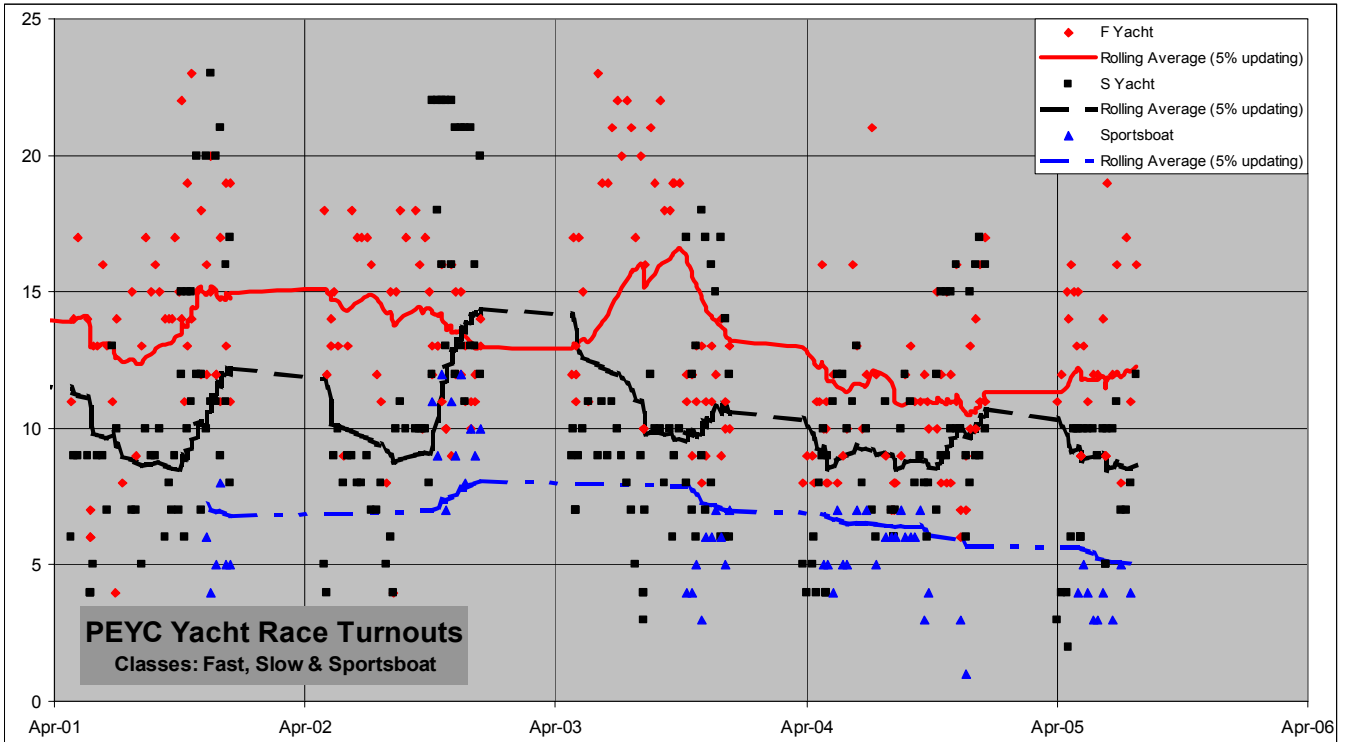
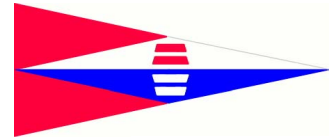
I'd argue that the fast fleet spread can be higher than for the slow fleet since faster yachts are less affected by our average currents of 0.7 kts on neap tides & 1.4 kts on spring tides. The lower graph on the opposite page shows what would have happened if this split had been in place since 2001. Fast & slow fleet rolling average turnouts tend to be closer & don't drop below 10 yachts/race.

Ultimately it's up to you to decide what you want, I'm simply pointing out the trend & suggesting that we should do something about redressing the balance for the future. Please talk to your fleet captains & give them a steer so that the Sailing Committee can plan over the winter for 2006.

Jim Scott, Sailing Secretary

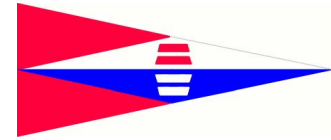
racing 3

Memorize the dots. You'll be tested on them later.



Letter from Shanghai

PEYC's very own Alistair Skinner greets us in his capacity of Commodore of the Shanghai Boat and Yacht Club



Page 10



Well we have hit our first magic number – 100 members. We are very happy that for a club with a transient expat population to have in just 3 short years been able to meet this milestone, a club I am pleased to state runs on a model of the PEYC Constitution so close that all I did was to change the name at the top. We also can count two famous long distance sailors, namely Sir Robin Knox Johnson and Loick Peyron as Honorary Members of SBYC.

China is starting to wake up to the sport of sailing with partial funding of an America's Cup team in China Team, Ellen's big orange tri' B&Q visiting next year and the inaugural IMOCA (Open 60's) China Cup finishing in Shanghai having started in London, the first ever city centre to city centre Ocean Race and a maxi race from Shanghai to Hong Kong. We are looking forward to having up to 15 Open 60's in town next summer.

From my own perspective, never was the saying "in the land of the blind the one eyed man is king" truer as I have been catapulted from an ordinary club sailor to "The Godfather of Chinese Sailing" as I was christened by the Wally Yachts agent a couple of months ago. It does mean of course that instead of

sailing I am spending rather too much time organizing other people's sailing and in the past 6 months I have been invited to become Technical Adviser for the sailing events for the Special Olympics in Shanghai in 2007, been feted by the Director of the Qingdao Olympic facility (budget US250m) and given the whole tour thing, attended dinners 'in my honour' with half a dozen national coaches there, I have met and got to know so many people that before I would only read about and earlier this year I was made an honorary member of Club Swan and so on but I'm still just a club sailor from PEYC.

Oh I almost forgot – we had our entry for the 32nd America's Cup accepted by ACM with a hot crew in the wings only to fall at the final funding hurdle and have been invited to Malmo by one of the syndicates.

Kirsty on the other hand is doing no organizing – just lots of sailing. She did the Mumm 30 Europeans, Melges Nationals, 1720 Nationals, Vice Admirals Cup on Crackerjack, is bow on the Southampton Institute Boat (Defending Champs) at the Student Keelboat Worlds etc etc. Is it so wrong to be jealous of your own daughter. Her sailing ability and being such a well balanced young woman is in no small part due to the people that she grew up around at Port Edgar – thank you all.

We both owe Port Edgar YC and our friends there so much and it is the one part of life in Scotland that I could truly say that I miss and perhaps one day Shanghai Boat & Yacht Club will be as big and as quality a club as the one I left behind in Scotland.

Stay well all of you – With my best wishes

*Alistair Skinner
Commodore – Shanghai Boat & Yacht Club*

FIG Yacht Racing. Proposal for 2006

ITMA, Jim Scott



Page 11

In recent years the Forth Inshore Group (FIG) series of yacht races has consisted of seven races each for the fast & slow classes, with the best four results to count. Although turnout for some of the races has been consistently good, others have been poorly attended and the level of support by yachts from some of the organising clubs has been disappointing. A central location 'patch' racing proposal was made at the last FYCA Autumn Delegates meeting, as a modification to the FIG series, to generate a new event format with the potential to attract more yachts. The idea is to run two separate events with three 'back to back' races over one day near Inchmickery. To keep the same number of races, the FYCA is proposing removal of the following races from the FIG series: Driftwood Trophy (slow), Blackness Challenge (slow), Over one Tide (slow), May Island (fast), Anstruther Express (slow) and Bass Rock (fast). However, this in no way precludes the clubs from running these races but they wouldn't be included in the FIG series. The 2006 series proposal for discussion at the September Fixtures meeting is (fast and slow classes, unless otherwise stated):

PEYC Bosun's Locker Trophy , PEYC Queen Margaret Trophy ,DBSC Four Inches,
DBSC Gavin Adamson Trophy ,BSC Mazzoni Trophy (fast class) & Costello Trophy (slow class),
Patch Race Series #1, Patch Race Series #2

PEYC will be represented at the FYCA Fixtures meeting and the Sailing Committee would welcome your views on these ideas.

Jim Scott – PEYC Sailing Secretary

Monday Dinghy Series. The last race was on August 22nd

Each year seems to disappear all too quickly. I would like to say a huge 'Thank You' to everyone who has helped to make this another successful season: to rib drivers and crews; to committee boat owners – I have not had to twist too many arms this year!; to committee boat helpers; to Janette & her staff; to the bar staff; and especially this year to Paul, Forrester, Louise, Peter and Keith who took over while I was on holiday. But the people who make it the success it always is are the competitors – the more the merrier! Yotties can of course also beg, borrow or hire dinghies and take part also – as some already do!

I cannot run this racing without the help I get, and it is always a very friendly evening. This summer I missed more Mondays than usual, and it is good to know that there are now quite a number of people who can do as well, if not better than I can.

The reason I was away so much was because I was assistant race officer for the sailing and sail boarding at the XIth NatWest Island Games which took place in Shetland in July. If anyone has not heard of these games, please ask me about them – it was a wonderful six days of sport, and I would not have missed it for anything.

Thank you all for your help this year, and I look forward to you all volunteering again next year.

Margaret Tait



the Back Page

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

Top Tip : Shorthanded coming on to the pontoon? Use a bow spring & stern line. Loop other end of spring onto pontoon centre cleat when passing and tie up stern, holding bow in with your engine.

Remember .. SEE THE BEAMER IN COLOUR on the web. In future you can see it more quickly if you email memsec@peyc.org.uk to indicate that you would be happy to read the electronic version. You'll save the club money too!

Race Results

Easter Series

Fast Yacht Absolutely2, Jeronimo, Kermit
 Slow Yacht Salmon, Flint, Magic Moment
 Dinghy Last Resort, Incitatus, Third Time Lucky

Wednesday A Series

Fast Yacht Kiss, Suspicion, Alouette
 707 Jetstream, Whippersnapper, Blue Funk
 Slow Yacht Flint, Hummingbird, Christina 2
 Dinghy Last Resort, Blaze 578, Stealth
 Cat Rum & Coke, Team Extreme, Mostly Harmless

Monday A Series

Fast Dinghy Last Resort, Incitatus, Diet Coke
 Slow Dinghy Third Time Lucky, Rag Doll, Sailing By
 Novice Russ's Wayfarer, Ian & Susan, Mark's GP
 Cat Mostly Harmless,

Wednesday B

Fast Yacht Zezebel, Alouette, Kiss
 707 Blue Funk, Whippersnapper, Breaking Wind !
 Slow Yacht Auberge, Hummingbird, Christina 2
 Dinghy Scooby Doo, Incitatus, Last Resort
 Cat Mostly Harmless, Legacy

Monday B

Fast Dinghy Last Resort, Scooby Doo, Incitatus
 Slow Dinghy Rothi, Rag Doll., Third Time Lucky
 Novice Jagged Orbit, Rob & Nigel, Femme Fatale
 Cat Mostly Harmless, LiveWire

Sunday

Yacht Equinox, Flint, Salmon
 Dinghy Scooby Doo, Last Resort, Blaze 578

Dinghy Charity Bowl

Incitatus, Spree, Rothi

Bosun's Locker Trophy

Fast Yacht Absolutely 2, Shoki, Zezebal
 Slow Yacht Highlander, Hummingbird, Brief n'Counter

Inchkeith Trophy Eurobo, Aloutte, Shoki
 HP Bowl Shoki, Suspicion, Zezebel
 Fidra Trophy Flint, New Wave, Salmon
 Yacht Ladies Zezebel, Blue Ark, RoBo
 Kincardine Trophy Red, Highlander, Naiad
 RNLI Pennant
 Fast Yachts Shoki Zezebel, Jetstream
 Slow Yachts Highlander, Christina 2, Flint
 Dinghy Last Resort, Buzz Lightyear,
 Incitatus
 Cat Team Extreme
 Club Trophy
 Fast Yachts RoBo, Zezebel, Kiss
 Slow Yachts Christina 2, Highlander, Hussy
 Dinghy Rum&Coke, Last Resort, Sneaky
 Beamer Trophy Scooby Doo, Last Resort, Eorpa
 Muir stay at home
 Fast Yachts Eurobo, Blue Ark, Shoki
 Slow Yachts Flint, Auberge, Hummingbird
 Dinghy Blaze578, Incitatus, Rothi
 Chattan Sternchase
 Scooby Doo, Incitatus, Flint
 Andrew Thomson Alouette, Zezebel, Bluestreak
 Dinghy Ladies Third Time Lucky, Rag doll, Clare's
 Wayfarer
 Dinghy Gents Incitatus, Rothi, Tinker



Some lovely ladies on their way to join the mayhem of the Anstruther Muster in August



Pictures by Chris Whitfield