



the BEAMER

**Important announcements
about ECSW 2007, changes to
Racing at PEYC, FIGs & FOGs
and**
Sam Dryden needs our help! P.7

Start of Season Edition

Lots of new sailing information from handicap splits, flights and new course numbering. You must read Jim Scott's epic articles inside.

From the Commodore ...

We're off to a brisk start with the second race abandoned due to high winds, hopefully not a sign of things to come. The springboard event is looking to be very popular and judging from the response should be on the calendar for next year.

A few members seem to have forgotten that the bar is open after racing, we did remember to renew our special permission this year so come up and join in instead of rushing off. We will be re carpeting it this year to make it a little more inviting. Any other ideas, possibly for different evenings would be useful.

The first cruise of the year heads off to Dalgety Bay on the 21st April with the second on the 20th May being classed as a treasure hunt. Proof that racing isn't the only thing going on at PEYC. Cruising is a very inclusive activity, allowing all members of the family to join in and is recommended to all.

It is all quiet this early in the season with little to report and a lot to look forward to, go out and have fun.

*Guthrie Stewart
Commodore*

To Club members re 'The Bar'

The bar has been an integral part of the Club's social life. The Club has benefited socially and financially from the time and effort put in by a small core of hard working volunteers. We want to safeguard the future of the bar – and do so in a manner that keeps faith with the work that's gone before. But we do need and want to make some changes.

So, what does this mean in practice?

It means that we are looking create a 'Bar Team' - say three people - who will work with Dot Stuart (Rear Commodore Shore) and I to manage the bar. It also means that we have in mind supplementing the staffing of the bar by involving the members - in, say, a boat bar duty similar to the OOD and rescue boat roster, with these changes in place, it will mean that we can improve the way in which we complete some of the unseen but important 'behind the scenes' bar duties.

But, first things first! I need a few names for our Bar Team, we have one volunteer at the moment so are looking for two others.

In summary, we need someone willing to give a little time to the club, someone with an interest in organising things. I know you're out there. I look forward to hearing from you.

Guthrie

Yacht Technology and Crews

A surprising number of yachts must be radio-controlled as they are sailing with zero crew, according to the email responses to Bruce Walker this year. As these yachts include some of the largest boats on the Forth, we are thinking of getting the skippers to give a talk in the clubhouse on the technology & obviously considerable costs involved. Alternatively, it might be easier for them to email Bruce with a crew list on :- memsec@peyc.org.uk

EAST COAST SAILING WEEK 2007

Jim Scott describes the NEW 4 DAY FORMAT

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Photo: Liz Tulloch

ECSW is back on the Forth for 2007, in its new 4-day long-weekend format from Friday 20th to Monday 23rd July, once again very generously sponsored by BP. That gives the West Highland Yachting Week enthusiasts just enough time to get to Oban for the next weekend via the canals! Last year's opinion survey came out clearly in favour of a shorter event that didn't take up so much precious holiday time. It will all be based at Granton, berthing on pontoons, social events after racing in the marquee by the Royal Forth YC and racing on the adjacent mid-Firth area. This is perhaps the finest stretch of racing water in the UK, with clear winds, moderate tidal currents and minimal shipping traffic. In response to the survey there will be more separation between the 'racer-cruisers' and the 'cruiser-racers'; more passage races for the latter & more round the cans racing for the former. Windward-leeward racing will be on the Middle Bank between Inchmickery & Inchkeith, a clear area of 4.5 x 3.0 nm, while the 70

square miles of passage racing area is bounded by the Fairway Buoy to the east, Dysart Wreck Buoy to the north & Channel #16 to the west. Neap tides that weekend should guarantee moderate currents and access to Granton Harbour at all times. There will be various classes for racer-cruisers, cruiser-racers, day-keelboats and sports-boats and you can check out the details on the web site at www.ecsw.org.uk. Crane facilities capable of lifting 4.5 tons are available in case you want to trail there (can't think why anyone from PE would!) and reduced berthing rates if you want to arrive early or leave later. Our own Phil Walter will be providing a wireless network race data service from the committee boats, same as he does for Scottish Series, with results on the ECSW web site. PEYC's feeder race will get you there on the Thursday evening so why not plan this into your racing schedule for 2007? ECSW on the Forth has all the ingredients to make a brilliant event, right on your own doorstep!



Photo: Liz Tulloch



RACING AT PEYC

Jim Scott tell us what's new for 2007.

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So what about 2006?

Although 2006 wasn't one of PEYC's vintage years, with a drop of ~10% in both yacht & dinghy turnouts, we remain one of the busiest sailing club on the Forth. Overall boat starts were down to 2,263 compared to our peak of 3,130 in 2002, but still well above the 1,700 we had in 1994 when we started accurate records. The new Saturday series for dinghies last season certainly attracted a regular turnout & these have been expanded for 2007. Catamaran Wednesday evening numbers sadly dropped to the point where we've decided to put them on ice for the time being. We scheduled a Hunter 707 class start in the 2006 calendar but, with only 2-4 turning up, opted to roll them into the Fast Yachts for the whole season. That decision, along with a number of bigger yachts arriving, pushed the fast yacht starts up to alarming numbers at times! It got so crowded that we had to split the fast class into two flights for most of the Night Series. Something had to be done about this for 2007!

So what's new for 2007?

Sailing Instructions: After 10+ years of adding bits each year, people were complaining that our SIs were a bit 'clumsy' & hard to 'navigate'. This winter we bit the bullet & completely revamped them, no small undertaking! They are now considerably shorter and arranged in eight logical sections: General rules, E Breakwater Starts, Queensferry Bay dinghy racing, Yacht FIG races, Sternchases, Timegate races, Night series and Scoring, etc. Hence you should be able to find any bit you need to consult quicker.

Dinghy Racing: The dinghy race courses have been revised & expanded to give more breakwater start choices. There will be five Saturday series, each with nine races spread over three days. With the suspension of dinghy & cat racing on Wednesday evenings, we have largely separated them from the yacht racing. This is a bit sad from a club ethos standpoint, but perhaps a sensible recognition that they don't mix comfortably in our restricted sailing waters. In general, dinghy sailors want multiple, shorter races with a quicker turnaround between them compared to the racing yachts. In addition many of the yacht crews are keen dinghy sailors and separating the racing makes it possible to compete in both.

Yacht Racing: The main west yacht courses have been reviewed and modified to give more options using mark T instead of X after the start in SW winds to help spread the fleet & avoid over-crowding at the first mark. Course order for wind direction groups has all been changed, so throw away your old laminated course charts! There are new two-colour diagonal Fast & Slow class flags designed as part of the new flight start system described below. Night Series safety rules now specify lifejackets complying with the 150N buoyancy EN396 standard, including a personal light. This is a long overdue change but if we're going to race under spinnakers at night in bigger & faster yachts, we need to deal with crew over-board situations, including finding them again in the dark.

Yacht Flight Starts: Our start line off the E Breakwater is limited by Forth Navigation to 56.00 degN to avoid interference with the shipping channel. Allowing for the inner distance mark, this gives us a start line



NEW - FLIGHT Starts

Just make sure you've read SI 2.2 & know what to do!

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of ~900ft which is enough space for a maximum of 18 fast class yachts, based on an average 33ft length and the RYA recommendation of 1.5 x LOA per yacht. Yacht start numbers were very variable in 2006, ranging from 3 to 22, the fast class peaking just before Scottish Series and during the night series.

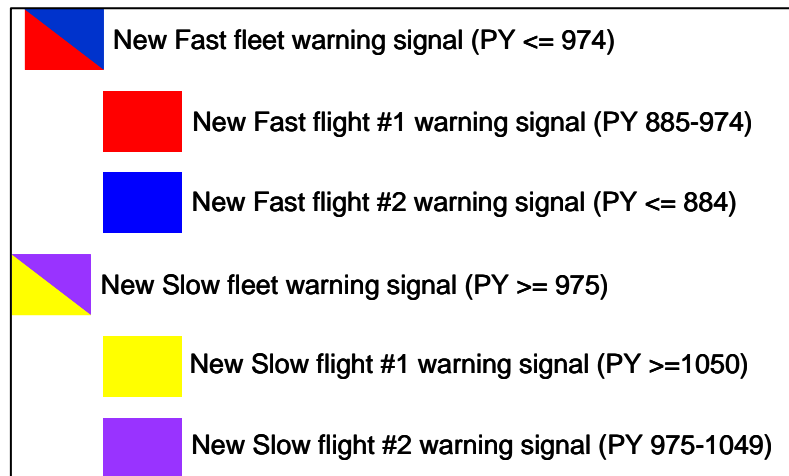
Does this picture jog your memory? The Sailing Committee can't accurately predict when we might



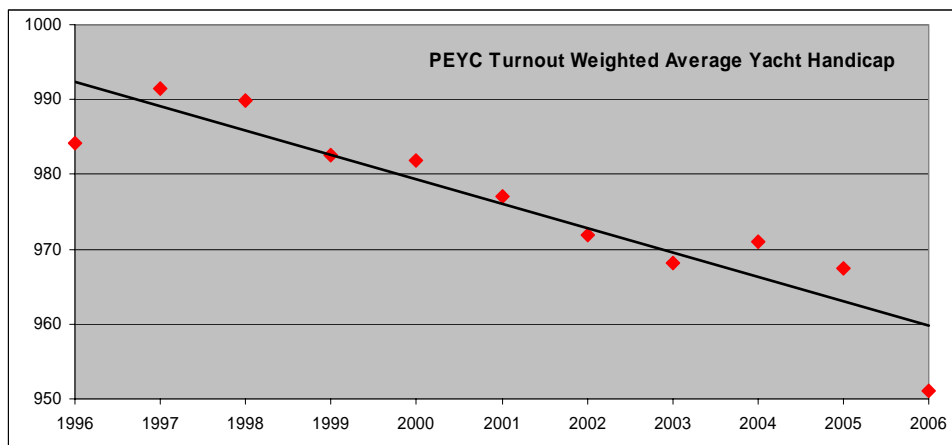
exceed our safe limit in start numbers so we've added a 'flight start option' that will be selectable by the Race Officer from the Starter's Box, depending on numbers & conditions. Flag F flown above a Fast or Slow class flag indicates a flight start has been selected as per SI 2.2, and will normally be signaled before the courses are displayed.

Flight signal:  with  and/or 

The class concerned will then start in two separate flights 5 minutes apart, with the following classes starting in sequence after the flight starts. Allocation to 1st & 2nd flights is by standard handicap (not rolling handicap!) with the slower flight yachts always starting first. In a typical 90 minute race, the median slow flight yachts will take ~10 mins longer than the median fast flight ones; hence on average the faster yachts start 5 minutes behind & finish 5 minutes ahead, making for a fairer race in dying wind conditions. New flag definitions:



Yacht Fast/Slow Handicap Split: This is perhaps the most controversial change for 2007. I suggested this back in the August 2005 Beamer but was howled down by the 707 fleet, who insisted they would have enough boats for a separate class, the fast yachts who would change class and the slow fleet who didn't want these boats in their fleet! In the meantime the unbalance between classes has increased with the arrival of more & faster yachts, continuing a 10 year trend at PEYC. The turnout weighted average yacht handicap in our club racing has dropped from ~990 PY in 1997 to ~950 PY in 2006.



As a result the fast class has some dangerously over-crowded starts and the slow class average turnout has averaged only 5-6 except for the autumn-winter series. The Sailing Committee looked at this & has decided that our racing criteria should be:

- With only 4 Hunter 707s in the club, there is no justification for a separate fleet start.
- Our start line safety policy is not to exceed the safe limit of 18 yachts.
- Our 'satisfactory racing' criterion is to have at least 6 yachts in any race.
- Our preference for rolling handicap 'fidelity' is not to chop & change classes during the season, hence one fleet arrangement for the season.

I won't bore you with all the options we examined; if you want the excruciating detail look at the Sailing Secretary's report from the AGM in the web site. In the end the Sailing Committee decided that the optimum solution was two yacht classes with the handicap split at 974/975, in the gap between Dram on 959 & Marisca on 994. PEYC's reputation is based on well managed 'big fleet' racing and we simply don't have enough yachts turning out to justify a three class start yet. Since the 974/975 split may leave us with a fair number of starts in the region 16-18 yachts, any further increase in either fast or slow yachts competing might tip us over the 18 yacht safe start limit. Hence the 'flight start' option that is selectable by the OOD on the day once the yacht numbers, start line configuration & weather conditions are known.

Letter from Shanghai

Alistair Skinner updates us on what happening at the Shanghai Boat and Yacht Club



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As I write this letter we have the Shanghai Boat & Yacht Club AGM this evening and in 10 days time we are manning a stand at the China International Boat Show and providing 2 open days that will probably introduce between 100 and 150 people to sailing if last year was anything to go by.

It hardly seems like just 5 years since I founded SBYC and 4 years since the first boats arrived. SBYC now stands at 180 members and 40 boats and still growing strongly. We still sail on a lake, which may seem tame but it is 76 sq km, an area considerably bigger than we use at PEYC for dinghy sailing. It is fairly shallow so in brisk winds kicks up a short sharp chop and winds more than capable of sending the less skilled or wary in for a bath. One advantage of lake sailing being that our sailing calendar is a year long programme even though sometime we have to break the ice at the edge.

Kiral 3 is alive and well and, if all goes well, is about to be joined by a sister. I have discovered a strange situation, a quarter tonner built for the boatyard owner 20 years ago and then left in the factory because he got too busy so she is a 20 year old brand new boat and with everything on her will cost about 25% of a brand new boat in the UK. (surveyor goes in soon)

Most importantly for me on the non sailing side. I have become engaged to Li Li, a poor girl who has caught the sailing disease and Kirsty - you know that quiet girl that learned her sailing amongst many of you ;-) - graduated last year as BSc in Maritime Studies and lives in the Hamble and Yes of course - she is still sailing.

I would love to do more sailing but every man and his dog seems to want to meet with me and pick my brains about what is happening here in Chinese sailing. Being christened the Godfather of Chinese Yachting a couple of years ago by the Wally Yachts agent doesn't help. This has led to me meeting with all sorts of people who would probably not give me the time of day back in the UK from the owner of Swan (yes that's Nautor Swan not just a yacht) to an invite to the Team GBR BBQ in Qingdao at last year's Olympic test event. It was nice to be able to combine business with pleasure as Li Li was up there serving as an

assistant race officer at the event.

Sailing has a long way to go here as evidenced by a question from the local media was asking where the finish line (rope) was between the two stake boat.

Latest projects are of course the new boat and working to raise sponsorship for a new VOR70 for the next race. We are at pretty high level with a few Global Fortune 500 companies and will know soon if it has just been an experience or something truly exciting. We (Li Li and I) are also assisting The VOR in their attempts to have our home port as one of their stopovers in the Far East and hopefully there will be a positive outcome in the near future on both those initiatives. - Don't Ask - Don't Get!!

The biggest achievement recently however, is recognition from the Shanghai Government Water Sports Committee, where we delivered a keynote speech in the past month, that SBYC is the model they should use in their efforts in developing grass roots sailing here in East Central China and as I modelled SBYC on PEYC in the first place with even the constitution just being a name change at the top of the page, the way things are done at PEYC may yet have a much wider influence than any of us could have imagined.

If any of you bump into Jim Reid down the pontoons please give him my regards. He visited Shanghai some time ago, as did Malcolm Stewart. It was good to see old friends and show them round. You are all welcome, just let me know in advance. Make it the weekend and I am sure we can add Chinese waters to your sailing portfolio.

We have come a long way in the past 5 years and still have a long way to go but at least we can get out on the water sailing. Take a look at our website, not quite IYRU President's Award standard but www.shanghaibyc.org is worth a visit.

Best wishes from Shanghai to you all and it's good to see so many of the old familiar names on the 2006 trophy list.

Alistair

SAM needs our help!!

PEYC's very own Sam Dryden needs our help to achieve his dreams and participate in the 2009 Mini Transat.



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Hello, my Name is Sam Dryden and I would like to introduce you to my Mini Transat campaign. I am raising funds to campaign an Open 6.5, which is 21ft long boat that weighs around 900kg. My goal is to take part in the French Transat race in 2009 sailing solo from France to Brazil via the Canary Islands. At the age of twenty I will be the youngest Scot ever to take part.

I have been sailing with the Port Edgar Yacht Club since I was ten, starting out in my Dad's Horizon 23 and I think most of you know me either through the rescue boat work I do with the dinghies or through my racing on Flint.

I love long distance offshore racing; when I first got my Yacht Master my Dad let me take Flint out. After going out a few times with friends I took it out myself and loved it - my Dad never let me take the boat out on my own so when he was away I sneaked Flint out and sailed around the Bass Rock non stop. My Dad still does not know but now that you are all reading this I guess he will.

The solo Mini transatlantic yacht race was founded in the late 1970s to promote relatively affordable offshore racing. It has been a proving ground for well-known sailors such as Ellen Macarthur and Alex Thompson. The race is run every second year and currently allows 86 competitors to take part making it the biggest offshore fleet. The race is unusual in that skippers are allowed no individual support vessel, no outside communication and no chart plotter in order to minimise costs. Instead each skipper receives daily short-wave weather and positional reports, though competing yachts are allowed a GPS. The race usually takes 5 weeks including a week stop over in the Canaries.

The Open 6.5m class, also known as the 'Mini', follows a 6.5m 'box' rule. Development boats in this class are on the cutting edge of design and technology and some feature canting

keels, wing masts, water ballast and articulated bow sprits. They are very stable in heavy wind and seas, their powerful rig is designed to carry large asymmetric spinnakers to provide impressive down wind performance exceeding 20 knots.

In order to qualify for the Mini Transat I must complete over 3000 miles of single-handed sailing in my competition boat. This includes a required 1000-mile solo qualifier race as well as 1000 additional miles of solo sailing. To kick off my training, if I raise money fast enough, I plan on smashing the single-handed record for sailing around Britain and Ireland, which currently stands at 18 days 13 hours and 59 minutes. I am beginning sleep deprivation training so I can stay awake long enough to complete these distances and will be entering Mini events all over Europe, towing my yacht behind me.

I estimate that the total cost of my campaign will be £100,000, depending on my boat. I have already secured 50% of my costs, and I'm looking for sponsorship for the remainder so watch out! For further info check out my web site at www.mini-transat.co.uk. Thanks.



Bruce Walker & his brave crew on SALMON that Windy Sunday.
Quote overheard from the Port Edgar Pier - Bruce to Crew "I said SECOND REEF!!!!!"



Backwaters

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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!

Back again for another stint as Beamer Editor. Please forward all your news to me ASAP. The Beamer is only as good as you make it.

ED.

What's happening with FYCA?

FIG (Forth Inshore Group) Races:

The steady increase in faster yachts on the Forth has had the same effect on the FIG races as at Port Edgar. Not surprising since PEYC contributes ~65% of the entries! The unbalance between the Fast & Slow turnouts in the FIG classes became very marked in 2006 with an average of 10.4 fast yachts & 6.3 slow yachts in the races. In addition the effective handicap spread in the fast class was up to ~30% (766 v 1004) which tends to create 'unfair' races in tidal waters. The issue was extensively discussed by the FYCA Executive Committee and the concern about the effect on the slow fleet of changing the handicap split was carefully examined. The detail behind their decision to adopt the same 974/975 split as PEYC is given in a note on the FYCA web site. This includes a detailed study of the impact of various tidal currents with different wind strengths on the range of handicaps in both the fast & slow fleets.

FYCA has also decided to rename the two classes as Division 1 and Division 2 to remove any pejorative interpretation of the terms 'fast' and 'slow'. The debate did highlight the fact that large numbers of smaller fin & bilge-keel yachts don't participate in the FIG series because they feel out-classed by the hardened racers. Hence the new Division 3 initiative is being launched for 2007.

FIG Division 3 Class: This new class in the FIG series is specifically for the smaller fin & bilge-keel yachts with short-handed or less experienced crews. Division 3 yachts will sail in the Division 2 races, and be included in their results. Organisation of Division 3 results will be done entirely by Dave Suttie, the FIG series coordinator, and be published on the FYCA web site. Division 3 yachts will be able to claim a 'no spinnaker' handicap allowance of 4% after the race if they don't use a spinnaker. Hence they don't need to make the decision until they see the conditions on the day & decide if they feel up to flying a kite. The only stipulation is that they must inform the FIG coordinator otherwise they'll be assumed to have used a spinnaker. A Rolling Handicap system will be applied to Division 3 yachts, similar to PEYC but with wider limits and a higher update coefficient. The 'fast' & 'slow' performance limits will be at 10% compared to 5% at PEYC and the update coefficient will be 0.25 instead of our 0.15. Hence there'll be wider & quicker changes in RH values. Rolling handicap is a radical departure for open events on the Forth and is intended to encourage the less experienced racers, who may have felt overwhelmed by the hard-bitten crews, to participate in the FIG series. Further details are on the web site at www.fyca.org.uk.

Jim Scott – PEYC Sailing Secretary