



the BEAMER

WINTER Edition

Featuring.....

Thursday Evening Cruising, Commercial Ships Manoeuvrability, Major Dangers near Port Edgar, Letter from Shanghai, Notice of AGM, PEYC Winter Talks Schedule... and more...

From the Commodore ...

At long last we have an answer about the bridge; the developers tendering for the Marina development have been reduced to five and are still upbeat about the development, so, while there has been some slippage we are moving ahead. Further information will be passed on when available

The Sailing Committee has been working hard on this years programme with a few changes to make life more interesting and, following an incident with two tankers at the end of last years season, we are working closely with Forth Ports to reduce the likelihood of a repeat. There will be a change to sailing instructions and every effort will be made to encourage awareness of the movement of commercial vessels on the river while we are sailing.

I would like to end with a big thank you on behalf of all the club members to the committee for all their hard work during the last year. Without their efforts and that of the volunteers who assisted, we would not be able to provide the tremendous amount of racing and cruising that we do.

Guthrie Stewart, Commodore



Tug at the end of a rainbow
Photo © Ian Cameron

REMEMBER PEYC AGM on Wed. 06 FEB 2008, 7.30pm



Thursday Evening Sailing

Ian Cameron tells us about week day Cruising

In spring of 2002 Fraser Marshall and a colleague from Sun Microsystems used to leave their offices in Linlithgow and be at their boats for an evening sail by 1730. Fraser sent an email to the PEYC group inviting others to join them and Thursday evening sailing was born. Five years on Fraser, his colleague and a whole lot of other people no longer work for Sun but the group continues with five boat owners and a mailing list of 44 members.

Everything is managed by email: interested crew and skippers are invited to join a Yahoo! group, on Monday evening the moderator has a look at the likely weather tide situation and sends an invitation to sail, people respond and then meet at 1800 on the Thursday. In theory it is first come first served but in the "summer" of 2007 we have never had to turn anyone away. Where do they come from? People find out about the group from the website, from posters round Port Edgar and quite a number are referred to us after they complete a course with Forthsail. Where do they go? Some people – surprisingly few – come along a few times and we never see them again; some gain confidence, join racing crews or buy their own boats; many become regulars and good friends. So far we have had no significant partnerships formed and, to the best of my knowledge, no divorces!

There is no such thing as a typical sail, that's why we keep coming back. But those who attend the winter talks will know that the spring high tides cluster around 1600 -1700 (they may even understand why) and this means that every second week we set off into a strong ebb and usually a west wind. There are two schools of thought on how to make progress to the west in a **cruising** yacht in this situation: take a long tack over to Rosyth then a series of short tacks up the North side or motor to Society Bank then a series of short tacks up the South side. Either way you get lots of tacking practice on the way out and the journey back is so fast you scarcely have time to boil a kettle and drink your coffee. Most cruisers prefer to go down river if it is safe to do so and getting back will not be too difficult. An evening trip round the Haystack or even round Inchcolm is often possible and sometimes with the right wind and tide we have made it up to Bo'ness harbour on the flood and back on the ebb. On a few occasions the evening sail has been combined with an afternoon sail so that the crew can join at Granton instead of Port Edgar. The idea is for the skipper to sail to Granton, single handed or short handed, in the afternoon and the crew join there for a sail back to Port Edgar. In practice last time we did this trip so many people wanted to come we had a crew of three on the way down and five on the way back.

We hope the group will continue to grow with more owners and crew out on the water to enjoy the spectacular sunsets and rainbows available during an evening sail on the Forth. Some people have moved on, some have morphed into racing crews for the Winter Series but we will be back in May of 2008 and hope to use the mailing group to organise longer day and weekend cruises. To join the email group visit

http://groups.yahoo.com/group/peyc_cruisers/

Ian Cameron
Cruising Secretary

Commercial Ships Maneouvability

by Jamie Fyfe (edited by Doug Ross)



Given the recent incidents involving the race fleet and two tankers mentioned by Guthrie in his Commodore's Letter, I have copied below an extract of information by Jamie Fyfe, who is a Consultant Naval Architect. Jamie notes that all of this information is in the public domain. George Fyfe and I thought it would be of interest to PEYC members. (Ed.)

To give a typical reference size for information, the RFA tankers and supply ships frequently seen on the river are between 170 and 200 metres long and have draughts of between 9 and 12 metres. They may also have air draught limits on the bridges.

A few points to remember.

- Bow and stern thrusters have **no** effect above 5 knots.
- Most commercial ships (e.g. cargo/container/tankers) have a single slow speed diesel engine connected direct to a single, fixed pitch propeller and no gearbox (cheap and simple), typically 60-120 rpm. To run in reverse the engine must be switched off, the timing changed and the engine restarted in reverse. It should be noted that it may take a ship up to 60 seconds to engage full astern power. Passenger ships, ferries, specialist ships, naval vessels/RFA's have more complex machinery and **may** therefore be more manoeuvrable.
- Most ships have a min steady speed of 5-7 knots as it is not possible to run the machinery slow enough. Tugs and other vessel requiring good manoeuvrability/slow speed running will have variable pitch propellers or azimuthing thrusters.

A commercial ship spends 90-95% of its time at sea, therefore the propulsion and rudders are designed to go in a straight line, at a steady speed, for long periods of time. A ship will spend less than 1% of its time 'manoeuvring'. The remaining time the ship is in port/at anchor and the engines are off. If you were a ship owner what would you spend your money on?

Crew Wanted

Having crewed and raced on a variety of boats over the years, I have taken the plunge and bought a boat of my own and am now the proud owner of a Projection 762 'Pink Gin'. I am looking for 2 or 3 crew to race her over the coming season (and beyond). At this stage I am looking for:

- Foredeck
- Cockpit/Mainsail Trimmer

If you are interested, please get in touch stating race experience and types of yachts raced. This is a new venture for myself and as a crew, we will need to learn together and develop.

Thanks

Duncan Small

Email: dunsmalkl@blueyonder.co.uk

Phone: 07742 520985

Major Dangers Near Port Edgar



Bruce Walker

Most of the shoreline near Port Edgar is fairly benign, consisting of mud & shingle, so that a mistake means only a loss of dignity and an enforced coffee break. There are however two notable exceptions, the OOD box reef and the Society Bank. Few sailors will ever see these reefs pictured below as the photos were taken on a day with an exceptionally low tide of 0.6m BELOW Chart Datum. Nevertheless, if your draft is say 1.5m, you could hit them with a tide about 1.5m which is comparatively common. **(The red numbers refer to the chart on next page)**

OOD Box Reef (1)

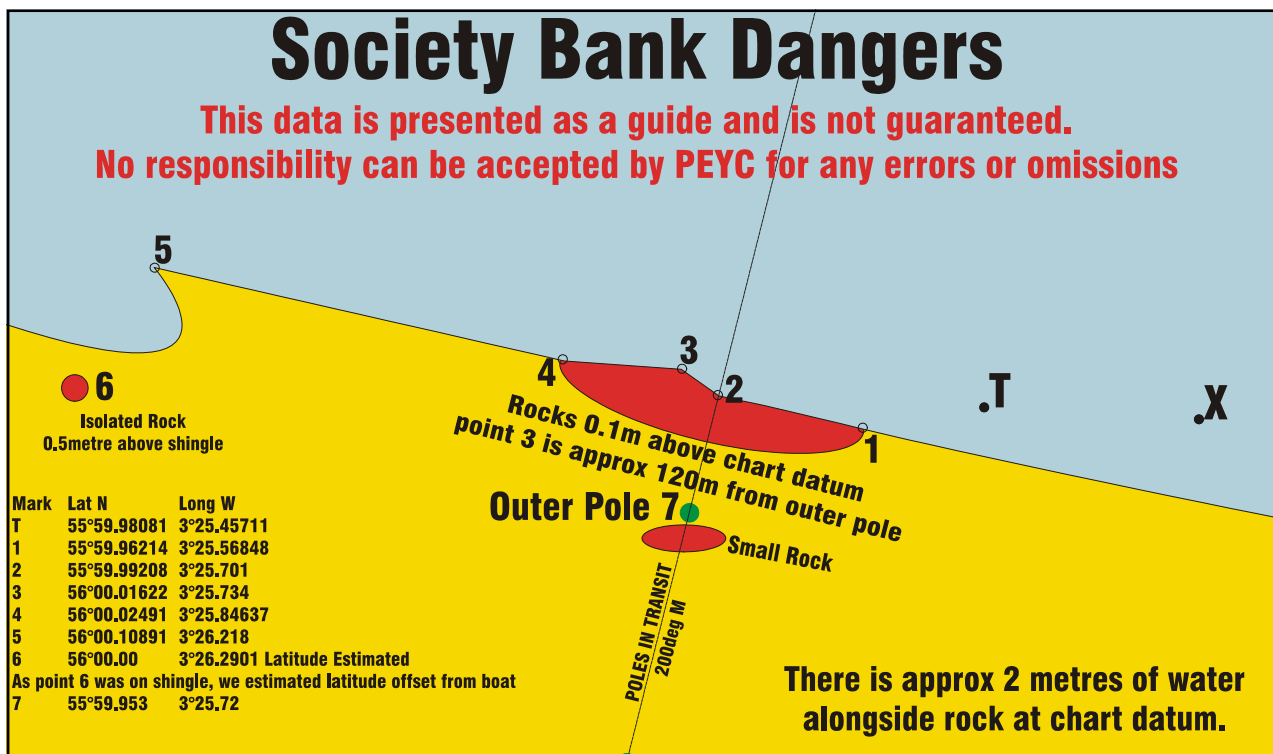
This reef has given larger yachts a nasty surprise in the past. The only saving grace is that speed tends to be lower when coming into the harbour, so that damage is hopefully less. Apart from the reef, the sloping sides of the pier also constitute a hazard & should be given a wide berth. If wishing to speak to the OOD, it is safer to approach the pier from the north or east, avoiding the harbour side.



Although no reef exists near the West Pier (carrying the Radar Scanner), the North (River) side has some massive concrete blocks & should be given a wide berth, especially as a strong tide rip exists there.

Society Bank Reef (2)

This is the really dangerous reef as it is in the open river and up to 120metres OUTSIDE the 2 Yellow Poles on the Society Bank. Yachts are potentially going flat out as they pass it. It has been responsible for many expensive insurance claims in the past.

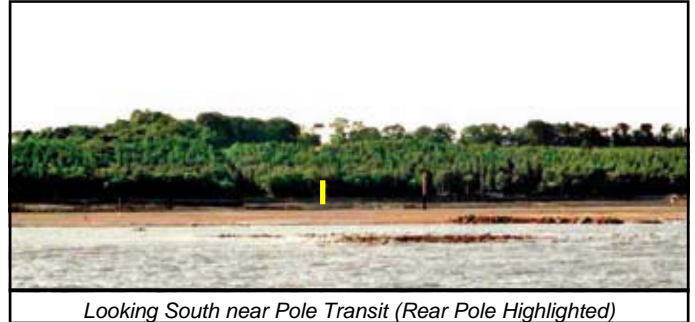


The above sketch is not for navigation. No responsibility can be accepted by PEYC for any errors or omissions. All yachtsmen should give the North most Yellow Pole a clearance of more than 120 metres.

The following photographs should give a broad appreciation of the extent of this reef:-



View looking South West from East of Rock



Looking South near Pole Transit (Rear Pole Highlighted)

Beamer Rock (3)

The Beamer Lighthouse between Port Edgar & Rosyth is a rock which although steep to on three sides, has a gradual slope on the West side and requires great care, especially when an ebb tide is running. Many yachtsmen have been caught out here.

Reef under Road Bridge near North Queensferry (4)

Be aware that when passing under the furthest away span of the Road Bridge that the “obvious” reef extends further South than one would expect & one should hold towards the bridge pier.

Reef at East of Inchgarvie (5)

When approaching the Celtic Cross on the East End of Inchgarvie, note that there is a reef extending eastwards for approximately 50 metres.

Reef South of Inchmickery (6)

This extends about 200m towards Cramond Island. See Admiralty Chart for position of Cow & Calves between Inchmickery & Oxcars Light

Maiden (Midden) Rocks West of Inchcolm (7)

An extensive rock patch marked by a Cardinal Buoy (and others). Refer to Admiralty charts and avoid this area.

Rocks North of Inchcolm (8)

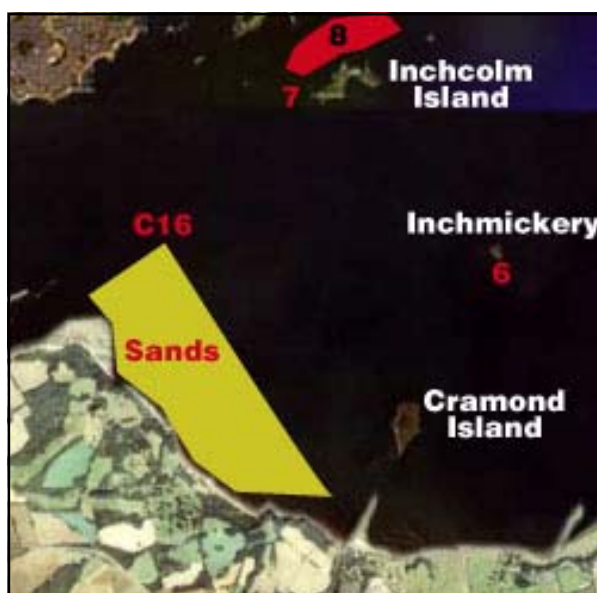
You must stick to the buoyed channel in this area. Do not attempt to pass the East end of Inchcolm proceeding to Aberdour. Refer to Admiralty Chart

Sands between Cramond Island and Hound Point

These are extensive and must be avoided by taking the buoyed channel North of Channel 16 buoy, unless near high tide and you have studied the Admiralty chart carefully. Even sand can feel solid in a large swell.

Summary

Many experienced sailors in the club will consider the preceding points elementary, but I have written them to point newcomers towards further study of charts, so they know the location of major hazards. In this way, one should never be caught out. The tide flows less strongly in the shallows so many people keep in shallow water to minimise the effect of an adverse tide. This, however should not be done unless you are sure that a grounding will not cause damage.



*Happy Sailing
Bruce Walker*

Letter from Shanghai

Alistair Skinner



Incredibly it is 7 years since I left Port Edgar Yacht Club and 4 since I shipped Kiral to China but I still think of PEYC as my home club. The last 6 months or so have been very hectic and heady.

Business has been reasonably good and we are increasingly getting involved with the biggest (and growing) sailing scene here and have some very exciting projects 'on the bubble'. Last year however I got fed up with no other big boats to race against so went looking for a cheap second hand quarter tonner in Hong Kong as I knew there were a couple there.

A friend of mine who edits Sail-world/Asia told me that he knew where there was a brand new one. I must admit I thought it was a wind up as they haven't built any new ones for 20 years. However, cheque book in hand we headed off to Hong Kong to discover a boat that was built, well 90% completed in 1982, the yard then decided to cease building all boats and she had sat under a tarpaulin in the corner of a factory for 25 years.



She is Dubois Design No 55 and therefore a close drawing board sister of Police Car (Design 60) which initially helped make Ed Dubois's name in IOR. The mast and boom were, incredibly, still in the crates they had been delivered in from the UK, both custom, both light. The Navtec rod rigging and Riggarna adjusters were all there but no sails, deck gear other than winches and tracks, instruments or engine BUT the price was right – just £7k, another £4k to ship her to Shanghai for completion.

3DLs and Harkens are ordered and now a case of ploughing through the chandler catalogues to source the other inevitable stuff to put her together so soon Kiral3 will have something to race against.

Not that she is being ignored. The same yard (the biggest dinghy builder in China with aspirations to build bigger) that is completing the new boat also has the Bolero in a 'back to glass' refit. Literally everything off, gel coat ground and refaired and gel coated then polished back.

I don't think I could have afforded all this work at UK prices but we will end up with, in effect two good as new boats but once they are complete we intend to work up two teams and do the China Cup this year.

In the 12 months ahead here in China we have a few interesting events with Clipper visiting next month, International Boat Show Charity Regatta in April, the World Match Race Tour in May, the Olympics of course in August, China Cup in October and Volvo Ocean Race next January so plenty to be involved in over here, only trouble is the bosses want me to work occasionally – it's not fair.

Have a great 2008 with warm winds and fair tides.

All the best from Team 4 Dragons in China.

Alistair Skinner

PEYC AGM—Wed. 06 Feb 2008**Be There!****Port Edgar Yacht Club Ltd**

The Annual General Meeting will take place in the clubhouse at 7.30pm on Wednesday 6 Feb 2008.

AGENDA**Call meeting to order and establish quorum.****Adoption of Minutes of the AGM held 6 February 2007****Commodore's Report****The Treasurer's Report** and adoption of the Accounts for the Club for the financial year ending 31 October 2007**Membership Secretary's Cruising Secretary's Report****Rear Commodore Sail/Sailing Secretary's Report****Rear Commodore Shore Report****Motions Received by Club Secretary****Appointment of Auditor****Election of Flag Officers**

Note: Interested members may stand for any post but there are some particular vacancies indicated.

Commodore

Vice-Commodore / Commodore elect (Vacancy)

Rear Commodore Shore (Vacancy)

Rear Commodore Sail

Election of Committee

Hon. Secretary (Vacancy)

Hon. Treasurer

Sailing Secretary

Cruising Secretary

Membership Secretary

+3 Committee members

Subscriptions**Any Other Business.****Proposed Date of Next AGM: Wednesday, 4th February 2009****FOR SALE—LOOS PROFESSIONAL TENSION GAUGE Model PT-2M**

for Cable Sizes 5mm, 6mm & 7mm. Used on DRAM — doesn't fit EuRoBo!! RRP £62.00. Offers to:-

Doug Ross
0131 331 2087
doug@drossco.com

Message from "FRACAS"



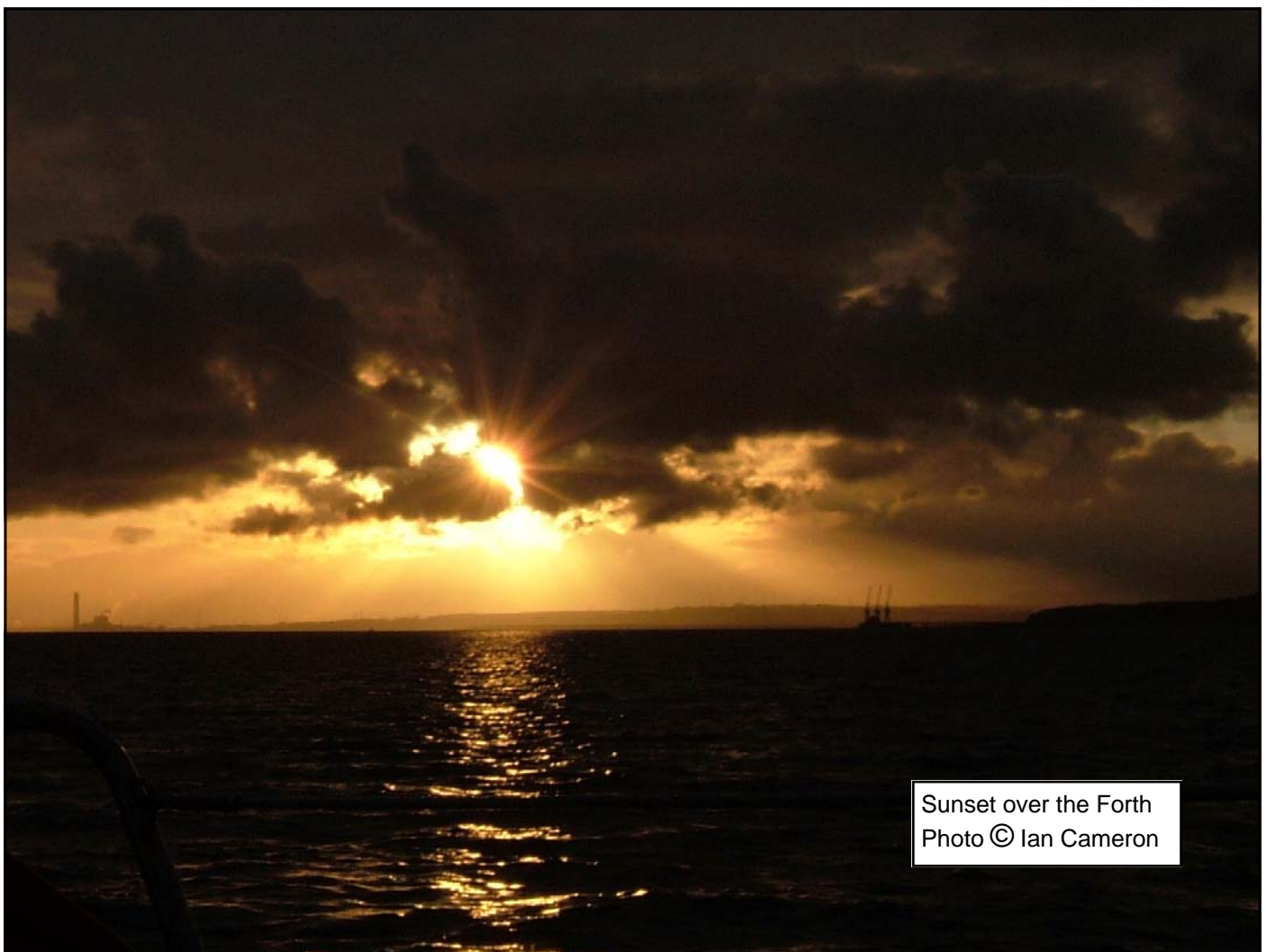
REMEMBER Sigma 33 "FRACAS" ???

I'm not sure if you know me but I am a regular reader of BEAMER, when I have internet access, to keep in touch with the Club. I used to be a regular at Port Edgar. I go way back and raced the Sigma 33 "Fracas" and at one stage did my stint as Commodore. Anyway I am presently a live aboard in the Mediterranean (Sardinia) on "Saltwater Gypsy" and I have been keeping a blog going on our website.

www.saltwatergypsy.com

You might mention this in the next Beamer and if you think there is anything suitable from our site, feel free to use it.

Cheers, Hugh MacKenzie



Sunset over the Forth
Photo © Ian Cameron



Backwaters

P.E.Y.C WINTER TALKS 2008

Wednesday 30th January JIM SCOTT

RACE RULES AND PROTESTS

Wednesday 13th February MARTIN EDGE

SCANDINAVIAN ODYSSEY IN A VANCOUVER 32

Wednesday 27th February ANDY BURNS

RACING AND CRUISING TO NORWAY

Wednesday 12th March IAN WILSON

SAFETY AT SEA AND SEA RESCUE

Wednesday 26th March JOHN MURPHY

CRUISING ON THE FORTH ESTUARY

Wednesday 9th April MARGARET TAIT/PAUL DEPONIO

CLUB RACE OFFICER-HOW TO BE THE PERFECT O.O.D.