

the **BEAMER****Winter Edition**

Featuring.....Giselle's Adventures, Letter from Shanghai, Chartering PEYC Yachts for WHYW 2009 & Winter Talks

Remember the AGM**7.30 Wed. 4th Feb 09****From the Commodore ...**

This is my last Commodore's letter as I am retiring from the committee at the AGM. I would like to thank the committee as a whole for all the work they have put in to keep the Club running, in particular Murray Carmichael for his unstinting help.

It is important that Club members take part in the running of their club and the AGM is one of the principal vehicles for that. I hope to see you all there.

Guthrie**EQUINOX MAKES IT ACROSS THE POND**

Gordon Champion and EQUINOX crew completed their ARC Transatlantic crossing, passing the line at 09:41:04 on the 17th December - 24 days 0 hours 41 minutes and 4 seconds. He says "Later after the prizegiving we were to learn that on corrected time we came 9th in class out of 18 and 61st overall. Considering conditions we faced and being the third smallest boat I am quite satisfied with this result." Click on <http://www.offexploring.com/championscapers/blog> for the full blog.

New Beamer Editor Wanted

I've edited the PEYC Beamer now for 2 years and it's time for someone else to take over and put their style and stamp on it. Editing the Beamer is not an onerous task and, in fact, you learn a lot more about the club, how it operates and its members by doing it. I'm happy to help the new Beamer Editor produce the Spring version in April. The only software you really need is access to email, Microsoft Publisher (or equivalent) and a PDFwriter (free on the web). So how's about it? Happy to answer any queries potential editors have.

Finally, my thanks to all those members who have contributed to the Beamer over the past two years. Without you, there would be no Beamer.

Doug Ross



GISELLE's Adventures

Mary Wilson

The Atlantic via the Cape...(Verde)

Mary Wilson aboard Giselle

Since my last entry I've been busy with housework! Yes me doing housework, almost unheard of. David had his list of jobs too, watermaker something, car horn to fit, new socket at the back end to attach, anode to fit, bilges to look at and fit a nappy!! I on the other hand was cleaning fridges, containers, emptying water tank, getting washing up to date, reorganising food lockers general stuff!

Now I make it sound like hard work, and it was, but it's always fun. We were based in the marina Puerto Calero, Lanzarote. Being in the marina means you meet lots of other sailors, some sailing around Canaries but the majority planning on further a field - Brazil, Caribbean, Cape Verde, some on the last leg of their round the world trip, all with a story to tell. I afraid that with all the stories our departure was delayed, tomorrow we go, but as we all know tomorrow never comes! Well it did eventually, we filled up with fuel, water tanks full, lockers stuffed, fridges packed, dinghy deflated on the deck, wind pilot in the water, enough of David's jobs done to go.

Seven hundred and fifty miles to Cape Verde, sunsets and sunrises, are the only guarantees, and a lot of time to think. We work an odd watch system but it works for us, from 7.30 to 12 midnight I'm on watch, David 12 till dawn, morning to lunchtime my shift, both around in the afternoon till I start again after supper. We sort the world out in the afternoon shift! If we need to dramatically alter sail then we're both up. If I see lights and can't work out what the other boat is doing, we're both up. David ensures that there is enough power being produced. I produce most of the food.



Giselle from Santiago Fish Market



Before we knew it we were preparing to arrive in Ilha do Sal. Dry dusty village, very little green, lots of people out on the street, water being transported by wheelbarrow, buildings half built, sleeping dogs in the middle of the road, and sticking out like a sore thumb, the tourist, although not many. There was however a good feel about the place, everyone seemed happy (and it was Monday morning). We watched the mobile shop, I'm not sure what she was selling, but every so often she had a sale, and would take the basket off her head, sell and return to her crown as though it was a basket of feathers.

We had a couple of days in Santiago as well and then off across the Atlantic. There wasn't much to see, water, sky, sometimes cloud, stars, and always flying fish, even at night, flying fish. We even had a squid on deck one night. Our watch system worked,

GISELLE's Adventures (cont.)

Mary Wilson



David worked and I watched - kidding. We didn't push the boat hard, we just kept sailing, as there was just the two of us and any sail changes really needed both of us. Having said that, we kept the average boat speed above five knots, the humungous reacher (masthead and 170% overlap) went up and thankfully came down easily, and we held the cruising chute into the night once. We had the odd squall and rain, but that gave us some practice using the radar, boy did it show up the squalls, it was great and the odd time we altered course to avoid the extra wind that would come with the rain. Mind you the rain was good, it washed the deck down. The amount of salt drying on deck becomes a real nuisance, you end up with sticky fingers, sticky clothes, sticky everything.

Did we fall out? The closest I came to falling out was when I didn't do up the lee cloth and I slid of the bunk onto the cabin floor. In some ways once we were in the rhythm of continuous sailing, you could go on for ever but I was also happy when the instruments showed ninety nine mile distance to go and the count down began, all sorts of things started happening, boat tidy, showers, yellow Q flag brought out, champagne put in the fridge, mobile phones started working we could talk to the outside world. Arriving early evening, we anchored off St. Annes, Martinique, the channel into Marin (port of entry) would wait until daylight, the champagne nicely chilled would not.

Full story and pictures on www.roamingtheoceans.com.



"SEAWITCH", new PEYC Committee Boat delivered safely to Port Edgar by Murray Carmichael, John Mitchell from Highlander, Alan Wright from Naiad and a friend Trish Shaw

Letter from Shanghai



Alistair Skinner

It has been an eventful year in so many ways and not just in China. Being involved in Offshore Investments has meant that extra diligence has been needed to keep client's programmes on their feet so sailing has been a welcome release.

In late July I had an operation on my elbow which the doctor reckoned was a cumulative injury from sailing over the last 40 years. That did mean that I could use the time off work productively to go up to the Olympic Regatta in Qingdao. Connections with the marina directory meant Li Li and I got VIP tickets and I was delighted to be one of those Brits watching from the breakwater as dogs blew off chains while Team GBR in the shape of the 3 Blondes and King Ben.

You can see a unique picture I took of the Blondes on the final run with Ben in foreground getting used to the conditions by going to www.clydesailing.co.uk (well they asked for a pic) and clicking on 'Sept 2008'. By happy coincidence this site has some very nice things to say about the Port Edgar experience as they were competing in this year's Winter Series.

In October we had the qualifiers for the China Club Challenge Match with 10 teams in Xiamen – old name Amoy - (where they invented Soy Sauce), a far cry from 7 years ago when I founded Shanghai Boat & Yacht Club to become the first sailing club in China. This was fleet racing to arrive at a top 3 for the November Finals. I was umpire for this event, another fine example of a one eyed man being king in the land of the blind. This led on to the finals, which were match racing, leading to a challenger taking on the defender. I was lucky to be joined by an ISAF international Umpire who had been an AC helmsman, 3 x world champ and 3 times AC Umpire. It is a long time since I learned so much in so short a time.

The highlight, and in some ways low light of the last year has been the arrival of our new boat. Having gone to Hong Kong to look for a cheap Quarter Tonner to race Kiral against we discovered a Dubois design that had been built in 1982 and then when she was 95% complete the factory was shut so she sat for 25 years under a tarp in the corner – the mast, a proctor custom build was even still wrapped in the oily brown ape it was shipped in. Harken came direct from the factory and 3DL's through Kirsty's boyfriend and she had her bottom painted by a local Optimist builder, Far East Boats.

That's were it went wrong. She is fast, gaining a second in her first race but after a couple of months we noticed the bottom paint was bubbling. The boat was pulled and we discovered the yard hadn't cleaned or sanded the hull prior to painting so it all, and what was underneath had, to be taken back to the bare hull.

Remedial work is well underway and has filled virtually every free weekend for the past 3 months but we hope for a re-launch by the time you read this.

CHINA CUP

We also had the opportunity to compete in the 2nd China Cup regatta in Shenzhen, an inexperienced crew and 29 other Beneteau 40.7s on the start line made for an interesting 4 days but we beat our local Shanghai neighbours and were well up among the other China teams and had buckets of FUN so target achieved.

So that was the sailing year in China, small, probably smaller in total (if you ignore the Olympics) than what happens in an average year at PEYC but growing and growing strong and I am still confident that sailing will eventually be as big as in any country with a significant coastline. I may not live to see it but it will have been cool to have helped in a small way.

February sees the Volvo Boats stopping over in Qingdao and I am trying my hardest to get on board for the In Port Pro-Am race although I don't hold out much hope. If I make it I will be sure to brag about ... sorry let you all know about the experience.

Fair winds and favourable tides to you all.

Alistair Skinner

WANTED: 2/3 man tender
tel Andrew 0787 6553630 or e-mail agfurness@gmail.com

PEYC Club Stuff**WEST HIGHLAND YACHTING WEEK - PEYC ENTRY**

One of the highlights of my sailing season this year was taking part in the West Highland Yachting Week, a really great week of racing and fun with like minded people both on the water and ashore. (Just ask anyone who has been to WHYW) (www.whyw.co.uk)

If there is enough interest I am willing to coordinate an entry from PEYC for WHYW 2009 chartering one possibly two yachts from Dunstaffnage Marina, Oban from 1st to 7th August.

I have booked "Gael Force" a Beneteau 40.7, as one yacht and I am looking at booking a second smaller yacht. (go to www.alba-sailing.co.uk for full details).

The cost of the yacht charter, including insurance and racing package would be around £2500 for the larger yacht and £2000 for the smaller one. Each yacht has 8 berths.

So have you ever wanted to sail at WHYW? Are you free on those dates and do you have around £300 available for a fabulous weeks sailing?. Email me if you are interested and I will start the ball rolling.

Geoff Bowerman
Vice Commodore PEYC
geoffbowerman@yahoo.co.uk
Or tel 01577 830713

PEYC Winter Talks 2009

Once again, we have a full programme of *Winter Talks* to launch us all into the 2009 season.

The talks will be held in the PEYC clubhouse on Wednesday evenings starting on Wednesday 11th February 2009 at 7:30pm. All are welcome (members and non-members), so please bring your friends and family!

Programme (start): Wednesday 11th February:

TIDES & CURRENTS AT PORT EDGAR (Jim Scott)

Other topics (dates to be confirmed shortly):

- ISAF Racing Rules of Sailing 2009-2012 Rule Changes
- Handicap Workshop
- Sail Trim
- Crewing
- Sailing in Shetland
- Cruising Talk
- Club Race Officer Course

Please check the PEYC Website for more information on the Winter Talks

Mary Watson

Backwaters

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Port Edgar Yacht Club



The Annual General Meeting will take place in the clubhouse at 7.30pm on Wednesday 4th February 2009.

AGENDA

1. Call meeting to order and establish quorum.
2. Adoption of Minutes of the AGM held 6 February 2008
3. Commodore's Report
4. The Treasurer's Report and adoption of the Accounts for the Club for the financial year ending 31 October 2008
5. Rear Commodore Sail/Sailing Secretary's Report
6. Rear Commodore Shore Report
7. Membership Secretary's
8. Cruising Secretary's Report
9. Motions Received by Club Secretary
10. Appointment of Auditor
11. Election of Flag Officers
 - Commodore
 - Vice-Commodore / Commodore elect
 - Rear Commodore Shore
 - Rear Commodore Sail
12. Election of Committee
 - Hon. Secretary
 - Hon. Treasurer
 - Sailing Secretary
 - Cruising Secretary
 - Membership Secretary
 - +3 Committee members
13. Subscriptions
14. Any Other Business.

Proposed Date of Next AGM: Wednesday, 4th February 2010

Notes -

- Associate members are welcome to attend but may not vote.
- Nominations for the Committee and Motions to the AGM may be submitted in writing to the Secretary, by Full Members, to be received no later than 24 hours prior to the meeting.
- Interested members may stand for **any post** whether there are particular vacancies indicated or not.