

The Beamer



Port Edgar Yacht Club

Spring 2009

Editorial:

First and foremost, a huge thanks to Doug Ross for his sterling efforts at the helm of the 'Beamer' for the past two years.

The club is still looking for someone to take over from Doug (see Situations Vacant on the back page) but in the interim, I failed to duck quick enough and have taken on the editorship in an 'acting' capacity until a full time 'Editor-in-Chief' can be found. My style?, slightly irreverent and off the wall.

In this bumper spring edition you can read all about the acquisition of the club 707s, Alistair Pugh's epic voyage delivering 'Silver Harmony' from Falmouth to the Clyde, an exciting competition (with prizes!), the continuing adventures of Giselle and a whole lot more. So grab a coffee/tea/dram/pink gin, sit down, relax and enjoy.

Duncan Small

From the Commodore.....

After months of hunkering down for the winter, it's great to be back out 'on the water' again.

Reflecting on those winter months – we've seen a whole host of interesting things come to pass, without any great pomp or ceremony.

'On the water', we've seen Sea Witch made ready and then brought into use.....for both yachts and dinghies. I happened to be Officer of the Day on our first race day. What a fine sight - close hauled yachts in a fresh south westerly breeze, getting clean away from the Committee boat start line. Then, as it happens, the first of the dinghy Monday night series went on to make things even better. Another Sea Witch committee boat start.....this time for a wonderful turn-out of 23 boats. A real bonus, following on so closely the successful dinghy training weekend.

Onshore, it's been a similar story some valuable behind the scenes work producing a host of quietly effective outcomes. A series of well attended, well run winter talks kept the spirits up through the dark winter months. We also seem to have turned a loss into a gain. With falling bar sales, draught beer was no longer economic. So out went the taps and the pipes and in went a smart display unit, a selection of interesting bottled and canned beer, a simple pricing structure – all contributing towards making the bar easier to open and to run with the added bonus of knowing that the bar is making a small yet valuable contribution to club funds!

We rightly pride ourselves on a well run racing programme. To that strong suit we now are adding some creative thinking regarding crew development - exploring how we can make smoother (i.e., better) the transition from member of the public with a passing interest in sailing to member of the club with an active interest in matters marine. Training nights, the 707 debate and links with the sailing school are all facets of that enquiry.

Cont. overleaf..

707 News—The new club boats are here

The EGM held in the clubhouse on 30th April voted in favour of purchasing two 707 yachts. By the time you read this, both boats will have been delivered, prepared and will be in the water and available for use. The Main Committee have still to finalise the fine detail of how the scheme will work but in the interim, all enquiries for hiring should be addressed to Geoff Bowerman.

Inside the Beamer, there are details of a competition to find a name for the boats with a prize for the winner (free drink!!!!!!) as well as more details from Terry Kirchin.

From the Commodore (cont.)..

Just as night follows day and summer follows spring, there is always the issue of 'The New Club-house'. Life wouldn't be the same if we didn't have that old familiar jacket to slip into from time to time. For sure, we've worked the issue hard enough over the years – trying to make sense of it; trying to make progress. But despite best efforts, we haven't yet found the golden key.

Interestingly, there may not be a golden key. Certainly, it's looking ever more likely that a developer led, big bang, big money, solution won't happen – not at least in any sensible planning horizon from our perspective. The way forward may be more to do with us taking modest but purposeful steps, with looking to apply simple pragmatic thinking to what we're trying to achieve. Given that Edinburgh Leisure may well be charged with adopting the same type of approach in their role as site custodians, there's every reason why we should want to develop our thinking in harmony with theirs. For us, committing ourselves to major expenditure may not make too much sense. Consistent with our governance guidelines, this is a matter that will be brought back to members for discussion and agreement. More later!

Finally, welcome back to young Sam Dryden. Away for our winter enjoying an Australian summer, racing on the superyacht Wild Oats....grrrrr! Life's just not fair.

And finally, finally.....a brief mention for two folk who are shortly to be married – but not to each other, I hasten to add.

Louise Cooper and Keith Squires have both done so much for the club over the years and both are deserving of our best wishes as their respective wedding days fast approach.

Terry Kirchin

707 Competition

Knock Knock,; *Who's there?... Genoa... Genoa who?*

GENOA NAME FOR FOUR 707s??????????



As everyone will know by now, the club and the marina have purchased four Hunter 707 to be available for use as club boats. We are looking to name the boats under a common theme and require our members to make suggestions.

To entice you all to take part, we are opening a competition to come up with the best names!! Please try and think of four names that are related in some way and try to keep them clean....ish!!!

The winning member will awarded a £25.00 voucher redeemable at the bar.

Entries to be posted to our commodore Terry Kirchin. Closing date: 31st May 2009

Email: TKirchin@hotmail.com

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Ah, Grasshopper, you will learn

Alistair Pugh

So Robert had bought **Silver Harmony** a Contessa 32 of his own, just the same as Marisca – same age, same hull colour, same cushion material, same curiously sensual laminated tiller but with a Volvo donk instead of a Yanmar – more of which later ..., and his pride and joy, a Navic wind vane. Obviously he was trying to emulate someone he looked up to as a hero and role model - it was going to be a heavy responsibility not to disillusion the impressionable young soul! He had bought Silver Harmony in Falmouth and the crew was to be the good doctor Chris and myself.



Falmouth is very pretty, the beer and fish'n'chips were good, Silver Harmony was still floating and had been provisioned, watered, fuelled and with brand new charts of Milford Haven and Bangor. Departure had been timed to take advantage of the tide to whip us round the Lizard and Land's End by about 1530. We had carefully plotted a course that was meant to avoid the treacherous, infamous, mountainous tidal race (wind against tide) off the Lizard but actually went straight through the middle - about as bad as the west side of the Beamer!

The coastguard eventually agreed with all the internet sites (the weather ones, anyway) we had seen and issued a "soon" gale warning so despite the advice from his elder and better (i.e. me!) who reckoned it would be a short sharp blow before the real gale the next night, we diverted to Newlyn to sit it out. By this time we had broken the Eberspacher on/off knob, run out of gas and Chris had accidentally inflated his Hammar lifejacket. Despite the knob coming off in Robert's hand and Chris being in the process of removing his LJ at the time, they both blamed me!

Newlyn is not quite so pretty as Falmouth, the people very friendly (except the rather surly barmaid we found) – Chris and I entered into a sporting marathon of pool and darts (total whitewash for one of us!) while Robert whittled a new Eberspacher knob – the south coast fishing fleet crammed themselves into the harbour, the gale came during the night and by the morning it was all calm and blue again.

Land's End goes on and on and the Longships light house eventually passed by leaving us with nowhere to go but Wales or Ireland. The wind was mostly dead astern, the sun was shining, the sea was a bit lumpy, it wasn't very warm but all was well with the world – perhaps "well" wasn't quite right 'cos the rather screwy motion affected 2 of the crew in the traditional manner but not for long. Evening came and we settled down to watches – 2 hours on, 2 hours off and 2 hours on stand-by so that there was always one on deck which with the Navic doing the steering was an easy, relaxed regime. The wind started rising - we reefed the main, then it was dropped, then the No2 genny was rolled and eventually we were in a full gale complete with heavy rain.

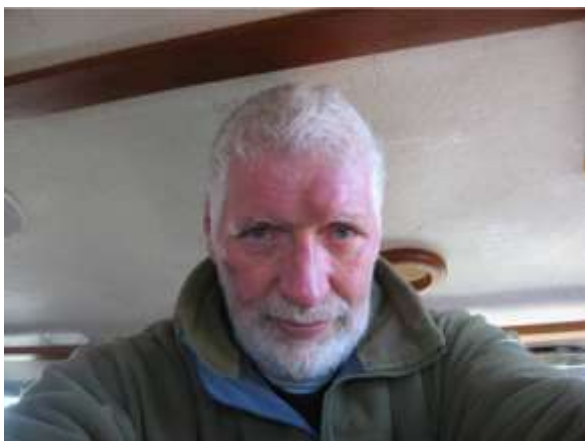


Continued overleaf

Ah, Grasshopper, you will learn (cont.)...

During my watch Silver Harmony took a wild swing to starboard, another to port, a sort of cracking noise from the stern and the Navic water blade was lying broken on the surface – obviously I was guilty of breaking it, probably through jealousy! So it became hand steering and 2 on watch taking hour about. The seas were still all over the place and while Robert was trying to pull on his oilskin pants a lurch sent him flying across the saloon and he broke his flight by putting his hand through two locker doors – flimsy things these Contessas! As I was steering it was, of course, my fault. The seas eventually settled into a pattern, we found a good setting for the rolled genny and eventually, if it hadn't been so misty, Ireland would have come into sight. We went between Carnsore point and the Tuskar rock without seeing either and as the tide was about to turn against our tail wind, the wind was 30+kts, and the seas were already quite big enough we headed into Rosslare.

So now we had gone foreign. Passports at the ready, Euros in Chris' wallet, tried to get Robert to fly "Q", but nobody was interested. Rosslare Europort is a soulless concrete ro-ro terminal and with no ladders or other way of getting a line ashore we couldn't work out how. We tried the east wall but that was likely to cause damage so we anchored instead and had a kip till the tide was north-going again. The wind had abated a bit and we headed up inside the Arklow Bank to Arklow. Entry was a bit hairy made more difficult by the "green" light being more like mercury white and the "white" being more like sodium yellow but I'd at least been there before and knew there really was a channel. Morning was light wind and blue sky again. I got to hoist the main and while waiting to get back into the cockpit – Chris and Robert were fanning about stowing warps and fenders – the boom swung and cracked me on the temple. Bloody stupid, though I blame them for being in the way and not controlling the mainsheet.



Luckily we had a doctor on board who made sure I could count the two fingers he was waving at me (surely the GMC should ban him from ever practising again à la Barry Ferguson?), so I went and laid down and pretended to be asleep just to worry him – after all it was his fault. I eventually woke up and apart from some weird dreams, a sore head and missing my tea there was no obvious further damage.

Up went the spinnaker and we had a beautiful sunny F3 day until it dropped towards the evening. On went the donk. Now at this point I should explain that Robert was being terribly precious about his newly rebuilt (bores, pistons, rings, head, valves, etc.) Volvo engine. It had to be warmed up for 5 minutes at 1200 rpm (throttle would only set 800 or 1500!) with no load before being put in gear and gradually raised to 2500rpm (no more!). So there we were puttering along when for some unexplainable reason Robert decides to "see what she will do" and bangs the throttle wide open. Revs increase, speed increases (to more than Marisca will do – damn him) and he throttles back at which point the engine almost dies and refuses to rev at all. He wants the engine turned off – I am leery of turning it off in case it never goes again. Robert looks at the sight gauge and discovers we've run out of 20 litres of pink. It's dark and despite Robert's obvious desire to use his new chart of Bangor (we'd already stopped him using the Milford Haven one), we're hunting for the entrance to Ardglass instead. Pilotage is simple, find the white sector of the leading light (handily hidden behind cliffs until you're almost on it), pass between a couple of red/green buoys, turn sharp to port at the east cardinal, through some more red/greens et voilà – except the cardinal wasn't there – it was tied up to one of the marina pontoons, flashing away.

Ardglass was a lovely, Hebridean sort of place and at 0200 and the marina facilities are all open. The Spar shop – quite big – doesn't sell any alcohol. The answer is the off-licence, but it doesn't open till 1400 so since it was 1000 we went to a not very open looking pub, found a very attractive, chatty barmaid and perused her selection of beers, mostly yellow, insipid euro-lagers, until she admitted to bottled Guinness (apparently not counted as beer) and felt obliged to taste the draught version.

Ah, Grasshopper, you will learn (cont.)...

We bought 25 litres of pink from the local purveyor at a price that makes PE look greedier than Fred Goodwin, and wandered back to Robert who was still on the boat. In the marina was a Canadian built Contessa 32 and being nosy gits we blagged our way on board for a tour – what a difference! Apart from about 10' more mast and a slightly different coachroof and cockpit, the big difference was down below.



Unlike the Jeremy Rogers' version with all wood internals, she had a fibreglass moulding but it had been finished with stunning whorled cherry wood cabinet work and marquetry. It was gorgeous and I'm sure Anne would love it if Chris bought it – only asking ~£49.5k.

Midday start with the start of the north-going tide, sunshine and blue sky and it was up with the kite for nearly 12 hours of a S4/5. Into the night, past Ailsa Craig, still with the chute until the radio garbled something about "vessel in position" Robert's radio doesn't have the best sound quality and when it's connected to the cockpit speaker it's almost unintelligible but the call came again and this time it was "sailing vessel in position" Yup it was us but it was difficult even with the handheld to make out the callers heavily accented message except he wished us to keep clear. From the north apparently near the 3 reds of the Kip FBC were 3 very faint vertical whites moving very slowly. This was a small tug and a tow but what it actually was we never did see – just a dark shape with a pin-prick red near the end, possibly off to Calcutta to be broken up by the lads on the beach.

We had dropped the spinnaker after his call and now the wind just faded away so into Lamlash Bay for a kip. Up bright and early next day and we were motoring all the way to Rhu and Silver Harmony's mooring this time using the autotiller which added to Robert's woes by giving up the ghost off the Great Cumbrae – but this time he pressed the buttons so it wasn't my fault.

Now came the worst part of the journey. Neither my or Chris's wife felt enthusiasm for coming to get us so it was public transport. Chris and I having contributed to the nation's welfare and economy for many years have been rewarded with bus passes while Robert, being but a callow youth, has to pay. We learnt from a rather charming young lady, who stood to give me her seat on the bus (first time that has ever happened! – must have been the bruise on my forehead) that the bus to Glasgow took 2½ hours so it was with a certain superiority that Robert went for the train only to find it had been replaced with a bus (free to the oldies). Eventually the bus, after hurtling around a labyrinth of side streets, threw us off at a station on the outskirts of Glasgow and Chris and I had to pay £2.50 each to continue to Queen Street. Then it was off to the bus station and freebies home to Dunfermline and Edinburgh while Robert went for his Sunday service train.

Next Beamer Issue:

The next Beamer issue is planned for the July/August time frame. Of course, there will be updates on the results and other 'on-goings' within the club. However, without your input, there is nothing else to fill the pages. So, if you have got something to say, a fishy tale to recount..whatever, please send it in. Details of how to get hold of me are on the back page.

Duncan Small—'Acting' Editor-in-Chief

Race Results

Although it only seems like a few weeks since this season started, a number of 'pots' have already been decided. The Spring Series now seems a distant memory and at the time of writing, the Wednesday Series have begun.

The early winners were:

Easter Series Div 1:

1st: Flint 2
2nd Moonstruck
3rd Kermit

Bosuns Locker Trophy Div 1:

1st Aero
2nd Ruby
3rd Roxanne

Easter Series Div 2:

1st Salmon
2nd Drew
3rd Auberge

Bosuns Locker Trophy Div 2:

1st L'Arc En Ciel
2nd Brief N'Counter
3rd Highlander

Easter Series Dinghies:

1st Spooked
2nd Rothi
3rd Smoke on the Water

Monday Dinghy Series:

Series A has got off to a great start – even if the weather has not been at its best. A lot of work has been done by a number of dinghy sailors over the past months, and we are pleased to have additional help from the Sailing School this year. This has delighted the team aboard 'Sea Witch' as we had 23 dinghies in the Bay for the first race. Race 2 saw 26 dinghies take to the water, in strong tide and little wind – but most managed to get round one lap.

Yacht owners may have realised that I have not been twisting arms to get committee boats this season – 'Sea Witch' has seen to that. But can I say a huge 'thank you' to all of you who have helped in various ways over the years.

However – isn't there always one of these! – if anyone would like to come aboard with us any evening to see how things work aboard, please get in touch with me – we would be delighted to have you join us.

But maybe you want to join in the fun! – you could always get hold of a dinghy and join in the racing!

Margaret Tait
Race Officer

Waste Management

Duncan Small

One cannot go sailing for any length of time without having to use the 'Smallest Room'. This room can vary from boat to boat - from the totally enclosed compartment with hot and cold running water, loo roll holder (with soft toilet paper), to a plastic bucket perched on the foredeck with no loo paper (a copy of the Sun if you are lucky) and in full view of Uncle Tom Cobbler and all.

The essential machinery itself comes in a variety of shapes and sizes:-

- 1) Sea Toilets: Any number of makes available, all work on same principle of water in, waste out and all have one common factor...they all block! The person who invents the all singing, all dancing loo that is impossible to block will become an overnight millionaire. All the heads in this section have another drawback, to the uninitiated, they are complicated to use;

"For goodness sake Cynthia, how many times do I have to explain this to you, it really is very simple to use. First, open valve Y and pump lever Z lever 6 times. Then, close valve Y and turn gate valve X clockwise. Push the little silver lever to position 'O' and pump lever Z a further 6 times. Finally, turn gate valve in an anti-clockwise, checking that the bowl is empty and turn lever W to position 'S'. Now what could be simpler than that"

It is important to remember however to make sure that all the valves are shut before you 'sit down'. It can be quite a painful reminder that you haven't as the boat surges off the back of a big wave and the sea water surges back up the pipes from an open valve. It is known in the trade as 'Pan Surge' or as the doctors prefer to call it, a do it yourself enema!

- 2) Porta Potties: Again, there are several different types available. All work on the principal that the waste is passed into a small holding tank where it is cleverly mixed with chemicals to hide the smell (that is if you have remembered to put the chemicals in there in the first place). Although, virtually unblockable, one has to remember to empty it after each trip. Because the contents are hidden, it is not uncommon for the owner to forget. However, when he/she returns one or two weeks later, the contents have matured and serves as a gentle reminder.
- 3) Posh Bucket: Nearly foolproof. Basically, this is a plastic bucket with a seat and a lid. The really good ones have a plastic top the clamps on top to a) contain the contents and, b) hide the smell. However, this system has two basic drawbacks. The first is you have to remember to the lid off located below the seat (embarrassing if you don't) and you also have to remember to securely fasten the bucket to the boat or a good broach will remind you that you have not.
- 4) Old Faithful: The "Bucket and Chuck It". Totally unblockable and foolproof and provided that the user is careful as to which side of the boat the contents are disposed of (i.e. not to wind ward), Old Faithful will never let you down.

Whichever system you use, treat your loo with all the tender loving care you would for the rest of your marine equipment. Remember, a Vindaloo Chicken won't destroy your loo, but you will.

Dinghy Get Together

7:00pm for 7:30pm Monday 25th May

Hawes Inn, South Queensferry

ALL dinghy sailors, OOD's & Rescue Crews

Contact Catherine Bryant for details

Passing between Oceans. Mary and David Wilson aboard 'Giselle'

Giselle, continues on her circumnavigation, having arrived in the West Indies in time for Santa. Our visitors arrive and help us explore the delights of St Lucia, Soufriere sulphur springs, Rum distillery, and Marigot Bay. Sailing north to Antigua, in January, to take advantage of the excellent marine facilities, all within a short dinghy ride of the boat, then south to the delightful islands around the Tobago Cays and Carriacou.



Crossing paths with Tom Macluskie on his trimaran, Hei Matau, before he sails back to the UK with the return ARC from the BVI. We barter some stark white Awlgrip paint for some help with anchors. Our journey goes west toward the wonderful San Blas Islands, Panama. Here the Kuna Indians culture and way of life has remained virtually unchanged. They still use dugout canoes and simple stick and leaf houses. The area is a wonderful cruising ground, with lots of sheltered anchorages behind the sometimes uncharted reefs.

Time moves on and unfortunately we have to as well, into Colon in preparation for the Panama Canal transit. However no transit until

David builds a new rudder for the windpilot, using his computer design skills, construction knowledge, and negotiating with Panamanians to weld the unobtainable (apparently) grade of stainless steel into the bones of the new rudder. Foam and glass are then applied with the rudder complete, the transit can take place, two days in the canal and the Pacific story begins.

For a fuller account visit the web site www.roamingtheoceans.com



Have You Read The Changes to the Sailing Instructions?

This season, particularly with the introduction of Committee Boat starts, a number of changes have been made to this years SI's and it is up to the individual skipper to read and understand these.

Although Committee Boat starts open up a whole range of possibilities to us, there are issues we need to be aware of and in particular, during the pre-start sequence. Remember, the Committee Boat may not be at anchor and may need to move at short notice. Therefore, and in line with the SI's, yachts are advised to give the Committee Boat sufficient space.

Many Thanks

The Race Team

Club 707's

Terry Kirchen

At the recent EGM, the decision was taken to purchase two Hunter 707's. The two boats have now been sourced and purchased. One, Sail Number 7008, was purchased from the Lake District, the other, Sail Number 7121, from Largs.

Number 7008 has recently been refurbished, with new rigging, electrics, outboard and upholstery. It is in excellent condition. Number 7121, interestingly, has previously been owned by a PEYC member. This boat was traded in 6 years ago and has since seen virtually no service – sitting, as it has, on the hard. At 7121, this was one of the last 707's to be built.

Boat names have deliberately not been used in this update – because there is to be a competition to rename these two boats and the two destined for the marina. See elsewhere for details of the competition.....and of the fabulous prize to go to the winning entry.

In short order, the club web site will be publishing details as to how to go about getting access to the boats. Watch that space!

Finally, this venture has so many possibilities. Nothing in life is certain, but with a bit of imagination and a bit more applied energy and enthusiasm, the boats will be popping up as day sailers, as racers and as training vessels (helping develop skills and promote interest both inside and outside of the club). Indeed, in co-operation with the Marina and Royal Forth Yacht Club – both of whom are in the process of acquiring two 707's each – team racing and one design inter club events should also soon be featuring on the Forth.

I commend this scheme to you and trust you will enjoy playing your part in helping it realise its full potential.

This Must Have Been A Good Day For Racing!

The picture below shows our four most experienced race officers all out on a committee boat on the same day. The exact date is not known but whatever it was, it must have been a very good day for racing.

What would we do without them...thanks guys!!



The Back Page

Editor: Duncan Small
Email: dunsma1@blueyonder.co.uk
Tel: 0131 555 2337
Mobile: 07742 520985

Situations Vacant

An opportunity has arisen for an enthusiastic and outgoing individual take over the editorship of Port Edgars premier publication 'The Beamer'. No experience is necessary apart from a keen nose for a good story. The benefits package does not include a salary package commensurate with this position nor does it encompass an extensive benefits package. The successful applicant will however earn the respect of his or her fellow members and, for the right candidate, a hat with the words 'Beamer Editor' written on it.

Applications should be sent to the Main Committee in the first instance.

Crewing Taster Sessions

Following the amazing turnout at the 'Crewing' talk back in March, the concept of some crewing taster sessions was born. In essence, the idea is to hold a number of informal on the water sessions to allow new and existing members to get a sense of 'big boat' sailing.

By the time you read this, the first of these sessions should have been held. However, if you missed it, there is another opportunity on Tuesday 9th June.

However, the key to success for these events is the participation of yacht owners willing to take a couple of newcomers on board and show them the ropes. So if you are available to help out, watch out for further details nearer the time. Who knows, you may even find someone who becomes a regular part of your team.

CREWS-IN

As Saturday crew
On the Bryants yacht, Drew
I Sailed smoothly,
West to Blackness

The sandwiches & beer
All quaffed on the pier
Good company and
Sunshine no less

The return we liked better
White capped waves
So much wetter
A rare sail... back to Port Ed

T'was a glorious day cruising
No racing type bruising
Just enjoyment
Taken calmly instead.

Dot Stuart

NEXT BEAMER ISSUE

August/September 2009