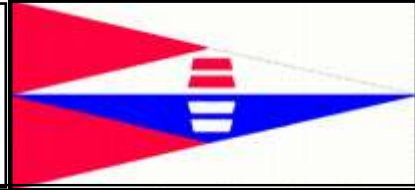


The Beamer



Port Edgar Yacht
Club

Late Summer 2009

In this issue.....

707 Training, 'Masterchef' tips, the continuing voyages of Giselle, memories of Manhattan, Man Overboard for Real....read on.

From the Commodore.....

With the season now well underway, I'm delighted to report that there's plenty going on and a real 'up-beat' feel around the place.

We're seeing some well supported and keenly fought yacht and dinghy racing.....and, as a bonus, we're seeing the energy and enthusiasm that's being displayed on the water carried over to the clubhouse in the post match analysis at the bar. Indeed, with a new range of exotic beers to choose from (the racy sounding 'Bishop's Finger' being one) and the matching blue soft furnishing chairs the clubhouse is magically transformed into a busy and stylish west end cocktail lounge. OK, alright, maybe I'm overstating it a tad, but for sure the clubhouse and bar are enjoying a new lease of life on the back of the simple but effective improvements that have been put in place over the last few years. Jock, Geoff, Murray et al take a bow.

Having made the sizeable commitment to the two 707's, it's also good to see them making their mark. We now have more than 40 accredited helms, with the boats themselves being booked out and used – including the regular and well attended 'Tuesday Taster Training Sessions'. A big 'Well done' to Duncan Small and the group of folk who've come together to help us address our training and development needs.

Oh..... and there was the '707 Naming Competition'. Whatever happened to that? Well some ideas were put forward, but none of them captured our and Edinburgh Leisure's imagination. So, in the end, we went for the simpler Plan B option. One boat (Baltika) kept its name - mainly because it already has a boom cover with the name on it. The other, with the help of the Main Committee, was given the name 'Apollo' (a small step for man, one giant leap for PEYC).

On the Membership numbers front, I'm pleased to see an upturn. As well as more individual members, there are more family members. Interestingly, as the latest example of close co-operation with Edinburgh Leisure, their Port Edgar staff are now affiliate members of PEYC. Amongst other things, this will enable them - particularly their sailing instructors - to participate in club cruising or racing activities and to enjoy the post race social side in the clubhouse.

Continued overleaf...

We will continue to encourage folk to join and we look to skippers to do the same with their crew – especially those who sail often.

Finally, here's a little informal advance warning of an important Extraordinary General Meeting in October on an evening yet to be decided. For various reasons, it will be timely to come together as a club to talk about and decide upon some key issues facing us. Primarily these are:-

- the clubhouse (where are we with the future of the new one and what should we be doing in and around the present one)
- the rescue boats (when and how should they be replaced) and, inevitably, how are we for money.

Formal notice of the meeting will come out in due course but in the meantime, enjoy the rest and the best of the summer!

Terry Kirchen

707 News (Not so good this time)

It is disappointing to report that Apollo has taken a sizeable knock on the stem, a knock which resulted in a noticeable kink in the stem stanchion. It couldn't have happened and been 'missed' by whoever was on board. Despite enquiries having been made, no one reported it and no one owned up to it. The disappointment was not with the fact that it had taken a knock.

For the avoidance of doubt, it is expected that the boats would take knocks from time to time, however, we'd prefer them not to...but in the real world, this will happen. No, it was with the fact that no one has stepped forward and acknowledged what had happened. Again for the avoidance of doubt, we're not expecting members to be individually 'charged' for such damage. Rather, for a variety of obvious reasons, we need to be told. To be blunt...cheating and lying or evasion and avoidance should have no part in this venture. So, please report breakages and losses (so they can be fixed) or, if the damage is minor, feel free to use your initiative and fix it yourself.

Put simply, these boats are our boats - which, of course, makes them your boats too.

Monday Dinghy Series

I can hardly believe that evening dinghy racing is at an end for another season. It has been a strange year as, with the use of 'Sea Witch', I have not had the pleasure of sweet-talking yacht owners into providing the committee boats for Monday evenings. However, to tell you the truth, I have quite missed that side of the organising! But I hope you will keep talking to me as I no longer have a 'hidden agenda'!

A huge 'Thank you' is required to all those who have helped again to make the racing work, both on the water and off. The only real hitches have been weather – in all its forms – and tides!

There is still a lot of dinghy racing in the calendar for this year, at week ends – keep up the good work!

Thanks to you all, and fair winds for the remainder of the season.

Margaret Tait

Port Edgar Yacht Club



Sponsored by

Bosuns Locker & Edinburgh Leisure



YACHT REGATTA 2009

Sat. 12 - Sun. 13 September

Classes

Div 1 (Py < 940), Div 2 (Py 940 - 1040),
Div 3 (Py >1040), Div 4 - Sportsboats, plus
Div 5 and Div 6 white sail Cruiser Classes.

Format


Olympic style courses for Divs 1 - 4, Round the
Island (Sat.) & Round the Cans (Sun.) for Divs 5 - 6.

Prizes

for first three in each class, separate prizes for
Hunter 707s and a novice prize for the best
achieving novice.

Start times, 11.00 on the 12th, and 10.00 on the 13th.

Craning in and berthing **free of charge**

courtesy of Edinburgh Leisure 

Saturday evening entertainment - a dinner and disco.

Entry fee ONLY £30

Race Results

Since the last Beamer issue, a few more series have been completed and more trophies have been won. Well done to all the winners:

Dinghies:

Mon A Series

1st Smoke on the Water
2nd Baby Grand
3rd Panache

Wed A Series

1st Rothi
2nd Baby Grand
3rd Rag Doll

Charity Bowl Trophy Mini Series

1st Spooked
2nd Baby Grand
3rd Rag Doll

Sat A Mini Series

1st Spooked
2nd Baby Grand
3rd Rothi

Sat B Mini Series

1st Rothi
2nd Baby Grand
3rd Panache

Beamer Trophy Mini Series

1st Panache
2nd Baby Grand
3rd Rothi

Yachts

Wed A Series Div 1

1st Blue Funk
2nd Flint 2
3rd HenceForth

Wed A Series Div 2

1st Hussy
2nd Drew
3rd White Heather

Trophy Races

Bosuns Locker Trophy—Div 1

1st Aero
2nd Ruby
3rd Roxanne

Bosuns Locker Trophy Div 2

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

Kincardine Timegate

1st HenceForth
2nd L'arc En Ciel
3rd Pink Gin

Inchkeith Timegate

1st L'Arc En Ciel
2nd Highlander
3rd White Heather

Chattan Sternchase

1st Pink Gin
2nd Absolutely 2
3rd Spooked

Coarse Cooking – by Alastair Pugh

I did think of giving you a report of Marisca's summer in the west, black puddings, whisky and music in Stornoway, another 3rd in the Round Mull Race, West Highland Week (incl. how Geoff lost 2nd place in the Oban /Tobermory race by 1 second) and a surfeit of ceilidhs and sore legs, but you really had to be there. So instead I thought an insight into culinary skills "à la Marisca" might give you something to try.

First requirement is a pressure cooker. My personal choice is a French one that looks like:



Why a pressure cooker? For a variety of reasons but mainly 'cos it's quick, the lid screws down so even if it flies off the stove it doesn't spill. My one has stubby wee handles so it doesn't catch on the gimbals, and it sterilises the food, a talent that comes into its own after a day or two. Sterilisation kills off bacteria but isn't much good against toxins, but luckily I often carry a tame medic to advise on such things or to act as guinea pig by eating it first!

Next requirement is a basic collection of bits and pieces. A bottle of virgin olive oil (tends to go cloudy if kept on board through the winter, but none the worse for it), lazy garlic (a jar of chopped garlic in some sort of liquid) if you can't be bothered continually throwing cloves of the stuff away, lots of herbs and spices particularly black pepper, crushed chillies, oregano, basil, herbes de Provence, coriander leaves, turmeric (also kills bacteria on the surface of chicken etc.), salt (how you keep it dry is your challenge), cloves and all spice, baking powder – just raid your kitchen and lift anything you fancy, the kitchen fairy will replace it in due course! Add to this lot staples like flour, pasta, rice, tins of tomatoes, tubes of tomato purée, UHT milk, baked beans (see later), some red wine (screw tops allow it to be bad enough to be kept for cooking) and anything else you might need. Nearly there now – just the Weetabix, dried fruit, muesli, biscuits, sugar cubes (never go soggy or stick together), cashew nuts, lemons, tonic water, ersatz butter spread and choccy treats for night watches to fit in and you're ready to go shopping for food. Oh, I forgot curry powder and ...

Recipes

Starting with an easy one – popcorn. Buy some bags of microwave popcorn – it comes with its own grease – empty the bag into pressure cooker, put on lid – if you don't you'll be picking the stuff up for weeks – stick it on a high heat and shoogles occasionally until the popping stops. Serve with gin, tonic, lemon slice and ice.

Continued overleaf...

Meat

This starts with “chop an onion and any other vegetables you have”:

Day 1: For the meat use mince or stewing steak or sausages, or bacon, or lumps of lamb or chicken (coat in tumeric, kills salmonella and gives a lurid orange colour). I don't eat fish so I've never tried – and chuck it into the pressure cooker with some of your olive oil to brown. A wee bit of stirring to stop it sticking and when you think it's ready chuck in the vegetables. A bit more stirring, throw in some red wine, enough to make it runny (or white wine, or beer), add salt, pepper, herbs, dried chillies (these lose their power with time so as the jar goes down you'll find you need more and more to produce the same effect, that is until you open a new jar), bang on the lid and weight, bring it to pressure, turn it down to a gentle “hiss” then go and eat your popcorn. After about half an hour stick the pot under the saltwater tap to cool it then open it up, taste it, adjust your seasoning, throw in some tatties (new ones don't even need peeling), bring back to pressure for 10 minutes then saltwater tap again and serve.

Day 2: 'Cos you threw in enough for more than one meal, and anyway the crew were already stuffed with popcorn, there is some left but not enough for a meal. Mash up any remaining potatoes, lob in a can or two of tomatoes, half a tube of tom. purée, lots more pepper, oregano and basil, at least one sugar cube (takes away the tart tomato taste), stir and go through the hissing stage again for about 10 minutes. Meanwhile boil some pasta and (after the saltwater tap bit) serve covered with grated cheese. What, no grater? Just look for a handy French boat and ask to “emprunter votre râpe de fromage” – worked for me in Croabh.



Day 3: 'Cos you put enough tomatoes in there's still a bit left. Now you get to throw in another onion, a can of beans, some tinned pineapple, a banana or apple, some dried fruit, cashew nuts and/or anything else that takes your fancy – add some curry powder, coriander and chillies, make sure its wet enough then go through the hissing stage again while cooking some rice. By this time the crew have learned not to leave anything in the pot so it can finally be washed.

Variations on this can be produced prior to rough weather passages and are easy to heat up and consume.

Vegetarian Lasagne ('cos Mary and one of the runners in SIPR (did I mention we won our class?) are veggies).

Boil some salted water in the pressure cooker, add some olive oil then drop in lasagne sheets one by one. Bring to pressure then set the pot aside without cooling or opening. With your left hand make a thick white sauce (flour, buttery stuff, milk, salt and pepper) while your right hand makes a tomato sauce (olive oil; more onions, an aubergine, tin of tomatoes, tomato purée, oregano, basil, sugar etc.+ a wee bit chilli). When the sauces are ready open the pressure cooker, drain, rinse with cold water otherwise scalded fingers then peel off sheets to cover the base of the cooking tin, ladle on white sauce, another layer of pasta, tomato, pasta, white sauce etc until it's all gone. Cover with grated cheese (remember râpe de fromage) and bung in the oven until brown or at least until you've finished your gin and tonic.



Scones

Do these at home first to get an idea what the measured quantities look like. Mix flour, buttery stuff, baking powder, a pinch of salt into a crumbly consistency with your hands – great for removing those persistent diesel oil stains – add milk and stir into a thick dollopy cream. Dollop onto a baking tray, pat down with a bit more flour, mark break lines with a knife and bung into a heated oven. Take out when a knife stuck into the middle comes out dry. Serve with jam, cream and a pot of tea prior to gin and tonics.

Next time – how to rebuild a blown spinnaker overnight

Race Officers out of Uniform

Last edition, we published a photograph of our four most experienced race officers 'on duty'. This month, they appear again 'out of uniform' at Keith's wedding. Don't they scrub up well!



The Continuing Adventures of Giselle

SV Giselle to the Pacific High Rise Islands (Marquesas)

The last Panama canal lock gate opens and gives us access to a new and wonderful world. First Las Perlas Islands, a taste of what's to come perhaps? Sandy beaches, coral patches and palms. Perhaps, but it is a good place to prepare Giselle and ourselves for the next few weeks at sea. Between here and New Zealand there are few places to repair boats, Papette perhaps but not for anything major. So we prepare well. (You can put 8.4,- 79.082 into google maps to see where this is – 8 degrees north and 79 degrees west)

Our first trip is to Galapagos, nine days and most of them to windward, so where are the trade winds, not blowing for us! Giselle handles windward sailing without any problems and we check in at Galapagos nine days later, having also crossed the equator. We had extra crew for part of this leg. Firstly a small bird like you get on a bird table and then a white cattle egret. Once they were rested they moved on, just as well as their consumption of tinned sardines and their lack of skills with the heads would have tried the skippers patience.



All the animals are incredible friendly on Galapagos, and swimming with the sea lions was a big highlight, diving was pretty amazing to, with hammerhead, black tip and Galapagos sharks all to be seen.

Onwards and westwards and our longest sea passage for this trip, 3002 nautical miles, it takes us nineteen days and we arrive early into Atuona Bay, Hiva Oa, Marquesas islands (-9.84,-139.04). The voyage was great, winds good, swell was interesting coming from every direction which gave rise to lumpy seas, you quickly get used to jamming yourself into corners when preparing food or doing anything below decks. After nineteen days it was good to put the anchor down but you get into a rhythm and could go on forever, well until the food runs out or we don't catch fish!



Island delights include catching up with friends, partaking in local dancing, visiting tiki sites where they practised cannibalism , walks to waterfalls and bartering with the locals, who are generally very friendly and happy to chat to us in our broken French. The group of ten islands are dramatic, high volcanic jaggy rocks with lots of valleys, they are green and lush and the fruit dripping from the trees is wonderful.



From Marquesas, a short hop of four days to the Tuamotu Archipelago (-16.062,-145.620), and now for something completely different, low atolls behind a coral ring, where you go through a pass into a lagoon, palm trees and sandy beaches but most of all no roll in the anchorage!

**David and Mary
Giselle of Argyll**

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

PEYC and the Sandbagger Challenge – 1999

Jim Gilchrist

Surprisingly enough, it is now 10 years since Port Edgar Yacht Club's amazing expedition to race Sandbaggers. Since we never did manage to even sail one it could all be considered a failure but despite everything it was in fact a glorious success.

So what is a Sandbagger and where did we have to go to find one?

Sandbaggers originated from oyster boats which in the late 19th century were harvesting the rich oyster beds in the seas around New York. It's a familiar story from fishing communities all over the world but there were commercial advantages in being the first boat home with its catch so the races back to New York's docks were hard fought affairs.

In time people started building boats optimised for racing rather than fishing and these ended up being extreme beasts. Here is a description from the Mystic Seaport web site.

The Sandbagger Annie



Boats like Annie, called sandbaggers, were the extreme sailboats of their day. Like most sandbaggers, Annie's sail plan was twice as long as her 28-foot hull. These wide, shallow boats needed crews of more than 10 to handle their huge sails and shift the 50-pound bags of sand ballast that helped keep the boats upright and gave them their name.

In fact by the end of the 19th century they became too extreme and were virtually banned by new racing rules.

That would have been the end of the story except that a wealthy financier in New York decided that the creation of a couple of replica Sandbaggers would be a worthy way to spend some of his wealth. Built by the Independence Seaport Museum's Workshop in Philadelphia they were called 'Bull' and 'Bear' and were then lent to the Manhattan Yacht Club based in North Cove in Downtown Manhattan.

They were tasked with bringing Sandbagger racing back to New York Harbour and concluded the best way to do this was to issue a web challenge to clubs worldwide. The idea was that crews of 10 –12 from clubs around the world would fly to New York and race against similar teams from a variety of American clubs. There would be a series of such weekly challenges throughout the summer of 1999.

For some strange reason this crazy proposal appealed to Port Edgar and we soon accepted the challenge. To uphold the reputation of Scottish sailing and beat the Americans was going to take the most professional, focused and committed team we could muster and as you can see this was soon achieved –

We soon had flights and hotel rooms booked and a fine collection of team tops, shorts and the obligatory tartan trousers. Then two days before we were due to fly to NY disaster struck: for the second time in their history Sandbaggers were banned.

Continued overleaf...

The weekend before, when the Kieler Yacht Club from Germany were racing, one of the Sandbaggers capsized. This was not an unexpected event for such extreme boats. Hollow wooden spars meant they would lie happily on their sides until righted. There were plenty of support boats around and MYC had worked out procedures to get Sandbaggers safely up-right again. The whole manoeuvre typically took about 40 minutes and required the crew to stay in the, warm, water.



Part of the PEYC crack team preparing for another hard day's racing.

The problem was that the whole incident was taking place in one of the busiest harbours in the world. There was no way to stop passing boats or other observers contacting the authorities about the 'accident' they were seeing. Inevitably all of the rescue systems quickly deployed and soon there were numerous boats and helicopters keen to pluck people from the water, whether they wanted it or not.

When the dust settled it had obviously been a very expensive operation and one the authorities were keen not to repeat. At the same time they were adamant they could not ignore future emergency calls even if they suspected it was 'just' the Sandbaggers. They threatened that if it happened again the costs would all be passed on to the MYC.- which left the Sandbaggers high, dry and unusable.

The question for us now was whether, in the circumstances, we should still go to NY – but, the tickets were bought and an apologetic MYC promised we could still have a memorable experience, so off we went.

How it should have been.



Manhattan Yacht Club was, and still is, significantly different from your typical British club. Most of its members don't own boats. Instead the club 'business' owns and maintain various boats which are then hired to accredited skippers and crew as and when required. There is something kind of familiar about that now.

Their principal racing boats were a fleet of J24s based at North Cove. On the day we arrived they were holding their annual Ladies race that evening. We were kindly lent two boats and allowed to compete. A very credible second (and not so great last) was a fine introduction to NY harbour racing and we also enjoyed the evening celebrations.



The next day we again borrowed two boats and explored the wider reaches of the harbour in warm sunshine. With spinnakers flying we sailed past the Statue of Liberty, dodged the Staten Island ferry and marvelled at the Manhattan skyline.

Later in the evening a trip on the club launch gave us a grandstand view of the alternative multi-coloured night time version...Pure magic!

Saturday was race day. In our now familiar J24s we took on the best of MYC in a series of short windward leeward races. We were hot and quickly managed to win the first three races but unfortunately were soon too hot and wilted badly in the, to us, unaccustomed heat

of a New York summer. We seriously underestimated the amount of water we would need in these conditions and had similarly overestimated the amount of beer it was prudent to consume the night before. MYC blew us away in the next three races to earn an honourable draw which satisfied everyone.

A jolly prize giving back at the floating clubhouse in North Cove concluded Port Edgar's highly successful expedition to New York. Manhattan Yacht Club had been the most fantastic hosts. They gave us generous access to their time, friendship and facilities. They did their best to minimise our obvious disappointment at not being able to sail Sandbaggers and we flew back home to Scotland the next day tired but very happy.

Equinox Round the World

We left Port Edgar in "Equinox" on 26th June 2008 to head into the Wide Blue Yonder. We can say now, more than one year into our journey, its pretty Wide, sometimes Blue and very very Yonder.

It is difficult to summarise the past 14 months, the experiences have been so diverse, from the nastiness of the Irish coastal waters, the bay of Biscay at its friskiest, the unbelievable waves and wind off Columbia, to the still, turquoise waters of the Pacific atolls and candy striped flatness of a windless morning.



The people, as diverse as the waters they are surrounded by, would take forever to describe accurately, but generally they have one thing in common. They are welcoming and curious (except the Venezuelans, who don't want to know you at all!). Our ears have rung to the sounds of Irish Ballads, Spanish Flamenco, Portuguese Fado, Caribbean Reggie and now the beautiful harmonies of Polynesian songs. We have eaten strangely but well, learning to forage for whatever is available and adapt it to suit our tastes. We have partaken of many a sundowner in great company watching amazing sunsets and we

have looked up into skies that go on forever, with the constellations "upside down". In other words we are having the time of our lives and can't wait for the next 10 months when we make our way round to Oz, Indonesia, Thailand, Sri Lanka, Oman, Somalia (yikes), the Red Sea, the Med and home.

Its been great having occasional company from some of our Port Edgar friends and are looking forward immensely to seeing everyone at the end of this adventure. To follow our journey in more detail go to www.offexploring.com/campionscapers We are now at the Samoan island of Upolu and its 35°C below deck in mid winter! Later this week we will be crossing the Date Line and lose a day.

Anne & Gordon Campion
"EQUINOX"



Mazzoni Trophy - Man overboard

On Sunday 19th we started the Mazzoni Trophy Race on Hardslog with a crew of 7 with various levels of experience – ultimate destination Burntisland via Leith and Kirkcaldy. Three of us (Skipper, Harry O'Donnell and Fran Robertson) had sailed together regularly for four years. Two others were occasionals over the last couple of years and two relatively new to sailing with us this year. The weather was F5 south westerly increasing 6 and gusting 7. We were without our regular bowman and our regular navigator. Everyone was wearing lifejackets (with thigh straps), five with their own jacket and two with 'Hardslog' jackets. The conditions proved to be testing but manageable and after a cautious start we were holding our own up until the RFYC W mark down by Leith Docks where we were lying just behind Ruby and just ahead of Henceforth. On the port tack reach up to West Gunnett, unlike the other boats, we decided to keep the kite flying and sail low aiming to drop the kite and head up for the last part of the leg.

Within a minute of hoisting the No. 2 and dropping the kite about 2/3rd of the way along the leg with the boat heeled well over and 7-8 knots of boat speed, the cry went up 'Man overboard'. Harry who was standing on the windward (port) side re-rigging a spinnaker sheet ready for the next run from West Gunnett to Herwit, had lost balance and had fallen overboard. The skipper who was also helming had not seen Harry go in but had heard a strange splash! On looking around we could see Harry bobbing up and down looking at us. His life jacket had inflated automatically. One person was assigned to point at and keep an eye on Harry as we headed up into the wind for a few boat lengths before tacking to bear away back toward Harry. We were by this time some 10 to 15 boats boat lengths away (8 knots is approx ½ boat length per second). Even this close, looking back into the sun, he would momentarily go out of sight as he dipped behind waves.

Other boats in the race were on a course about 12-18 boat lengths above (and to the west of) us and as we turned to go back to Harry we could see a number of other boats but particularly Henceforth and Pink Gin bear away to come and assist if required. Sailing back on starboard tack, we planned to approach Harry under sail from downwind and tack onto port for 2/3 boats lengths and then tack again but this time heaving to a boat lengths above him. At this point we noticed that Pink Gin was bearing down fast on Harry and some of the crew became a little concerned that they had not seen him and might run him over. As Pink Gin was heading almost directly at Harry it also created some uncertainty about the potential impact of their course on our planned approach.

In the event we did not execute the planned manoeuvre as well as we could have. As a result we stopped the boat right over Harry (rather than a boat length to windward) with him on the leeward side and with the wind 10 deg off the Starboard bow. He was very close to the boat and an attempt to throw/pass a line to Harry failed as he was making his way down the port side of the boat to the transom where there is a small bathing platform. However, as he went down the port side he managed to grab the spinnaker sheet (the one he had let go of when he went overboard!) which was still hanging over the side and he worked his way around to the stern where there is a small chrome grab rail just below the bathing step. At the same time two of the crew were rigging a halyard and rope if required to haul Harry out. Meanwhile, two other crew were trying to help Harry onto the bathing step.

Continued Overleaf....

By now the bow was bearing away in the in the wind and the No 2, which had not been let out completely, began to fill and the boat started picking up speed !!! With the boat now doing 1-2 knots it was making it more difficult to help Harry haul himself onboard. The sheet was let out fully and the boat brought into the wind again. As the boat slowed he was with a little help able to haul himself onboard using the backstay. Having recovered him, he went down below to get his wet clothes off Fran followed and shared some of her clothes with him!! We resumed racing but kept a close eye on him for the rest of the afternoon. Unfortunately a blanket and a towel which was usually kept on board had not been put back on board following winter layup so he had to be dried off with J cloths!! Altogether not very satisfactory but we had recovered him quickly and safely.

Back at Port Edgar we had a debrief over a beer. Each of the crew described their own experience what they thought had gone well and what could have gone better and what lessons we learned. We had had an MOB checklist onboard (produced earlier in the year by Geoff Bowerman - a pile of which are in the clubhouse). We had not used this checklist at the time even though it had been handy in a cockpit bag for sheets and other ropes. We did however use it in the debrief to decide what we could have done better.

What went well ? Harry was wearing a life jacket with thigh straps and it inflated quickly. He was spotted quickly and his location was not lost. We managed to return to and with one pass stop the boat next to him. We got him back on board about 4 minutes after he fell in. What should have been better? Not all the crew knew that the command to heave to involved. As a result the starboard headsail sheet (on the windward side) was let off and port one was not fully let out which resulted in us picking up speed just at the wrong time. If Harry had not already been holding the chrome step this would have resulted in us in having to either go around again or get a line to him or for Harry to swim to us. Furthermore, there was no towel, blanket or spare clothes on the boat (apart from spare oilies).

Main lessons learned on the day:

- After Harry had fallen overboard there were only two of the six remaining crew onboard who had practiced either heaving to and a man overboard drill. The amount of practice should be influenced by the degree of crew turnover.
- While our regular navigator always brings a towel and spare clothes with him he was not on board that day. We plan to carry a small rucksack on board with a towel and a change of clothes including thermals and the blanket is back on board (it will be kept permanently in the skippers car to keep it nice and dry when not sailing or if he is not sailing next time out then it will be left on the boat). The blanket has been returned to the boat and added to the boats safety equipment checklist so it gets put back on board at the beginning of the season.
- It was still difficult to get Harry in over the stern even with a bathing step and if the block and tackle had been rigged to a halyard earlier then this probably would have been a quicker and safer method.

Other decisions, observations, reflections and conclusions:

Practice, Practice, Practice

The following weekend we had a man over board practice instead of racing. Two of the crew volunteered to get into dry suits for the practice. Each member of the crew took a turn at helming (you never know it might be the skipper/helm who goes over). We practiced bringing the person over the stern, hoisting them up on a 3:1 block and tackle (we have now changed to a 5:1 to make it easier), bringing the person onboard horizontally in the storm sail (recommended if casualty as been in water for some time and is therefore likely to have poor circulation). We had not tried this on Hardslog before and it took us sometime before we found the best way of securing the sail.

If you and your crew have not practiced mob drills for a while then I recommend it. If you don't have willing crew with dry suits then I understand that you can borrow the dummy the RNLI use for their practicing. Do not underestimate how difficult it is to get someone out of the water safely. Not only will practicing give you all some confidence it can be good fun as there is lots to learn and you can even make it a little competitive when you swap roles. Of course the biggest benefit is that it can help you recover someone more quickly and safely and may save a life.

Ian Hards—'Hardslog'

Are You Still Receiving Your Copy of The Beamer by Snail Mail

Over recent years, the club has adopted the policy of publishing The Beamer via the club web-site instead of sending a paper copy via the mail. There are a number of advantages to this:

- Access to the Beamer on the day of publication;
- A colour copy;
- Reduced costs to the club;
- Availability to a wider audience;

It is appreciated that some members do not have access to the web and therefore, cannot get access to the web published version. However, I would ask those who do have access and still receive a paper copy to re-consider and request to receive your copy of the Beamer via the web. All you need to do is speak to Bruce Walker and he will amend your membership profile so that you no longer get a paper copy.

Many thanks

Duncan Small (Acting Editor-in-Chief)

Training, Development & 707's

Like all good stories, this one has a start, a middle but so far, does not have an ending. I guess it all started with the crew talk back in March. The number of visitors that came to the talk astounded even the most optimistic with an estimated 115 members and visitors crammed into the front room. With so much interest it was realised that there was a huge untapped market of new crew and more importantly, new members. However, the question was, how do we tap into such a market?

Directed by the Main Committee, a Development Working Sub Group was formed to look at ways of developing training within the club, to expand and offer the range of activities available and to improve communication. Much of this work is still ongoing but some of it has developed into tangible activities which is already seeing some benefit within the club. Perhaps the most notable has been the fortnightly Tuesday night 707 training sessions. The sessions were had a number of objectives:



- Introduce potential new members to the sport;
- Improve the skills of those who had done basic courses;
- Provide encouragement to those who wanted to start racing at Port Edgar;
- Provide basic skills to allow members to become 'accredited' 707 skippers;

The sessions have been remarkably successful with a number of the participants now racing on a regular basis on various boats on Wednesday evening and weekend races.

A large number of the participants are new to the club and quite a few have since joined the club.

So where do we take it from here?

The Development sub-group is working to look at ways we can move these sessions on to a more formal footing by providing more focussed training and encouraging some club members to become qualified coaches/instructors, not only for the yachts, but for the dinghy and cruising sections of the club as well.

What is important is that you the members provide us with your ideas and requirements to allow a tailored solution that meets the needs of the membership.

In the meantime, a big thank you is due to the skippers and crews that gave up their time on Tuesday evenings and supported the programme. Without their support, the sessions would have not been the success they have been.

Duncan Small