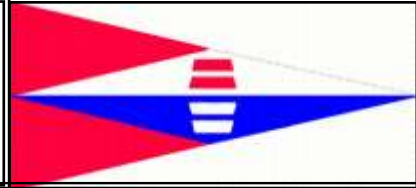


The Beamer



Port Edgar Yacht
Club

February 2010

In this issue.....

New Rescue Boat, Fund Raising, Winter Talks, Results Round Up

From the Commodore.....

Where are we with.....

Our race plans for 2010? The sailing Committee is well on with plans for the coming season, including those which will give us Committee boat starts as the norm for racing in 2010. Hopefully, it's 'Goodbye wall.'

Also, and on the same time scale, they're radically reviewing our courses – the aim being to make greater use of the more open stretches of water around us and also help us respond better to the southerly winds we seem to be getting so much more of nowadays.

Something old, something new. Most of you will be aware, in July, an old favourite, East Coast Sailing Week, returns to the Forth. One for the diary. Plus, there's a new event also being planned.....a two handed yacht race. Date to be advised. And yes, before anybody else says it, it's a walk over for Erin. John manages to sail Erin much of the time with what looks like only two folk on board!

With 2009 turnouts showing a healthy upturn in the dinghy fleet (numbers matching those of the Forth 'dinghy clubs') and even healthier club yacht racing turnouts (including turnouts in sub zero temperatures that were twice that of the big west coast venues at the height of summer), there's cause for some quiet satisfaction. Well done to those of you who make it all possible!

Membership last year went up, reflecting amongst other things, the successful activity around 707's and training nights. There are some interesting ideas knocking around on the 707 front for 2010. In conjunction with the Marina, we're in conversation with Scottish Universities sailing, with a view to staging an inter-universities 707 event at the end of March. Useful for us because we also want to run an interclub team or match racing event later in the year.

The development saga. The dialogue between Edinburgh Council and the one time would-be developers is, we're told, still continuing. A review/stocktake is scheduled for April. Will that be the end of this round of site re-development planning? I suspect I'll not find anyone taking bets on a positive outcome.

Continued overleaf....

Meanwhile, back at the ranch.....well, the old clubhouse. To keep the kitchen up to standard, and meet certain Environmental health requirements, we're getting some work done on the kitchen. Not a difficult decision. We make good use of it and appreciate the benefit that it brings.

On the cruising front, a number of folk have talked to me about how we can do more to support Cruising in the club. There have been some interesting activities on this front in the past and for sure it's a splendid way to promote development (across the whole spectrum of experience), as well as being a way of having good old-fashioned fun. So, I'm open to offers and ideas. Let's hear from you!

Finally, all being well, a rather special new member will be with us for the start of the season. Oli Ludlow, in his capacity as Trustee of the Ogston Fund, is buying for the Trust a 'Man Overboard' training dummy. The dummy will be available on loan to members. From personal experience, having borrowed the RNL's dummy two years ago, it turns a man overboard drill into an enjoyable and massively informative thing to do.

Roll on springtime

Terry Kirchen

PEYC Fundraising.

Some years ago it was decided to suspend any fundraising in the club as the possibility of building a new club house was remote. The club also had virtually no capital expenditure at that time. How things have changed.

Our big spends have been:

- Seawitch
- Two 707s
- A new RIB
- On-going clubhouse improvements

All in all we have greatly improved the club with this expenditure and now to round things off we need to purchase a second RIB to provide the dinghy fleet with sound safety coverage. We cannot keep using our savings so have decided to use "**a second RIB purchase**" as a fund raising goal for the club. Our target is **£15,000**.

Fund raising can be incredibly frustrating where people put in loads of effort just to raise a very small sum, so our basic rule is that we will only undertake a fund raising event if there is a good chance of raising a reasonable sum (say £500).

If you have any grandiose ideas- so far a summer ball, a barbecue, and a boat jumble sale have all been suggested- please let me know as I am looking forward to launching the second RIB at the start of the 2011 season (or earlier!!)

Geoff Bowerman (geoffbowerman@yahoo.co.uk)

First, Tear Your Spinnaker ...

By Alastair Pugh

In the last issue of The Beamer, if you made it to the end of my culinary extravaganza, I threatened you with an article on how to rebuild a blown spinnaker overnight.

The ability to make and mend is an essential if, like me, you are trying to keep your boat spend down to something which doesn't cause too much guilt. I am very lucky that my non-sailing wife generally supports my enthusiasm but there will be a limit that I don't want to find! Those of you whose loved ones, or even wives, share your boaty ambitions may not recognise this problem. Actually, when I think of it, to my bank balance, any spend on the boat is "too much" and, boy, how I grudge Port Edgar money for their rotten pontoons.

Anyway, back to my parsimony or impecuniousness, which in this case is illustrated by my repeated resurrection of the spinnaker that came with the boat (measurement stamp - "Sept'82"), despite its persistent attempts at self harm and even suicide. Apart from a couple of wee tears, it had survived unscathed for nearly 25 years until West Highland week 2007, probably because the previous owners had no idea what it was for. On the Croabh – Oban leg, Jenny (on loan from Naiad) dutifully pointed out an approaching black squall and, as the boats around us began rounding up spectacularly, the skipper uttered the comforting words – "Don't worry, Contessas don't broach". The spinnaker collapsed then filled as the gust hit, followed by a very satisfactory bang as it disintegrated. Chris Owen runs an overnight sail repair service at WHYW but he reckoned the completely detached green tape, the two horizontal splits across the middle and the split from the middle almost to the red corner would take a little longer. Actually, he just burst into laughter when he saw it, but I'm sure that's what he meant.

Luckily (for me not them), another boat had ripped their spinnaker and Scintilla's back-up crew (their 80+ year old granny) had hot-footed down from Fort William with a spare Sigma 33 kite, rescued from their next door neighbour's bin. Chris Owen did repair theirs so Marisca sported a borrowed, slightly undersize Irish registered one for the rest of that WHYW.

Repairing the ripped one seemed a good idea and apart from the daunting physical size of the thing, the job wasn't too difficult. My technique is simplicity itself – put the torn edges together, lay on sticky spinnaker repair tape, and then zigzag stitch down both edges of the tape. Finding a space big enough to lay the kite out and getting the edges to align all the way down the tear and then not sewing through into other bits of the spinnaker are the only problems I found. The repair tape comes as 4½m or 25m long rolls at around £1/m. I'm sure, though that Chic does a **much** better job!



One of the nice things about having a pretty boat is that all sorts of people take pictures of it, so I have quite a variety of unsolicited snaps of Marisca sailing, some even from behind! This one taken in 2008 graced the RGYC Yearbook front cover and, if you look carefully, my repairs are obvious.

2008 was uneventful as far as the spinnaker went, or at least I only remember sewing it up a couple of times. Then came WHYW 2009 and the Oban – Tobermory passage race. It was another gusty day with broaches all around - even Hussy was having a wee bit of difficulty keeping it together

It was shortly after this picture that the kite gave up again (and the boat behind broached) – no bang or even a whimper; it just sort of went limp as the head parted company from the rest and it ripped down the middle. Luckily, we still had the Sigma reject, so up it went and off to Tobermory.



Anyway, there we were in Tobermory and I went hunting for ways to fix my kite. While the rest of the crew were eating and making merry, I was stretching my arms carting a heavy industrial sewing machine and several rolls of sticky tape all the way round the bay from Cookie's chandlery to the Taighsolais centre (the new bogs, showers and visitor centre - £2 for a 7 min shower) and into the boardroom upstairs where Strathclyde's finest had just finished their briefing on controlling yottie antisocial behaviour (as seen on TV).



Then followed several hours of Dougie helping me with sticking, sewing, unpicking, unjamming the sewing machine and resewing until we got thrown out 'cos the centre was closing for the night. I will admit to a certain degree of fatigue, as the phone picture captured in the Mishnish while the band belted it out at full throttle will testify.

And then it was off to the ceilidh in the Aros Hall where Chris demonstrated that all the tutoring he received in the finer points of country dancing from the crew of Scintilla at Bunessan and Kerrera had paid off.

7 o'clock the next morning saw us trying to find someone who knew the combination of the door to the boardroom and eventually after several phone calls, sewing recommenced. This time the rest of the crew came, I suspect more out of curiosity than anything - I don't think Mary believed the sail could be repaired - and we finished in plenty time for the racing. Many thanks to THA and Cookie – it was more than worth the £10 donation for the room and a bottle of wine for the loan of the machine. I'd like to report that we won our class but 4th overall was the best we could do, unlike Jennie's Rival who blitzed Class 9.

There is a postscript – while training (?) for the Winter series the poor old sack gave up the ghost again, this time ripping down panels parallel to previous repairs. The Sigma one had already blown out a seam during the Autumn racing and I finally cracked and Santa brought a replacement (hurrah!) just in time for the last 2 races of 2009. Here it is - the same colours as the old one but I don't have any photographs from the front yet 'cos it's just **SOoooo** fast, and that is despite lending our photographer to Hussy for the last race!

*Next time:- How to straighten a bent pulpit and remove spinnaker sheets from the prop – unless, of course, **YOU** write your own article!*



Race Results

Since the last Beamer issue, the remaining series have been decided.

Dinghies:

Monday B Series

1st Rothi
2nd Rag Doll
3rd Baby Grand

Saturday C Series

1st Baby Grand
2nd Rothi
3rd Panache

Coakley Bowl Trophy

1st Ptarmigan
2nd Panache
3rd Rothi

Sunday A Series

1st Baby Grand
2nd Rum & Coke
3rd Random Result

Autumn PM Series

1st Rothi
2nd Panache
3rd Baby Grand

Winter PM Series

1st Baby Grand
2nd Rothi
3rd Panache

Yachts:

Wed B Series (Div 1)

1st Absolutely 2
2nd Flint 2
3rd Ruby

Wed B Series (Div 2)

1st Highlander
2nd Naiad
3rd Christina 2

HP Mini Bowl (Div 1)

1st Shoki
2nd Pink Gin

Night Series (Div 1)

1st Absolutely 2
2nd Shoki
3rd Ruby

Night Series (Div 2)

1st L'Arc En Ciel
2nd Salmon
3rd Hussy

Fidra Mini Series

1st Naiad
2nd Salmon

Queen Margaret Trophy (Div 1)

1st Gajima
2nd Hobbes Express
3rd Ruby

Queen Margaret Trophy (Div 2)

1st Highlander
2nd Brief N'Counter
3rd Drew

Autumn AM Series (Div 1)

1st Shoki
2nd Erin
3rd Hobbes Express

Autumn AM Series (Div 2)

1st Razamataz
2nd Marisca
3rd Highlander

Autumn PM Series (Div 1)

1st Hobbes Express
2nd Pink Gin
3rd Absolutely 2

Autumn PM Series (Div 2)

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

Winter AM Series (Div 1) Winter AM Series (Div 2)

1st Flint 2
2nd Shoki
3rd Hobbes Express

1st Razamataz
2nd Salmon
3rd Highlander

Winter PM Series (Div 1) Winter PM Series (Div 2)

1st Kermit
2nd Erin
3rd Flint 2

1st L'Arc En Ciel
2nd Drew
3rd Hussy

Club 707s

Last Spring, after much debate, the club bought two Hunter 707s: Baltika and Apollo. We were offered free mooring and major maintenance of the boats by the Marina provided they (the Marina) had access to the boats on prearranged occasions. The whole venture has proved to be a great success. To date 48 members have become accredited 707 helms, we have had 41 paying hires of the boats- yielding £1025 and they have allowed us to introduce club training on keel boats which has proved to be very popular. The success of the venture has caught the attention of other clubs. The Royal Forth now has a number of 707s, and Banff and Lossiemouth Sailing Clubs are also considering purchasing club 707s. We have attracted Universities and in March PEYC will be hosting a Scottish University team-racing event using both the club and the Marina 707s, bringing publicity to the club and much needed funds.

Apollo and Baltika have all the necessary safety equipment, including recently purchased lifejackets, to allow them to be raced in the Forth and are presently being fitted with engine brackets to their transoms in order to make the fitting of the outboard engines a little easier. New sails have just been purchased as the present Sobstad sails were suffering a little from over use!



Please, please take advantage of the boats. We have tried to make the booking out format as simple as possible. If you would like to become an accredited helm then full details are on the club website – just follow the 707 links. For those members not having full competency to become an accredited helm at present, training will be offered at the start of the new season.

(Photo courtesy of Nick Kirk)

New Safety Information Board

In 2010 we plan to install a new safety information board for promoting safety issues and initiatives. While the club subscribes to the view that safety is the prime responsibility of the skipper and his crew, the club recognises that it can also play an important role. The board will display:

- Planned safety courses;
- Safety inspection board which shows inspections carried out on club yachts;
- Safety Day details;
- Information on booking new club dummy;

Any further ideas contact any members of the committee

The Even Keel Project

Sailing is one of very few sports in which having a physical disability does not have to be a disadvantage. Through its adaptive sailing programme, The Even Keel Project will give both able bodied and the disabled, the opportunity to participate together in a sailing activity that would otherwise be normally outside their reach. The projects philosophy stems from the importance of accessibility, the idea of breaking down barriers and creating a fun and functional environment that will increase participation.

The Rogers designed Artemis 20 was designed and built to be accessible to all and can be sailed in a number of different formats, which are listed below, catering for almost any type of disability with the smallest of adjustments to the control mechanism. Apart from this the boat is otherwise unchanged meaning both disabled and able bodied sailors are competing on a level playing field. As well as being functional these boats are also very beautiful and therefore desirable to sail by all.

The Boat

The Artemis 20 is a stunning looking boat in a black GRP format which has been specifically designed with both able bodied and disabled sailors in mind. Designed around the America's Cup yacht lines the boat can be used for teaching, training, match racing, and fleet racing. The boat is highly competitive with its peers as well as being incredibly strong with a unique 15mm core hull. A requirement which normally only applies to larger yachts.

Seated Mode



The boat can be sailed in 'seated' or 'conventional' mode or a combination of the two. In seated mode, two canting seats are fitted onto fixed rails which allow the seats not only to heel over to either side but can be slid forward or aft to fit each sailors need. The mainsheet can be positioned anywhere along the boom so either crew or helm can control it.

Standard Mode

A simple conversion from seated to standard mode. The seats are slid off the rail and the steering mechanism changed to a standard tiller fitted to the rudder stock. A toe rail is fitted in the deck recess which allows the sailors to sit on the rail, however hiking is not allowed in the class rules. In this mode speeds of nearly 18 knots were recorded during the JP Morgan round the island race.



SIP-PUF Mode

The Sip-Puff system has been adapted for use within the marine industry, based on relays that are activated by a simple command of blowing or sucking into a combination of straws which control winch motors, tillers and navigation equipment. This can be easily fitted and is currently in use on Hilary Lister's own Artemis 20 'Me To'.

For further details the web site address is <http://www.theevenkeel.com/>

Ian Hards

FYCA Yacht Database and Handicaps

The FYCA Handicap Committee are looking at ways to improve the calculation of the handicaps on the Forth. The current database of yachts contains limited information about the configuration of each yacht. To enable the committee to take the next step forward we are requesting more detailed information about each yacht.

The Handicap Committee regularly assesses the performance of the yachts on the Forth and where appropriate will address any anomalies. Such analysis relies heavily on knowing the configuration of the yachts that are racing. Recently the committee agreed that it needed to gather more detailed information on the yachts currently in the database. This will allow us to identify, for example yachts which are of the same type but have different size sail plans or different keel arrangements.

To gather the extra information the FYCA Handicap Committee have introduced a new Handicap Application Form. This includes more information about the yacht such as the yachts basic dimensions and sail sizes. In order to bring the database up to date we are appealing to the yacht owners, including those already in the database to complete and return the latest Handicap Application Form.

Submission of the form does not mean that your current handicap will change. For most yachts this will be conformation of the current sailing configuration. Obviously as any anomalies appear, for example the extra information may show two previously identical yachts are different then the committee will look at the implications.

The new form may be downloaded from the FYCA website <http://www.fyca.org.uk> and click on the 'Reference Section'. From here the handicap form may be downloaded. Once it has been completed, it should be returned to the handicap committee by attaching it to an e-mail addressed to handicap@fyca.org.uk.

Changes to Yacht Racing courses 2010

Background

For the last 15 years or so, PEYC has used yacht courses with three rounds of generally reducing size to help OODs manage races with diminishing evening winds. The introduction of the 'achievable course length per hour' nomograms for the median handicaps in Div-1 and Div-2 fleets has helped inexperienced OODs select the right course length for any given tidal current and wind strength & direction conditions. This has worked well and we very rarely suffer races with zero finishers. Our advice to OODs has been to use the predicted achieved course length in the race time available to select a course based on the cumulative distance over three rounds.

Both from race records and intuitive observation, there has been a subtle shift in the prevailing wind direction at PE over the last two decades and we now see a higher prevalence of S to SW winds. Overall around 2/3 of our races go west and 1/3 east. A clear difficulty is arranging sensible beats in S-SW winds from marks east of the breakwater. Hence the later rounds in many of our existing courses turn into reaches, fetches or, at best, one sided beats in our prevailing south-westerly winds.

The purchase of Sea Witch as our committee boat has greatly improved the starting arrangements for yacht races, removing the inherent risks of a large fleet converging on the west breakwater very shortly after the start. Our decision to adopt committee boat starts for virtually all yacht races in 2010 will further improve the situation. For 2009 we had assumed that we could just use the breakwater starts, once mark W had been removed as a course mark and defined simply as the ODM. However the events of 8th Nov showed that we needed to revise the mark rounding requirements and should generate a fresh set of yacht courses based on CB starts only.

Course Policy

The Sailing Committee therefore decided that course length selection should be based on the cumulative distance of the first two rounds of any course, with the third round in reserve for wind strength increases after the race starts. Given that it's difficult to get sensible beats for S-SW winds on the 2nd & 3rd rounds after passing PE, the 1st rounds should be generally longer than current practice and, for stronger wind & lesser tide conditions, should incorporate one, two or even three beats before passing PE.

As a result, a set of new courses that apply specifically to Committee Boat starts have been produced. The courses are designed with a start area in the vicinity of either Mark E or Mark X and radiate out to provide a windward first beat for most wind directions with a subsequent beat before boats pass through the breakwater gate. For example, one of the new courses is as follows:

Start a d T f k y s y q y x y q y

This course is set for SW breezes and provides two good beats (start to a and f to s) before the fleet passes through the breakwater gate. In this case the first circuit is around 5.34 miles in length. Subsequent rounds have not been modified to any great extent as the fleet needs to be routed through the breakwater gate.

These courses will be trialled this year and reviewed at the end of the season

The Sailing Committee

The Continuing Adventures of Giselle

A Dark Isle

Mary and David aboard Giselle

Each island has its magic, from Marquesas to Tuamotus, from Tahiti to Samoa, but for us the islands in the northern group of Tonga hold the most magic. We arrived at Niuatoputapu, just after the tsunami, and there was devastation all around. When the earthquake struck, we were only 150 miles from the epicentre anchored off the north side of Savaii, (Western most island of Samoa). It had very little effect there. The tsunami that followed wiped out parts of Southern Upulu (Samoa) and the city of Pago Pago in American Samoa but we didn't notice any waves. We were lucky. So arriving in Niuatoputapu with food, big bags of rice and flour we were made very welcome. Helping to clear up, wash clothes, strip outboard engines to remove the salt and silt, build shower and toilet blocks, put up tents was received with lots of smiles and hugs.



The palangis (white visitors) were getting their sleeves rolled up and helping, and it was making a difference, someone from the outside world cared. They invited us to dinner, a banquet, with chaotic surroundings which felt surreal, you could not make up. Niuatoputapu will always hold a special magic for us.

A week in Tonga's Vavau group, a few days at the deserted Haapai group, and anchored in the middle of the Pacific at Minerva Reef completed the stops on route to New Zealand.

Oh and the sailing, well we had wind, lots of it at times, absolutely no wind other times and everything else in between. The sun shone most days, and we had some rain but it was always warm. The seas, from flat calm glassy seas to being in a cement mixer, expect everything and you are not disappointed.

And New Zealand, well we'll have to wait and see, but I know it is time to haul out, buy the rubber gloves and expect dust everywhere.

For a fuller account of our travels log onto www.roamingtheoceans.com

David and Mary Wilson

Winter Talks

This years winter Talks problem takes place on Wednesday evenings at the PEYC Clubhouse at 19:30.

Date	Title	Speaker
10th Feb	All you wanted to know about Sails – Q&A Session	Paul Austin, Hyde Sails
17th Feb	Porpoises, Dolphins and Whales in and around the Forth	Ian Cummings
24th Feb	Tides & Currents at Port Edgar	Jim Scott
3rd Mar	The Firth of Forth – Seeing beneath the Sea	Alan Stevenson, British Geological Survey
10th Mar	Ocean Youth Trust	Lorraine Toner, Ocean Youth Trust
17th Mar	Crewing	Duncan Small
24th Mar	Boat Whisperer - Sailing Coaching Tips (Entry price TBD)	Steve Cockerill
31st Mar	Club Race Officer Course / Racing Regulations	PEYC Race Officers
12th Apr (Monday)	Introduction to Dinghy Racing	Margaret Tait

For more information, contact [Leona Salmond](#) (07796 945 589).

Stop Press !! Stop Press !! Stop Press!!

Launching Ceremony for the new RIB

24th April 2010

Exciting news about the new RIB. We are officially launching our new Rescue Boat on the Safety Day on 24th April 2010. Further details will be communicated via the email list and web site nearer the date.