

the BEAMER

Port Edgar Yacht Club's Newsletter –

July 2017 Edition

JULY 2017



Hello, everyone!!

Welcome to the Summer 2017 edition of the Beamer.

As ever, we have a full and varied read - and what strikes me is that feedback from you, the readers, is being asked for by three of the contributors - so, having read the articles please do get back to the authors with your thoughts and suggestions.

Have a good summer,

Catherine

Featuring:

- *An interview with.....*
- *Commodore's update*
- *A club purchase.*
- *Course design.*
- *News from a racer turned live-aboard cruiser.*
- *Experience of one of the committee boat drivers.*
- *Up the Tay in a catamaran.*
- *The rudiments of sailing.*

Commodore's Update

Terry Kirchin

1. The Clubhouse

Who'd have thought the soap opera which is our new clubhouse would get wrapped up with Scottish Independence and Brexit? Well it has at least loosely. I'll explain.

At the start of the year (this year!), we were advised by the relevant Council employee that he had drafted a paper to go to the relevant Council Sub Committee and that he was recommending the Council agree to signing a long-term lease deal with us for the land on which we sit and the bit behind us (where the bungalow and air raid shelters sit). Splendid news. Moving ahead! Slowly ... but moving.

But then, aaaaargh, the local elections came along. No meetings till post that event. Then the result, and thanks to Scottish Independence, Brexit or whatever, Edinburgh didn't manage to elect a ruling party. So now we're into well publicised delays as the various parties do their courtship dance to agree what form the Council should take. Only after that can the subcommittee memberships be sorted. Of course, whilst this is going on, Tempus is Fugiting.

In summary (and barring the unforeseen), it looks like it should roll forward sometime soon. Based on past experience, however, you'd have to say that the rolling speed is akin to that of a Greenland glacier.

We'll keep working on it. If any of you out there have the magic touch and think you can help us expedite matters, please get in touch.

It's difficult to see beyond getting this deal done. Once we're confident it's set up, we'll all need to sit down and weigh our options regarding the form of the building. Better to do that when it's 'real'.

2. The new bridge

Back in the middle of last winter, your Main Committee took a decision not to run a club regatta this year. We agreed to 'hang loose' in order to invent some appropriate sailing activity as part of the official opening ceremony. I was in touch with the person charged with designing the thing. It was all going so well. Unfortunately, no one had told the bridge builders, so to speak. We now know, the

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opening date was kicked back to end August and the ceremony to who knows when. That side of it's gone eerily silent. On the bright side, this year East Coast Sailing Festival is taking place here on the Forth - at Granton on the 2nd, 3rd and 4th of September. One for the diary.

3. And anything else?

The 707 UK Championships was a major success – thanks to a massive and splendid effort on the part of a whole host of PEYC members. Twenty-six boats took part - a class record, I believe. Well run throughout by Paul and Margaret, it was won by Dara and crew (a PEYC boat). Interestingly, of the 26 boats, 17 of them had one or more PEYC sailor on board. Great sailing and great socials. Plus, it made a great profit which we now intend to use in large part, in conjunction with the local 707 folk, to help further promote sailing on the Forth. Work in progress.

We've seen hybrid courses come and go. Ditto Mark K for yachts. We've seen some nice 'nearly new' yachts arrive ... a Dehler 32 (Andrew), an Elan 320 (Geoff) and a J92S (Chic) plus a splendid king size cruiser in the form of Howard Dryden's Hallberg Rassey. Hot competition at around the 32' mark. Meanwhile some old favourites are doing well too. Hardslog, Shoki, Wild Horse, Hussy, Christina 2 are all featuring prominently in the yachts ... as is Elan in the Dinghy fleet.

So, with plenty going on and only half the season gone by, we've much to look forward to.

Terry.

My Yachty Yacht Karl Saville

I'd always told anyone who cared to ask, and probably a few that didn't, that I'd never buy a yacht. I've owned several dinghies and seen how much even they cost to berth and maintain, and anyway I've always had reasonable access to very nice, comfortable yachts courtesy of their hunger for crew. I saw the vast time and huge expense their skippers lavished on them and remained perfectly happy to leech off their hard work. So, what changed? Two things I suppose, - the fact that no matter how generous or accommodating your skipper is, the yacht is still his and never yours. And the second is just the adventure of the thing. It felt like time for a life change. So, I determined to go full retard on the boat thing, give up my flat, give up my job, and spend a year or two sailing single-handed around the country; and so I started looking for a suitable boat.

I don't imagine this is of universal interest but I needed a fairly roomy boat that I could reasonably handle alone. About 30 feet long say. I couldn't decide whether I preferred bilge or fin keel – I could imagine it being an advantage to be able to dry out in shallow rivers or creeks, but on the other hand I wasn't keen on the performance cost. I decided to keep an open mind and see what boats came along. It wasn't actually all that long before the ideal boat turned up courtesy of the Bosun's Locker – *Harmony*, a Hunter Legend 306. Fin keel, as it happened, though shallow enough to get



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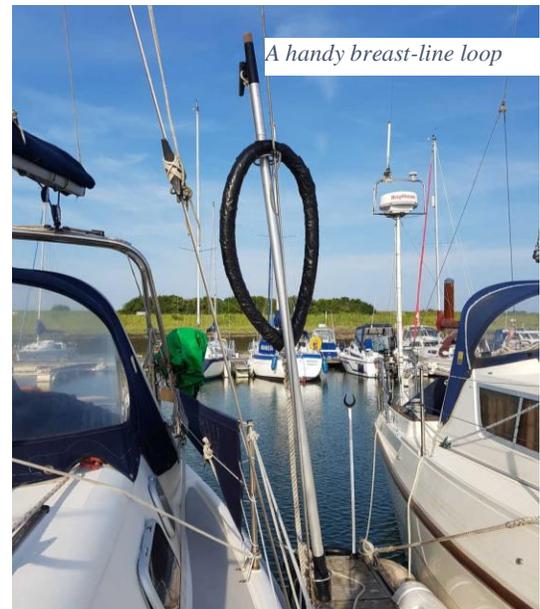
into most places, not too old, in good condition, well maintained, well equipped inside, lots of room and very comfortable for living aboard.

So my first real piece of advice: you absolutely must have a survey done. It really will pay for itself – there will be issues the survey uncovers that will allow enough of a price re-negotiation to recover the cost of the survey. And even if the survey convinces you not to buy the boat, that too is surely money well spent. In my case there were a couple of issues the survey raised that I did not immediately take care of but wished that I had. I was warned, for example, of an inadequate wooden cap on the diesel fuel tank that sure enough finally began to leak and had to be replaced, though not before it seeped diesel all over the rear cabin.

It's not long before you realise that buying the boat is only the very first item in a long, long list of (unsurprisingly expensive) things which you will also need to obtain. I was lucky enough to have already acquired quite a lot of gear from racing minimally equipped yachts like our club 707s (heroically maintained certainly, but minimally equipped). A pair of good binoculars, hand-bearing compass, anemometer, hand-held radio, headtorch, a tablet with a navigational app. And now in addition to your usual sailing clobber you'll also need a full set of tools, a comprehensive collection of spare parts, you'll have to replace all the flares, update the safety gear and the fire extinguishers and buy a set of (remarkably expensive) charts for everywhere you plan on sailing. And all of this before you lift your brand new shiny boat out of the water and begin a thorough winter maintenance cycle. As a virgin yacht owner, you will have NO IDEA how expensive antifouling paint is!



It takes surprisingly little paperwork to own a yacht – the RYA has a good web page with all the necessary details <http://www.rya.org.uk/knowledge-advice/boating-abroad/Pages/paperwork.aspx>. Although you don't NEED insurance, you'd be best advised to have some, not least because most marinas will require it before letting you moor there. It isn't compulsory to register the vessel to sail in the UK either, but it's essential if you plan on voyaging overseas so you can prove ownership and avoid having the boat impounded. Fortunately signing up to the Small Ships Registry is free and you can do it all online. You will need to license the ship's radio to yourself, even if it already has a licence. This will retain the existing call sign and MMSI number. Remember that you, or some other responsible person aboard will also need to be certified to operate the radio for example with an RYA Short Range Certificate. In addition, you can register your boat with the *Coastguard Voluntary Safety Identification Scheme (CG66)* so they have your yacht on file – I filled out the paperwork with the coastguard officer at Port Edgar.



So now all you need to do is figure out how to sail, and more particularly how to stop and park, the damn thing. Every boat has its foibles and peculiarities, how (or if) she steers in reverse, how much the prop kicks the boat to one side or another, how she sits on her lines, where you need to best position the fenders. If you're sailing solo like me you'll need to figure out how to tie the boat up alone. I've fixed up short breast lines on the mid cleat at each side with a loop at the end of them held open with a lot of duct tape and some bent coat hanger wire (half a plastic hoola hoop works too I've been told). As I come in to a pontoon finger I try to stop the boat, drop the loop over the end cleat and then gently drive the boat onto the breast line so she's held securely in forward drive while I get the remaining lines organised. It's all about the timing really. I've had plenty of practice at it now that I've almost got to London and

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believe me I'm still making some terrible messes of it. It's always embarrassing to end up with your boat blown sideways and jammed across the entire width of a marina lock while the harbour master pretends not to laugh at your incompetence (thank you Shotley Marina!).

Finally, some important things I've learned:

- Boat maintenance never ends. IT NEVER ENDS.
- Winter condensation is a serious problem, particularly onboard your well-packed live-aboard. You'll need a little electric heater to drive out all that moisture, and preferably a marina that doesn't charge for the current.
- It's useful to draw up a couple of ship's diagrams – one showing where all the hull fittings are and what they connect to (I made mine up while the boat was on land), and another showing where everything is stowed aboard. From safety equipment to spares and even food. Particularly the food, if you like your food as much as I do :)
- It's a good idea to practice pulling out the log/transducer from inside the boat while she's out of the water – BEFORE you first need to do it for real when the boat is at sea and the log has filled with barnacles and stopped working.

Happy Sailing!

Karl

Mucky boat bum??



The club has purchased a "hull cleaner" - a device for cleaning the hull, most necessary as most of us seem to be sitting in the mud these days! It is stored in the club workshop, those skippers who have used it say it is very good. Please please return it after use!

Driving Miss Faithful

John Taylor

Having come, in my thirties, relatively late to sailing, but having had an early introduction to racing where it was all shouting and confusion (others were shouting and I was confused), I was put off racing for life. Nevertheless, I have always liked to sail a boat as well as I could and have admired racers with their slick tacking and particularly their spinnaker handling.

When the club was looking for drivers for the committee boat "Faithful", I thought I could do that and get a close-up appreciation of the racing without the shouting and confusion.

Faithful is a grand wee stable boat with a propeller and loads of power, but no rudder, which means she can only be steered whilst being propelled. So, when parking, no gliding into its berth in neutral with a final burst of astern. Gentle power till the last minute, then a quick blast of astern seems the best approach.

As all the yacht (as opposed to dinghy) racers know, the crew of each yacht takes it in turns to run the race, i.e. be the race officers. This was a great opportunity for me to get to know racers and watch them in action. Running a yacht race is SO complicated, with three different yacht classes each with their own start time; various flags up & down accompanied by appropriate toots on the hooter. And every yacht is timed at every lap and must not be missed. Not a job for the faint hearted!!!

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Now some crews with a dominant skipper know exactly what they want to do: Where to place the buoy for the start line, how long, and at what angle the start line should be and which end of the start line they want me to put Faithful. Others, on the other hand, less used to being race officers, have a long discussion about all the above, and much more. So that's why it's called a committee boat! The situation is further complicated by various experts radioing up and giving advice. (You know who you are!) And skippers skimming past Faithful advising that the proposed start line would drive the yachts aground. (You know who YOU are!)

All great entertainment for me!

Dinghy races are less varied so far, as Margaret Tait knows exactly what she's doing. Faithful has no committee then! But Margaret has been amusing company and a great source of racing knowledge and excellent shortbread.

Faithful itself has had its issues, mainly its engine wouldn't start; not the best for a motor boat.

This is where John Howell, another Faithful driver, came to the fore. John is a retired marine engineer and seems to understand every aspect of boat engines, large or small. He soon ascertained that there was nothing wrong with the shore charging or the engine's charging. He found a fault in a small wire under Faithful's dashboard and beefed up the big wires at the battery. By good luck when John & I came to start the engine after a dinghy race, it again failed. Good luck, because we had both John and his test equipment on board. John H declared the batteries OK (their voltage did not drop significantly when trying to start) and that the fault was probably at the starter motor itself. And so it appears to be. Bosun's Locker fitted a new starter (on 5th July I think) and starting has been fine since then.

Maddeningly, Faithful steadfastly refused to start for the 707 National Races the week before that, and I believe Geoff Bowerman used his own new yacht as committee boat.

Excitement was provided after a yacht race one grey and murky evening. Faithful was half way home when we received a VHF call from John Murphy's "Erin" asking for a tow, as HIS engine wouldn't start. We returned, therefore, and hitched up to Erin's bow, which towered above us. I went gently ahead, got the rope taught and gave Faithful a few more beans. As I said at the beginning Faithful is powerful, and with a mere 2000 revs she pulled Erin against the tide at 4 knots over the ground. Thankfully, there were no big ships in the area to impede our progress.

I asked John M (too many Johns) what he would like me to do once inside the marina, and he asked to be towed to his own berth. Due to the strong flood tide, I had to go well east of the new bridge marker buoy to avoid getting the towrope round it, but arrived at PE uneventfully. John M then asked to be pulled at 2 knots towards his berth and he would cast off when he thought right. Even at idle, Faithful towed Erin at 2.1 knots and I thought that was close enough as I did not want to stop and start the propeller, which might twang the towrope. As soon as Erin cast off the tow, we quickly gathered in the rope to avoid the prop and watched John M in action. He gently (there was little wind) glided into his berth, but having no reverse, couldn't stop and had to gently glide out of it again. Across to "Angels (no apostrophe) Share" on the opposite pontoon, where Erin was tied up. Only momentarily, however, as John asked to be towed back to his berth. This we managed with much ahead and astern and fending off, but I don't think another vessel was even nudged by Faithful or Erin. We just got to the clubhouse before the bar closed.

John T.

Sunday Racing – A suggestion for 2018

Terry Kirchin, Commodore

The world seems to have moved on and left Sunday racing a little bit behind ... or are we missing something?

The numbers taking part in Sunday racing have drifted steadily downwards. They clearly have, both on the Forth and at Port Edgar. Wednesdays remains popular but Sundays - whether club or FIG races – are now supported by a handful of boats. And we are not alone. This seems to be the pattern across the country.

The conventional explanation is that as a society, we are busier than ever ... with more competing options than ever ... so finding time to sail on Sunday is, for many, a bridge too far (no pun intended).

Before rolling over and accepting that this is the new reality, I wonder if there's a conversation to be had within the club to test and maybe challenge this explanation. I have heard some good ideas as to what we might do to turn things around. As it happens, with one eye on **NEXT YEAR'S** programme, this is probably the right time of year to air those ideas. I know we can look to the Sailing Committee to take this forward but we can help them.

So, here are some suggestions to get the conversation started.

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From late May to mid-August, we run a 10.00 am Sunday morning race at Port Edgar. The race to end around 12.00 – 12.30.

Unless there's an exceptionally low tide, there'll always be a race.

The race will not be part of a series – every race will be a standalone.

One of the races will be the Double handed, one a two/three/four-person race (for 20'/30/40'+ boats).

All other races boats can be crewed up as the skippers wish. No allowance for white sail and the starts and finishes should be at the pier.

On each of these Sundays, there will be a BBQ as folk come off the water. We already own a sizeable gas BBQ which never gets used. The club should pay someone to do the cooking. Food should be sold at cost.

This way: -

- members know there's something on at the club every week
- we don't break the pattern by listing other clubs' regattas. Nowadays it seems that hardly anybody travels to other people's regattas etc. Support for other events gets in to our calendar by exception
- in the past, afternoon racing has always been marginally more popular. The possible issue with afternoon racing is that it drives a coach and horses through the day. Fine for those who can spare the time, not so good for those who are trying to tick a number of boxes over the course of the day
- if getting a full crew together is a problem, let's make a virtue of a necessity and do some short-handed sailing
- those folk needing to be away can shoot off, those wanting more sailing have a free afternoon ahead of them
- non-sailors/family can always call by around lunchtime and know there's someone about and food to be had.

So, there are some thoughts to kick off the debate. I'd be pleased to get some feedbackas would Geoff and the other members of the Sailing Committee.

Over to you!

Terry

Spotlight on.....Jock McDougall - sailor, PEYC

How did you get into sailing and how old were you?

Always amazed and entranced by ships – India and back by sea three times by the time I was five years old - they were as much a part of my life as were houses or homes.

In 1940, aged ten, I was shipped off to Canada (see Beamer March 2014 “War in the Atlantic”) and spent the next four years in Shelbourne, Nova Scotia. Shelbourne was a small town beside a huge natural harbour, with two shipyards building wooden Bluenose schooners and then Minesweepers (also made of wood) for locating magnetic mines.

Our summers were spent in or on the water. Someone gave me an old cut-down dory when I was twelve, a wooden boat needing endless scraping, caulking and painting which gave our gang the freedom of the harbour.

A few people had sailing dinghies – Snipe boats for the elite only! - and one occasionally got to crew, and found it much better than rowing a heavy old dinghy! Our efforts with poles and old cotton sheets never quite seemed to work.

Tell us about your most interesting sailing experience?

Flash forward to 1957 – I was a Surgeon Lieutenant in HMS Owen, a frigate surveying the Yemeni coast off South Arabia. At anchor lying a mile off a deserted shore, I went for a sail with Sir, in the ship's RNSA 14. We heard the crack-thump of a rifle shot from the shore towards us. “Are we going to be put off by that?” said Sir. “Yes, we are! Gybe-ho!” The last of the RN to come under fire under sail?!

Best music?

The Pipes on a hill, preferably distant.

Jock.

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Update on what the Sailing Committee is discussing these days

Geoff Bowerman, Rear Commodore, Sailing

I thought members might be interested in the hot sailing topics being discussed by the sailing committee at present.

- We are reviewing the prizes we give out at the annual prize giving evening. Some of our trophies are in very poor condition and we are considering alternatives.
- Mark “K” will no longer feature in any yacht courses (on safety grounds) and is to be replaced by mark “L”. Those people who have downloaded courses from the club website will need to amend any courses showing “K”. The mark will stay in position as it is used by the dinghies.
- Handicaps - There is some disquiet about the current handicap system used by the club and various options are being considered - no changes will be implemented without majority decisions from each division.
- Sunday racing – as mentioned by Terry in his introduction, turnouts this year have been very poor, again various ideas are being put forward, all for discussion and debate at the skippers' dinner later this year. Any ideas on a postcard please.

Please email me if you think we should be considering any other club sailing issues.

Best regards and great sailing,

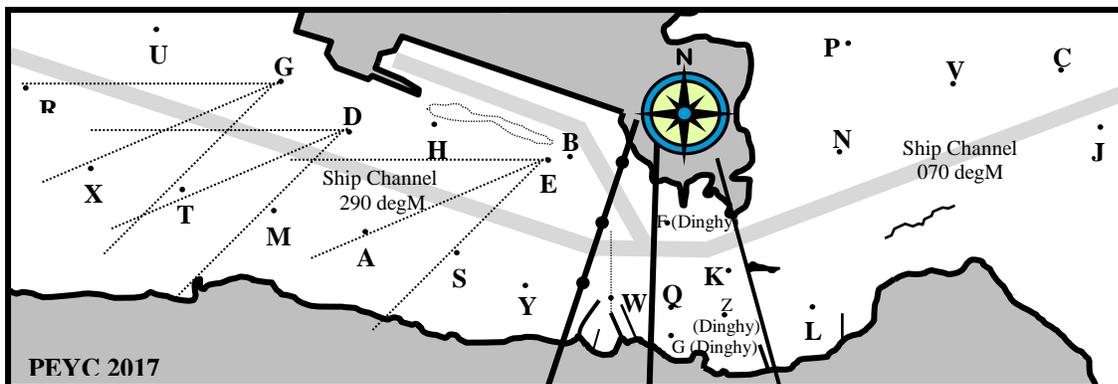
Geoff.

Yacht course design

Jim Scott, Sailing Secretary

Should PEYC change its style of ‘round the cans’ yacht courses? Well, before you suggest something different, let’s look at the requirements and how courses are currently designed.

Good racing needs courses with ‘true’ windward beats in steady breeze, and our prevailing wind is in the SW-W sector for about two-thirds of the time (Generally NE-E at other times). Although we do race east of Port Edgar, course designs are limited because tanker & cruise ship operations restrict where marks can be laid, while the bridge structures and high ground disturb westerly winds. Hence, we race more in the clearer air to the west, where the estuary runs WNW-ESE, thus windward legs in typical WSW winds have to cross it diagonally and are limited by the ~0.75 nm useable width. The range of yacht handicaps at PEYC is 150%, so the three Divisions need different course lengths to provide similar race durations. We could have just a few marks



for windward-leeward or Olympic courses and sail round & round them, but most crews don’t like that! The Club has, instead, laid marks along the north & south sides to provide multiple windward legs for the prevailing W, WSW, SW, E & ENE winds, aligned within +/-10 deg of the likely wind, that can be linked by reaches to provide longer courses. Races are managed from a single committee boat, so the start & finish lines must be common to all divisions. Mark E in the NE corner

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of the race area is used as the 'pivot point' for all courses, providing shorten course options and the final finish line. Mark E is the best start line location for the prevailing SW-W winds and close enough to Port Edgar for yachts to easily make a 19:00 start.

My design principle is that courses should be an achievable distance and have at least two rounds, with the second one half the length of the first to give the race officer a shorten course option if the wind drops. Each round should have one or more windward legs and whatever reaches & runs can be fitted into the remaining distance. The time limit on Wed evening 'day' races is restricted to 21:05, avoiding 'dying' winds in the later evening while providing up to 2-hours racing. The maximum course length for the Div-3 benchmark yacht of 1040 PY, racing for 1:55 in 20 kt of wind & no current, is about 10 nm. The practical limit for the smallest two round course using existing marks is about 4.5 nm. For each prevailing wind direction, I set length targets for five Div-3 courses from 10.0 to 4.5 nm, spaced to slightly skew the course list towards shorter distances to better cover lighter winds and adverse tide situations.

The benchmark handicaps for the three Divisions are 850, 930 & 1040 PY. Allowing for the extra time that Div-1 & Div-2 race compared to Div-3, because they start earlier, the course length ratios should be 1.33 & 1.17 relative to Div-3. Based on these ratios, the table below shows the target lengths for both the total and individual rounds for each division, assuming that Div-1 & Div-2 sail the same course but with an additional round for Div-1.

Target Course Lengths nm:

Div-3	Ratio:	1.00	Div-2	Ratio:	1.17	Div-1	Ratio:	1.33	
Total	Rd-1	Rd-2	Total	Rd-1	Rd-2	Total	Rd-1	Rd-2	Rd-3
10.0	6.7	3.3	11.7	7.8	3.8	13.3	7.8	3.8	1.6
8.2	5.5	2.7	9.6	6.4	3.2	10.9	6.4	3.2	1.3
6.7	4.5	2.2	7.8	5.3	2.6	8.9	5.3	2.6	1.1
5.5	3.7	1.8	6.4	4.3	2.1	7.3	4.3	2.1	0.9
4.5	3.0	1.5	5.3	3.5	1.7	6.0	3.5	1.7	0.7

The choice of race marks for each round is based on matching the target length as closely as possible. After selecting the first windward beat, alternative routes using the available marks are checked to find the round closest to the target length. I don't attempt to create legs that are specifically tight reaches, broad reaches or runs, but concentrate on getting the correct length. On longer rounds there may be two or more windward legs, linked by reaches, while the return to mark E can be either a series of reaches or a run. Another issue is that there must be no mark rounding clashes (i.e. rounding in both directions), both within any course or between divisions. Since the handicap difference between the benchmarks for Div-1 and Div-2 is only 9% (c.f. Div-3: 22%), they sail the same two rounds but with an additional windward-leeward third round for Div-1 to achieve its desired distance. As an insurance policy in case the wind picks up, every course includes an extra windward-leeward round to allow the race officer to extend the race.

Having designed the courses, which one should be selected? Div-3 yachts, because of their lower speed, are more affected by the strong tidal currents around Port Edgar. Hence course choice is always based on the distance achievable by the Div-3 1040 PY benchmark yacht in the wind and current conditions, while Div-1 & Div-2 sail their 'paired' course. If the wind strength is insufficient for Div-3 to complete the first round of the shortest course for the wind direction, tidal conditions and scheduled race duration, the Duty Sheet table shows 'n/a' to advise using a windward-leeward course for all divisions.

In summary, I have created matched sets of west area courses for three divisions and five prevailing wind directions that cover the majority of wind & tide situations and race durations. These 'paired' courses simplify the race officer's task and provide competitors with varied and challenging courses. Although I could safely claim to have more experience of course design around Port Edgar than most, I don't have a monopoly on ideas and would welcome any suggestions that might improve our racing.

Jim.

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“Edinburgh Boat Charters’ week on the Forth & Tay via Perth + “A close encounter with HMS Queen Elizabeth”

Colin Henderson

The following is an extract of a really interesting longer piece with plenty of photos, which Colin submitted. The full piece can be read by following this link -

https://docs.google.com/a/edinburghboatcharters.com/document/d/13bP_wjnlxrMHMV4ZX7n0i_KVwJISzYO2z800olzEO3U/edit?usp=drive_web

“As is often the case, this trip started out as something else. I had planned to take the CAT through the Caledonian canal as a reconnaissance trip for future customer sailing holidays and my wife was scheduled to join me for the transit.

However, the long-term weather forecast wasn't looking promising, so I decided to explore the Tay instead for the same purpose.



Day 1 - Quick solo trip to Anstruther:

13:30 After a last-minute sail repair (thanks Chic Medley at the Sail Doctor), I made it out of Port Edgar and headed for Anstruther.

I sailed under the bridges and past the inner islands at 7 knots with a favourable warm wind. There is so much to see on this section of the Forth including the three bridges, Inchgarvie, Inchcolm, Inchmickery and Inchkeith islands with Edinburgh on the South shore and small villages like Aberdour on the North.”



Colin continues to describe his voyage around Fife Ness and all the way up to Perth Harbour. Note the blue skies!



Seen in an aircraft museum



An interesting item seen in a small aircraft museum – part of a dinghy used by aircrew who had to ditch in the sea during WW2. A complete course on how to sail the dinghy, written on the sail itself.

Maybe an idea for when you get your next spinnaker?

Articles wanted!! An exciting opportunity to get your name in print!!

There have been a number of request for topics to be covered. Can anyone with inside knowledge (or who is able to research) provide copy for either of the following two subjects:

- To continue to investigate the history of the club and the clubhouse. Articles can include photos/pictures.

An interesting history of the early years can be found at <https://www.peyc.org.uk/wp-content/uploads/A-History-of-Port-Edgar-Yacht-Club.pdf>

- To continue to investigate the origins and histories of the trophies and awards presented by the club. Club member Brian McCombe wrote a very interesting piece about the Ogston Trophy, the Chattan Sternchase Trophy, the Admiralty Cup and the Drambuie Cup in the last Beamer. But there are plenty more trophies to provide interesting reading!!

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As ever, thank you to our contributors for this edition.

If anyone would like to submit an article for future editions, or has an idea for an article, then do please contact me at any time on catherine_bryant@yahoo.com

And if you would like more information about the club or its activities visit the website www.peyc.org.uk or e-mail peycwelcome@gmail.com