



FORTH CRUISING CLUB

December 2005



www.forthcruisingclub.org

27

09/12/2005

NEWS !

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WINTER PROGRAMME

The details of the winter programme are still to be finalised but the general plan is to have the bar open on the first Saturday of the month (not January) starting the evening off with some sort of event, eg slide show. Also it is hoped to arrange some midweek evenings (which will not run on too late) of a more educational nature eg navigation practice/regulations. Details will be circulated as soon as dates are known. Hopefully this arrangement will maximise attendance and is in line with the responses to the member questionnaire.

CHANGE TO COMBINATION LOCK

To maintain security the combination for the clubhouse and shed doors is to be changed as it has now been in use for some time. The intention is to change to the new number at Christmas. (Providing the instructions can be found...and understood!) When it is changed a note will be posted saying so. Until that appears, continue to use the existing number.

The new combination will be:

INFLATABLES

We hope to be doing a major rearrangement in the basement (shed) as part of the work programme this winter, which will include moving and improving the dinghy racking. Please remove your inflatable if it is still there (which it shouldn't be during the off-season – as much for its own good as anything). Any left will be deflated and piled in a corner, at the owners risk.

While on the subject we might as well remind once again that anything left in the shed must be named. Otherwise it is likely to be disposed of. We do not want to return to having a large amount of unidentified junk building up and taking up valuable space.

Boats
spectating
the gala day
raft race in
the summer.



CRUISING LOG COMPETITION

As mentioned in the last issue the award of the prize for this has been put back until the Commodore's party in the Spring, in order to give the dark winter nights for stories to be written. We would really like a good number of entries this year, so please submit something if you had a trip (short or long) which was exciting/funny/adventurous/anything else. Remember the prize is for the write-up, not the voyage. Entries must be submitted to the secretary by 1st March.

E-MAIL

To supplement the normal mailings sent out to members we now regularly send e-mails. As well as being an alternative means of communication for some items, these can also be such things as reminders of imminent events, last minute alterations or even a quick way of canvassing opinion. If you have e-mail access but do not receive anything from the club then it will be because you have not supplied an address. If you wish to take advantage of this then notify the secretary at hoyes@madasafish.com Besides helping keep admin costs down, this would also be welcomed by his mailroom staff.

Viking longship
pictured passing
Inchcolm



Rear Commodore Piers & Moorings

The closed sailing season is the starting gun for us all to lend a hand to improve the Club's (your) facilities. Now the boats are all winterised and everyone is at a loose end we have work parties on Sunday mornings - 1000 till 1230 - to which anyone wishing to lend a hand is more than welcome to attend. Normally just an abundance of energy and a pair of wellies and gloves are the prerequisites for our get together. The Club supplies the material bits and pieces and the tools.

As mentioned at the AGM, jobs for this winter - and we're not short of suggestions funnily enough (just the effort) - could involve:-

- Setting up for our remaining 3 ladders and 2 sets of handrails
- Adding our new non slip matting to the pontoons
- Adding 6 further mooring eyes to the pier edge
- Painting the davits
- Clearing stones from edge of harbour
- Possibly lifting large coping stones on to pier at pier end
- Replacing the dolphin pole with a 'south cardinal' pole
- Replacing pole at southern end of east rocks with a 'stbd hand'
- Repairing the pier
- Painting electrical bollard at foot of garden

....to name but a few!!

I am currently in the difficult process of the mooring allocation and fitting all those boats desiring a space in the harbour next season - and the boats get bigger every year. Some inevitable moves I fear!

There are still a number of mooring and pick up buoys left floating aimlessly in the harbour. Chain wears enough during the sailing season without needlessly going up and down all winter. To save wear detach the buoy and push the chain into the mud - it comes out clean next season.

In case its not mentioned elsewhere could all owners of inflatables please remove them from the Club store as I will be organising new racking. This will be fabricated on site and involve welding - not good for rubber!!

If we have another storm like our recent one then its advisable to at least check if your boat is ok. I retightened the supports on at least 4 fin boats some of which were up to an INCH away from the hull. Beware!!

A final word on rattling rigging for all those with masts up. Please take ALL halyards away from the mast and tie them elsewhere. This will prevent the incessant clatter on windy days (and complaints from the neighbours). Pulling them aside with elastics is not sufficient.

Hope to see you all at the work parties or just mucking about on boats.

Phil Whetton Tel. 01383 872691 (phil.whetton@btinternet.com)

Port Edgar Update

Port Edgar marina has been given the go-ahead for a £13 million refurbishment. The harbour will be dredged, the breakwater extended and there will be more berths, new marine-business units, and access roads, car parking and boat storage facilities.

Some useful websites to check-out !

www.sea.visitscotland.com
www.sailscotland.co.uk
www.port.nmm.ac.uk
www.forthports.co.uk
www.boatjumbleassociation.co.uk
www.thegreenblue.org.uk
www.volvooceanrace.org

Cruising Convener

Well my trusty leather bound Ships Log was completed and mort by June 2005 to the extent of even writing on the inside back cover. Documentation of the remaining years cruising was assigned to a Co-op A4 notebook, not quite the same, hence lots of gaps saved to memory.

Anstruther was on the agenda for 25th June of which I have no recollection, which means either “we” didn’t go or the event has been commissioned to the black hole!

Burntisland “muster” was cancelled by the powers at be who over see Forth regattas.

Crammond was set for 10 July, which was an excuse for a motorbike run to recci, the Almond boulders at low tide. Surprise, surprise, they are all still there as last year, lurking along the river wall for the unsuspecting. Their positions were pinpointed again and good drying out areas noted. As it turned out FYNE TYME and LOUISE ignored the wall and took up the kind offer from CBC of lying on a free trot (Phil always brings his tender). Four other FCC members for a fair feast joined us that night at the Crammond Inn.

The planned cruise to **Aberdour** in August turned into an over night stop at PE returning bright and early Sunday morning to catch the end of the ebb tide.

Anstruther Muster - So it’s the end of August and time for the. Foul weather was forecast well in advance for the Sunday but this did not deter a good turn out of in excess of 120 boats. LOUISE and SULIE left about the same time on Friday morning (albeit I never saw Dan again that day) and had a brisk sail up in a good NE breeze. YVANA arrived on Saturday and an excellent impromptu club dinner took place at Dreel Inn. Sometime later John decided not to wait around and Yvana disappeared into the dark. Sulie left early on Sunday for the return journey, Louise didn’t. We stayed and watched the Lifeboat working in strong winds!! Returning with a lovely sail home on Tuesday.

I went on my hols in September (sailing in warm water) and it appears did not miss much on the cruising front.

Blackness, closing cruise on the 2nd October was a brisk affair with CORDELLE, FYNE TYME, SKYDANCER and LOUISE reaching various distances across the river to Blackness before returning to the shelter of Brucehaven for a warming “sun downer”.

The names, places and incidents in this account are not a product of the authors imagination. Any person omitted, living or dead, is entirely non coincidental and is only as a result of bad memory.

Ionian Flotilla. The McAlpine’s, Paterson’s and Bellini’s booked three Moody 31 SL’s in the Ionian during September. The boats were based at Nidri on Lefkas and offered sheer luxury for a crew of skipper and 1st mate. The two-week flotilla took in the larger islands of Kastos, Cephalonia, Ithika, Meganisi and countless other small idyllic islets where a swim before lunch became the norm. The islands are a cruising paradise with many excellent anchorages in bays with clear blue water great for snorkeling.

The Ionian Regatta took place when we were there and we entered one boat, which came in 80th out of over 150 entries. The start was hectic as was the post race celebrations at Sivota, which went on into the wee small hours. The trip was a fantastic experience clocking up about 160nm of memories.



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(willmcalpine1952@aol.com)

Editor’s note:

I am keen to get newsletter contributions from everyone. Please contact me if you would like to input to the next edition. I also require photographs. Thanks to Ken Belinni for photographs in this newsletter.

Gavin Carter Tel: 01383 873077 Email: smugglerofrhu@tiscali.co.uk

Vice Commodore

Race results for 2005 season:

Rae Trophy : Meggie—Gordon Bell

Everett Trophy : Panache—Helen Crossley

Driftwood Trophy : Fin keel: Katie Mor—Jim Simpson ; Bilge keel: Fyne Thyme—Phil Whetton

Regatta Pa Billings Trophy : Fin keel : Katie Mor-Jim Simpson ; Bilge keel : Panache—Helen Crossley

Masson Trophy : Katie Mor—Jim Simpson

No competitors entered for the Ladies Race.

Jim Simpson Tel. 01383 872758



Photos from a very successful and enjoyable Dinner Dance at the Elgin Hotel on the 19th November

Welcome return....

To Sean Cunningham and his newly acquired Westery Centaur 'Forth Centaur' which may to the untrained eye appear as just another Centaur. However 'Forth Centaur' is one of only 20 Centaurs built that were rigged as ketches (over 2,400+ Centaurs built overall). The boat has been in the Forth area (mainly at Elie) since new and may well be known to some of our cruising members. Sean say's "I'm very much looking forward to getting back on the water next year and joining in the events. I'm also very pleased that my friend John Dougal will be able to get back on the water on a regular basis."

We wish Sean all the best for his return to the Forth and the 2006 season and beyond!

LEITH YACHTING MARINA

Plans to go ahead with a £50 million development in the heart of Leith's docklands have been unveiled.

George Wimpey City hopes to start work early in 2007 on the development, some of which will 16-storeys tall. A huge extension to the Shore is also planned, to include waterside cafes and restaurants, visitor attractions, parks and schools. The flats are part of an overall vision to develop a new public park bigger than Princes Street Gardens, a 230-berth yachting marina, a major new concert arena, an international class contemporary art gallery, a luxury hotel and a major cruise liner terminal.

LADDERS

Despite the announcement in the last newsletter, there are a number of boats on the pier with ladders sitting under them. This is not allowed - keep them in the shed (labelled with your/boat name). A padlock and chain is not secure and once a ladder is liberated it gives access to all boats on the pier. Any left out after publication of this newsletter are at risk of forceable removal indoors. This will be done in a friendly way, cutting the chain not the padlock. On one hand there is a clamour for greater security to be provided and on the other even simple precautions are not taken!

Welcome!

We have had a number of new members recently. So a warm welcome to the club to:

Paul Nicholas - Muckhart (Westerly Centaur, Comma)
 Geoff Bowler - Edinburgh (Westerly Centaur, Comma)
 Steven White - Rosyth (Colvic 26, Jessie M)
 George Scrivener - Dunfermline (Wildfire dinghy, Dortema)
 Paul Cleghorn - Alloa (Trident 24, Roanna)
 John Sutherland - East Whitburn



And a warm welcome to our youngest and cutest member— Ian Harris, crew member for Armagnac and source of endless sleepless nights for John and Mandy. Pictured in Oct, hence the pumpkin outfit!

MEMBERSHIP STATISTICS

15 in No: A1 members (Family members - no boat)
 56 in No: A2 members (Family members - boat owners)
 3 in No: C members (Associate members)
 7 in No: D1 members (Hon members)
 1 in No: D2 members (Hon members - boat owners)
 2 in No: E members (Corporate members)
 Total of 84 members and total of 56 boats

15 new members over the course of the year and three formal resignations

A close shave for ?

**A Tender Behind?**

I have been giving some thought to how we moor our boats and, more specifically, our tenders. It seems that almost all boat owners who use Brucehaven harbour have adopted the practice of fixing their tenders to one or other of their **aft** moorings before casting off. This practice seems to me at the least short-sighted if not even rather selfish! By using this method sailors are actually taking up more space in the already crowded harbour when they are **off** their mooring than when they are on it.

Tenders moored to an after mooring line, acting under the effects of windage from any direction except due North, will exert some tension on the "link line" between forward & after mooring warps and thereby raising the link line from the harbour floor. This creates a potential prop' fouling hazard to any vessel foolhardy enough to attempt to pass between the tender and the vacant mooring buoy. The increasing popularity of inflatable tenders, which suffer even more from the effects of windage, aggravates the situation even more. The resultant "no-go" area left by a skipper leaving his/her tender moored thus on an empty mooring can be almost twice the length he/she occupies when the boat is moored!

I think that skippers mooring a tender to their aft mooring are also complicating life for themselves. On many occasions when wind direction and strength are less than ideal I have seen skippers adopt all sorts of strange contortions and last minute manoeuvres to avoid their own tender which is blocking their ideal line of approach to their mooring buoy. The difficulties caused by a tender sheering around on your intended track to your mooring must surely outweigh any advantage of the tender giving you a "second bite at the cherry" if you miss your mooring on the first pass.

Would it not therefore be more sensible to moor one's tender to the forward mooring warp. The obvious advantage is that less space is taken by the tender and, if the tender's painter is made off short, the weight of the forward mooring will limit it's tendency to swing around.

For some time now I have been attaching my tender to my forward mooring and I even place my mooring buoy inside my tender. I find that this method works very well and returning to my mooring is made even easier because I can make a straightforward approach upwind from almost any direction and I am aiming for a large single target. I can also see this target clearly from the cockpit, unlike a small mooring buoy which always disappears from the helmsman's view during the last few crucial yards of any approach (and it's easy to catch!).

I realise that this is probably a waste of time, electricity and ink because, amongst us sailors, common sense has never outweighed "but we've always done it this way" though perhaps it will give some food for thought!!!

Yours with more hope than anticipation

Davy Paterson, (Bantiki)