



# FORTH CRUISING CLUB

March 2002

Issue 20  
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[www.forthcruisingclub.org](http://www.forthcruisingclub.org)

## NEWS !

### CLUBHOUSE LOCKS

The combination on the lock on the clubhouse and the shed will be changed after crane-in. The new number is XXXXX. The padlock will remain the same as the current number.

### CRANE DATES

Crane-in is on 5<sup>th</sup> April, with a 9 am start (HW 18.04)  
Cost will be the same as last year: boat £15, mast £10.  
Crane-out is on 25<sup>th</sup> October.

### SPRING GENERAL MEETING

The Spring General Meeting will take place on 27<sup>th</sup> March.  
Details should be included with this newsletter.

### FORTH PILOT HANDBOOK UPDATES

There are new amendments and corrections to the Forth Pilot Handbook dated December 2002. An additional Chapter (11) for the Carron River Entrance to the Forth & Clyde canal has also been issued.

Copies can be downloaded from the FYCA web site at [www.fyca.org.uk](http://www.fyca.org.uk).

### CLUB HANDBOOK

It is intended to have the new insert sections for the handbook ready in time to be issued to those who are around at crane-in. (Those not collected will be posted).

### BEWARE IF CRUISING

*Inchkeith*: It has been reported that it is no longer safe to dry out alongside the pier, and even tying alongside should be done with caution as there is debris (collapsed railing etc) in the water.  
*Cramond*: Drying out against the wall can be difficult in places because of boulders. It's better, if possible to get permission to raft up beside CBC boats.

### BEACH CLEAN

The annual beach clean organised by the Community Council is to take place on the morning of 29th March. The more volunteers who help the better and easier it is.

### LABEL IT

Please remember that any equipment, dinghies etc left anywhere on club premises must be clearly marked with the name of the owner/boat – for your security as much as our control.



### Forthcoming Events for your Diary

|                                   |                  |
|-----------------------------------|------------------|
| Race Evening                      | 19th March       |
| Spring General Meeting            | 27th March       |
| Beach Clean                       | 29th March       |
| Crane In                          | 5th April        |
| 'Shake out' cruise to             |                  |
| Bo'ness                           | 20th April       |
| Rae Trophy                        | 26th April       |
| Blackness Cruise                  | 27th April       |
| Driftwood Trophy                  | 17th May         |
| International Festival of the Sea | 23rd-26th May    |
| Tancred Series 1                  | 31st May         |
| West Forth Regatta                | 14th & 15th June |
| FCC Regatta                       | 12th & 13th July |
| Note ;                            |                  |
| Crane Out                         | 25th October     |

## FOR SALE

### CLUB RESCUE BOAT

Dell Quay Dory Sportsman 13'  
30hp Johnston outboard motor on a robust launching/recovery trolley (built 2002 & suitable for conversion to road trailer)  
£1500 ono If interested, contact a Committee Member

## FOR SALE

## FOR SALE

### LEISURE 17

c.1980. New 5hp outboard.  
Sail w/drobe, anchor other extras.  
£1300 ono.  
Andrew Griffiths tel 01383 872305

## FOR SALE



## Vice Commodore's Report

I am pleased to report that a complete inventory has been made of the Club's trophies and I have changed the lock on the trophy display cabinet so that the cabinet is now secure. I have noticed, however, that the dinghy quaih is missing and a similar quaih relating to a Police Curling Event in 1991 would appear to have been returned by mistake. Should you have the proper sailing trophy could you please return it to me as soon as possible.

The two racing evenings held on the 16<sup>th</sup> and 30<sup>th</sup> January were well-attended overall, with some souls even attending both sessions! My thanks to all of you who made the effort, with a special vote of thanks to Austen Gourdie for providing the free refreshments. If half the number of those who attended these evenings actually race their boats we should have relatively healthy fleets for races.

It is my intention to run one more race evening in order to cover the subjects of Officer of the Day duties and elementary racing rules, which will encompass Rights of Way in general. This may also be of some interest to those of you who potter or cruise. This meeting will be held on **Wednesday 19<sup>th</sup> March 2003 at 1930hrs** in the Clubhouse.

I have installed a notice board in the clubhouse and this will be used to publicise and communicate racing matters exclusively. Please refer to the notice board during the season as some previously publicised events may be altered at short notice and unpublished races may be added to the programme.

I would also be grateful if members would use the notice board to attach any comments or observations they wish to make about racing. Please also consider using the new facility provided on the Club's own website.

I am also adding to the list of volunteer Officers of the Day (OOD) and shall be pleased to receive your name as a volunteer. I don't think it can be considered too onerous a task to start one race during the whole year.

The racing programme for this season sees the retention of the traditional, one off trophy races but with the addition of an evening novelty sternchase, a single-handed race and a new type of series/match racing event. The majority of race days have been deliberately set to avoid club cruises so that active members can enjoy supporting both without having to choose to participate in only one.



The Tancred Series, where FCC races against Blackness Boat Club, (BBC) has been reduced to just two events. This reflects the dwindling interest shown by Limekilns members. If support picks up, the event can be extended once again to a four or six series at some future point.

The brand new series/match racing event—yet to be named, will be run over the length of the season. Depending upon the numbers of members electing to participate the format will generally be as follows:

- a) Any number of boats elects to join in.
- b) Only two boats will race each other; initially those of similar size and handicap will be drawn against each other.
- c) During the various stages of the series, races will be a mixture of knockout, best of 3 to best of 5.
- d) If few boats enter, there will be a 'round robin' introduction.
- e) Eventually, boats will progress to quarter final, semi-final stage with a grand final culminating in the award of a brand new trophy, still to be purchased.

The beauty, (I hope it is viewed as such) is that those with large boats can forage for crew members from any of those members who are not racing on the day. Those who have less experience of racing or are new to sailing and racing can ask experienced crew to join them. As there will only be two boats racing, there will be no intimidating "stampede" at the start line and skills can be honed under a match racing atmosphere. You can keep as close or as far apart from the other competitor as you like.

Perhaps the most attractive aspect of this event is that you can choose to be as flexible as you like (within reason) as to when you choose to race. You may even be able to pick the optimum weather conditions that suit your boat. Within certain parameters, participants can choose the most suitable time/day to race, as long as both participants agree to complete their race before an expiry period. This will suit those members who do not work, as racing does not need to be confined to weekends only. OOD's may be available to manage races but at worst, the two can agree to times and course and start themselves, noting their finishing times. I shall be grateful, therefore, if those of you who believe this particular event might be interesting (and exciting), please add your name to the list which will be pinned to the notice board in the near future. Thereafter, keep an eye on the notice board for further instructions and details about your pairings. It is important to note that any number of pairings can race on the same day or at approximately the same time.

The full racing programme will be issued as an appendix to your club handbook, probably on launch day. As a preview, here are some important dates for your diary;

- Sat 26<sup>th</sup> April- Rae Trophy. (Open to all FCC sailing boats )
- Sat 17<sup>th</sup> May- Driftwood Trophy. (Open event, fin and bilge)
- Sat 31<sup>st</sup> May- Tancred Series 1 (BBC v FCC @ Limekilns)
- Sat/Sun – 14<sup>th</sup> & 15<sup>th</sup> June. West Forth Regatta
- Sat/Sun – 12<sup>th</sup> & 13<sup>th</sup> July. FCC Regatta.

## Vice Commodore continued..

### NOTICE TO ALL CURRENT TROPHY HOLDERS.

I thought that it might be a good idea if, when a race is scheduled, the trophy could be brought to the club for the day. The race would be run and the trophy could be on display in the starter's box and in the clubhouse. Thereafter, the winner of the race could be presented with the trophy they had just won. They would not keep it, of course, as the trophy would be returned that day to the current holder.

To facilitate this plan, I will need to contact the trophy holder to arrange to collect and return the trophy in question. Please, therefore, expect my call during the season.

#### Historical Note

**Rae Trophy Race.** This race is traditionally the first race of the season, and so it remains. All club boats, dinghies and cruisers are eligible to enter. Some years ago even windsurfing boards had the temerity to enter. In recent years mainly cruisers have taken part. I would, therefore, welcome the participation of dinghies. The course is a standard one, simply comprising two or three circuits of the various buoys around our stretch of the Forth. The Trophy itself, a Claret Jug with inscribed scrolling, was given to the club by Willie Rae who was a Limekilns resident and Club member. Although the jug has seen some wear and tear this is still a very attractive trophy. There will be runners up trophies this year.

**Caledonia Trophy.** This trophy of a ship's crest was made by and presented to the club by the Artificer Apprentices of the shore based training establishment at Rosyth, HMS Caledonia. The event was first competed for by two Albacore dinghies, which raced each other (and accompanied each other) from Limekilns to North Berwick and back in the fastest time. As the more sober members of the time decided that it was too risky for dinghies to travel such a vast distance, without backup facilities, it was decided to allow only cruisers to race for the trophy and this had been the case up until about 2000. Another review of the course determined that as North Berwick proved to be a difficult landfall the destination should be changed to Anstruther. It had been hoped that the changed destination would encourage more boats to enter this race but unfortunately none has attempted this race since the change was introduced.

The rules are simple, leave Limekilns whenever you wish, have a responsible and upstanding member of the community log your start time, proceed to Anstruther, land and have the Harbourmaster, a policeman or responsible person log your arrival time and return time and head for home. On arrival at Limekilns obtain the finish time by that responsible person and submit your timesheet to me. The winner is the person who records the quickest time there and back during the season. Any number of attempts permitted, lone boats or convoys allowed. Racing there and back with hardly a chance to catch your breath or as part of a cruise also qualifies. Please see me for further details if you wish to have a go.

**Peter G Gargett.** Tel. 01592 840 553

## FCC Website

Here are some frequently asked questions about :  
[www.forthcruisingclub.org](http://www.forthcruisingclub.org)

### Q. What is in it ?

*The website contains:*

- a home page with general info,
- Club background incl. Rules
- The Committee
- Membership info. (application forms etc.)
- Sailing calendars
- Gallery (club photos)
- For Sale/Wanted/Hire page
- Forum (debate issues outwith AGM's !)
- Links to other useful sites
- Racing info.

### Q. What can I use it for ?

*Ways you can use the site include:*

*Single source for sailing info e.g. club rules etc*  
*Advertising for sale / wanted boats & equipment*  
*Ask for help to resolve a problem on the discussion forum*  
*Publish a favourite boat photo on the gallery*

### Q. How much does it cost the club ?

*Nothing !*

### Q. What is planned ?

*Tidal information*  
*Instant sailing news service*  
*Instant inshore weather forecasts*  
*Newsletters—past & current*

### Q. Who knows about the website ?

*Club members*  
*It's listed on the FYA and RYA websites.*  
*It's not registered with the search engines yet—so please remember to use the web address directly.*

### Q. How do I get something onto the site?

*Contact me by email or telephone.*

**Gavin Carter** Tel. 01383-873077  
**Email:** [smugglerofrhu@tiscali.co.uk](mailto:smugglerofrhu@tiscali.co.uk)



## Rear Commodore Piers & Moorings Report

Now that the sailing season is quickly approaching, those of you who have applied for a mooring in Brucehaven Harbour will be desperate to know your fate. I've tried to accommodate individual requests but there will always be 'winners' and 'losers'. Hopefully most will be 'winners'. No appeals please!! A copy of the mooring allocation list has been included with this newsletter for those concerned. A copy is also on the Club notice board.

Anyone new to the harbour and not sure how to lay chains, or where their allocation is, etc, please get in touch with me. Info on ground tackle is also in the Club Handbook. Remember, it is the owners responsibility to ensure the mooring gear conforms to the Club rules, especially its attachment to the sinkers. **Please check it.** Another small but important reminder is to have (at least) the forward stops protected from chafe by plastic tubing.

Sunday morning work parties are still ongoing for those who can make it. Jobs still in hand are:

- The garden path
- Installation of 2 power boxes. Cables and boxes are fitted apart from final connections. Any volunteers?
- Front 2 rows of sinkers of the rear block of moorings are to be moved forward a little to give more space.
- The harbour to be cleared of bricks etc. beside the wall.

- Poles to be added/replaced down the east side of harbour to define the rock line. Does anyone have spare scaffolding poles?

Water is now available at the 2 new taps. These are currently isolated to avoid being 'accidentally' left on. To operate, set the screwdriver slot in the ball valve below the tap to the vertical position. Please isolate after use and leave the tap turned half on to protect it from frost. The master isolating stopcock is next to the anchor. The tap has the standard thread for hoses.

The list of all boat owners and contact numbers will be placed on the notice board shortly.

**Phil Whetton Tel. 01383-872691**



## Cruising Convener's Report

Albeit there is a formal cruising programme (list of intentions to sail the Forth) as has happened in past years a number of informal expeditions "happen" during the sailing year. These "sails" are sometimes adhoc or a last minute phone round. Any member of the club who fancies a particular cruise or is interested to extend the formal cruising programme, please let me let me know.

**Willie McAlpine Tel. 01259-760934**



### Editor's note:

I am keen to get newsletter contributions from all club members, not just the committee. Please contact me if you would like to input to the next edition.

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Email: [smugglerofrhu@tiscali.co.uk](mailto:smugglerofrhu@tiscali.co.uk)

### What is SOLAS ?

This is short for the International Convention for the Saving of Life at Sea. New legal regulations under this came into force recently and for the first time affect small pleasure craft - i.e. YOU. We have obtained copies of leaflets about this for you and they are enclosed with this newsletter. Please read them. The Life Saving Signals leaflet must be carried on all craft so put it on board straight away.

### DOCKING WITH ELECTROMAGNETS (but not at FCC yet!)

Future ships may glide into port with electromagnetic docking systems, eliminating heavy ropes and chains--and much hard work. An experimental system in the Dutch port of Rotterdam will test how well a series of magnets built into the quay can moor giant cargo ships. If it works, the system could save an estimated 40 minutes in average turnaround time and \$5 million a year in labour costs, according to a story in NEW SCIENTIST.

Magnets pose special problems because they could damage sensitive cargo or onboard equipment, such as computers, or even prevent the removal of steel freight containers from the hold. But the electromagnetic system devised by researchers at Delft University of Technology generates a magnetic field that does not penetrate too far into the ship. Another potential problem is that the electromagnetic fields require a lot of electricity and may be prone to power failures. To play it safe, generators--and mooring ropes--will be on standby. *SOURCE: NEW SCIENTIST (18 January 2003),*