



FORTH CRUISING CLUB

October 2006

www.forthcruisingclub.org

28

04/10/2006

NEWS !

NEWS !

NEWS !

NEWS !

NEWS !

Crane Out - Oct 14/15

The bad news is it is an early tide this year, but the good news is it is a small one so should last a bit longer. Start time on Saturday is 07.30am and Sunday 08.00am. Details of which boats are which day will be on the notice board and will be emailed out to those we have email addresses for. With the deposit already paid the fees to be paid on the day is £15 per boat and £20 for a mast.



We need volunteers to take a turn on a rota for manning the galley and bar over the weekend. If you can help please contact Roger rogerfcc@zetnet.co.uk or 01383 872492

AGM - Oct 26

For details see enclosed sheet. They may be boring but are also a chance to chat to folk. Have a say in how the club is run and by whom (there will be some changes in committee membership required this year).

Dinner Dance & Prize Giving - Nov 18

For details see enclosed sheet.

Mulled Wine Night - Dec 9



Skipper & crew of Shadowdancer prepare for battle

FCC Regatta winners :

Bilge -
P.Whetton,
I.Maul,

Fin -
J.Simpson,
J.Murphy

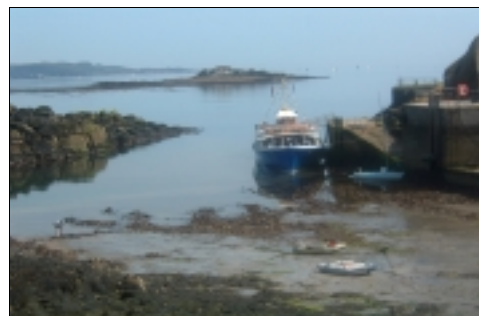


Dinghies & Ladders

Members are reminded that all dinghies must be removed from the shed by crane-out to make way for ladders and other club equipment requiring winter storage.

Work Parties

Once the boats are out of the water Phil and Ian will be thinking about starting up the Sunday morning work parties. Although with the way lifestyles seem to be nowadays we are having to use tradesmen for more jobs around the club than happened in the past there is still a lot that can be done by volunteer labour, should sufficient be available. So if you can spare an hour or two please do come and help.



Wildfire dinghy 'Dortema' at Inchcolm earlier this Summer.

Cruising Log Competition

This is the time to start thinking about which of your adventures (or pleasant sails) you would like to write up and submit for this year's competition.... winner gets a trophy! Entries to be in the new year and winner announced at Commodore's Party

What Tanker?

The exclusion zone round tankers going to and from Braefoot has been increased from 0.5nm to 1.0nm. Pleasure vessels under 12m are exempt from Regulation 10(b) and 10(c) but they are NOT exempt from 10 (a). It is worth checking the delineated areas on your chart.

10(a) states

- When a tanker is arriving or departing via the Western approach to Mortimer's Deep, it shall have an exclusion zone of 1.0 nautical mile in diameter while in that section of the river lying between imaginary lines drawn on the Admiralty Chart joining Hound Point to Hopeward Point and Car Craig to Inchmickery . No other vessels with the exception of escort tugs assigned to the tanker shall enter the exclusion zone.

- When a tanker is arriving or departing via the Eastern approach to Mortimer' s Deep, it shall have an exclusion zone of 1.0 nautical mile in diameter while in that section of the river lying between No. 7 and No. 11 fairway buoys. No other vessels with the exception of escort tugs assigned to the tanker shall enter the exclusion zone.

Forth Pilot Update *(extract)*

A visit to Blackness castle is one of the finest experiences the Forth has to offer the cruising yachtsman. By kind permission of Historic Scotland visitors may use the refurbished castle pier. Arriving by sea, landing on the concrete pier head, walking the jetty under the towing battlements and entering the gloomy courtyard via the draw bridge the visitor is enveloped in the atmosphere of this formidable fortification, royal castle, former state prison and munitions depot.



From April to September the castle is open 7 days a week, 09:30-18:30, last entry 18:00 but it is best to check these times with site staff. Winter opening hours are 9:30-16:30, last entry 16:00 Mon, Tues, Wed, Sat and Sun only.

The castle pier dries 1.0m on mud and stones and the approach is free of off lying dangers. The usual cautions to berthing on a pier in a tideway apply. The pier has little shelter and is best viewed as a fair weather stop for an hour or so either side of high water. Those wishing to stay longer are advised to anchor off or dry out alongside Blackness town pier. A wide anchoring exclusion zone stretches across the river from the castle area where three submarine cables cross. They do not run straight across the river but snake about, following the shallowest submarine contours.

To avoid the castle reef on the East side of the pier keep North of an East—West line through the pier head.

The pier is fendered by vertical square timbers so small craft are advised to use a fender board to avoid their fenders slipping between the timbers.

Further updates can be viewed at www.fyca.org.uk

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 Ian Girvan & Ken McNeill for photographs in this newsletter.

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