

Rudderless in a Force 6

Ian Dawson lost his rudder on a recent trip to Eyemouth. Here he tells the inside story

I planned a little gad about the Forth and naturally chose to go on one of the worst weekends possible. Provisioning *Maxine* seemed to take nearly all of Friday and it was not until 4:30pm that we set off.

We first went to Kircaldy and I was pleasantly surprised entering the inner harbour how deep and clear it was, as we (Rory and I) had just managed to creep over the bar with *Maxine* in the outer harbour (the tide was rising thankfully). The south wall looked the best place for a night's stop, but getting out from this side proved impossible with an impenetrable fence to sample the delights of Kircaldy (also, of course, providing protection from said delights – Ed.).

So it was on to Dysart, a mere stone's throw away (watch out for the sand bar to the east of the harbour entrance) to be met by some very helpful members of the Dysart Boat Club. It is probably the cheapest harbour on the Fife side at only a fiver per night with toilet and shower facilities included.

So far so good, a beautiful calm sunny evening in a lovely harbour and a night well spent in several local hostels.

I planned an early start to get to the next harbour before the weather broke on Saturday, and so we left Dysart at 8 o'clock motoring eastwards to Dunbar. The weather was definitely coming and it hit us at the Bass Rock – a strong easterly with a lot of rain, increasing to Force 6–7. Now we had a lumpy beat eastwards. Fortunately we had already put in a reef in the main so it was grin and bear it time now. God, the



This time he was sure to tighten the bolts properly: Ian fixing the rudder back into position.

Forth looks depressing when you are in the middle of it on such occasions.

Dunbar did not seem tenable now and I made the decision to go to Eyemouth instead. This was going to prolong the misery, but I felt a lot happier going in there seeing how bad the weather was going to get. We arrived at Eyemouth about 6 o'clock very wet indeed. Sunday was spent gladly being a tourist in a very windy Eyemouth.

Monday was still very windy, but we thought we would give it a shot and try for Anstruther. The wind direction had changed a bit and we hoped we could close reach all the way there. It was all going so well – a 6 knot close reach – until we lost the shelter of St Abbs Head. The GPS indicated 6 hours to Anstruther and, with the wind now gusting to 34 knots, we decided to go back to Eyemouth.

A careful tack through the confused seas and we were on our way back to Eyemouth.

I thought it would be a good idea to give Rory a shot at the helm as we definitely had to 'play the waves'. Two minutes later and Rory had got the rudder in the cockpit! Its top fitting had fractured and the rudder had come detached from the hull.

I felt the situation merited a MayDay call with no rudder and the rocks off St Abbs Head a very real hazard.

The MayDay call went smoothly and about half an hour later the RNLI from St Abbs appeared and towed us back to Eyemouth. Much to my surprise getting the rudder fixed proved extremely easy as the boat yard in Eyemouth Coastal Marine offered to do it and, three days later, they rang me saying the work was completed. A journey down by bus to Eyemouth, an hour fitting the excellently repaired rudder and we were back on our way to Granton a week later.

■ Read what Denis got up to on the same weekend on page 3.

Lift-out 2009 in pictures

Even if it was too early for some, we couldn't have picked a better day weatherwise. A big thanks to Paul Johnston for a smooth-running operation



Evening Star rises in the West



The waiting game in the West Harbour



Beware the flying dragon



And the winner of the most impressive growth award is...



Now that's what I call level



How many men does it take to put a boat on a cradle?



Live from the Anstruther Muster

Ian Hellewell was the only Corinthian to make it to the Anstruther Muster under sail this year. Ian is to be congratulated on winning Cramond Boat Club's Anstruther Express feeder race in *Dabchick*, his Westerly Warwick. *Sapphire* got as far as Elie and we continued by bus.

In spite of a wet Friday and strong to gale winds on Saturday and Sunday there was a good turnout for the East Coast's main cruising event. In addition to the usual

celebrations in the big tent, there was a full boat jumble with traders from far afield offering some great bargains. It is intended to stage the boat jumble again next year.

Upper Forth Boat Club, Boness, with ten boats, won a special prize for consistent support for the Muster. I hope more Corinthians will give it a go next year (we will if the weather is better – Ed).

– Denis Wight

Council 2009/10

Commodore, Graham Crawford, *Tico*

Vice Commodore, John McLaren, *Belle Isle*

Rear Commodore, Jim Brodie, *Fettler*

Hon Treasurer, Denis Wight, *Sapphire*

Hon Secretary, Sonja Brodie, *Fettler*

Harbour Secretary, Paul Johnston, *Crispy D*

Sailing Secretary, vacant

Membership Sec, Brian Parrott, *Meltemi*

Pete Sherlock, Minutes Sec, *Evening Star*

House Convener, Mark Eisler, *Janus*

Bar Convener, George Melville

Social Convener, Simon Monard, *Hannaine*

Web Master, Jim Syme, *Little Black Number*

Council Member, Jo Ramsay

Sailing committee:

Willy Barr, Paul Murray

Wanted: Pontoon manager



Our hard-working Commodore is staying on, but he has sneakily changed his email address. If you need to contact him, please use grahamcrawford1253@btinternet.com. All Council members hold Club keys now so please ask if you'd like the Club opened.

CAN YOU TRUST THAT MOORING?

"After buying *Meltemi* I was looking forward to my first sail in her. This was to be a cruise in company with other members of Port Edgar Yacht Club, a lovely Saturday morning sail from PEYC to Dalgety Bay, mooring there and then sailing back. I set off with a crew of two and, feeling as proud as punch, sailed my new yacht down Forth in company with three or four other yachts and a number of dinghies.

On reaching Dalgety Bay, we picked up one of the outside moorings and settled the boat. We were then taken ashore with an accompanying safety rib, as Dalgety Bay Yacht Club was open for some hospitality.

Once inside the clubhouse, I had settled down to have sandwiches and enjoy a libation with my crew. Suddenly somebody looked out the window and then shouted to me, asking where my yacht was. Thinking this was the rest of the company playing a joke on me as they all knew this was my first sail, I replied, 'On her mooring.'

I walked over to the window and looked out: shock, horror, *Meltemi* was being blown down the Forth towards the rocks to the east of DBYC. I have never run so fast! Thanks to fast actions of my fellow sailors off we raced in a rib to prevent *Meltemi* from foundering on the rocks. Fortunately, the operation was successful.

We had inadvertently selected a mooring which was about to be condemned and *Meltemi* had broken free and the mooring lines were partially attached to her bow.

The moral of the story is, when mooring at a strange place and you do not have information as to the condition of the mooring lines etc, use your boat anchor as a fail safe. It's better to be safe than sorry and have a yacht to get you home."

– Brian Parrott

EVENTS

December

Saturday, 5

Christmas party and prize-giving

19:30

January

Friday, 8

Norway evening

Illustrated talks by Jim Brodie and Paul Taylor, with Norwegian snacks

20:00

Saturday, 30

Burns Supper

19:30

February

Friday, 12 TBC

Shetland fiddle music

Illustrated talk by Paul Johnston

20:00

Friday, 26

Brainwave trophy quiz night

Teams of four, please.

19:30

March

Friday, 12

The cruising life

Illustrated talk by Hugh McKenzie, with Mediterranean tapas

20:00

Bar rota

30 Nov	Sonja Brodie
7 Dec	Denis Wight
14 Dec	Jim Sime
21 Dec	Bryan Pennycook
28 Dec	Malcolm Blyth
4 Jan	Jack Haldane
11 Jan	Sally Johnson
18 Jan	John Keepax
25 Jan	Graham Crawford
1 Feb	Peter Douglas

The bar needs some more volunteers so if you can spare two Monday evenings a year for manning the FCYC bar (not an onerous task), please get in touch with Graham Crawford or George Melville.



The latest addition to the Club boats: 'Tico', a 36ft Moody Halberdier

News in brief

Tanks for the diesel

The Royal Forth have installed a new diesel tank just inside the entrance to the pontoon. This should make fuelling up the Dumbos a lot easier. The fuelling will be handled by the RFYC boatman, as before.

Welcome to the 'Ramsay' block

Joe has kindly taken on the 'Ramsay' block refurbishment. You may have seen him demolishing partitions etc. in the container. The plan is to move the toilets and changing rooms downstairs and partition everything off nicely. Upstairs will be the cafe with a view. If you want help out on this momentous project please get in touch with Joe.

Invoicing options

Our new membership secretary, Brian Parrott, has been hard at work, setting up an Access database of the membership. He is aiming to switch to electronic invoicing for members with email addresses. If you'd rather get your invoice by mail please let him know.

Special beer

With the last barrel of draught on this moment and the switch to bottled beer only, George Melville has instituted a 'beer of the moment'. The first one, Marston's Pedigree, has already been guzzled up. The special beer will be £2.10 a pint, just like the Deuchar's IPA and the Belhaven 80.

Movie date

This month Ian Ferguson, of *Shotgun II*, gave a very interesting presentation on circumnavigating Svalbard in the course of which he encountered polar bears and walrus and explored an abandoned Russian mining town. For those of you who missed it you can watch Ian's film at <http://www.humyo.com/E/2139827-280454599>

Unwanted charts, anyone?

A recent offer to the club of a number of old or otherwise unwanted charts highlighted some interesting possibilities. With the robust and increasing level of cruising activity among Corinthian vessels, club facilities could certainly be improved by the instigation of a chart library for use in voyage planning (or indeed idle daydreaming). Members are invited to donate their surplus charts, pilot books or other nautical books – all contributions gratefully received!