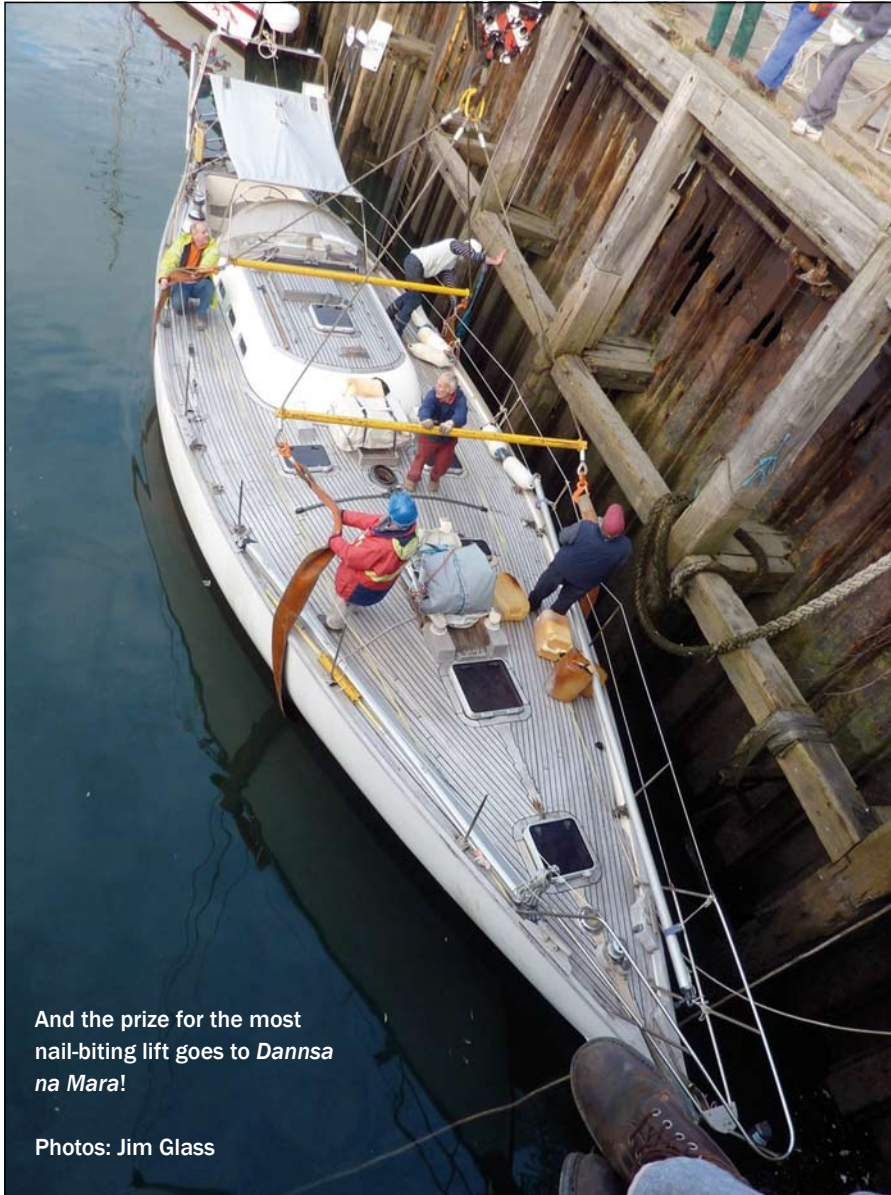


FAIRWIND

Newsletter of the Forth Corinthian Yacht Club, Autumn 2010

The big lift 2010



And the prize for the most nail-biting lift goes to *Dannsa na Mara!*

Photos: Jim Glass



16 October 2010, what a day.

We lifted 33 boats, we lifted 5 masts, we shifted 5 cradles (plus WB's twice), we shifted 3 boats, we shoved four boats on trailers and we launched one boat. All without mishap.

The prize for the worst prepared cradle goes to *Gusto*, the prize for the boat most difficult to 'settle' goes to *Decantae*, but the main prize must go to the Corinthian membership for the tremendous hard work and co-operation that made the day such a success.

Particular thanks to George, Eddie, Brian and Andy who managed all the difficult technical stuff required to run such a smooth liftout and, of course, the Commodore for running the most essential canteen.

The winter plan

Don't relax now that your boat is out of the water.

The two Dumbos need to be serviced, repaired and repainted. We will need a couple of work parties through the winter and spring to get this done. Dates to be advised.

— Paul Taylor

And thanks from all to the excellent Harbour Sec for his beautiful planning and organisation!

Mark your calendars!

Lift-in will be on **9 April 2011**, from 8 am. High water is at 0645, with a tidal difference of 3.3m. Willy, that means antifouling on 8 April.

EVENTS

November

Fri 12

Movie night: 'Deep water'

20:00

December

Fri 3

Movie night: 'Knife in the water'

20:00

Sat 11

Christmas party and prize-giving

19:00

January

Fri 7

Movie night: 'White Squall'

20:00

Fri 14

Talk: Frank Mallard, 'Around the world in *Dannsa na Mara*'

20:00

Sat 22

Burns Supper

19:00

Bar rota

22 Nov	Tom Lochrie
29 Nov	Graham Crawford
06 Dec	Jack Haldane
13 Dec	Peter Sherlock
20 Dec	Malcolm Blyth
27 Dec	Sally Johnson (looking for someone to swap with)
3 Jan	Brian Pennycook
10 Jan	Jim Brodie
17 Jan	Simon Monard
24 Jan	John Keepax
31 Jan	Keil McLachlan
7 Feb	Peter Douglas
14 Feb	Eddie North
21 Feb	Heather Monard

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.

Also, if you are coming by car, please take some of the bottle recycling with you – thanks!

News in brief

Winter bar opening hours

With the switch to GMT, the weekend bar opening hours have changed to 3–6pm when bar man Dan Taylor will be happy to serve you.

Security, security

As discussed at the AGM, extra fencing will be procured to fence in the Western part of the yard. Access there will be through a pedestrian gate. The option of CCTV is also being explored.

Broadband in the yard

Broadband will make it to the Bell-Ramsey Block this month. Once the router is up and running you'll be able to bring your laptop to the container cafe and look up engine parts during your tea break. For passwords please contact a council member.

Movie nights

We'll be having monthly movie nights this winter. The first one, 'Deep Water', is a documentary about Donald Crowhurst and the 1968 Golden Globe race. It is narrated by Tilda Swinton. Next up is 'Knife in the Water', an early Roman Polanski thriller which is set on a yacht. This is an art house offering, in Polish, with English subtitles. The January film is more mainstream, 'White Squall', a disaster film with Jeff Bridges. Popcorn is available as a new bar snack, at the very affordable price of 45p per bag.

If you have any good DVDs that you think we should show later on this winter (preferably boat-related in some way), please get in touch with Simon Monard or Sonja Brodie.

Burns Supper volunteers needed

The popular Corinthian Burns Supper will be held on 22 January. Tickets (£10 for a three-course meal and more) will be available at the bar from December. We do need some volunteers for the speeches (Address to the Haggis, Immortal Memory, Toast to the Lasses, Reply from the Lasses) and recitals. If you'd like to help out please contact Graham Crawford or Simon Monard.

And the new council is...

Commodore.....	Graham Crawford
Vice Commodore/Harbour Secretary	Paul Taylor
Rear Commodore	Jim Brodie
Honorary Secretary	Sonja Brodie
Honorary Treasurer	Denis Wight
Sailing Secretary	Frank Martin
Membership Secretary	John Keepax
Minutes Secretary	Keil McLachlan
House Convener	Jim Glass
Bar Convener	George Melville
Social Convener	Simon Monard
Webmaster	Jim Sime
Committee Member	George Mackay
Committee Member	Mark Arkless

Letter from America

Since moving to Massachusetts last year, Chris Nichols has found himself a new boat and a new club. Here he reports on his first summer cruise on America's East Coast

We were lucky to be welcomed into the friendly Hull YC on the Eastern side of Boston harbour in late July knowing that we hoped to acquire a boat and fulfill an ambition to see Nantucket and Martha's Vineyard from the water, as have so many generations of mariners before us.

We set sail for a two-week cruise in late August in *Amanda Rose*, our Catalina 320, built in 1998 and acquired at the start of August after several months' search. We wanted to keep the legs short early in this, our first cruise, to acclimatise our two young sons (8 and 5), so had arranged easy legs for the first week.

After a short hop to Siquate we woke to a NOAA (the forecaster for the US) warning of a strong Nor'easter from Sunday night and our next port of call, Plymouth (of Plymouth rock fame), called us to recommend we stay put. Reckoning that 20 knots and a bit of swell ought not to deter sailors from the Forth we nevertheless departed and made Plymouth in only four hours – the wind was only starting to pipe-up as we arrived and they took pity on us and gave us a fuel berth to tie up to rather than the bumpy outer pontoon. Sure enough the nor'easter howled that night at 25–30 knots with higher gusts and we were glad to be snug in the most protected dock.

With a schedule of harbour bookings to keep all the way to Nantucket and the promise of fair weather later in the week, we set sail on Monday morning in heavy rain and 25 kts. Now Plymouth harbour is seriously big, so after an hour of motoring out, following the narrow channel and seeing sustained winds of over 30kts we were starting to doubt our resolve. With ground speed down to only 2.6 kts we finally reached the outer marker by the lighthouse and felt the full force of what a night of decent wind, a long fetch and a steep shelf can achieve. The kids were having a ball in the forepeak bouncing around while playing Nintendo DS, but the thought of giving them another 4 hours of the same did not seem wise.

Turning round felt like that moment in *A Perfect Storm* and we started surfing down



Yee haw: Chris at the helm of *Amanda Rose*.

the seas at over 8 knots before making the relative calm of the harbour. I say relative calm – three boats sank on their moorings that day and the ducks took shelter on the pontoons! Calling up the Brewer yard, it was like they were expecting us to return and we quickly agreed to gratefully accept our previous berth. Even better, now we were returning loyal customers, so qualified for their discount scheme – \$100 a night became \$84.

The wind continued unabated into Tuesday and it was even wetter, too, so we hunkered down and discovered the joys of reverse cycle air-con. Turns out it does a good job of heating the boat too – limitless hot dry air in every part of the boat, amazing what can be achieved with 30 amps shore power.

Now don't get me wrong, Plymouth is a lovely place. For the US it even has proper history (of the pilgrim sort) plus a genuine historic monument which, admittedly, is a small stone in reality but they do try and the fried clams are great. Despite all this, after two and a half days in torrential rain its attractions were wearing thin. We therefore resolved to make a run for it on Wednesday morning into an improving forecast of only 15–20 kt winds overnight. Mistake again, the wind might have well been better but the sea was even worse – we didn't even make it to the lighthouse this time. And so after another call to Brewer (did I detect a faint chuckle at the other end?) we were back in "our" berth by 0830.

Thursday dawned bright and clear setting us on our way through the Cape Cod canal and then to Onsett Bay Marina. The Canal is amazing – cutting Cape Cod off from the mainland it sees nearly 5 kt tidal flows and rules dictate you have to be capable of traversing its 10 mile length within 2 hours – timing is everything and only the power boats go against the flow. One interesting point to note was that only one boat had successfully gone though over the prior 3 days – it was a tanker over 100 feet long so apparently the 22 foot breakers at the mouth did not bother it... much.

Onward therefore to Oak Bluffs on Martha's Vineyard via Woods Hole, a very narrow and twisty channel that connects Buzzards Bay to Vineyard Sound – again a tidal channel that resembles rapids on a river, with currents up to 4 kts.

Our next stop was Hyannis where we got the sad news that Hurricane Earl had developed into a category 4 and was headed northeast along the American seaboard. With 150 mph winds a 15% probability for that Friday and a minimum of tropical storm conditions forecast for Nantucket – our next port of call, it was time for replanning. Hyannis Marina was planning to start hauling boats if Earl remained on track and we transients were not part of their plan. We decided to head to the Black Dog wharf on Martha's Vineyard for Tuesday night.

So Tuesday saw us retrace our path across Vineyard sound to Black Dog wharf. This is just about the most special spot I have ever tied up for the night – quite magical. I can't quite pinpoint why it seemed so magical, but there is a sense of timelessness – probably helped by having *Shenandoah*, 19th-century sailing ship, moored nearby. The boys swam and built a raft out of driftwood on the beach as the sun crossed the yardarm. We then return to Hull via the canal, stopping at Sandwich along the way.

Thoughts now drift to the next adventure. Nantucket is unfinished business... Happy sailing, everyone!

Chris, Sara Joshua & Matthew