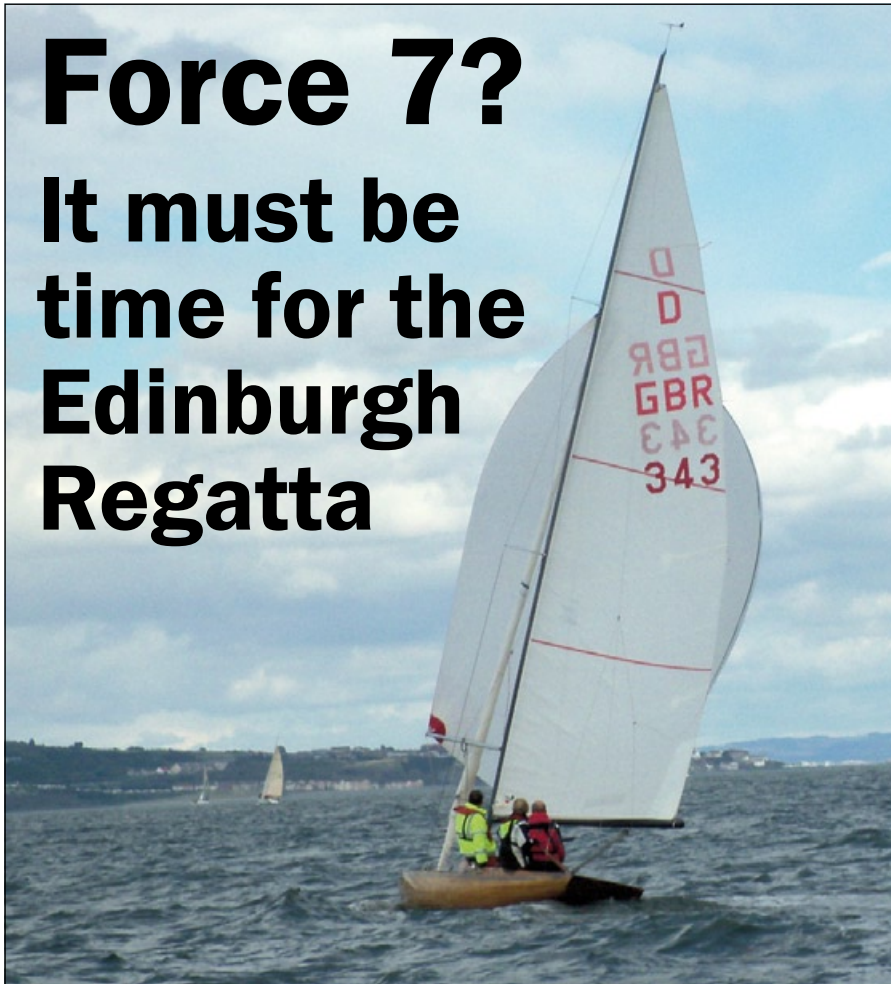


Force 7? It must be time for the Edinburgh Regatta



Photos: Paul Johnson

Rebecca Murray, 15, rounds up the race weekend's events

“Ready, set, sail!” were just a few of the words heard on 21–22 August at the Edinburgh Open Regatta. With 25 boats and five races over two days, crews kept busy in boisterous conditions.

The regatta was open to literally anyone with a boat and the ability to sign up. Even our own were involved: *Malin*, *Paul Francis*, *Ancala*, *Soppy Lemon* and *Apparition*.

Notwithstanding the gale-force gusts that weekend, boats continued to scramble round the Royal Forth buoys and some even put up their spinnakers. A few yachts were impaired (two ripped main sails and one broken boom), crew members haggard (with one black eye of unknown origin) and there was even a Corinthian casualty (*Soppy Lemon*'s forestay ripped out its deck fitting)!

However, on Sunday, entertainment was included along the way when *Malin* was heard over the radio asking for race instructions – a strange request given the number of boats she was able to follow!

As the weekend came to a close, *Ancala*, owned by Keith Knox and Eddie Myatt, was one to brag about for the FCYC – she placed third in the white sail class. *Paul Francis* picked up fifth place in the slow handicap boats and *Malin* came sixth in the same class. Some may describe their race ‘as slow as a wet weekend’, but Paul Murray, owner of *Paul Francis*, was heard to say: “Results were disappointing, but we did beat *Malin*!”

Adept sailing was shown throughout for the Corinthians. It is told that “all came last in fleet to ensure that guests could have prizes and come back next time”.

The real heroes of the weekend were of course those Corinthians on the windward mark boat: *Fettler* and her crew Sonja, Jim and Paul.

EVENTS

September

Fri 3

Friday White Sail

19:00 Race officer: *Maxine*

Sun 5

Cruise in Company – destination to be decided on the day

10:30 for 11:00

Wilson Cup

11:00 Race officer: *Smij*

Sat 25

Wickes Stern Chase

13:00 Race officer: *Quicksilver*

October

Sat 2

Cruise in Company – destination to be decided on the day

10:00

Sat 9

Yard work party

To get the yard and the workboat ready for lift-out day

10:00

Mon 11

AGM

19:00 for 19:30

Sat 16

Lift-out

08:00

Don't forget to bring a hard hat!

Bar rota

6 Sep	Jason Cook
13 Sep	Malcolm Blyth
20 Sep	Mark Eisler (looking for someone to swap with)
27 Sep	Sally Johnson
4 Oct	Brian Pennycook
11 Oct	Simon Monard
18 Oct	John Keepax
25 Oct	Peter Sherlock
1 Nov	Peter Douglas
8 Nov	Eddie North
15 Nov	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.

Wish you were here?

Forth Corinthians were far afield this summer, from sunny Holland all the way to St Kilda. John McLaren reports on his trip to Scotland's western frontier



Made it: *Belle Ile* at anchor in a surprisingly busy Village Bay, Hirta.

From Corpach, *Belle Ile* made her way to Oban, Tobermory and Castlebay, from where we got an 05:00 start. The Sound of Barra wasn't as bad as expected but still called for beady eyes to pick out the transits. The trip out to St Kilda was motoring most of the way with occasional flurries of activity trying to catch some wind and save fuel.

St Kilda is impressive as you arrive, with its own micro climate and cloud cover. There were quite a few yachts in the bay already. We dropped the hook a couple of times for practice and when we finally settled the MOD arrived and told us to move as a landing craft was arriving at 05:00. We ventured ashore and were informed that you could have a shower courtesy of the MOD, but you couldn't get a pint in the bar, not the start we hoped for. The MOD have made a fine attempt at ruining this island, with portacabins, satellite dishes and generators running 24 hours but when you get past all that vandalism the bay still has the lost world look to it. The main street, the houses and the cemetery all bring back memories if you have read the books.

The following morning we were woken by the landing craft and the MOD trying to raise a yacht on the VHF. After we moved another yacht had arrived, anchored and was ignoring all attempts at contact. As forecast the wind had picked up, swung and was now blowing into the bay, causing an uncomfortable swell to build up. This confirmed our decision to leave after one very short but worthwhile visit to the island.

The trip back started with the main being ground up in the swell without releasing



The long-suffering crew: George Mackay, Mev Lee and Terry Barns

the kicker, blowing the rivets and causing Spinlock's finest to crash on the deck. With no topping lift and a lumpy sea the decision was taken to sail back under genoa alone. It was a good sail keeping 6–7 knots all the way back to the Sound of Harris.

The sound of Harris was the nightmare we expected, none of our pilots, charts or plotters agreed, we didn't see a single transit and it was blowing a hoolie on the nose. The passage has changed and is buoyed all the way through – hindsight is a wonderful thing. We decided to make for Loch Maddy. As the night was getting worse with rain and visibility closing, the only saving grace was that we spotted a free mooring. I prepared the night's meal when I realised I had picked up a tins of chilli sauce instead of chilli con carne!

Altogether a successful trip and we were glad to have done it, even though we had little time on the island.



Going Dutch: *Misty Blue* enjoying the sunshine in the canals (note the FCYC burgee flying just below the Dutch courtesy flag). *Misty* was a bit perturbed, however, by talk of leaving her mast behind and turning her into a motor cruiser. No doubt we will be regaled with stories of locks and lifting bridges this winter. Fair winds for her journey home!



Passing muster: *Sapphire* in all her finery at this year's Anstruther Muster.



Canna beat the cruising life: *Evening Star's* crew (Pete, Denis and Pete's daughter Anne) having a dram on board *Fettler* in Canna. *Fettler* kept on bumping into (not literally, I hasten to say) Forth Corinthian boats this summer, first *Tico* in Fort Augustus, then *Belle Ile* on Loch Lochy, *Evening Star* in Loch Drumbuie and *Hyskeir* in Canna and Stornoway.

In brief

Welcome to new members

A warm welcome to our new members: **Tony Kerr** with his *Corribee Sopy Lemon*, **Jim Glass** with his *Westerly Gemini* (bought on the Isle of Skye and just arrived in Granton after sailing her back), **Cullum Stobie**, **Christine Kirkwood**, **Alex Tait** (regular crew on *The Fiddler*), **Bob Railton** and **Cameron Stewart**.

Bar open on weekends

The Club bar is still open on the weekends from **4pm till 7pm**, with barman Dan Taylor waiting to serve you drinks. Please come and drop in after your sail!

Dredging schedule

The dredging is intensifying with the end of season coming up. The dredging dates for September are **5-14 Sept**, **20-24 Sept** and **27-29 Sept**. Dredging usually begins at HW and lasts for 5-6 hours. Please pay attention to which areas are marked off for dredging and move your boat if necessary.

He's back

Former FCYC member (and hopefully soon to be member again) **Frank Mallard** has recently returned from a 12-year round-the-world voyage. You may have seen a serious-looking yacht rafted up to the Bathgate's boat in the West Harbour. This is *Dannsa na Mara*, built by Frank himself. An account of his trip which took him, among other places, to the Caribbean, Venezuela and Colombia, the South Pacific, New Zealand, Bali, Vietnam, Laos and Madagascar, can be read in the *Whitehaven News*. Welcome back!

In the works

The Council is currently organising a major roof upgrade, after a joint survey with the other owners in the adjoining buildings. After lift-out, a second painting party will be needed to get the top container up to scratch.

Dumbo fuel

If you notice that the Dumbos are low on fuel please fill one of the jerrycans at a petrol station of your choice and then get reimbursed. Thanks!



Shear coincidence: When *Evening Star* developed gearbox trouble in June, Pete soon found out why – see left! He says: ‘Someone is looking out for me – I don’t like to think of consequences if this had given up when I had been in the Cuan Sound, where I was the previous evening. It finally failed in Puilldobhrain anchorage from where I got a tow out and then sailed back to my mooring in Loch Melfort.’ The gearbox trouble was quickly fixed and *Evening Star* enjoyed a lot more West Coast cruising in the following two months.



Stormbound in Kirkintilloch: *Hyskeir* and *Hannaine* picked the possibly the stormiest weekend of the year to transit the Forth and Clyde Canal. They were delayed by a fallen tree across the Canal and had to stop in this slightly unusual location. The two boats parted company in Holy Loch, with *Hannaine* cruising the Clyde for a week and *Hyskeir* heading north to the Hebridean Music Festival in Stornoway (or should that be Stormaway?). Paul notched up 835 nautical miles, 4 Minch crossings and 3 canal transits this summer. His thanks go to Chief Engineer Fowler, who advised remotely when the engine went bonkers en route to Mallaig, and to his new Manson Supreme anchor, which worked first time in the kelp-ridden anchorage at Canna Harbour during the third gale of the trip.

Things you can do with a bar top...

Mark Arkless has been hard at work in the yard restoring *Corsair*. His most recent achievement is a fine mahogany transom fashioned from a bar top originally belonging to the Links Tavern. For some reason he has not disclosed how he came by it! He’s still got a long list of jobs on the go: New decks, cockpit, caulking, new rigging and sails, and replacing the chainplates, keel bolts and pretty much every thing apart from the Yanmar engine, which is already new.



Step 1: Remove your rotten transom.



Step 2: Replace with a bar top cut to size.

Winter yard space booking form

- I would like to request a space for my boat _____ in the FCYC yard from October 2010 to April 2011. My vessel is _____ long and _____ wide. Note: Cradles must be provided.
- I have enclosed proof of insurance. Note: No docs, no lift.
- I would like to request a space on the Edinburgh Marina pontoon from October 2010 to April 2011. Please fill in the enclosed application form and return it to the RFYC offices. Note: A minimum of 4 mooring ropes will be required – at least one bow and one stern rope, and one fore and one aft spring. They must be adequate and in good condition with ‘snubbers’ fitted to the fore and aft ropes. Proof of adequate third-party insurance must be enclosed with the application (must state Edinburgh Marina pontoon as your overwintering location).
- I have made other arrangements.

Please return this form with a copy of your insurance to Paul Taylor at FCYC, 1 Granton Square, Edinburgh EH5 1HE or email Paul at epaultaylor@hotmail.com. Deadline: Friday, 17 September.