

FAIRWIND

Autumn 2016

Forth Corinthian Yacht Club

LIFT-OUT 2016

38 boats, 4 masts, 1 cradle

Lift-out has passed successfully, with an early start of 6.30am and a very late 8pm finish. In total, 38 boats, four masts and a cradle were handled by the crane.

Boats swinging gracefully through the air to be placed into the yard is only achieved after hours of hard work by the members attending the pre lift-out work parties. A work party on the previous weekend man-handling cradles into position saved a great deal of crane time on lift-out. The Friday gathering to clear the yard for the early arrival of the crane on the Saturday ensured the crane set-up was not hampered, resulting in starting 15 minutes earlier with an early lift of *Beosetter*.

The running order was then restored with *Quicksilver* followed by *Malin* and so on. After some lengthy cradle adjustments the boats in the north yard were eventually placed on their cradles

with Jack Haldane being awarded the prize for the quickest lift. This award was hotly contested by others of the same vintage.

With some lifts running well over the 12 minutes allocated per boat, the lifting schedule fell behind. Fortunately some time was made up with slick lifting and placing of the bilge keel boats in the north yard. As evening approached some boats were lifted in the dark with the floodlights being required. The crane and ballast transporter left the yard around 7.30pm.

Lift-out this season may have not been the quickest but we achieved all we planned to do safely with no injuries or damage in favourable weather.

Thank you all for your patience and participation during the day.

George Mackay, Harbour Secretary.

Commodore's BRIEFING



The season has passed quickly and all our boats are now tidily tucked up in the yard for the winter. I have recently circulated a detailed Commodore's Report to members for the AGM summarising the year past so I won't repeat this here.

With the weather having been relatively kind this year we have managed to complete a very full programme of events. Racing turnouts are low but those who participate still enjoy. Cruising in Company is becoming increasingly popular with good turnouts and fun for all.

Members elected another strong Council at the AGM with a couple of notable changes.

Eddie Myatt retired as Sailing Secretary as he does not expect to be around much next year due to other commitments. Thanks Eddie for two good years' service.

Kenny Allan has stepped up to fill Eddie's boots as Sailing Secretary. Many of you already know Ken who has been a Club Member for some time. He is a well-known sailor on the Forth and West Coast and notably a past Commodore of Dalgety Bay Sailing Club. Ken is a very welcome addition to the Corinthian team.

Ian Dawson, after many years service on the Council, has also

continued on page 5



Harbour Secretary George Mackay supervises the settling of one of the boats during lift-out.

NEWHAVEN COASTAL ROWERS

It's been another successful season for Newhaven Coastal Rowers. Membership has shot up, and the club has had its St Ayles skiff, *The Wee Michael*, out around the Forth Estuary on over 60 occasions since January. A full programme of rows is planned for the rest of the year—and beyond! FCYC members are welcome to come out with us while their boats are out of commission over the winter.

Members might also be interested in the first Great NCRC (Steampunk) Pub Quiz, to be held on 19th November at the Scout Hut in Trinity Road South. Teams from FCYC are welcome. If you would like to bring a team contact Anna Cox at anna@planetanna.co.uk.

We have also attended a number of events organised by other rowing clubs in the Forth, the South Queensferry Regatta at Port Edgar, for example, and the Dunbar Muster. And we've rowed to a few cool places ourselves, such as Inchmickery, Inchcolm and the Leith Martello Tower, as well as the usual trips to Cramond for coffee and ice cream.

TRINITY SEA CADETS

By the time you read this, all the Cadet boats will be out of the water and stored for winter. We have now replaced the Zodiac inflatable with a new Rigiflex, which will be a better rescue boat and easier to launch. We also have two R S Quest sailing dinghies, one of which is a District boat, and we look forward to sailing them next year. The three Toppers and the Zodiac have now been re-homed.

The Junior Mixed Yole Team won the Northern Area Regatta and came a creditable third at the National Championships in London, winning a bronze medal. Five cadets entered the Sea Cadet boat handling competition at Port Edgar and came second to Grampian District, who were the final winners.

The highlight of the summer, however, was probably the cruise on the *TS Jack Petchey*, a 24m long power vessel (<http://www.jackpetcheyfoundation.org.uk/ts-jack-petchey>). Twelve cadets from the Unit were on the cruise which went from Falmouth to Dartmouth. At one stage they were accompanied by the *TS Royalist*. Going offshore like this, whether under power or sail, is enjoyable and provides excellent training and experience.

To Seattle, USA,

Paul Taylor & Ian Dawson

Ninety minutes by plane to Paris—easy! A nine-hour wait at Charles de Gaulle—a bit of a challenge. Almost eleven hours in the plane to Los Angeles—very difficult. A two and a half hour stopover, then another nine hours to Tahiti—even more difficult—with a two hour wait there, then another four and a half hours to Nuku Hiva. After a 50-minute taxi ride, we were there, at Taiohae Bay on the south coast of Nuku Hiva.

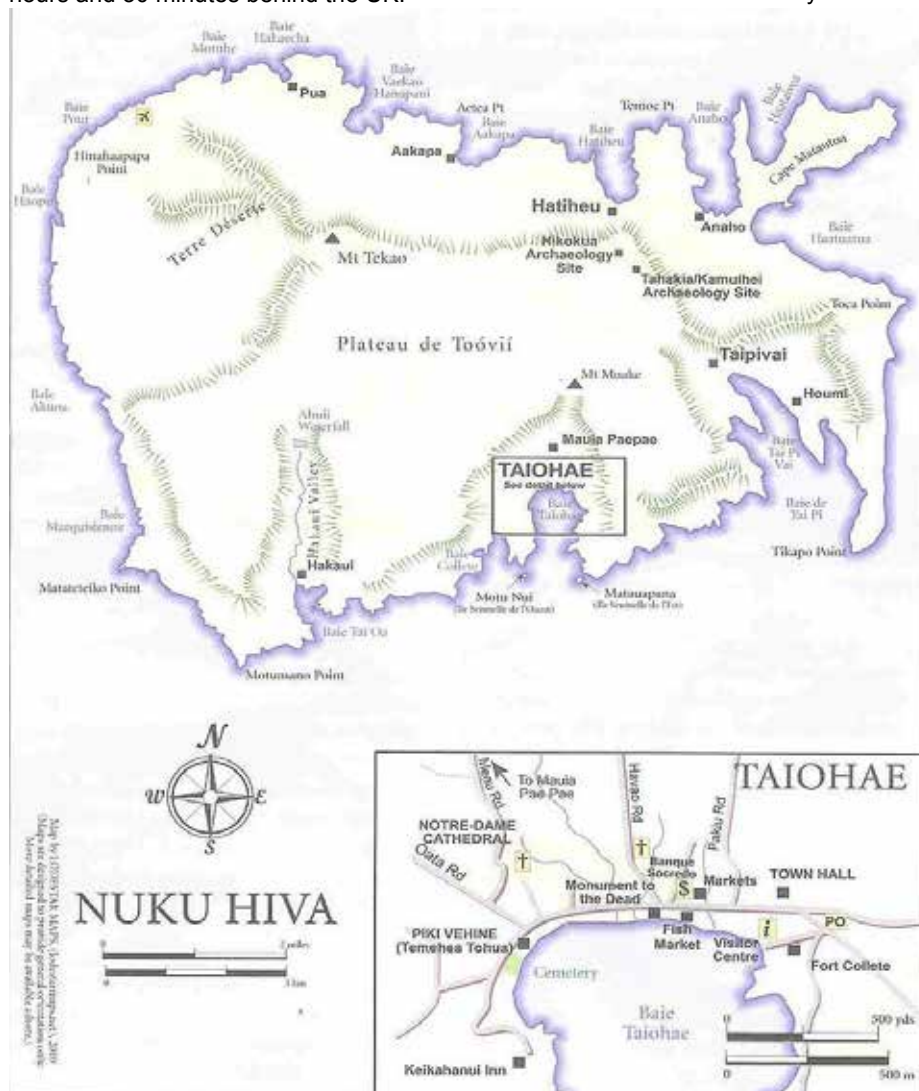
Nuku Hiva is in the Marquesa Islands, in French Polynesia. If you imagine the Pacific Ocean as a circle, with the Americas round the eastern edge, Asia and Australia round the western side with the Hawaiian Islands close to the middle, Nuku Hiva is in the south west quadrant, south of the equator, in the tropics, miles and miles from anywhere. Interestingly it is one of the very few places in the world where the time difference is not expressed in whole hours. We were 10 hours and 30 minutes behind the UK.

Nuku Hiva was a wonderful place, with big mountains growing straight out of the sea, very exotic vegetation, lots and lots of flowers. Most of the birds I did not recognise. It was hot and sweaty—very hot and very sweaty.

The main settlement on the island was strung round Taiohae Bay. There were a couple of tiny supermarkets that depended on the weekly ferry from Tahiti. Turn up too late in the week and there would be no milk, or potatoes or other fresh produce. The one small restaurant was closed but there were a couple of corrugated iron and palm leaf cafes where you could get a simple meal.

Although it is a French Island, most of the people there are Polynesian, big and handsome, charming and friendly, with lots of spectacular tattoos.

What were we doing in Nuku Hiva? Simple, we had been flown there to be delivery crew to take the yacht *Impulsive* to Seattle in the USA via Hawaii. *Impulsive* is an Outbound 44, an American-designed, Chinese-built 10-year-old blue water cruising boat. She was owned by an American couple who had sailed her from Seattle to Baja California in Mexico where they had



from French Polynesia

spent the winter and then over the Pacific to Nuku Hiva. Now they wanted her returned to Seattle.

The Outbound 44 is designed for the cruising couple with occasional guests. She has a 'centreline' double berth in the fo'c'sle with its own shower and head, a large saloon with a well-equipped galley and chart table. There was also a second head with shower and a smallish double aft and starboard. To port and aft there was a workshop and generator.

In the bow, and only accessible through a deck hatch, was a large sail locker and in the very stern a lazarette.

Impulsive was about cruising with all mod cons—a water maker to keep the tanks full, for example, and a heating element to give hot water, thus allowing daily showers sitting out by the sugar scoop. A small washing machine capable of a 2kg load operating on 24V was to prove invaluable in keeping us sweet for the Pacific passage. Some of the blue water aspects to the boat were new to us, for example, radar to me (Ian) after all my years of sailing and the global communication devices present aboard.

There were three ways of contacting the outside world when in the blue—a limited access system to the internet via a combination of SSB and a modem to a free website. This system enabled us to send and receive emails and to download weather gribbs (forecasts). Service was not 24/7. The position of the sun and traffic volume on the allotted frequencies available determined this. Often calls would have to be placed in a queue to send them batch-wise with repeated tries to do this. The second way of contacting the outside world was a Delorme, a reasonably cheap subscription text-satellite phone which allowed 156 character texts to be sent or received. The third was an Iridium satellite phone.

Our time in Nuka Hiva was short and we were very busy from the next day after our arrival preparing *Impulsive* for the voyage to Hawaii.

We went over *all* the boat with the skipper Chris over several days at anchor in Taiohae bay. There was a lot to memorise and understand, as you can imagine, so it was a steep learning curve. Amongst our duties were to clean the water line and examine the hull underwater for fouling. This task was a welcome relief from the heat. I volunteered to go up the mast to check the fittings and the running and standing rigging. Photography was required as proof of checking.

Every system was gone over and the skipper had no issues with altering the boat where he found it lacking.

We left Taiohae bay to go east around the Island to the northerly bay of Anaho for an overnight stay to assess the sailing performance of *Impulsive*. This proved immediately problematic as we left the



shelter of the bay and had to reef. The reefing lines were very stiff and difficult to manipulate both from being overstretched with use and their arrangement in the boom. It was clear that over 2000 miles of reefing like this was a no-go and so we headed back to Taiohae to anchor again.

Reefing lines were changed and re-run through the boom to reduce friction. Departure was a few days off now and we finished provisioning the boat with fresh fruit and vegetables. We had ordered a large consignment of bottled water, 1.5L x120, bottles which had to be brought on board in our inflatable, as well as extra diesel in fifteen 20-litre jerry cans

The morning of departure was spent ashore notifying the French authorities of our departure and getting those all so important stamps on the ship's papers and passports. A last stop at the café for coffee and back to the boat. The dinghy stored and tied down on the foredeck, the outboard manoeuvred into the lazarette with difficulty, the anchor raised and we were off to Honolulu!

That's the story so far! If you want to find out more about Paul and Ian's Pacific adventure they will be giving a talk about it as part of the Winter Programme (see below).

THE WINTER PROGRAMME

Now that the sailing season has finished (for most of us anyway) it's time for some onshore events to see us through to the 2017 sailing season. Here's a taster of what's planned.

Our annual prizegiving and Christmas party is on Saturday 10th December. If you've not been before it's a night of fun, food, games and trophies—come along to see if you've scooped a trophy and catch up with your fellow Corinthians. Last year we reintroduced the Photo Competition. There's still time to enter—send your photos to the FCYC email address by 15th November.

We'll be having a joint Burns Night celebration with RFYC on Saturday 28th January. Last years 'Hoolie by the Water' was a sell out and the 2017 event is shaping up to be another great night—haggis, neeps and tatties with a side helping of music, words and dancing.

Dates are to be confirmed but evenings where Corinthians tell us about their sailing adventures are always popular—this winter we'll be having a Med Night where you can speak to other sailors about their experiences of sailing in the sun. Get your questions ready! On the subject of questions, Howard Thomson will be Quiz Master for our pub quiz, which will be in February. Other sailing clubs will be invited. Gather your teams ...

I'm also delighted that Paul Taylor and Ian Dawson have agreed to give a talk about their epic sail during summer, delivering a yacht to Seattle.

It's always great to get suggestions from you for winter events. If you've got any ideas please get in touch! My email is libbygunn@blueyonder.co.uk

Hope to see you all at an event soon.

Libby Gunn, Social Secretary

THE SAILING SEASON 2016:



Eddie Myatt, Sailing Secretary (outgoing)

With the exception of one or two hardy souls who keep their precious boats in the water over winter, that is it! The 2016 sailing season is over. The boats are out, sitting in the yard just waiting. So while we decide what jobs go to the top of the list, which can wait until the weather improves, which can be left until the week before lift-in, perhaps we could look back on this season.

From the very day of lift-in we were on a high. We could surely do better than

last year, get out more often, race more, cruise more, go further afield. Some of us actually dared to go out of the Forth!

We had members sail north around and others through the canals to reach the west coast. We had some go south to Spain others fetch boats back to the UK from Spain. Then we had the truly adventurous who sailed across the Pacific Ocean (no, not on an all-inclusive cruise ship, but in a wee yacht with sails and stuff). No doubt we shall hear of these

highlights during the social events in the winter months.

For those of us who sailed locally we had a full programme this year with something for all tastes, skill levels and boat size. The weather wasn't always perfect but we are used to that. However it was sufficiently benign to encourage higher participation levels than we have seen in recent years. We had good turnouts for our races, both our white sails on Fridays and the longer weekend races. We had a tremendous uptake for the Cruises in Company. While I will give my thanks to Willy Barr for his help with these events, I will leave it to him to write about them for this edition of *Fairwind*. Perhaps he will let us in to the secret of how he herds us out of the harbour.

Our other events all had their memorable moments.

April / May

Training on the Water, in the main this year was less about sail training than the use of our dodgems, sorry, our *Dumbos*, nicely painted and in very good order at lift-in. However the patience of those who worked on them must have been sorely tested this season. Still, lessons were learned as they say. There are no brakes, and from forward to reverse (astern) takes time. And remember to check the fuel before you go. My thanks to all those involved in keeping our *Dumbos* afloat and in good order. These boats are part of the Corinthian club—much of our socializing



SOMETHING FOR ALL TASTES

is done whilst ferrying one another to and from our yachts.

June

Our Midsummer Challenge, the sail / run / row race, brings more people to the FCYC yard than any other in the year. Shannon Tofts and his team from Newhaven Coastal Rowing Club deserve many thanks for what is proving to be one of our most successful events. For those who haven't seen it yet the Newhaven rowers have donated a photo album record of the day, 18th June, to the club. It resides in the Bell Block.

July

July saw the Edinburgh Regatta, sponsored by Edinburgh Gin and run in partnership with our neighbours at the Royal Forth Yacht Club. In mid July, this weekend for the racers in the club is run by Frank Martin and a joint team from both clubs. It takes a tremendous amount of time and effort to plan, organise and run this event which sailors from all over the Forth and beyond take part in. I am sure that Frank will have mentioned this event in his briefing so I will leave further comment to him. Many thanks to all those involved.

August

We need to recognise that some of our members do not sail too far from the pontoon. So the pontoon parties proved very popular. Libby Gunn really pushed the boat out—excuse the pun—when she laid on a rather spectacular firework display for one of them. On this occasion we had about 10 boats out, food, drink,

great company, fantastic fireworks, anchoring and night sailing (for some a first).

Brilliant—I wonder how she is going to top that for next year.

September

Cruises in company and the barbecue come to mind for September. The hospitality shown by other clubs to our cruisers can't go without a mention. Willy will expand on this I am sure.

With Willy in mind we need to mention the Dunbar Folk Festival. We had programmed a weekend trip to Dunbar for this event, but as it turned out the weather forecast proved to be not so good. As is always the case the decision to sail or not lies with individual skippers. To my knowledge only *Malin*, *Eclipse* and *Midnight Caller* chose to go. Getting there

was brisk. But I will let Willy tell you all about it!

October

As the nights draw in, I can recommend the yachting magazines, reading about things to do, sitting in front of a nice warm fire, slippers on and single malt in hand. Ah, dream on! No doubt I will see you out there getting the bottoms scrubbed, engines winterised, sails off and dried, folded and stored away etc etc.



continued from page 1

stood down this year due to his flourishing extended cruising commitments. Ian will still be around over the winter, making his usual sound input into yard and mooring work. Thanks Ian and enjoy your new found sailing time.

I am constantly reminded of the huge amount of voluntary work many members put in to keep the Club functioning. Input at all levels, be it serving on committees, arranging, fixing, turning out for work parties, helping fellow members, the range is wide and diverse for such a small club. This I think can only be defined as Corinthian Spirit which is difficult to bottle and sell but is the true value of our Club. Let us build on our strengths and make the Club work even better for us so we can all find more time for sailing.

Our Social Secretary Libby is preparing another excellent social programme for over the winter which we know you will enjoy. Only five months left to lift-in—get started on your winter maintenance now!

Frank Martin, FCYC Commodore

CRUISING

At first, when the Sailing Secretary asked me to organise the cruising calendar for the FCYC sailing season I didn't really give it much thought when I agreed. After all, surely it's just a case of meeting on the pontoon and agreeing to sail together—or is it? For our first programmed sail which was timetabled for May, I decided to be a

wee bit more prescriptive with our plans as previous experiences of Corinthian 'planning meetings' on the pontoon conjured up images of herding cats!

So about two days before the date planned, I checked the tides and wind forecast—the conditions were ideal for going in to Cramond. I knew many

Willy Barr

Corinthians hadn't dared visit Cramond Boat Club by sea for fear of the tricky navigation on entry to the river mouth (or for fear of Ian Helliwell's stories!), so what better way to do it for the first time than with lots of other boats, some more gallus than others.

A quick phone call to Cramond confirmed we were welcome and that there was enough room for up to 16 boats if we rafted up! Once in and all tied up, skippers from larger boats such as *Smij* and *Evening Star* shared stories of careful navigation and gave sage advice on how to keep water under the keel with fellow Corinthians like Tam and Jason whose boats float in 10 inches of water. Always a learning opportunity in FCYC.

After chatting to different skippers from the eleven boats that took part on that first cruise, a formula which could be used for future cruising events was agreed. Basically, folk seemed reasonably comfortable with the idea that they knew the date for the next scheduled sail, and they accepted that information confirming muster time and planned destination would be shared around 48 hours in advance once the predicted forecasts had been considered and taken into account.

The remaining four 'cruise in company'



Cramond in May: crew meeting at the bow.



Aberdour in June: an impressive turn-out.

IN COMPANY

events saw us visit Aberdour (June), Burntisland (July) and Inchkeith (August), which never really happened as the wind dropped to zero knots and we ended up with an eight-boat raft-up just south of West Gunnet. Folk moved from boat to boat with hospitality being along the lines of old-fashioned first footing at New Year. The fifth and final day sail saw us head back to Cramond for a barbecue, with many of the boats sailing through the 'teeth' as we left on a six-metre high tide. Again, a first for many who took part.

The very final entry in the Club cruising calendar was a trip to Dunbar for the annual Traditional Music Festival. The weather that particular weekend turned out to be appalling with southwesterlies forecast at 35 knots. Only the hardy (or insane!) would leave Granton. Three boats did—*Midnight Caller*, *Malin* and *Eclipse*—you decide whether hardy or insane!

At the end of it all we had a great season with a great turnout for each event. I'd especially like to thank Cramond Boat Club and Burntisland Sailing Club for their generous hospitality and welcome. It looks like I'll be organising a similar programme next year—probably using the same formula for organising the destination harbours. Who knows, 2017 might be seeing us venture a bit further, Kirkcaldy or possibly even Limekilns! I can sense the adventure already.



Burntisland in July: keeping busy!



On the water in August: rafted up and happy.



Barbecue at Cramond: the full team.

INTERVIEW: KENNY ALLAN

Kenny Allan is our new Sailing Secretary, having just taken over from Eddie Myatt. He's been 'mucking about in boats' since the age of eight ...

Q How and when did you start sailing?

A I started enjoying being on the water when my father, who had been partly domiciled in Millport on the Clyde, bought his first boat. I guess I would have been about eight years old. He then moved on to buy a small yacht, a *Lysander*, and then on to his bigger yacht, an *Arden 4*. I was always part of the crew and that is where my sailing adventure started.

Q What was your first boat?

A Our first boat was a *Mirror* dinghy on which my wife, Maggi, and I regularly sailed from Limekilns across to Blackness for their annual regatta. My first keelboat—which I owned with my now elderly father after his sailing partner passed away—was an *Arden 4*. Built for the early charter market near Helensburgh and sold as a lump of iron, she was virtually indestructible ... so a good first keelboat for me! She was a cruiser, but I was increasingly becoming interested in racing since I had joined Dalgety Bay sailing club so she was a bit slow for my aspirations.

Q How did you become involved in racing?

A Round about 1988, I was lured on to Gavin Adamson's E-Boat, *Easy Rider*. That was the beginning of my love affair with the E-Boat! At that time we had around four in our club and I think there would have been nine racing at Port Edgar. I bought *Kamogo* and started to learn about racing, knock downs, spinnaker work and so on. Maggi loved it as well, so this is what we did together. We enjoyed some success and that stimulated our venturing to other club regattas, inshore racing, local club racing and the autumn and winter series at Port Edgar.

Q What about cruising?

A Eventually we got interested in a little more comfort, so we bought, *Springwater*, a Spring 25 in Ireland

and sailed her to Largs, up to Oban for the West Highland Yachting Week—a racing event—and then Maggie and I took her back to Dalgety Bay. The boat had fantastic accommodation but was a handful to sail in any weather. We had to reef *Springwater* before the E-Boat!

Q What was your most scary sailing experience?

A It was in *Springwater*, actually. We were caught in a trip from Anstruther back to Dalgety Bay with increasing winds which resulted in a very uncomfortable sea. There was a spring tide pushing against us with a force 7 southwesterly. We should never have gone out, but we were still young and inexperienced and wanted to get home! Little did we know on leaving the harbour that we would spend six hours beating fully reefed with



the engine on. It was very difficult to tack and we could not have done so without engine power. We were making only tiny advances—very uncomfortable. I think we got as far as Kirkcaldy Bay when, fearing low fuel, we turned back as soon as we reckoned there would be enough water in Anstruther harbour. We surfed in like a rocket and tied up safely. Needless to say, we soon moved on from *Springwater*!

Q What other boats have you had?

A In 1992 we bought a Sadler 32 called *Macha*, my first real cruising boat, close winded, with lots of space—a live-aboard boat for long cruises. Trips to the West Highland Yachting Week continued but with a lot more comfort! I enjoyed that event. I have taken the trip from east coast to west coast for that event many times. Many of my yachts have competed

in that event: *Springwater*, *Macha*, *Redskin* (Impala), *Kamogo Too* (Beneteau 32s5), *Billy Bean* (GK34), *Slippi Jinn* (Beneteau 35s5) and *Stardust* (Catalina 42).

Q What is it you like about West Highland Week?

A It delivers what I like most about our sport—a great cruising area and many competitors with one common goal, to enjoy sailing. I meet up with the same old faces I only see once a year. We are relaxed and full of stories. No matter what their walk of life, everyone has a common interest, something we can share in conversation. The sea is a level playing field.

The same sort of feeling exists at the Scottish Series where I compete annually in May. This series is much more competitive. I've been racing in it ever since I retired in 2003, with my little green Sonata *MissElaineyUs*, the same class of boat as my now blue Sonata *Zero Proof*. For the last three years we have competed in the White Sail Class there in Tarbert, Loch Fyne, with our Sigma 33 *Brave*.

Q What is your favourite yacht?

A My favourite boat must have been the *Moody 38*, *Le Bear*. It had a big 50hp engine, furling main and genoa, a 240 volt, 3kw generator and bow thruster. And it was so spacious, with two heads and very comfortable bunks. What more can you want?

Q Where do you sail when you're not racing?

A I have been sailing in the north west of Scotland, up to Orkney, down the east coast, abroad on the west coast of British Columbia, Greece, the North Sea, down to the Mediterranean via the Bay of Biscay, the Irish Sea, the Forth—but I have a soft spot for the Clyde. I think that is because it is where I started sailing. Every time I take my Sigma out of Largs and pass Millport I remember my Dad and my brother Iain and I out on the water, where all worries disappeared and we could really enjoy freedom!

Q How do you see your role as Sailing Secretary for FCYC?

A I am keen to get members' input as to the Sailing Programme I am now working on with Willy and Colin. I'm particularly interested in talking about the racing bits, like handicaps and sailing instructions, but would also really like some input for the Training on the Water nights.