



# FAIRWIND



Newsletter of the Forth Corinthian Yacht Club, Summer 2011



## Bell Block Upgrade

Visitors to the Corinthians' Yard can't fail to have spotted the changes to the facilities and the very impressive signage. The Bell Block itself is now a very smart shade of Corinthian Blue® but step inside and see the real changes - separate male and female changing facilities and showers! And all done in time for the Brodies to use before their trip.

George Mackay, who organised a great deal of the upgrade work writes:

"A big thank you to all who spent many hours on the building and fitting out works and to the work party attendees who gave up a sailing weekend to help with the painting and decoration. There is no need to name the volunteers individually as they can be easily

recognised by the FCYC blue paint on their oilskins and boat yard attire. I even got blue paint on my designer gear. That's hard to believe Edd North is saying as he reads this.

On a more serious note the toilets, showers and changing facilities are for the membership and visitors to enjoy freely, please do not use them as a workshop or for the cleaning of paint brushes and boat parts. We hope to provide an outside sink for these dirty jobs. This is your facility to enjoy and if looked after will be an asset for years to come. " And while we're on the subject, a big thank you to Joe Ramsay and Brian Pennycook for their work in the Clubhouse; everyone should find a trip upstairs to the ablutions so much more pleasurable than previously!

End of a bit of an era - this is the first 'Fairwind' produced since Sonja headed south for warmer climes. Hopefully, it's not too rough at the edges. Stories, comments, photos - send them in to [forthcorinthians@gmail.com](mailto:forthcorinthians@gmail.com)

## Dumbo in the Wars

Both the club tenders have suffered damage in recent weeks. First Wee Dumbo's rudder and tiller were severely damaged, and then Dumbo's spar suffered a major failure (below). Of course, the boats are heavily used and accidents are going to happen from time to time, but if you do damage one of the boats, get in touch with a member of the committee so we can get a repair organised.

The club boats must be treated with care and if you are using either of the boats - please top up the diesel - it's easy to get a refund from the bar on Saturdays or Sundays (4-7pm) or on Mondays (7:30pm-10pm).



## For Your Diary

### AGM

Monday 10th October  
7:00pm for 7:30pm

### Lift Out !!

Saturday 22nd October

# Circumnavigation Special!

A sail around England. "Sail round England, when we have the West Coast on the doorstep, that's a pretty stupid thing to do". "The Irish Sea can be a nasty place, the English Channel is expensive and crowded whilst the East Coast is just long and dull." "Six weeks, that's not long enough for that trip, you won't have time to really see anywhere, you'll just have to rush." "Go somewhere warm and dry, you've never seen July in the West Country."

All this good advice was true.



We got caught out in a nasty little gale in the Irish Sea just south of Anglesey, which led to an enforced four day stop over in Pwllheli, not the most exciting of places. In the Devon it rained a lot, in Weymouth there was the pleasure of paying about £20 a night to be the outside boat of a raft of four: at least in Portsmouth you got a pontoon which included electricity and excellent showers for £25 a night, and truly the East Coast is long and dull.

But it was a great trip.

Peel, IoM was a pretty and sunny little place, good kippers but we didn't find a good pint. Dale at the mouth of Milford Haven was another good place, a free pontoon moored out in the bay, another Invicta26 and a respectable pint at the Griffin. The Bristol Channel was glassy smooth, I have never seen so many dolphins leaping all the way to the horizon. And it was so hot and sunny I needed the sun cream.

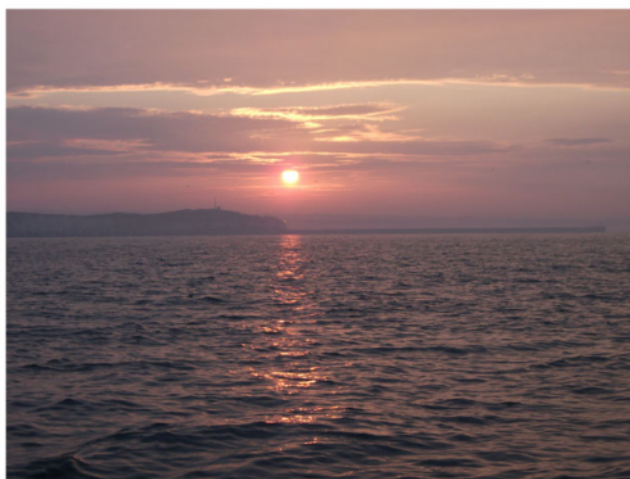
Rounding Lands End in the dark was very exciting and a very satisfying milestone, the tide around the Lizard, where you drop below 50 deg North, was a killer but sailing into Falmouth was great. (About 140nms, 28 hours singlehanded, two Red Bulls through the night) Loads of beautiful boats, real Cornish pasties, the most excellent National Maritime Museum and a good pint.

And more sunshine.

Dartmouth turned into a Corinthian muster. Fettler, with Jim and Sonja had arrived the day before. What a good time we had. The weather in the Channel was not to good so we went up the Dart spending one night in a drying creek at Tuckenhay, excellent pub, then on up the river to Totnes the next day. Totnes is worth a visit. Heading east from Dartmouth is a bit of a nail biter. Portland Bill. The inside channel or about an eight mile detour round the outside of the race. I went for the inside channel: the advice is to keep close to, not more than two cables off the rocks catching the start of the fair tide. I did but it was still scary.

Although crowded and expensive Weymouth is an attractive and interesting place to visit. Getting in takes you past Portland Harbour, a massively fortified former naval base that will host the Olympic sailing; the Japanese team is there already. Weymouth has good showers, a beautiful beach and the Orange Cider Pub, 43 different ciders, wonderful.

Then Portsmouth, the most expensive but being berthed within sight of HMS Victory and HMS Warrior and with the constant toing and froing of warships, ferries and other big ships was exciting. Getting to Portsmouth, up the west Solent through the Needles Channel was exciting, ships and yachts everywhere, ferries, fast ferries, hovercraft. Crazy place.



My gearbox had started to slip on the River Dart and had been a bit of a problem in Weymouth. I decided it was either a morse linkage problem or a clutch problem so I tried to adjust the linkage in Portsmouth, thought I had fixed it and set off for Brighton. Bad Mistake. The wind came up out of the southwest so there was a big onshore sea running by the time I got to Brighton but when I started the motor she would not go into gear.





**Dartmouth : Hysekeir and Fettler : the Corinthian Muster**

Very scary. So with the genoa furled and two reefs in the main I had to sail through the waves and into the marina. I made it but I do wonder if it should have been a lifeboat job.

This was the low point of the trip. It was just too dangerous to continue without the motor working properly. I enquired about lifting the boat out, £200, and thought of sending her home by road. All very dispiriting. The local marine engineer had a look and said clutch. So, broken boat and three weeks to get home, what do you do? That was on the Monday morning. By Thursday lunchtime I had a new gearbox fitted and so escaped from Brighton at four the next morning. What a relief. Seventeen days to get home, easy.

Brighton to Eastbourne (horrible entirely artificial marina development but into the Eastern Hemisphere), Eastbourne to Dover, Dover to Pinmill by Felixtowe. Three fast days. Seeing the Spitfire over the White Cliffs was quite a sight, the Thames Estuary was windfarms, sand banks, fast tides and big ships, lots of them.

Pinmill on the River Orewell is a very fine place, moored sailing barges, river side walks through the woods to the waterside pub, houseboats and plenty of nice yachts, gaffers and woodies and not so many mega plastic white boats compared to the South Coast. After that it was Southwold on about the most sticky out bit of East Anglia. Difficult river entrance over a bar in the dark, very friendly people, home of Adnams Ales, not expensive in the nice little sailing club, very beautiful countryside so different from Scotland. From

Southwold it was about 100 miles north through the night, between the sandbanks and through the ships to Grimsby, a one Red Bull night. This was probably the busiest passage of the whole trip. Lots of course changes and lots of ships, low light, high light, green light mainly.

I got to Grimsby on the Saturday so with seven days to get home, easy. It was blowing on Sunday, no worries, plenty of time, it was blowing on Monday, no worries plenty of time, it was blowing on Tuesday, OK, longer passages with fewer stops, it was blowing on Wednesday, I began to make enquiries about leaving the boat in Grimsby, it was blowing on Thursday, morning but by afternoon the wind had dropped enough to escape on the late tide. Three and a half days to get home, 220 nms singlehanded, doable if the weather stays fair, and it did. An overnight and most of the next day 100nms to Harlepool, a departure at 5.00am for almost 80nms to Eyemouth and then about 45nms from Eyemouth to home. Made it on the Sunday evening and managed to get to work on Monday morning.

Altogether Edinburgh to Edinburgh was about 1228 nms which I did in twenty three legs, the longest being 136nms the shortest was 3nms. Five of the legs were 100 miles plus and there were five overnight passages. 862 nms were sailed singlehanded, the rest with excellent company. I'm glad I did it, it was a great trip but much harder than I thought it would be. That England sure is a big place.

**by Paul Taylor**

## Social Networking



You can now find us on Facebook (just search for Forth Corinthian Yacht Club and then request access). We currently have 39 members who have been actively posting photos, some scenes from the archives (below), links and just engaging in general chat. And wasting a lot more of their time, of course. And as the site is a closed site (i.e. only members of the group can see photos and postings) we shouldn't be plagued by 'spammers' or people outside FCYC simply being nosey (tsk).



## Next Issue

Apologies to those who submitted material that we've not been able to include in this issue. The Hon.Sec is entirely to blame - mostly for including the whole of Paul's excellent article (can I have a bit of yard space away from that puddle?). Next issue: racing news, more cruising (Pete Sherlock, Jime Sime and Sally Johnson, and the Anstruther Muster) and an update on the lift out and the AGM. And Commodore's Remarks. Not forgetting the latest Dumbo mishaps...

## Bar Rota

29/8/2011	Eddie North
5/9/2011	Alec Martin
12/9/2011	Jim Glass
19/9/2011	Victor Lopes
26/9/2011	Angela Coulter
3/10/2011	Alec Martin
10/10/2011	Tom Lochrie
17/10/2011	Keil McLachlan

## Welcome to New Members

A warm welcome to all our new members - some of whom will be well known to many of us in the club, others less so. Many people will have met Charlie Silverton with his IP 24 Motor Sailor, March Whisker. Robert Hughes has also been a regular visitor to the yard since taking ownership of his Finesse 21, Meanda.

John Mitchell has sailed at Port Edgar for about 12 years, starting with an Impala and for the last eight years has sailed an H boat, which he sold a year ago. He has recently purchased SULA, a Maxi 84. Donald Reid who lives in Pilrig with his wife and 3 - soon to be 4 - young kids, acquired a Drascombe Coaster called 'Thetis' last winter. Their summer holiday was spent in the west, around Tayvallich. The

demands, he's looking forward to exploring the Forth and just being around boats again. Gordon Murphy is new to



**March Whisker**

sailing and boat ownership, and now owns a Bayliner 24ft Motor Cruiser. He's lived most of his 47 years in the Davidson's Mains area, and is planning to bring the boat to Granton in October. He'd appreciate an hour or two of anyone's time to help develop his skills and knowledge on board.

We've also attracted some new associate members - Ian Martin (father of Alec) who is a keen coastal rower down at



**Silvester Wojcik**

highlight of that trip was an epic voyage across the Sound of Jura in a gentle nor-wester for a picnic. Donald has sailed and cruised on the west coast since he was young, and in his twenties did a bit of adventuring on the high seas, crewing on yachts across the Atlantic and Indian oceans. With family

Portobello in the 'ancient mariners' senior team, and Mike Wight - son of the redoubtable Denis.

We've also been joined by Silvester and Aneta Wojcik. Silvester, who is originally from Poland has lived in Edinburgh since 2007. He used to sail a

lot back home, on Biale Lake, which is located close to his family town and in the Baltic. Aneta is new to sailing but as she says, she's been hooked since sailing in Gran Canaria. They haven't a boat as yet but are willing to crew, so get in touch.

A warm welcome to all.