



FAIRWIND



Newsletter of the Forth Corinthian Yacht Club, Autumn 2012

That Was the Season that Was



The wettest June since records began (UK wide)

Well, it was a slow start to the sailing season this year, with rain and high winds, often sweeping in from the East, but as the summer progressed, there were some great days sailing to be enjoyed out on the Forth. And of course, as ever, some Corinthians made it to sailing grounds further afield, on the West Coast, and to the Northern Isles and beyond.

But little did we know that after one of

the most enjoyable sailing weekends with a social sail to Dunbar, that there would be a real sting in the tail of the season. A vicious storm on the night of the 24/25th September drove four Corinthian boats onto the rocks in the West Harbour and caused mayhem in the Main Harbour. As ever, the Corinthians rallied round to assist those in need, and we got through it by the end of the week, marshalled tirelessly by our Harbour Secretary who took a great deal on his own shoulders.

Many old-timers at the club (and we have a few) may be able to recall conditions like it, but we must all wonder whether extreme weather is becoming more frequent and may be here to stay.



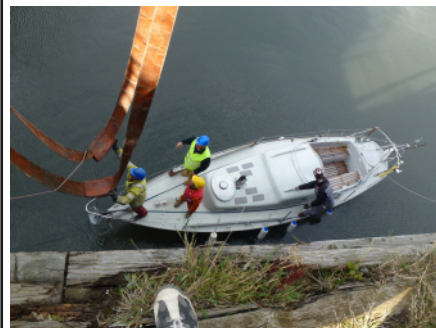
A fine sailing day

Lift Out

It's incredible to think that Lift-Out is almost upon us again. This year it'll be on **Saturday 20th October**, and we'll be looking for everyone to help out as one big Corinthian team. And George Mackay, our Harbour Secretary will be on the lookout for any shirking!

Here are a few helpful reminders which will help make the day go as smoothly as possible:

- 1) Be at the yard ready to start at 07:30.
- 2) Park cars away from the yard and mast areas. No cars in front of the fences or along the pontoon frontage.
- 3) Hard hats must be worn in the yard, and work gloves are really essential.



- 4) We must have four people on boats for positioning slings and lifting out of water. Get them press-ganged!
- 5) You will be advised when to have your boat at the lift area, so there should be no need to sit on the boats for hours waiting (OAPs excepted).
- 6) The day does not stop once your boat is positioned in the yard. Fences need to be re-erected and trailer boats positioned in the yard at the end of the day.
- 7) High water is at 05:33 UTC (06:33 BST) so make sure your boat doesn't get caught out on the falling tide.

For Your Diaries

Lift Out
Saturday 20th October

Stories, comments, photos -
forthcorinthians@gmail.com

A Week to Remember

a personal view

On the 18th of September, as I considered the weekend 'social sail' trip to Dunbar, I was a bit alarmed by the

Sun 23 Sep BST									
	Wind	Avg.	Gust	Temp.	Rain	Weather	Cloud	Visibility	Pressure
01:00	↻ ESE	15 mph	to 23 mph	11 C	0 mm	☁	99%	19400 m	1014 mb
04:00	↻ ESE	18 mph	to 28 mph	11 C	0.1 mm	☁	99%	16200 m	1011 mb
07:00	↻ E	24 mph	to 37 mph	10 C	2.5 mm	☁	100%	11500 m	1007 mb
10:00	↻ E	29 mph	to 44 mph	10 C	6.4 mm	☁ MIST	100%	8300 m	1002 mb
13:00	↻ E	35 mph	to 51 mph	11 C	10.1 mm	☁ MIST	100%	7000 m	996 mb
16:00	↻ ESE	23 mph	to 38 mph	13 C	6 mm	☁ MIST	100%	6300 m	989 mb
19:00	↻ SE	15 mph	to 26 mph	13 C	2.2 mm	☁ MIST	98%	3800 m	985 mb
22:00	↻ SSE	9 mph	to 16 mph	13 C	4 mm	☁ MIST	96%	2900 m	983 mb

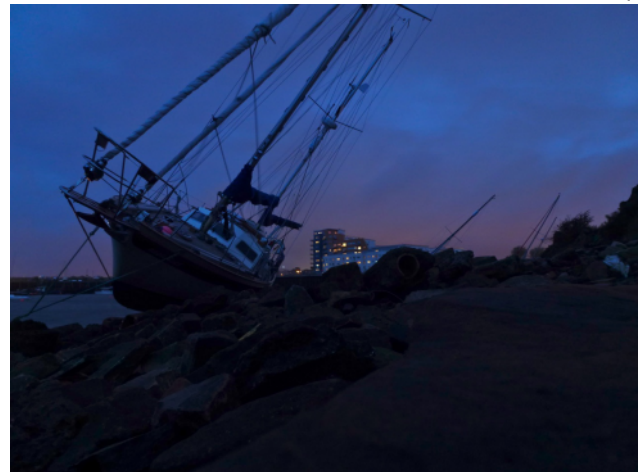
steepness of the falling barometer predicted for Sunday. So much so that I actually screen printed it and sent it to a friend in Dunbar as an apology for once again failing to get down to see him. As the weekend grew closer, the bad weather moved out to Monday; however I'd already changed my sailing plans by then to take some friends to Inchkeith on Saturday, so whatever worries I had about the forecast for Monday disappeared far away.



And even though the winds of Monday increased, up town it didn't seem any worse than some of the winds we'd suffered over the Winter, or last May for that matter. Naive or what! In fact it was only on Tuesday afternoon when my iPhone beeped to an incoming email from Paul that I realised that anything untoward had occurred. Needless to say, I couldn't get away from the Gyle quickly enough (though I'm never tardy at departing that place), and driving up to the yard, I did what probably every boat owner would do – scanned everywhere looking for 'my boat'! There was a boat up on the beach that looked like it; was that 'Early Bird' really away over there ? (I think that varifocals aren't far off). I parked up and caught sight of the Ouzel over beyond a motorboat, and got my binoculars on it. Well, it was afloat, and although some 50 yards away from its original position, it seemed OK, certainly compared to the sights elsewhere. I talked to a number of people, many of whom were clearly exhausted, and some more than a little distressed; I listened to many stories, but what could be done? What could I do, for that matter? A watch was being organised for the boats on the west harbour shore for later; for the moment, I set off out the east breakwater, amazed to see breaking waves in the main harbour. And this

was at least 12 hours after the storm had been at its height. I met up with Jimmie Hill who was one of the overnight volunteers and we looked at the debris down on the shore. Watching the boats pitch and snap at their moorings, it soon became obvious how so many boats from both clubs had ended up dragging across the harbour. And we discussed the big unanswered question: clearly it was a bad storm, from a bad direction, but whereas we had bad storms once every few decades some years back, was this a portent of things to come?

The first watch for the night got into position and I went down to the west harbour and looked at the boats there . A quite



unreal sight; only the night before I'd been looking at Aros More's blog and had sent an email to Iain asking if I could nick some bits for Fairwind (one of these editions I'm going to get Ian Dawson's long awaited Inchmickery article). The following morning I was down, helping out as best I could. We got Shamal over to the pontoon and then managed to get Moonshine towed off the shore. Finally, I got Ouzel sorted out - it had come to rest a bit too close to another boat for my



peace of mind so I got that over to the pontoon where it's currently rafted up with some other refugees.

The events of that night will be discussed for some time to come, I have no doubt, and once we get the AGM and lift-out out the way, I know that we'll all be giving the events of 24/25 September much thought. I'm sure that the majority of us realise just how lucky we were on this occasion.

Jim Glass

End of Season News

So, the racing season has ended and the Joint Passage series completed – with five races. Fifteen boats took part and Misty Blue was the overall winner - full results will be posted at the AGM. The Dunbar cruise in company was a great success with five boats taking part.



Thanks to Willy Barr for these shots of the Dunbar Cruise which took place on the weekend of 22/23rd September; here's a fine shot of Evening Star under sail and Maxine



getting a close up view of the Gannets at the bass Rock. Finally, pretty much the last event of the season, and a bit of a blowy weekend - another Willy shot from the Benromach Edinburgh Regatta where our very own Brian



Pennycook and Eddie North came in first - and got to feature in a video on the Caledonain Mercury website.

From the Blogs

A quick round up of two (the only?) Corinthian boat blogs. This hardly does them justice, so have a look online -

First up, Iain Gray's summer adventures on Aros More [at <http://arosmore.blogspot.co.uk/>]. Leaving Granton 28 May, the blog details the journey North to



the Faroes via Orkney, and then to the west coast, St Kilda (above) and back to Stornoway before arriving back in Granton after 1600 miles.

Meanwhile, further south, Fettle's progress [<http://sailfettler.blogspot.co.uk/>] finds the Brodies in Spain (ashore in Bilbao) and then messing about up the Gironde near Bordeaux. Cracking reads, both.



Misty morning on the Gironde

Honesty Box

Many members will have been down the Bell Block to use the facilities, whether the toilets, or the catering facilities upstairs. You'll have seen that we have tea/coffee and soft drinks as well and snacks for sale.

It can't be stressed too much that these can only be provided if members make sure they leave money in the honesty box (currently a plastic dish). As Corinthians, and good sorts, let's hope that reminders won't be necessary!

Bunkside Reading



Racundra's First Cruise.

Probably best known as the author of the Swallows and Amazons, during WW1 Arthur Ransome became a foreign correspondent for the radical newspaper, the Daily News and then the Guardian. He also covered the Russian revolutions of 1917 and became personally close to a number of its leaders, including Lenin and Trotsky. Trotsky's personal secretary at that time was Evgenia Petrovna Shelepina who would later become Ransome's second wife.

After the War, Ransome moved to Estonia and it was there that he employed a Lettish boat-builder who had built a small boat for him, to build Racundra. She was 29 feet 7 inches long, with a large beam of 11 feet 4 inches. Her shallow draught of 3 feet 6 inches was increased by 4 feet when the centreboard was lowered. The hull was capable of ocean voyaging, with planking over an inch thick. There was no internal ballast, but the iron keel weighed 3½ tons and was wide enough to keep her upright without legs when out of the water. She was ketch-rigged for ease of sail-handling, with only 430 square feet of canvas, and had a Skandia Swedish hot-bulb paraffin engine rated at 5 horsepower hidden under the companionway, which Ransome detested and refused to use.

Racundra's cruise from Riga, across the Baltic, to Helsingfors and back with Ransome, the Cook (Evgenia) and the "Ancient Mariner", Carl Sehmel, is detailed in Racundra's First Cruise, considered a classic of sailing literature. The new edition of Racundra's First Cruise includes the original maps, text and photos from the 1923 first edition, of which only 1500 copies were printed. The book also contains a detailed introduction detailing Ransome's Baltic sailing in Slug and Kittiwake and includes unpublished articles and essays together with many original Ransome pictures and present day photographs of the area. A cracker! Get that Christmas list made up!

Welcome!

As ever, we have attracted some new members over the course of the year - a warm welcome to you all. Chris Earl lives between Crieff in Perthshire where he has a joinery and furniture making business (Woodsavvy.co.uk), and Starbank Road where his girlfriend and children stay. He helped to make the Newhaven skiff with Gert, Shannon and David and has an Albacore and an Enterprise dingy, and sail with friends who have larger boats based at Ardfarn and Aberdour.



Chris

Angus MacInnes is an actor who does film and TV and has been sailing Castellar, a 45+ year old 25 foot Wing (which he half owns) out of North Berwick for the past 15 years or so. Castellar was a casualty in the storm of 25/26 September at North Berwick, losing her mast. He's more a day sailor who prefers floating around with a beer in his hand though he does declare few outings with shoeless(?) Frank Martin!

Niall Sinclair and his partner Sarah have just moved to the area and have done a few keel boat courses at Port Edgar over the last year. They are looking to build on their sailing experience and are willing deck hands, so get in touch, Corinthians!



Duncan

Duncan Morrison and his son Sandy were introduced by Ian Dawson. Duncan works for the police and Sandy works on the oil

rigs. Duncan states 'We are both keen fishers and have been fishing all our lives, always on others boats! An opportunity came along and we bought the Kingfisher between us as our first venture into the world of boating.



Sandy

Firstly and probably not surprising to existing members, what an expense boats are! Secondly, we have had a brilliant time having the boat moored at Granton. Never realised that there was so much wildlife in the Forth and how easy it is to visit the islands, as well as trips over to Fife and beyond. Now want a bigger boat that we can stay on overnight and have trips further afield. Brilliant first season for us as novices in this world, getting to grips with tides, winds and navigation and so handy having the boat moored in the harbour rather than towing it, think we have caught the bug!"



Jamie

Jamie Sutherland lives locally just up the road in Boswall Terrace and work even more locally as he runs Leith Framing Studio at 1c West Harbour Road. He currently has a wee 16' motor boat but plans to buy a small sailing dinghy shortly to learn how to sail - which he hopes to do by 'jumping right in and learning himself' - though he's happy to get guidance!