



Newsletter of the Forth Corinthian Yacht Club, Spring 2009

# First 'sail' of the year

On the traditional New Year's Day outing, several hardy souls took two boats to South Queensferry. Although wind may have been lacking, the cobwebs were blown away by the sight of the even harder souls taking part in the Loony Dook

Photos by Willy Barr



Ah, the pubs of Fife...



Hold on to your drinks: Ian Dawson and Mark Eisler are not watching the swimmers



Just don't mention the lifejackets: Craig Graham and Brian Pennycook get serious



It's all a bit of a blur: Joe Ramsay



# Brainwave, anyone...

## ABC takes home the trophy – at least this time it wasn't the bowling club

Aberdour Boat Club narrowly beat Cramond to win this year's Brainwave Trophy at the annual Forth Corinthian quiz night on 21 February.

Two Forth Corinthian teams competed against two teams from Aberdour (we made their groupies play), one from the Royal Forth and one from Cramond, led by Ian Helliwell. Cramond's performance was no doubt enhanced by Stewart Boyd who joined its team to make it up to four players. Jim Brodie was quizmaster.

Our teams were as follows:

FCYC 1: Karen Melville, Pam Strachan, Martin Palmer and Allen Ross

FCYC 2: Archie Gray, Pete and Dot Sherlock, John Hughes

FCYC 2 started out very promisingly, but were later overtaken by most other teams because 'Pete wouldn't listen' to the rest of his crew. That's what happens when you single-hand too much!



The winning team: Peter Drum, David Woodall, Douglas Fraser, Malcolm Russell

Final scores, out of a possible 72, were:

Aberdour 1: 40.5

Cramond: 38.5

Royal Forth: 36.5

FCYC 1: 27.5

FCYC 2: 26.5

Aberdour 2: 25.5

A great thanks to our fab new bar convenor, George Melville, who manned the bar and plied us with pizzas. Hopefully next year, Forth Corinthian attendance will be a lot higher at this fun night.

## TEST YOURSELF

### 1. Geography

What's the French name for the Bay of Biscay?

### 2. Nautical

What is the Becket bend more commonly known as?

### 3. Film

Which classic film shares its name with one of the worlds largest privately owned sailing yachts?

### 4. Music

Which medley of sea songs is usually played at the Last night of the Proms?

### 5. Science and nature

How many GPS satellites were in orbit when the system went live in 1994?

### 6. Food and drink

Due to the scarcity of coinage in the colony, What commodity was used as currency in New South Wales until the early 19th century?

1: Golfe de Gascogne. 2: Sheet bend. 3: The Maltese Falcon. 4: Fantasia on British Sea Songs' by Sir Henry Wood. 5: 24. 6: Rum

## IN BRIEF

■ You may have noticed improvements in the bar of late – that's because we now have a new bar convenor, George Melville. George brings with him valuable experience as a pub landlord and has already put his favourite beer on special offer. Thanks for all the good work, George!

■ The Club's industrial sewing machine is back in working order. This beast of a machine can be found in the meeting room upstairs. A manual has been provided, but please ask Linda Pennycook for advice and help. And be careful, this machine is seriously fast!

■ Our ever-busy Commodore took Dumbo's gearbox on wee holiday at Marine Engine Services (two engineers, a granny and a Scottish Deerhound) in Uxbridge, and they fixed it. Both Dumbos have been overhauled (see Commodore's Notes).

■ We have a new flagpole courtesy of the scrapyard around the corner, which still needs to be installed.

## More new faces at the Club



### Fiona Harrison

Fiona Harrison's boat, *Dumbéa*, is the latest arrival at Granton – Fiona sailed the Albin Vega 27 over from Port Edgar in January. Fiona is a coastal skipper, and has big plans for the summer: single-handing *Dumbéa* around most of Britain, going anti-clockwise. No doubt she will give us a talk about her trip next winter!



### Jim Cursiter

Jim has been sailing for about 12 years and is part owner of *Smij* with fellow members Frank Martin and Gordon Murphy. He is an artist/set designer/scene painter currently working as head flyman at the King's Theatre.

# Where are they now?

A few years back, Forth Corinthians Hugh and Anne McKenzie set sail for warmer climes. Here they report on their cruising life

Don't blame me, Sonja asked me to do it! We have just come through a stormy night with a forecast of 50-knot winds and 8-metre waves. Fortunately we are snug in the harbour at Alghero in northern Sardinia. I am writing this from *Saltwater Gypsy*, a 1982 Seastream 43 that we bought in November 2003. We used to have the Sigma 33 *Fruca*, which was variously on the Forth or the West Coast. After much remedial work on *Saltwater Gypsy*, we set off from the Clyde in June 2005 and headed south. The worst weather on the entire trip was in the Irish Sea where we had a full gale after leaving Howth.

After a couple of storm-bound days we headed south again but ended up stuck in Milford Haven with fog. 'Things' were not going well, but we eventually escaped from Wales and had a good sail to the Scillies and onwards to France (Douarnenez). We talked a lot about 'weather windows' for Biscay and then we realised we were in one so we set off for La Coruna. It was a good crossing in three days and two nights with a fair bit of motoring. Thereafter it was a matter of plugging down the Portuguese coast in big seas with tailwinds... lots of rock and roll.

We worked our way round to Gibraltar and onwards to Mallorca. The total sea time for Clyde to Mallorca was about five weeks, but we had taken a couple of breaks on the way so the total passage time was nearer eight weeks. From there on it was the cruising life! Initially we cruised the Balearics and overwintered in Andraitx on the northwest part of Mallorca. Since then



It's all Greek to us: the *Saltwater Gypsies* in Syvota, on the Ionian Sea

we have cruised to Sardinia, Corsica, Elba, mainland Italy, the Pontine Islands, Sicily, the Aeolian Islands, Tunisia and Greece.

In May 2008, for example, we headed south to Cagliari and then on to Tunisia (Bizerte). Tunisia was 'interesting', but I don't think there are Arabic words for 'dirt' and 'litter'. What they do have words for are 'officials', 'paperwork' and 'bureaucracy'. The redeeming feature is fuel at 35p per litre. We then headed for Sicily, on to the volcanic Aeolian Islands and back to Catania to see Etna erupting.

Then it was off to Greece, more than 300 miles away. We had a brilliant passage averaging 5.8 knots and checked in at Levkas.

Things then went into a bit of a time-warp and we only did about 200 miles around the Ionian doing that Greek thing of late start (if at all), anchor for lunch and swim, sail a bit in the afternoon breeze before berthing early to avoid the flotilla coming in.

Our plans for next year are undecided. We may head home or give it 'another year'. It is getting a bit more difficult with price rises and change in the exchange rate, but when I hear that you are having a blizzard and I am having a cold beer under blue skies – I get to thinking, 'perhaps another year would be OK'. Regards to all at FCYC.

**Hugh MacKenzie**  
[www.saltwatergypsy.com](http://www.saltwatergypsy.com)

## COMMODORE'S NOTES

■ **BIG DUMBO** Floorboards, foredeck and Cuddy have been painted. New fuel tank, filter and gearbox have been fitted. The fendering needs to be cleaned and refixed. Oars and boathook have been painted, the hull antifouled and the anode fixed to hull.  
■ **WEE DUMBO** Floorboards are painted and the interior has been pressure washed. Work

is under way on the hull and fender supports. An exhaust deflector is required – anybody got a bit of sheet copper or brass to make a shield?

■ **BELL BLOCK** Council are looking for a replacement to provide the same facilities.

■ **MOORINGS** Have you checked yours? There is still time and all the bits required are available from the Harbour

Secretary. Those on RFYC moorings, be aware that the mooring is their responsibility, the junks are sometimes supplied but are normally the owner's responsibility.

■ **LAUNCHES** More than £1000 has been spent on our harbour launches, treat them as your own (which, of course, they are). If the fuel is low, fill it up at RFYC or

Morrison's, but don't leave them low on fuel or lub oil.

■ **LIFT-IN** Have your insurance docs and receipt to view before lift-in – no docs, no lift. The usual rules apply: hard hats, no young kids loose in the work area, and owners are responsible for the placing of slings, closing of all seacocks, replacing log impellers and ensuring their engine will start.



# EVENTS

## April

Saturday, 25

**Cruise in Company – Fisherrow**

12:30

## May

Friday, 1

**Friday White Sail 1**

19:00 Race officer: *Jaywalker*

Saturday, 2

**Stern Chase to Port Edgar**

12:30 Race officer: *Silver Dollar*

Wednesday, 13

**Evening Points 1/1**

19:00 Race officer: RFYC

Thursday, 14

**Evening Points 1/2**

19:00 Race officer: RFYC

Saturday, 16

**Bass Rock**

10:00 Race officer: *Malin*

Sunday, 17

**Bass Rock Return**

10:00

Sunday, 24

**Marsh & Surry Cups**

13:00 Race officer: *Misty Blue*

Wednesday, 27

**Evening Points 1/3**

19:00 Race officer: RFYC

Thursday, 28

**Evening Points 1/4**

19:00 Race officer: RFYC

Friday, 29 May

**Friday White Sail 2**

19:00 Race officer: *Crispy D*

## June

Saturday, 6

**Wilson Cup (JPR2)**

11:30 Race officer: *Apparition*

Saturday, 13

**Anstruther Quaich**

10:00 Race officer: *Indulgence*

Wednesday, 17

**Evening Points 1/5**

19:30 Race officer: RFYC

Sunday, 21

**Jubilee Cup (JPR3)**

12:00 Race officer: RFYC



## Boat project: *Kirkenes*

Some folk are happy to take on a major repair and rebuild job, and longstanding Forth Corinthian Pip Hills is one of them. His latest boat purchase is a Norwegian pilot ketch, built in Risør in 1932 for duty as pilot boat for the town of Kirkenes on the Arctic Ocean. *Kirkenes* is 42 feet on deck, about 52 feet overall with a 15-foot beam. The photo on the right shows her in the yard but still rigged. She has an ironballast keel of about 5 tons, carries a ton of fresh water and two tons of diesel when her tanks are full.

Pip says: 'Both hull and rig are pure Colin Archer. Of course, Archer was dead by 1932, but local yards were still building to his designs and scantlings. The hull is massive: pine and oak on mostly pine frames. The photo of the stem under repair gives you an idea of what I'm talking about.'

He found her lying on the Rio Guadiana, on the border of Spain and Portugal, in very poor order, about two years ago and had her taken down the river to a local yard where she still is.

They have completely rebuilt the hull: lots of frames and all new planking. New deck beams (iroko) and new deck (2-inch iroko planking). The wheelhouse has been repaired and refitted and the engine, a 140hp Volvo, overhauled and reinstalled.



Pip says: 'The plan is to bring her up this spring to Arbroath, where her new masts are being made from two douglas firs from the Atholl estates. I will rig her myself and with any luck she should be in sailing trim by the summer. If she is, I intend to bring her down for club inspection.'

Pip now lives near Montrose and only comes down to the Club occasionally. He kindly extends the following invitation: 'If any member finds him or herself in these parts (St Cyrus), we shall be glad to provide food, drink and, if wanted, a bed.' Now there's an idea for a little cruise...

**If you'd like to contribute juicy tidbits or a stunning photo of your boat, please email Sonja Brodie at [sonja.brodie@gmail.com](mailto:sonja.brodie@gmail.com). Thanks!**