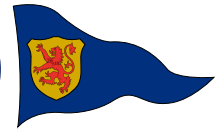


FAIRWIND



Newsletter of the Forth Corinthian Yacht Club, Summer 2009

Go East!



PHOTO: CRAIG GRAHAM

Malin's crew are looking nice and clean (and what's this: Willy is drinking Coca-Cola?)

Star helmsman Graham Crawford reports on ECSW

With Graham Russell and Nigel Duncan crewing we set off on the ECSW feeder race to the Tay in light west wind that eventually disappeared, 3 miles in 4 hours made passage to the Tay under sail a long haul, all but *Rumbuster* retired. Engine on and on the mooring off Broughty Ferry at 1730 to a grand welcome from the team at Royal Tay YC. *Malin*, *Paul Francis* and *Quicksilver* made up the Corinthian boats, *Kiri* (CBC), *Brief n'Counter* (DBSC), *Flint 2*, *Euro Bo* and *White Heatber* (all PEYC) made up the Forth visitors.

I have to say that racing against two other Moody 31s was great fun. *Optional Extra* has boat speed but fell foul of 6 Squibs on starboard after having to give room to *Hummingbird* at an obstruction (Dundee). This put me well down tide, and those who know the Tay will appreciate the speed at which recovery became difficult.

Crew then went home and Paul Murray asked me to sail his boat. Somewhat surprised to find he wished me to steer and even more surprised to find Stevie Bramall on board. I waggled the steering stick, Steve called the shifts and tactics, the rest were marshalled by Paul (I since discovered that

his different crews were in fact customers or colleagues on a 'corporate team building event'). Suffice to say that we won three races, were second in one and third in the Monday event, Friday racing was abandoned for lack of wind. This meant that *Paul Francis* won the restricted sail class, *Kiri* was second and *Paradise Seeker* (Moody 31, RTYC) was third.

The Bell Rock race was one hard slog. I got it wrong and went too far north but at least I read the instructions and completed the course, several did not and I was elevated from last to 10th out of 15 starters.

Willy in *Malin* had a mixed week, very social and all good fun but not anticipating a 60-degree wind shift that tacked the boat and had Joe and Craig up to their waists in the water caused some hilarity (and profane language), but no yellow jacket.

Forth Boats took all the top prizes except the Bell Rock Trophy; that went to *Shotgun 6*, Dave Morgan (RNYC).

It was a great week, good fun, reasonable weather and very gracious hosts at Royal Tay for which we much appreciated their ferry service and hospitality.

BARR'S NAKED TRUTH

I may as well tell you the unequivocal truth of what really happened at ECSW. Immediate thoughts lead me to think about tales of running aground on a falling tide in Anstruther Harbour (*Quicksilver*), industrial drinking (Joe Ramsay and Jon Graham), katabatic winds and 'Williwaws' (Joe and Craig take a bath), going for swim from the mooring (*Paul Francis* crew), gybing spinnakers at anchor (Ed North) and the legend of 'Captain Airbed' (Dave Louden) to name a few! But as we all know... what happens at East Coast Sailing Week stays at East Coast Sailing Week – please read on.

The plan was straight forward – continue a good Forth Corinthian tradition of supporting East Coast Sailing Week at the Tay hosted by Royal Tay Yacht Club under the auspices of Ron Lorimer and his dedicated team, possibly the 'grandmaster' at running such an event.

The Corinthians mustered in the RTYC bar and then headed to our dryland HQ – a tent 27' in diameter that could easily have been used as a performance tent at 'T in the Park', only it wouldn't meet any of the basic Health and Safety requirements. This tent was not only to become one of Dundee's temporary methane gas tanks for the week, it was also where Dave Louden practiced his sledging techniques on his airbed due to the slope the tent was lying at. The unfortunate 'resident' sleeping downhill from him regularly woke with Dave's feet pinning them to the lowest wall of the tent. I know because it was me!

All said and done the biggest winner of the week was RTYC's friendliness and hospitality. Thanks to everyone!

– Willy Barr

P.S. I recommend everyone should have a Gin & Tonic on *Optional Extra*!

Summer cruisin'

Forth Corinthian boats cruised extensively this summer. From the Western Isles to Norway and Greece, here's what people got up to

Greece

Stella Polaris

The route: Malcolm and Hilda Blyth, Brian and Linda Pennycook and, to a lesser degree, Eddie and Maureen North had a truly multimodal holiday: Plane to Munich. Train to Bari, with stops in Brixen and Bologna. Ferry to Patras. Narrow-gauge railway to Athens. Ferry to Aegina and then sailing around the Peloponnese for two weeks.

The southern Peloponnese does have tourists but mostly land-based. None of the places we visited were busy with yachties.

High points: Monemvasia, a fascinating ancient walled town, built on a small island connected to the mainland by a causeway. The port of Kapsali with an old hillside fort and town and a resident sea turtle. The best beach in Greece at Dhiakofti.

Funny moment: While settling into the boat, a very brisk wind blew up. It was blowing parallel to the quayside, thus making it quite difficult for new arrivals coming in stern-to. Sure enough, it wasn't long before 50ft



The Great Train Robbers enjoy their ill-gotten gains in the Greek sunshine

motor sailer ended up sideways across the bows of two yachts and a Gulet. At one time the motor sailer was heading rapidly astern across the harbour while still attached

to the anchor of another yacht, until all 60 metres of the chain and two anchors were suspended in the air between the two boats. Welcome to Greece.

West Coast



Fog at the Mull of Galloway

Evening Star

The route: Caledonian canal to Loch Melfort, then (with George Mackay) to Peel on the Isle of Man, with a stop at Gigha. Back via Bangor, Glenarm and Gigha. In July sailed north to Skye, stopping in Loch Drumbuic, Ornsay, Portree and Plockton, Knoydart and Eigg. After coming back east, cruised to Holy Island with my younger daughter.

High point: The fifth anniversary celebrations of the Boathouse cafe at the pier at Ardmish Bay. Scallops on Knoydart.

Low point: Poor visibility – at the Mull of Galloway we were only 100 m off the rocks before we could see them (see photo).

Recommendation: The conservation village of Glenarm has lovely walks up the glen.

Counterfeit

The route: Still under way, left Granton on 8 August. Hoping to visit the Western Isles a bit more extensively if the weather permits. Being optimists we have the St Kilda chart just in case. We'd also like to revisit Coll, which is completely idyllic.

High point (from last year): One of the best sails was Ghia to Rothesay. We left Ghia about 6 a.m. and with winds that stayed in our favour all day we got into Rothesay about 8 p.m. just as the lovely *Waverley* was leaving with all the passengers waving to us.

Low point (from last year): We came back through the Forth & Clyde canal, which was fine until we hit something big and hard. When we lifted out we saw we'd lost a chunk of keel!

Recommendation: Whitehills is a very nice little marina which is fine to get into in settled weather. It's a slightly hairy approach as you don't see the harbour mouth until the very last minute, although

the nice harbour master cycled down on his bike to wave us in last time.

Optional Extra

The route: Left the Tay for Stonehaven, then Peterhead, Whitehills, Inverness, Caledonian Canal, Dunstaffnage, Crinan Canal, Portavogie, Gareloch. A great 4 weeks, full of fun and sometimes fear, but the boat looked after me in poor weather was great experience.

High point: Finally making the trip alone for the most part and getting round Kinnaird head in good weather.

Low point: Incorrect weather forecasts. On leaving Stonehaven, was promised SW 2 variable, left on that in the morning and an hour later it was North 4/5 occasional 6 – right on the nose! The autopilot does not like north headings, gets in a muddle and overcorrects the course, but this was sorted in Peterhead (Could that be because you were not going any further north? – Ed.).

Recommendation: Great fish and chips at the Dolphin Café next to fishmarket in Peterhead. Whitehills is a great stopover place, good facilities, great wee pub and good fresh fish shop near the harbour.

Norway

Fettler

The route: Straight from Granton to Farsund. Then a leisurely cruise on the southwest coast between Kristiansand and just north of Hidra. Returned from Flekkefjord to Peterhead and on to Granton.

High point: Beautiful Berefjord.

Low point: The 75-hour passage from Flekkefjord to Peterhead (250 miles) and the knockdown on the way to Norway. Let's just say North Sea crossings!

Recommendation: The port of Farsund not only offers free berthing, but a harbour hostess delivers complimentary bread rolls and the local newspaper to all visiting yachts. Now that's what I call hospitality!



Fettler at anchor in Berefjord



Hyskeir

The route: Granton, Stonehaven, Norway; the area around Hardanger Fjord (just south of Bergen), Shetland, Fair Isle, Orkney and back to Granton. Longest crossing Stonehaven–Espevaer just under 300 nm in 58 hours, total distance travelled 1,037 nm.

High points: Visiting the ice cap at Folgefonna and then skiing on the glacier there was tremendous. Sailing through narrow waterways into perfectly sheltered anchorages was good, tying up alongside

the rocks or mooring bow on was fun. And how good is boating with very little tide.

Low points: The alternator tensioning bracket broke twice, the main connector for the charging circuit snapped, one out of the crew of three was laid out by seasickness for both North Sea crossings, and perhaps the most frightening moment was a very near miss with a massive trawler 50 miles east of Shetland. Oh, yes, and then there was having to clear the sea toilet after somebody else had blocked it.

Little Black Number

The route: Circumnavigated Mull, then on to Coll and Tiree. With following wind the whole trip.

High point: We managed to land on Staffa and had the whole island to ourselves.

Funny moment: On the last day of the trip, we stayed on the boat on the trailer beside the Dunstaffnage chandlery. I woke up, thinking we were at anchor, and when I poked my head out of the hatch, I was shocked to see a building really close to the boat. I concluded that no harm seemed to have been done and that we still seemed to be floating quite happily. After that I recognised the chandlery...

Round England

Dumbéa

The route: Through the Forth & Clyde canal, Largs, Troon, Girvan, Bangrou, Ardglass, Howth, Miford Haven, Padstow, Penzance, then lots of places along the south coast, Ramsgate, Lowestoft, Eyemouth and back to Granton.

High point: Huge schools of dolphins in the Bristol channel, a whale in the Irish sea and basking sharks off Cornwall.

Low point: Coming back to my boat in Poole and discovering my fuel cap off – I think someone might have tried to syphon some fuel. Water in the fuel and engine then.

ROTAS

Bar

31 Aug	Mark Eisler
7 Sep	Sally Johnston
14 Sep	Denis Wight
21 Sep	Jim Syme
28 Sep	Bryan Pennycook
5 Oct	Malcolm Blyth
12 Oct	Joe Ramsay
19 Oct	Sonja Brodie
26 Oct	Jack Haldane
2 Nov	John Keepax
9 Nov	Peter Douglas

Pontoon

24 Aug	David Loudon
7 Sep	Willie Barr
21 Sep	David Thomson
5 Oct	Paul Taylor

Other FCYC boats at large: *Smij* left Granton for the West Coast in June, battling into a northeasterly.



Dolphins riding along with Dumbéa

EVENTS

September

Sat, 5 **Cruise in Company – Inchkeith** 13:00

Fri, 11 **Friday White Sail 7**
19:00, Race officer:
Optional Extra

Sat, 19 **Wickes Stern Chase**
13:00, Race officer:
Quicksilver

October

Mon, 5 **AGM** 19:30

TBC **Burntisland Beerfest**
18:00

Sat, 10 **Lift-out** 08:00

Sat, 24 **Grand Opening of
new Bell Block with
Boat Jumble** 12:00

November

TBC **Shetland fiddle music**
Illustrated talk by
Paul Johnston 20:00

Fri, 20 **Ice sailing:
a circumnavigation
of Svalbard**
Illustrated talk by
Ian Ferguson 20:00

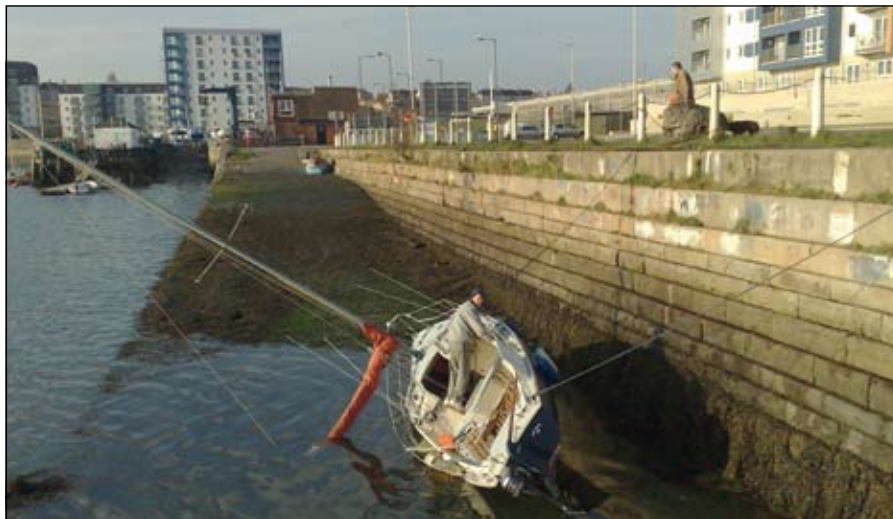
December

Sat, 5 **Christmas party and
price-giving** 19:30

A WORD FROM THE HARBOUR SEC

The Harbour Sec has decreed that there will be a revised yard plan posted on the club notice board with provisional boat positions for the coming closed season. Lift-out is 10 October. If you have any plans to do major fitting out work or require a particular position for a valid reason, please let me know ASAP. Yard space this year is at a premium and if you have not contacted me (paul.johnston722@o2.co.uk; mobile: 07789 263520) prior to the lift-out, the position indicated will be taken as acceptable. Any defacers of the aforementioned plan will be taken out into the Granton mud at low water & buried up to their neck.

Meet the new boys



Ian Ferguson

Ian, a filmmaker, bought his first boat, *Shotgun II*, a Hunter 701, off eBay last September and sailed her up from Hartlepool. He started sailing in 2004, crewing on Gordon Campion's Moody 38 *Equinox* (PEYC). This led to him taking part in the Campions' circumnavigation of Svalbard in 2006 and



Brian Parrott

Brian, 54 (pictured with wife Lorraine), first learned to sail with a long-standing RFYC Colin Cairns, crewing on *Storm Cloud*, a Shark class lovely 27' home-built yacht in the early 1980s. He returned to sailing in 2001, buying a 17' Seafarer 575 at Port Edgar. The bug grabbed him and he looked for a bigger yacht and in 2005 bought *Meltemi*, a Sadler 25 at Port Edgar. He then moved to the RFYC the following season. He had some concerns with the condition of the hull below the water level and embarked upon an extensive project to modernise her and treat her for a partial osmosis problem, which is ongoing. Brian says: 'My target date is lift-in

Also joined: Robert Haldane (new owner of *Hazel*). Rejoined: Howard Thompson.

he will give a talk about this at the Club in November. Ian says: 'I've had some crazy days out on the Forth, some wee disasters and some great sails. I'm slowly getting the hang of owning a boat, still learning' This year he has already learnt how not to dry out and that one should always check the fuel level on *Dumbo* before taking her out...

Simon Monard

Simon (pictured with wife Heather) has been sailing in some capacity on and off since he was a child. He bought *Hannaine*, a Halcyon 27, about two years ago and brought her to Edinburgh when he moved here in May 2008. Before that Simon lived in Porto for two years and before that in upstate New York where he sailed a Flying Scot dinghy. About 20 years ago he shared ownership of a Balaton 24 on the River Orwell. *Hannaine* currently shows her 40 years but is expecting a makeover this winter.



next year, when *Meltemi* will be back in the water and I am going to enjoy her for the rest of my sailing days.'