

FAIRWIND

Spring/Summer 2018

Forth Corinthian Yacht Club

Corinthian wins prestigious award

Commodore's BRIEFING



Great lift in. Even better because I was on holiday in Berlin! Well done team. Big turnout for the opening Commodore's Regatta. Everyone enjoyed the race in perfect conditions and a good fun BBQ in the sun afterwards. Congratulations to John Anderson in *Kashangi II* coming second in a big fleet being only beaten by seconds by—you guessed it—*Misty Blue*.

I held back to come in a courteous third to avoid the embarrassment of winning my own regatta.

You will be wondering what's new regarding the proposed West Harbour Marina. In summary, not much, but if you are interested please read Harbour Update on page 8 of this edition of *FAIRWIND*.

As I write, the sun is shining, the wind is fair, and Sue is calling it's time to get ready for the Port Edgar Stern Chase and a wee social shindig in the marina afterwards.

Enjoy *FAIRWIND*. I am signing off now and look forward to seeing you all on the water.

Frank Martin, Commodore



Forth Corinthians member Graham Russell has won a prestigious award at the Sixth Royal Yachting Association Scotland Awards, hosted by sportscotland Inverclyde National Centre in February. He won the Volunteer of the Year award for his meticulous work with the Sea Cadets. Russell is also a member of the RYA's Cruising and General Purposes Committee that assists in responding to hundreds of marine licence applications every year.

"It was the late Stewart Boyd who lured

me into the Cruising Committee," he said, "and I am part of this representation team who do a lot in the background. If we do our job well then you don't know about any problems as we have sorted them in advance. It is this highly qualified group of volunteers who pride ourselves on producing a professional service to represent us to parliament, to government agencies, to local authorities and marine operators. This award is really for all of us."

Well done, Graham!

NEWHAVEN COASTAL ROWERS

There was a full programme of rows this winter for Newhaven Coastal Rowers, with the *Wee Michael* going out most weekends. Now that the longer days are with us it is going out more often. Early morning rows, typically between 6am and 8am, are becoming very popular with some members. Five brave souls even took the boat out at five o'clock one chilly morning!

At time of writing, preparations are afoot for the Newhaven Gala, in which the *Wee Michael* has participated for the past few years. It will join the flotilla of boats leaving from Granton Harbour, headed by the *Conservator*, carrying the Gala Queen and Fisher King across Wardie Bay to Newhave Harbour. The *Wee Michael* and crew will then be available to take Gala attendees for short rows around the harbour and even, depending on the weather, out into Wardie Bay itself.

Also on the schedule are a trip from Kinghorn to Inchcolm Island (via Aberdour), a trip round 'Mugrum Island' (wherever that is) and participation in the Portobello Regatta, a fun day out on the beach which includes race sprints for mixed crews.

TRINITY SEA CADETS

The highlight of the year so far has been the Royal Naval Parade, which is the culmination of the inspection process for the unit. There was a good turnout of parents and supporters in the Claverhouse Centre as the cadets put on an excellent show. The first part is a formal parade with the cadets being inspected. The second half of the programme was put together by the cadets themselves and showed a range of nautical skills within the framework of 'I'm a cadet get me out of here'. Some of the cadets had met Kezia Dugdale at an event in Holyrood and had asked about her experience of 'I'm a celebrity get me out of here'. In fact she accepted the cadets' invitation to attend and she seemed to enjoy being in the audience and took a selfie with the cadets at the end.

The Unit Management Team were really pleased about how things went. It was good to be able to move away from focusing on drill and other matters connected with the RNP and to get on the water, rowing, sailing and power-boating. Let us hope for good sailing conditions this year.

PONTOONS (but stood up to

The 'Beast from the East' storm focused our attention very firmly on the pontoons and winter berthed boats. The severe north-easterly winds created and directed the perfect damaging swell and chop towards the pontoons. The anchor chains at the north and south ends of the pontoons having been upgraded in 2017 held firm but unfortunately the floats under the north

by George Mackay
Vice Commodore and
Director of EML

end pontoon broke free causing the pontoon to partially submerge.

The lost buoyancy and weight of the submerged pontoon placed additional strain on the hinges that eventually sheared with the last three pontoons subsequently separating from the rest. Fortunately because every other pontoon is anchored with chain the three pontoons remained intact and in position with minimal damage sustained to the boats

tied to them. The original design concept of anchoring every other or odd pontoon had been severely tested and proven.

Nearer the gangway another section of pontoons parted due to the hinge pins breaking but was able to be repaired and made safe with new pins and chain to prevent further damage. The gangway pontoon also had some damage due to the force of the waves but the new heavier anchor chain had held the pontoons and the gangway in place.

Although pictures on social media depicted pontoons lying at spectacular angles and seemingly wrecked there was not great damage to the pontoons. Four hinges sheared off, some older hinge pins slipped out, six floats broke free and there was some damage to the gangway pontoon and planking. Our pontoons survived the severe weather that caused major damage in other marinas and pontoon facilities throughout the UK remarkably well.

Damage to the winter berthed boats was mostly caused by fenders bursting or breaking off and warps chaffing through because of the large swell throwing the boats on and off the sides of the pontoons. Larger fenders and



FACED TOUGH TEST

the Beast from the East)

heavier ropes with snubbers might have prevented some ropes chaffing and breaking but cleats and fairleads could then have become the weak points as was found on other boats.

Every cloud has a silver lining though and the 'Beast from the East' was no exception in rallying the troops from both Forth Corinthian and Royal Forth clubs together with some heroic and unselfish acts needing to be mentioned.

Keil Maclachlan and Ian Dawson were first on the scene braving the snow-covered pontoons bouncing and rolling to assess the damage to boats and pontoons. They reported back to club officials to advise the boat owners. Job not finished though. They then collected rope and fenders from the workboat and yard and set about replacing the broken lines and fenders on boats. Their chivalrous prompt actions undoubtedly saved many boats from further damage. A big thank you to Keil and Ian again.

The cavalry arrived later in the form of pontoon directors and club members from both clubs and with small work groups formed pontoons were pulled together using ratchet straps and ropes and secured with chains as a temporary



fix. All boats were checked again for chafed and broken ropes ensuring that they were safe for the heavy weather still being forecast.

The four boats berthed on the end pontoons were put on moorings temporarily to allow repair work to be carried out unhindered.

A small group of Corinthians recovered five floats from the high water mark on the west harbour beach. The floats were then manually sledged and carried at least three quarters of a mile back to the Corinthian yard for safe keeping. The overland route using the covering of snow actually made it easier to recover the floats as opposed to risking recovery with the workboat in the heavy swell and winds.

The next day Bill Simpson, using *Conservator* with its crane, was able to raise the pontoons high enough to allow a joint club work party to slide the floats back under, tying them temporarily into position with rope. The ropes were then replaced with ratchet straps later that week. The floats will subsequently be secured properly during the ongoing maintenance and upgrading of the pontoons.

With the emergency temporary work having been completed in less than a week the permanent repair work was discussed, agreed and set in motion. Larger hinges have now been fitted to replace the four damaged ones and all hinges are now being replaced with the new larger ones. New floats have been ordered to replace any damaged ones with all floats eventually being replaced by new ones as required.

The planned replacement of two pontoons each year will still be done with dredging having been proposed only when all the repair work on the pontoons is complete.

For the record, the boats wintered on moorings were kept safe with the moorings holding as one would expect. Some junks needed replacing due to excessive chaffing but the practice of deploying two junks prevented the boat from breaking free.

As normal, adversity was overcome by quick action and a can-do attitude of individuals and the excellent cooperation between the two clubs and Bill Simpson.

Thank you to all who helped during and in the aftermath of the storm. It is very much appreciated.



Near perfect weather makes lift-in job easy

by Mark Hartwood
Harbour Secretary

I have to admit being a little nervous organising lift-in for the first time earlier in April. Fortunately the day was blessed with light winds and sunshine, giving near perfect conditions after a run of unpleasant weather earlier on in the month. On the day we lifted 30 boats and stepped six masts with barely a mishap and with no injuries.

As always, lift-in was a club effort. Lachy was invaluable supervising the lifts. George stepped in with advice at important moments. Linda and her team did a fantastic job with the catering. Graham was brilliant at organising impromptu work parties to keep the yard straight and Ken performed a similar task for the masts.

The crane team from Bernard Hunters was, as always, professional and highly skilled. All members attending pitched in with the different tasks needing done, and did a good job of getting their boats ready and crews together in a timely fashion, all of which helped lift-in to run smoothly. Many thanks to everyone involved and for making my job an easy one!

I am enjoying the role of harbour secretary but also find it continuously throws up new challenges and I expect there is still a lot for me to learn! Luckily I have George as a hugely experienced mentor and he has been guiding me through the different aspects of the role with patience and invaluable advice. The West Harbour decant has meant it has not been an easy time in relation to harbour matters, and we have valued members' patience and co-operation as we have worked towards new arrangements. It's worth bearing in mind we are likely to be limited in flexibility mooring-wise for some time to come, and to get in touch with George or myself as early as possible if you foresee any changes to your situation.

On a final note, it seems my entry in the club handbook is out of date. If you need to get in touch with me by mobile, my number is: 07473 322513, and not the number listed in the handbook.



INTERVIEW: BRIAN PENNYCOOK

Q When did you start sailing and why?

A I had potted in a friend's dinghy, but when I crewed on a yacht taking part in the club's Bass Rock Race in my very early 30s — not a FCYC yacht, I hasten to add—I found it so different from other activities that I decided I was going to get a yacht. Unfortunately, lack of finance and a young family meant I had to be patient.

Q What do you like about sailing?

A Every time I sail it is different. Each sail presents different challenges, whether its the weather or the boat. Meeting these challenges successfully gives a tremendous satisfaction and pleasure which is as fresh today as it was 35 years ago. Yacht racing, which started with the FCYC, also still gives me a great kick, and sometimes, a real adrenalin rush, especially at the start.

Q What was your most enjoyable sailing experience?

A I have to mention two, both as crew on other folk's yachts. Island hopping and snorkelling in the southern Indonesian islands in the 1990s. It was an unspoilt paradise. And sailing from Panama (Balboa) to the Galapagos islands where the wildlife above and below the water's surface was just amazing.

Q What was your most terrifying sailing experience?

A I have been very lucky in my sailing life. Although I have sailed in some pretty dirty weather, sometimes wondering what I was doing on a boat, I have never felt I was in a situation I would not survive. A trip across the Bay of Biscay a couple of years ago certainly features as one of my less comfortable trips.

Q What was the first boat you owned and what did you like / dislike about it?

A My first boat and it was a 50 : 50 partnership as all my boats have been, was a Snapdragon 23. it had a stub keel with a drop centreplate and turned out to be an ideal beginners boat, forgiving all the mistakes I made and I made plenty. There wasn't really anything I disliked about it, but as it had a 'Dolphin'

inboard Petrol engine, I learned to treat any smell of Petrol with great respect.

Q What other boats have you owned?

A My next boat was a Mirage 28 called *Sheaval* still in the harbour today. This was followed by a Sigma 33 *Roundabout* last heard of in the Shetland Isles. and my current boat, a Maxi 84 *Misty Blue* which I have sailed since about 2003

Q What was your favourite boat?

A The Sigma, without doubt. This was the hardest boat to sail well and I know I never achieved its full potential.



This boat was a ten-year learning curve. It was however a superb boat when it got 'in the groove', giving an exhilarating sail in all conditions. A spinnaker run in strong winds was a never-to-be-forgotten experience.

Q Apart from the Firth of Forth, where else do you sail / have you sailed?

A I was involved with Yacht Charter on the West coast of Scotland and have sailed much of the West as a result—on various boats, I have sailed to / from the Netherlands and Scandinavia, the French and Spanish Atlantic Coast and most of the Mediterranean at different times, I have sailed through the Caribbean, through the Panama Canal and out to the Galapagos Islands. I have also sailed on the Australian East Coast and from Darwin in Australia to Bali in Indonesia.

Q What is the furthest destination you have sailed to?

A I will give the answer in reverse. I sailed from Palma Majorca to Ardfern near Oban on an Ocean 60 Schooner. A memorable trip involving amongst other

things, a Mayday relay and a serious encounter with Guinness in various Dublin bars.

Q What is your favourite place to sail and why?

A Probably the West Coast, anywhere north of Ardnamurchan. The scenery and the quiet anchorages are to die for.

Q When did you join Forth Corinthians and why?

A I joined in about 1984 and like lots of other new boat owners, needed a mooring! for the boat I had bought. As I stayed in Newhaven, Granton seemed logical. It is a decision I have never regretted.

Q Have you held positions on the Council of Corinthians and if so what?

A I have done a stint in most of the Council positions , starting as Council member, Sailing Secretary, Vice Commodore and Commodore.

Q Do you prefer cruising or racing?

A A difficult one to answer. I love sailing competitively, club or open. The stronger the competition the more I love it, but I also love cruising, preferably over longer distances. I settle into a watch routine where life meanders along at a very sedate four miles an hour and all of life's concerns cease to matter, for a while at least.

Q What would you like to do in future, sailing wise?

A I have always fancied sailing in Patagonia on the southern tip of South America, but accept that this is now unlikely to happen, so I would probably settle for more sailing on the West Coast of Scotland.

Q What do you do when you're not sailing?

A I have another hobby which occupies a fair amount of my time, namely railways, both real and model. I have travelled on a good proportion of preserved and picturesque railways, both here and abroad, and have a model railway in the attic which occupies the winter hours when I am not sailing or working on some piece of a boat.

GET YOUR SAILING JOLLIES but remember to pack

At the end of last summer I was invited to spend a week with 'Sailing Jollies' to help deliver nine boats from Corfu to Athens. I did the week from Kefalonia, across to the Gulf of Corinth, through the Corinth Canal and then over to Athens. For the end of October / beginning of November the weather was remarkable: swimming, factor 50 suntan lotion, shorts, T-shirts. Oh, so different from autumnal Scotland (though we did have one morning of fairly

by Paul Taylor
Hirta

torrential rain).

The nine boats belonged to Omegasail, a UK / Greek charter company based in Corfu and Levkas for the summer season but who prefer to have their boats in Athens for the winter. They say Athens is drier so the boats don't turn so green, Athens has cheaper yard space, and that they have more and better contacts for repair and maintenance in Athens. Sailing Jollies charter the boats from Omegasail to do the delivery trip, an arrangement which suits everyone. Omega gets a

slightly longer season, Sailing Jollies get the boats for a reasonable price and are thus able to offer Greek charter voyages for a really attractive price.

The boats were in remarkably good condition considering they had been out on charter all season. All the gear on them worked well and they were well equipped with warps, fenders and the rest of the necessities. Internally they were OK, a little tired after a long season but perfectly acceptable.

These boats are set up to be very easy to sail: all have electric windlasses with push-button hand-held control plus self-stowing anchors. They have foresail furling and in mast mainsail furling as standard. Having now sailed these boats for four weeks in a fleet of nine I have not seen anyone have any trouble with the in-mast mainsail furling. It is true that the mainsails are not a very pleasing shape—no roach and a bit flat—but if you play with the outhaul and the vang it is possible to get something approaching acceptable. All the sailing control lines come back to the cockpit so there is no need for anyone to leave the cockpit other than to do the fenders and the anchor. Easy sailing or what?

This spring I did three weeks in Greece. First week with a Bavaria 46,

second with a Jeanneau 38 and finally with a Jeanneau 33. Talk about going down in the world. Starting in Athens we did a week round the Aegean visiting beautiful places like Poros, Hydra and Vathi before returning to Athens. Week two took us through the Corinth Canal to Galaxidi in the Gulf of Corinth and week three took us from Galaxidi to Argostoli on Kefalonia via the most beautiful Wreck Bay on Xante and another Poros.

The nine boats in the flotilla all sail fairly independently: people set off when they want and arrive when they want. Most of us started together and sailed to the same pre-planned destination. Occasionally some boats would go 'off piste' to somewhere else. Richard, who runs the Jollies has been sailing these waters for years and knows the best places. And some of the places were well out of the way: use Google Earth to check out the island of Trizonia or Vathi on the Methanon Peninsula. Tiny tiny places well off anyone's beaten track.

Socially the Jollies are completely flexible. Most crews have breakfast on board, but some go to local tavernas. Lunch is on board but in the evening its off to a taverna, either as a couple, as a crew or with people from the other boats. A couple of evenings a week Richard will



AMONG GREEK ISLANDS

shorts and suntan lotion!

negotiate a fixed price with a taverna so that everyone who wants to from all the boats can eat together. Usually about €16.

The flotilla was made up of one Bavaria 51, two Bavaria 46s, two Jeanneaus 389s and four Jeanneaus 33s. This meant that we could match race three classes of boat if anyone was interested and it also gave people the opportunity to boat swap for a day or so to try different boats and sail with different people. All part of the fun.

I'm going back there for five weeks in October and November and if anyone is interested in joining me there are more details of dates and prices on www.sailinggreece.co.uk

Jim Glass, who sailed with the Jollies this spring, would I'm sure be happy to tell a fuller and franker story of these voyages. But they are really good fun!



Sailing programme developments

As I have mentioned before, people join a sailing club and sail for varied reasons. Some to do their own thing, others to take part in social and organized activities and some enjoy both. I do invite comments and listen to members thoughts at every opportunity. Events such as the AGM, after race de briefings, wash-up meeting at the end of the season and the Creative Café, all inform the programme and how we run things, this to produce a programme which, weather permitting, we hope folks will join in with and enjoy.

I have been ably assisted in running the sailing events programme this year by Colin Dunnett and Willy Barr.

A feature of last season's racing was Colin's e-mail prompt to members keeping them up to date with results and mapping out the events for the week. We will continue with this as the device received good feedback at the wash-up meeting at the end of the season.

Willy will continue with his fantastic pre-cruise briefing and cruise planning by email. They both gave their time in pre-season sessions. My personal thanks to them both and also to Frank, our Commodore who was always there for some knowledgeable input and

encouragement. With their help and many more Corinthians, we produced this year's Event's Programme.

Willy Barr, whose organization we all admire, is planning the cruising events. Last year, Willy's input led to a good uptake depending on the weather. As requested at our Creative Café, he will try to resurrect the trip to Inchcolm after the Ladies' Race.

From members' feedback we have organised a longer and further afield cruise to Dundee, this to coincide with the Beer Festival! Frank has put together Race Instructions if you want to race there via the Bell Rock or you can just work out your passage plan and proceed to Dundee, staying at Tayport. Look out for more info by e-mail.

Training Off the Water took place again in the off-season. It was reasonably well attended and around eight folks attended each evening. The best turn-out was for Chic and Nicky who run the 'Sail Doctor' loft at Port Edgar. Howard Thompson gave a great chat about Race Officer Duties and I did a session on the Racing Rules. At time of writing the last event is on Cruising and Passage Planning and we will benefit from members: Brian, Graham, Willy and my own experiences of spots to visit on the Forth and any tricky pieces of navigation

you might need to bear in mind.

This is a great way for newer members to get to know folks and also for membership to give ideas, share their experiences and tell their yarns. More importantly it is a time to get together off season and catch up with each other!

Training On the Water last year catered for very small numbers and on some occasions the trainers outnumbered those attending for training. This is clearly an area where we should consider a re-vamp. We will concentrate on learning about spinnakers this year as feedback suggests an interest in this special sail. We plan to be flexible and of course we are happy to respond to requests on the day. I would also like to pair up skippers with folks who have a particular 'thing' they want to learn.

Please contact me directly if you have any specific need for training and I'll try to put you together with the right skipper.

We plan to run the Midsummer Challenge (Race Row Run) event on 30th June. Feedback produced a need to include as many Corinthian members' boats to take part and so we have declined to give places to the Royal Forth, though they have still offered to help out with a

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WINTER SOCIAL SEASON

Over the winter FCYC organise events at least once a month. Some of these are held jointly with RFYC and / or Newhaven Coastal Rowers. Winter 2017 / 18 has been no different. Here is a recap of what was on.

First up was the Creative Cafe where people came along to share their views and hopes for the future of the Corinthians.

Then festive season kicked off with the ever popular Christmas Party and Prizegiving. This night is a true Corinthian evening—there is a team of people working away organising food, drink, games, entertainment, raffle, prizes and polishing trophies! Over the last few years it's been great to see more kids at the party and to add more sweets to the food shopping list! A special thanks to Lizzie Stenhouse, Moira Anderson, Linda Pennycock and Lottie Paterson for their help.

Our annual Burns Night was in January. We

by Libby Gunn Social Secretary

held this event with our neighbours at RFYC—they have a special dance floor which is set up for the night. Howard Thompson and Graham Russell were on hand to represent Corinthians with the Selkirk Grace and Address to a Haggis.

January was also when we had a visit to the RNLI Lifeboat Station in South Queensferry. This was one of the most popular events of the year. There was lots of great feedback about how interesting it was to hear about the work that the RNLI do, and lots of kids—young and old!



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RIB. We need lots of volunteers not only for racing but also to carry spectators out on the water. Colin will soon e-mail members to gain their participation.

Last year our Friday White Sail races had a total of 13 Corinthian boats turning out and highest number were for race six with nine boats racing. We hope to continue this great attendance ... the more boats racing, the more fun. We have

enjoyed the chance to clamber on the RIB and meet the Helm.

February was time for one of my favourite events—a talk by our own David Cox about his epic trip around the UK in his Colvic 26 - *Moonshine*. It was an inspiring evening, great to hear about the successes and challenges of the journey and see the pics.

After the interest shown in the RNLI trip, we followed this up with two more events—a Sea Safety Evening and a Life Jacket Clinic. Morag Slessor from the RNLI was our contact for these—she came along to the Sea Safety Night loaded with goodies and good advice. As a sailor herself she has lots of practical advice and experience that was relevant to many of us and made us think about what to do in different scenarios and how to minimise the chance of them happening.

A sunny day meant that lots of people came along to the Life Jacket Clinic and there was much discussion about whose lifejackets had passed and failed the checks. I hadn't realised how old our lifejackets were!

Our last pre season event, the Launch Party, was the week before lift-in. Frank served up delicious pulled pork (made to his secret recipe) while Ken Allan laid out the plans for the season ahead, a fun night but a bit quieter than hoped for—perhaps a combination of the Easter holidays and the Beast from the East meant that people were either on holiday or still working away getting their boats ready for lift-in. Next time maybe we should move the party to the Bell Block?

On top of the above events there have also been the excellent Off The Water Training sessions. As always, if you have any ideas or suggestions for next years Winter Programme please get in touch.

timetabled two of the Friday Races to coincide with Royal Forth Races and will share the start line with them. I hope more RFYC will be encouraged to join us this year.

Following our wash-up meeting at the end of the season, we have decided to continue with Personal Handicaps and resort to stern chase—first over the line to win rule for our non-Friday night stern chase events. Friday nights will see the application of the new modified personal

NEWS Harbour

George Mackay, Vice Commodore in charge of Harbour, and Harbour Secretary, Mark Hartwood, and their team have worked hard re-allocating moorings. This is to minimise disruption, as the season progresses, which will be inevitable due to having to vacate the West Harbour by the end of August.

This has involved considerable, often unseen, planning, consultation and execution. Well done to all involved and thanks to members for their co-operation and understanding. Anyone with an issue regarding their mooring is encouraged to contact George or Mark promptly who will be more than happy to advise.

In relation to an application for a marine operators licence required before any works start in the West Harbour this is still at a very early stage. At the moment Marine Scotland are processing a Marine Licence Pre-Application Scoping Report. Official bodies have been asked to comment on procedural and technical matters which need to be addressed Pre-Application.

There is no need for the sailing clubs to make any representations at this stage. Marine Scotland will issue a Scoping Opinion to everyone with an interest in the harbour. The developer can then make a formal application for a marine operator's licence which will go out to full consultation in the usual way. We will then be able to make appropriate representation.

Meantime Camper & Nicholson's Marinas Ltd (C&N) have announced they have now been appointed designers and operators of a proposed new West Harbour marina. FCYC Council agreed that the best way of opening a dialogue with Camper and Nicholson's was through Edinburgh Marina Ltd as existing harbour operator. EML have written to C&N's Chief Operating Officer welcoming the news of their appointment and introducing ourselves to promote open discussion.

handicaps and whether stern chase format or conventional starts all races will be worked out on elapsed time and handicap calculations. If you would like to join in our racing please get in touch so I can issue you with a handicap. If you would rather crew to have some experience, we can find you a berth on one of the boats.

For full details of this year's sailing programme see the Handbook. Please send any ideas or positive input for next season to me at: kennyallan@aol.com