

FAIRWIND

Winter 2018 / 2019

Forth Corinthian Yacht Club

Singing, prizes, pass the parcel ... and a raffle

The last thing I expected when I made my way to the FCYC Christmas Party and Prizegiving was that together with my other half and many other club members I'd end up singing a maritime rendition of the Twelve Days of Christmas. But I did.

The party is an annual highlight of the Corinthian calendar and this year's didn't disappoint. Kicking off with an address from our new Commodore, George Mackay, we quickly moved to the prizegiving. There had been a good turnout of boats at most of the racing evenings and weekends and the prizes were awarded to a variety of boats and people. See page 10 of this issue for full results.

The prizegiving was followed by the usual finger buffet, hot as well as cold, after which everyone sat down to relax and have a drink. It was not to be. Other plans were afoot. It wasn't long before the entire company was split into 12 groups, each to sing a verse of the

forementioned maritime version of The Twelve Days of Christmas. The singing may not have been top notch, but great enjoyment was had by all. Then there were several rounds of Pass the Parcel, after which the evening's entertainment was finished off by drawing the raffle, and distributing the many donated prizes to the winning ticket holders.

The evening ended with participants socialising and having a merry drink. A good time was had by all!



Commodore's BRIEFING



At the AGM in October we had the Commodore and five Council members standing down, either having completed their terms or not wishing to stand for another year.

Losing such a large percentage of a team, some with long-term experience, is going to be a big miss and a challenge. A especially big thank you to Frank Martin for his four-year tenure.

The outcome of the AGM was the election of a Council with six new to the offices of, Commodore (G Mackay), Vice Commodore (E Myatt), Harbour Secretary (A Gunn), Membership Secretary (S Martin), Sailing Secretary (E Myatt), Treasurer (L Gunn), with Rear Commodore (J McLaren), Secretary (N Janke), House Convenor (J Anderson), EML Director (P Sherlock), Pontoon Manager (T Lochrie), *Fairwind* Editor (J Hunter) all remaining in post and J Glass, I Dawson, K MacLachlan and J Mitchell elected to the remaining posts without portfolio, all with previous experience on Council.

With the Council all in post and now up and running can I ask for your support and patience whilst people get to grips with their new positions. The day-to-day issues that arise with all the Council posts can be challenging whether new to the job or an old hand.

The Council has an obligation to represent the views and wishes of the membership and I speak for all that we will do our best to fulfil that. If we all pull together we can continue to make a club to be proud of and enjoy the 'Corinthian experience'.

A Merry Christmas and a Happy New Year to you all.

George Mackay

NEWHAVEN COASTAL ROWERS

The *Wee Michael*, our five-person rowing boat, has been undergoing its annual maintenance. Each year it is taken indoors, sanded down inside and out, and repainted. Any other necessary repairs are done at the same time. At time of writing it is back in the yard and ready for the next row.

Already the club has plans for the forthcoming season. On 27th January we will be participating in the 'Frostbite Regatta', a wintry sprint event on Kinghorn Loch in Fife. We were last year's overall winners of this event and are keen to retain the title.

This event has been posted on Spond, our new events platform. A change of platform was necessitated by the imminent demise of Big Tent, which closed for good on Hogmanay.

The club is always on the lookout for new members. If you would like a trial row you can contact us via our Facebook page or at newhavencoastalrowers@gmail.com

SEA CADETS

Although the boats are all tucked up in the boatyard that does not mean that nothing is happening in the Unit. Shore-based training continues as well as a programme of visits and football games. At this time of year thoughts are beginning to focus on next year and several cadets have applied for the Sea Cadet International Exchanges and others for offshore training in the Sea Cadet ships.

By the start of the season we hope to have purchased three RS Zests to replace our old Picos, which will be disposed of. The Zests are stackable so should take up less space.

The Unit and the Club have finally signed a Memorandum of Agreement to ensure that both parties benefit from the arrangement.

If you have a son or daughter, or grandson or granddaughter, aged 10 to 18 then consider whether they might enjoy joining the unit. Adult volunteers are also very welcome. We are looking for new members of our Unit Management Team, instructors and rescue boat drivers (we may be able to offer training).

Please contact me for further information.

Graham Russell
Chair, Edinburgh Trinity Unit
Management Team

Boatman

Martin Palmer *Silver Lining*

Pam wasn't sure if this would be the last summer that she could cruise, so we decided to make it one we would remember. On learning that the Forth and Clyde was shut, we decided to treat ourselves by having *Silver Lining* trucked over to Ardrossan. We hadn't anticipated how nerve wracking it would be to drive behind the lorry. Every time *Silver Lining* went under a bridge, we nearly had a heart attack. In the end we overtook the lorry and went ahead. It was wonderful to reach the West Coast in one day—except it wasn't one day. We had to wait for a spare part as one of the instruments at the top of the mast had been damaged and then we had to wait for a big storm to pass through.

However, three days after leaving Granton we were sitting in the Crinan Canal Basin. We decided to spend a day there as the weather was beautiful and it was so peaceful. Not one boat came through that day. Such a different feel from when the tension is on to get through by a certain time.

For the first time ever our plan was to head south when we left Crinan. Keil McLachlan had given us lots of advice on good places to see and we had our route all worked out. We set out in good weather and we had asked an incoming sailor about the sea conditions. On being told it was fine, we set off expecting an

easy sail.

We were a bit shocked on turning South to meet winds of up to 25 knots and very troubled water. It was a bit of a wild ride under a rapidly reefed foresail. We had been heading for Loch Sween, but were relieved to anchor for the day in Loch Na Cille. Over the holiday we were to become a well-polished team at anchoring, with Pam calling the depth, then reversing gently till the anchor dug in and paying off to appropriate depth.

The next day the weather was glorious as we sailed up Loch Sween, heading for Tayvallich.

However Pam wanted to visit the nearby Fairy Isles, so we stopped there for lunch, then got into the dinghy and set off to explore. It was idyllic—for all of five minutes. We were suddenly aware of a strong burning smell, just before the engine seized—permanently!

So, Fairy Islands quickly abandoned, we sailed to Tayvallich and moored on the pontoon. It's a lovely place with a great café and lots of boaties. As this was Friday, they were prepping their yachts for the weekend. I organised a replacement engine through a contact in Edinburgh and Joe Ramsay was very kindly going to bring it over to us on the Monday at Tayvallich.

We decided to sail down to Gigha for the weekend. I should say motor as there was not a breath of wind. It was perfect weather on the island; people were sunbathing and swimming in the sea. The local restaurant was doing a roaring trade in sea fish and ice cream and to Pam's delight they sold de-caff cappuccino.



The McCormack Islands, near Loch Sween, with Jura in the distance.

without a boat

As we were sailing back to Tayvallich to meet Joe, he phoned to say that when he went to collect our dinghy engine he was told that there had been a mistake and nothing was available. It was very disappointing and we now didn't know where we were going. So I made desperate phone calls to lots of local marinas and luckily we found one for hire for four weeks at Ardoran Marina.

We had never heard of Ardoran Marina and were quite surprised at its location, south of Oban. The harbour master told us to come in at 7am the next day as the entrance to Loch Feochan is best done at slack high tide. It is a scary entrance, but what a beautiful place. It's well worth

‘ We spent a couple of hours dodging yachts and I am proud to say that I don't think a single boat had to alter course. ’

the effort to get there. And the staff at Ardoran Marina are extremely helpful.

Well, by now all our plans were up the spout, but that's nothing new with sailing. We set a route that took us to Colonsay, then next day to Tinkers Hole and Bull's Hole on Mull. Early the following morning, we walked to Fionnphort ferry to take us on to Iona to see the Spouting Cave. That afternoon we set off for Ulva and Pam had noticed a poster declaring that today was the Round Mull Race. We tried our best to find the route the boats were taking, but with no success. We thought it unlikely that we would see them. Wrong! We sailed straight out of the sound of Iona slap bang into the race! We spent a couple of hours dodging tacking yachts and I am proud to say that I don't think a single boat had to alter course because of us.

We went on to explore Lunga and the puffins and then on to Coll and the Small Isles in glorious sunshine.

We were going to sail around Skye, but because there was no wind, we realised



Coffee and a cake on Gigha.



Ardoran Marina, Loch Feochan.



Puffins on Lunga, Treshnish Isles.

we would have to motor and we only had a week to do it in, because we had to return the engine to Ardoran. To be honest, we couldn't face 8-10 hours a day motoring, so we decided to go back to Mallaig to reprovision. But of course, on the way to Mallaig, the weather changed

and the rest of the holiday the weather was far more mixed.

We headed to Plockton, but strong wind forced us to Inverie, a lovely remote part of Knoydart, with reputedly the most remote pub in the UK, the Old Forge. It was until recently a roaring success,

encouraging musicians to come and play. Now, however, the new management is so unpopular that the locals have built a wooden shack opposite his pub and they drink there! We were on an Old Forge Mooring and should have paid £10, but the pub was shut, there was no visible honesty box and not one of the locals we asked to take the money, would take it!

We started South to return the hired outboard and on the way anchored at both Arisaig and Lochairlort. We got a good blow round Ardnurmurchan Point, on the way to Kilchoan, where we spent a great evening with Paul Taylor. Then up Loch Sunnart to Salen, where we enviously eyeballed Ian Dawson's new boat. Next, we sheltered from a windy night in Loch Drumbuie, before heading to Tobermory.

Twice now we've been caught out by the weather in the Sound of Mull. This time, we started motoring, then caught a westerly breeze at Craignure, so I hoisted the sails. Then, just as we were coming up the west side of Kerrara a southerly Force 6 squall hit us. I managed to reef down in time to concentrate on the rolling fog, that made it tricky to get into harbour. We will say nothing about the Calmac ferry bearing down on us, nor the fishing boats that cut straight in front of us. All part of the fun of getting into Oban.

When the weather started to turn at Canna, the leaks that we have in the cabin started again. We had concerns about the rigging and the keel bolts. If we couldn't repair her she would deteriorate and become unsafe. We had decided to have a survey done when we got back to Granton. I had to come back to Edinburgh for work and Pam decided to get the boat looked at Kerrara. The new management at Oban are very good and are going to specialise in looking after small boats.

We were not surprised, but we were completely gutted to discover that the cost was more than we could afford. And even if we could have afforded the repairs, there was no guarantee of success. We could only have sold her as a project boat and how many of them are on the market! We only found one firm in the UK who would break her up and the cost was £2700. Luckily, Ardoran Marina put us in touch with a young local boat builder who wanted her to renovate and sell on. We reckoned as this would end our liability quickly, that this was the best possible outcome. So we agreed that we would have a final few days on her and then hand her over at Oban.

We had bought *Silver Lining* in Hayling Island and we sailed her along the English Channel and up the North Sea back to Edinburgh with the assistance of two skippers, Jim Brodie and Eddie Myatt. Another year we sailed



Billboard for the Old Forge in Mallaig Harbour.

from Edinburgh to Oban, then up the Caledonian Canal to Inverness and back to Edinburgh. So we had a lot of good memories and we didn't realise how attached we were until we had to let her go. It wasn't easy.

For a last trip we decided to head to Jura via a night at Croabh Haven. This was probably the scariest trip we have ever done. The fog in the morning had lifted and we thought it had gone, but no, banks kept rolling in. All we could see of Easdale was the bottom 3ft. Looking for the entrance to Cuan Sound was difficult, but just as we were going in the fog lifted. The next day we made it to Jura just as they were having their regatta. It was great fun.

However it was the only time we had a sleepless night due to noise. It was the ceilidh, followed by the disco in the village hall. We spent a few days on Jura, before heading back to Oban and the handing over of *Silver Lining*.

Eddie and Moira Myatt joined us for our final weekend and we spent our last day on a trip though the Corryvreckan. Despite it being a spring tide, the water was as flat as a pancake. But it was still

good to see and our trip was made when a young Minkie whale swam round the boat.

I expect you can tell that we like cruising. The anticipation of a new harbour at the end of a sail, talking to fellow yachties about destinations, the adventure of it all—that's what we like. Pam met a lady in the launderette at Mallaig who had sailed from Cadiz to help friends who were setting out for an expedition to walk from the west to the east of Greenland. That was impressive enough, but it turned out that she lived in Tierra del Fuego and with her husband ran charter boats to the Antarctic. She regularly sailed Drake's Passage. The trip from Cadiz to Mallaig was her holiday!

We had glorious weather at the start of the trip and although we only had six days of real sailing, when the wind comes and you can finally turn the engine off, sailing is wonderful. We had an adventure over nine weeks and as Pam is fit enough to continue sailing we intend to go back to the west as soon as we get another boat.

The search begins.



Regatta day on the Isle of Jura. A good time being had by all.

THE INTERVIEW: Ian Dawson

Q What got you into sailing in the first place?

A I worked at ICI for a year before I went to Bristol University. The company had a great social club at its location near Bracknell. This included a sailing section well provided with boats. I worked with someone who was a keen sailor and he encouraged me to join it.

Q When and where did you start?

A We had Lasers, Mirror dinghies and Enterprises to sail on a large gravel pit nearby. I started sailing in 1974 and we did a lot of racing. Several other clubs used the lake and it was possible to match-race these boats

Q What is it that you like about sailing?

A Oh, there's too much to mention all. Sailing is a great way to escape the everyday humdrum. The sailing community is very friendly and you meet some very interesting and helpful folk.

Q Do you prefer cruising or racing (and why)?

A These days I prefer cruising I like exploring new places. I have recently been doing a lot of sailing on the West and this has been really satisfying. It is an amazing cruising area.

Participating in racing has made me a much better sailor but handicap racing is very frustrating. With three Maxi 84s in the club now it would be interesting to race them in one class.

Q What has been your most enjoyable sailing experience?

A A difficult question but my first offshore passage across the Bay

of Biscay stands out. I sailed with Paul Taylor on his boat *Hyskeir*, an Invicta 26. The two of us sailed from Edinburgh via the Forth and Clyde canal to Spain after completing major engine repairs on the canal (which is another story). Our passage took us to Howth in Ireland to refuel and then on to NW Spain across the Bay of Biscay arriving at Viveiro after a six-day passage at sea.

Q What has been your most frightening sailing experience?

out occasionally and keeping a close watch on the radar. Several bad things happened over the next three days of gale force winds and rather large waves which occasionally broke on us: we lost all our electronics except the radar which meant no auto-helm and I used Navionics on my iPhone to see where we were. Semi-drifting, we still kept the engine on which was our saviour. The skipper became badly debilitated with bug and had to retire to his bunk for most of the time. We got knocked down twice by waves; how far I don't really know but both times I ended up lying completely on the inside of the hull briefly whilst in my bunk. The mast survived thankfully.

The story has a happy ending and we arrived safe if rather battered after four days very late at night in Viveiro, mightily relieved to tie up to land.

Q What other boats have you owned?

A I currently own *Maxine*, a Maxi 77, and *Maverick*, a Maxi 84. I suppose that amounts to a Maxi 161.

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

A The first boat I owned was an Enterprise dinghy kept at Port Edgar. I had a fifth share in it! It was an exhilarating experience when you got this boat on the plane if a little out of control at times!

Q What was your favourite boat?

A Well, *Maxine* cover your ears—it's got to be *Maverick*. I have only owned it since April this year but it is a great boat in all respects. I can't think of anything to fault it.

Q There was a problem with *Maxine* last year. Tell us what happened.

A *Maxine* nearly sank on its new mooring the day after lift-in. It was a combination of events. When the East Harbour dried out the keel didn't dig into



A Well, funnily enough another Biscay crossing. I assisted an owner with his ketch, a Celestial 48, on passage to Greece from Plymouth. The weather blew up on the first afternoon of the voyage—not in the forecast—and in an hour or so we were experiencing 40 knot winds. We reefed down and eventually put away all the sails and then went below and closed the hatch. We used the engine to keep us on course to La Coruna. At this time things were generally under control and we kept watch sticking our heads

the mud at all so the boat was very much on its side. I had left the sink's stopcock open and even though the outlet is above the waterline (just) as the tide came in the water had a downhill or level entry into the boat and it filled up enough to flood the boat. I had been extremely busy all winter rebuilding the engine in *Maxine* as well doing other jobs on it. As usual I ran out of time and the last week before lift-in was frenetic. It didn't help developing the flu that week. It hadn't occurred to me that I would have this problem as it always stood upright in the West Harbour.

Q What is your current boat and why did you choose it?

A My current boat as mentioned is *Maverick*, a Maxi 84. I have always admired *Misty Blue*, another 84, for its versatility (a great cruiser and racer as we all know), space and seaworthiness so an 84 was always going to be my next boat. I didn't expect to get one this year but I got a very reasonable deal and had to take it.

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

A I have sailed around mainland Britain if you join up all the passages made on different boats. I have done three

Biscay crossings to Spain and Portugal, sailed around bits of Ireland and a five thousand or so nautical mile passage across the Pacific from Nukahiva to Hawaii acting as crew for PYD delivery.

Q When did you join Forth Corinthians and why?

A I joined the Corinthians after doing an RYA Day Skipper course out of Ardfern with Bob Fleck, a member of the club at that time. I signed up for the course with a friend—we had notions of buying a boat and sailing round the world. Well, that didn't happen but I was really keen to pursue yacht sailing after a fantastic week of sailing with superb weather. I had recently moved to Edinburgh so I wasn't aware of what I could do with regards to this.

Bob suggested I join the Corinthians and put me in contact with Brian and Eddy. I crewed for them regularly on their Sigma 33 *Roundabout* for several years. I learnt a hell of a lot about sailing from them—many thanks guys.

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

A I have served as a general member of the council on several occasions

as well as House Convener and Sailing Secretary.

Q What important piece(s) of advice would you give to newcomers to sailing?

A Crew on as many different boats as you can. Racing is a great way to develop and improve your sailing skills. Then buy a boat.

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

A Gosh, there's a lot I want to do! One has to be realistic in answering this question. I would like to circumnavigate Ireland. For the 2019 sailing season I will take *Maverick* back to Salen, Loch Sunart, and continue exploring the West.

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

A When not repairing boats I like gardening and walking with my dog Rufus. I took up scuba diving about 10 years ago and have spent two weeks of my life underwater—not all at once of course. Health issues curtailed the diving in 2015 but I am keen to get back to it. I am teaching myself how to use a sextant currently.

Workboat repairs and repainting

by George Mackay
Commodore

After clearing the last mooring from the West Harbour we decided to lift the workboat into the yard to scrape and with some antifouling have it ready for lifting back at lift-out in October to start servicing moorings. There was concern that the gearbox may need a bit of work, being difficult to engage drive, and a couple of the topside steel plates probably needing a wee bit welding.

It was became clear once the boat was in the yard, cleaned up and checked that a 'wee bit welding' was highly optimistic and that it was going to be a major job. With a lot of debate and financial consideration we decided rather than buy another boat, *Linklater* could be replated within a reasonable budget and be good for many more years of service. The plating work was contracted to George Brown.

In the yard some preparation work by George Brown's men uncovered more serious damage and resulted in a re-think of just overplating. Plates were then cut

out to assess the condition of the steel to decide as to whether it was sensible to try and repair the hull. Again after much thought and financial calculations it was decided to go ahead and cut out the old steel and re-plate rather than overplate. To do the job properly George Brown advised that *Linklater* would need to be transported to their workshops in Leith.

This was the start of the project which



included the involvement of more than 30 Corinthian volunteers.

The ballast had already been removed to lift the boat by the Royal Forth crane but we now needed to strip out the floor, engine, pump, and winch and drain the fuel tank.

The rubbing strake was then removed and the hull cleaned up to cut costs. Inside and out was scraped, ground, and pressure-washed down to bare metal to prepare the hull for welding.

After a couple of weeks and the transformation of the hull with new steel plates we were allowed into the workshop at night to paint the new steel with metal primer before transporting *Linklater* back to the yard for work parties to continue painting all the boat. It took several weeks being hampered by bad weather.

Whilst all this hull work was going on the gearbox was refurbished. The engine drive plate, flexible coupling, engine mounts and fuel pipes have also been replaced. The bearings in the winch have been refurbished. All this has been achieved with volunteers from the club.

It has been a large project and not quite finished but *Linklater* has been restored to work for another five years at least. I doubt it will make another 40 but the sitcom *Only Fools and Horses* and 'Trigger's Broom' episode comes to mind.

Thanks again to the 30-plus volunteers and for the cooperation and excellent work by George Brown and staff.

Lift-out 2018: barely a mishap

by Mark Hartswood
ex Harbour Secretary

In the days leading up to lift-out the weather didn't look promising with gusts up to 27 mph predicted—just over the operating threshold for the crane. The harbour committee kept a close eye on the situation, which looked to get worse as the week went on.

While the Saturday promised a south westerly (where the flats might afford us some shelter), a north easterly was forecast for the days ahead which would bring an unwelcome swell into the harbour. Sticking to the planned day looked like our best bet, and one which duly paid off.

Despite a slow start we really got some momentum going as the day went on and actually finished close to the scheduled time! Importantly, we did this without injury to persons or damage to boats—barely a mishap in fact.

One odd occurrence was that pads on several cradles seemed to have been set too high. Very mysterious! Perhaps the boats had swollen up after a season in the water?

All in all there was some great



teamwork—with Linda Pennycook, Eve MacKenzie, Graham Russell, Ken Allan, George Mackay and Andy Gunn all assigned duties on the day, not to mention club members working hard and generally looking out for each other. Thanks everyone for your help and participation—I will leave you in the safe and capable hands of Andy Gunn for next year!



Editorial



Welcome to the Winter 2018/19 issue of *Fairwind*. This is the first 12-page issue and first to be posted out direct to all FCYC

members, rather than being left to be read in the Bell Block. I think it's the best idea, as not all members frequent the Bell Block with any degree of regularity. Let us know what you think.

The winter can be something of a dull time for us sailors. Boats out of the water, sailing on hold. But there are a few things coming up this winter that Corinthians might be interested in.

By the time you read this our 'Off the Water' training programme will already have kicked off. In fact, the Splicing Workshop and the first Knot Workshop (held by yours truly) will already have come and gone. You will have been notified about this by email.

But on 22nd January there's going to be another Knots Workshop to cope with unexpected demand. So if you want some advice on how to tie stoppers, hitches, bends and loops, book now!

Then on Tuesday 15th January Howard Thompson will take us through the rudiments of Race Officer Duty. There are a couple of changes that would interest all Members who already take on Duties as Race Officer. Howard will also open the eyes of those less confident who may be appointed Race Officer duty this coming year. So if you want to know your flags from your foghorns, come along.

All the workshops start at 7.30pm and are held in the Bell Block.

John Hunter

Granton to Brighton



The Bass Rock in close-up.



Arriving in Amble

We had good weather except a few days and were able to sail most of the time. The entire trip took 11 days and stopped at Eyemouth, Amble, Whitby, Lowestoft, Harwich, Ramsgate, Eastbourne and Brighton.

We left Port Edgar at sunrise on 28th August. We had barely any wind in the morning so did a bit of motoring on the way out from the Forth. This gave us the benefit of having very flat seas and we were able to see the Bass Rock from very close-up. A short distance after the Bass Rock we could hoist the sails and make our way to Eyemouth.

The next day we continued to Amble. The weather was nice and sunny, and with six to ten knots of wind, we had a very pleasant sail all the way to our destination.

Next stop was Whitby. Again, the North Sea was surprisingly flat and we got to Whitby with just a little bit of motoring due to very light wind. We spent a day in Whitby because the wind died completely and I wasn't very keen on motoring all the way to Grimsby. Whitby is a really nice place, and we didn't mind at all spending some time there.

The next day we continued the trip toward Grimsby. It looked like we would have had to be doing quite a lot of motoring if we wanted to make it in daylight so we decided to take our time and just to keep on sailing during the night and arrive to Lowestoft the next day.

In the evening we were heading offshore to get around the Humber and Wash area. Nevertheless, the shipping traffic was fairly heavy until we got about 30 to 40 nautical

With the help of Jason Hamilton and Nick Janke, Mik Gasz and his wife sailed *Suspicion* from Granton to its new home in Brighton Marina. Here's their story.

miles offshore. I was really happy that I had thought of installing AIS on *Suspicion*. We felt much safer being able to monitor fast-moving ships during the night.

The wind picked up as the night wore on, getting to about 20 to 25 knots, but it was fairly warm and not too lumpy. We took in a reef and were doing around six or seven knots. Generally it was a great experience: we saw several offshore platforms, had a beautiful clear sky with all the stars brightly visible and an epic sunrise 50 nautical miles offshore.

With some motoring next day we arrived to Lowestoft as planned:

After a good sleep we headed off to Harwich. Again a busy port (Felixstowe handles 40 per cent of all the UK container

traffic) but there were designated shipping channels and yacht tracks which were respected by masters of the ships. We made it all the way under sail and tied up to Ha'penny Pier for the night.

The next day we crossed the Thames estuary, all the while watching the Navionics plotter closely because of the sandbanks and to keep clear of shipping lanes. It was surprisingly quiet, not much shipping traffic at all. We had 15 to 18 knots of wind from behind and on this leg of the trip averaged seven to eight knots, sometimes reaching a 10 or 11 knots. We made it to Ramsgate very quickly.

Ramsgate was a nice place, and as the next morning was foggy we decided to spend a day there and head off in a clear weather.

We got up early and took off for Eastbourne. We expected busy shipping traffic but it turned out to be fairly predictable. The Dover ferries were coming and going every 10 to 15 minutes but to and from the same direction every time. It was exactly the same with the channel traffic; all the ships were moving in the same direction. This made things very predictable and we had a very relaxing sail till about Dungeness.

After Dungeness the wind picked up to 23 to 28 knots and the direction was not helping either, Eastbourne was straight into the wind. This created high choppy waves coming against us that stopped our forward progress completely. We took down the sails and were motoring full throttle into the waves just to make three knots towards our

continued on back page

ghton ... or bust



The pretty little harbour town of Whitby.



Late arrival in Eastbourne Marina



Motoring to Brighton.

Sailing Programme 2019

Eddie Myatt Sailing Secretary

I am looking forward to the 2019 season, having taken back the mantle of Sailing Secretary at the AGM. I firstly have to say that much of the work for next year's programme has already been done by the outgoing secretary Kenny Allan and his team Colin Dunnett and Willy Barr. Many thanks to you all.

The programme for next season, although still at the draft stage, has what we think are events to suit most of our members.

We have up to five cruises for those who don't like to be rushing about. A couple of these might involve an overnight stay away from Granton.

We have seven Friday night (white sail) events, for those who like to try shorter races around the cans in Wardie Bay. These were popular last season and with the variation of course options trialled we look forward to continued growth in the participation rate.

For those that like to race at the weekends, we have:

- Six FCYC Saturday races and a further five run by other clubs on the Forth.
- Two FCYC Sunday races and a further seven run by other clubs on the Forth.
- The Midsummer Challenge run by our friends in the Newhaven Coastal Rowing Club, which has proven to be one of the



most popular club events in the year.

Over the past season Ken held many post race / event debriefings and gave all participants the opportunity to comment on anything thought to be an improvement in the events for the future. The points raised have been noted and where possible they will be addressed in the running of next season's events.

For those of you who took part in the races last season you should know that the system of handicapping is progressive and that the adjustments for individual performance within the club will be continued into next season. We do this in order to encourage those who

feel that they 'don't race' or have too little experience to get anywhere near the regular racers to come along and take part, giving them a sporting chance to feel the excitement of crossing the line first.

As members of the FCYC you have the opportunity to get out there next season, whether it is a gentle cruise in company or the excitement of racing round the cans. The programme will be published in the Club Handbook, and as usual I will put out some reminders prior to the events. Please come along, we look forward to seeing a fleet of boats out at the weekends, April through to October.

Last year's prize and award winners

RACE/SERIES	WINNER	OWNER	SECOND	THIRD	TROPHY NAME
COMMODORE'S REGATTA PARADE OF SAIL	.MISTY BLUE	BRIAN PENNYCOOK & EDDIE NORTH	SMIJ	ECLIPSE	COMMODORE'S REGATTA PARADE OF SAIL
INCHKEITH TROPHY	BRAVE	STEWART SHEARER	ECLIPSE		RNLI CHALLENGE CUP
PORT EDGAR STERN CHASE	MISTY BLUE	BRIAN PENNYCOOK & EDDIE NORTH	ECLIPSE		PORT EDGAR STERN CHASE SALVER
WILSON CUP	MISTY BLUE	BRIAN PENNYCOOK & EDDIE NORTH	BRAVE		WILSON CUP
SURREY CUP	BRAVE	STEWART SHEARER	MISTY BLUE	-	SURREY CUP
SCOTT SHIELD	MISTY BLUE	BRIAN PENNYCOOK & EDDIE NORTH	SMIJ	ECLIPSE	SCOTT SHIELD
WICKES STERN CHASE	BRAVE	STEWART SHEARER	MISTY BLUE	APPARTION	WICKES TROPHY
BELL ROCK TROPHY	MISTY BLUE	BRIAN PENNYCOOK & EDDIE NORTH	ECLIPSE	SMIJ	
LADIES RACE	MISTY BLUE	LINDA THOMPSON	INDULGENCE		WOODROW TROPHY
FRIDAY WHITE SAIL SERIES	KASHANGI II	JOHN ANDERSON	INDULGENCE	ECLIPSE	FAIR ISLE TROPHY
COMMODORE'S CLOSING REGATTA	BRAVE	STEWART SHEARER			LESLIE TROPHY
BEST OPEN EVENT RESULTS	BRAVE	STEWART SHEARER			LONG SERIES CUP
CRUISER CUP	JASON HAMILTON				CRUISER CUP
MOST NOTICED NEW RACER	DAN ROBERTSON				LATE COMERS CUP
MECHANICAL MIRACLE AWARD	JOHN ANDERSON				MECHANICAL MIRACLE CUP
OUTSTANDING SERVICE	FRANK MARTIN				BILL MOSSMAN CUP
BEST PHOTO	WILLY BARR				EDINBURGH EVENING NEWS CUP
BEST MESS UP	PAUL LOUGH				LANG WOODEN SPOON

BASS ROCK & JUBILLEE CUP WERE NOT AWARDED

Picture perfect!

As usual, there's been a very high standard of entries to this year's Photography Competition ... and one clear winner, club boats riding at anchor in Inchkeith Harbour, taken by Willy Barr!



Winning entry!



Annual General Meeting 2018

The main item on the agenda of this year's Annual General Meeting was the adoption of the revised constitution which had been prepared by outgoing Commodore Frank Martin. It had been determined some time ago that the club's then current constitution needed to be updated to meet Community Amateur Sports Club requirements, not to mention properly reflecting the way FCYC currently operates.

The new constitution was based on the Royal Yachting Association's 'Compliant Constitution' template—allowing the club to apply for certain types of funding—and needed approved by a simple majority. In fact it was passed unanimously!

The appointment of new council officers and members went similarly smoothly. There was only one nomination for each vacant post.

After the official business had been conducted the meeting was opened to general discussion. This included the plans to build a 300-berth marina in the West Harbour. It was pointed out that the developers have now applied to Marine Scotland for a licence to start dredging.

The potential building of a new clubhouse was also discussed. It was mentioned that the sailing club at Burntisland had raised funds for a new clubhouse and that the woman involved had agreed to advise us about raising funds.

Other suggestions included continuing to have the Creative Cafes which have thrown up useful suggestions in the past, making better use of the two *Dumbos* and encouraging members to turn out for local regattas.

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destination! The last 18 miles were a very annoying six hours of motoring. As result, we got to Eastbourne a bit late. The hand-held Navionics GPS plotter on my phone came handy in navigating into the marina and through the lock during the night.

Next morning, we found the marina to be a nice quiet place. Even though the forecast predicted 12 to 17 knots of wind next morning turned out to be much the same as the day before, 23 to 28 knots. At least the wind direction was more favourable so we could do a bit of sailing. Later on we turned the engine on and just as we did the day before we motored into Brighton.

The trip was good fun except the last two days. We had many 'firsts', got to learn how the boat responds, when to reef, docking under different conditions, getting into a marina at night, etc. I think we all gained valuable experience.



Outgoing Commodore Frank Martin prior to handing the chains of office to George Mackay.



Outgoing Commodore Frank Martin is presented with a bulkhead barometer and a club burgee by Dennis Haynes and Libby Gunn in recognition of his years of service with Forth Corinthians.



New Commodore George Mackay takes questions from the floor.