

FA R W I N D

Newsletter of the Forth Corinthian Yacht Club, September 1998

Annual General Meeting

at the Clubhouse
on Monday 12th
October,
7.30 for 8pm



The Annual General Meeting of the Forth Corinthian Yacht Club is now only next month so mark Monday 12th October as a special date in your diary.

The AGM is the time when we consider and vote on the election of Council Members and Flag Officers, and have the opportunity to propose alterations or additions to the Club Constitution, Sailing Regulations or Harbour Rules.

It is a good time to be thinking what you can contribute to your Club. By getting elected at the next AGM you could well be helping see the Club pass through into the new millennium. These are challenging times: we have already seen the establishment of Granton Marina, and the formation of Granton Dinghies. There are further ambitious plans afoot for the development of Granton Harbour. Do you want to have a more active say in how developments

unfold? The present Council has already embarked upon the modifications that are needed to ensure our continued survival and success as a Club, but more work is needed, more ideas are sought, and we encourage you to think about getting yourself nominated.

REGULATION 6

Any Member wishing to propose an alteration of, or addition to, the Constitution and Sailing Regulations of the Club, the Harbour Rules, or the Rules and Regulations for the Clubhouse, must give notice thereof to the Hon. Secretary, in writing, in time for the notice to be placed on the Club Notice Board, at least 28 days prior to the General Meeting, when a vote shall be taken thereon, and the question decided by a majority.

Lift Out Date Set

This year's liftout date has been set at **Saturday 7th November, 1998**, commencing at 8am in the North Yard.

Please help make sure that the yards are tidy, that the trailers are ready, and that you can manage to get all hands to the pumps on this day.

A 5.8m High Water will occur on this day at 1640 GMT.

Important Note

As lift-out occurs during the first week of November you are advised to notify your insurance company of this date to ensure that you are adequately covered at all times.



Heavy Weather Sailing

a spine-chilling tale of adventure on the North Sea
by *Ann MacNeill* and *Tim Wright*

On a Thursday this summer, we set off with our friends Sam and John (*Sammy J*) in our yacht, *Blue Blazer*, a Cutlass 27. As we departed from the shores of Norway we felt confident with the four good weather forecasts we had received and were happy in the knowledge that we would soon be home. Thursday and Friday were as expected with the weather in our face but no more than Force 4. Saturday, as they say, was another kettle of poisson....

From lunchtime onwards the weather worsened, until by seven o'clock at night we were helming into thirty foot waves with the wind blowing Force 7-8. We maintained the number 3 headsail and a fully reefed main as we needed the power to drive us up the waves.

Every wave had to be sailed making it hard work. The waves continued to grow and meeting each one correctly became *necessary* rather than *desirable*. We got knocked off once and bounced round 360 degrees before getting ourselves sailing again. We pounded on for another few hours until our fate was decided for us. All of a sudden the sun came out very low in the sky just above the waves, odd really as it

was ten o'clock at night. The sight was chilling, these thirty foot waves were now boiling like a washing machine, huge, white and foaming, the weather gained new momentum screaming around our ears and making the rigging ring and whirr.

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Bare poles were the order of the day, and within a minute we were all galvanised into action hauling the sails down before we or they sustained any damage.

Having never done this before we were most impressed at how stable

the boat was, and suddenly life didn't seem so bad at all. However as we were now in a sizeable *Force 9* (later confirmed) and under bare poles about 200 miles from both Scotland and Norway we took the precaution of advising Aberdeen coastguard of our position, and having confirmed the number of persons and type of safety equipment on board they left us to it. We put the engine on just ticking over, and kept plotting positions. We got dry clothes on and made some hot drinks. A crew member stayed in the cockpit watching for shipping and helming when the waves allowed.

All would have been well apart from two crucial factors, we didn't know if the weather was worsening and Sam and John were by now fairly seriously unwell having suffered severe sea sickness and the other ailments associated with fairly severe heavy weather sailing (dehydration, cold, shock etc.).

They decided they were best off the boat, and we again contacted the coastguard who recognised a medical emergency. A supply ship stood by and relayed the messages and eventually it was decided that an oil rig safety vessel would come and take Sam and John off. Due to the seas it was several hours before they reached us. They put down a rib who came past throwing sea survival suits for Sam and John to wear.

Getting people off a boat in a force 9 is no joke, and it's thanks to the skill of the rib crew that all went well. Sam and John hung on the rail and were "rugby tackled" into the rib. They were then transferred to the oil rig hospital and stayed there until they could be helicoptered home.

Tim and I lashed the tiller, tidied the boat up, organised a course, and hoisted the sails in the now decreasing seas and headed for home.

Our trip out to Norway took 55 hours. The trip back to four and a half days. It was a hugely enjoyable trip with an unfortunate 15 hours scary spell on the way back. Would we do it again? Ask me another?

Many thanks to Sam and John, to all at the Corinthians for their support and most of all to *Blue Blazer* for getting us home.

New Clubhouse for Dunbar Sailing Club

August 22 saw our friends, Dunbar Sailing Club, open their new clubhouse on the harbourside.

The building, acquisition of which took place half a dozen years ago, was formally opened by Lord Balfour and marked the completion of a Love Darg by members who, aided and abetted by family and friends, have transformed the shell into the Club's first real home.

Corinthians were represented by Commodore and Mrs Fenwick, Rear-Commodore and Mrs Boyd, Alex and Liz Tulloch, John Hughes, and a number of sailors who have the good fortune to be members of both clubs.

The guests, many of whom took the opportunity to go out for a spin aboard the local life-boat, included the Commodores of East Lothian Yacht Club (North Berwick) and Fisherrow.

Dunbar S.C. has a book about its progress since foundation on the stocks and the history should make fascinating reading.

Commodore Band and his crew are proud of their endeavours and hope that the provision of toilet and shower facilities will mean that more transient vessels will make Dunbar a port of call either entering or leaving the Firth of Forth - to cross the country by the millennium link?

At Dunbar's Silver Jubilee, Forth Corinthians presented a silver salver which is the trophy for the Dunbar to Granton Race which precedes the annual F.C.Y.C. Bass Rock Race. Ties between the clubs remain strong and should be maintained. **[Stewart Boyd]**

Boat Jumble

■ Mervyn Bond has finally succeeded in getting his Grand Banks motor cruiser, Grandee, into the water. The fine big classic can be admired on the Edinburgh Marina pontoons!

■ Rear-Commodore Stewart Boyd has been elected to the Royal Yachting Association's national body. He is currently Secretary of Royal Yachting Association Scotland and engaged in planning next year's Cruising Symposium at Largs.

■ If you were coming back up river from the Anstruther Quaich on Sunday, August 2 you might just have caught a glimpse of the QE2 at anchor off the North Shore by the Forth Bridge. A scheduled departure time was badly missed for some reason but the faithful who lined the hill above Granton were rewarded by a fully-illuminated Queen setting off in suitably stately style.

■ C.R. (Don't ask my opinion, I'm not a boat-owner) Hellewell, fresh, if saddlesore from his Tour de L'Europe, is back in the opinion business as owner of a Cramond-based Westerly. Now named Elsie Dabchick the vessel will, we understand from a reliable source, require a fair measure of the T.L.C. with which Christians are often credited.

■ There is a little-known body called the Forth Estuary Forum (there are other Forums for other Scottish Firths). The one on our patch has F.P.ple, Shell, Esso and other big firms; the five councils on the banks, and a solitary leisure-user seat held by Donald Reid, Commodore of Aberdour B.C. Only recently - when it set up a scale of fees for membership - did we learn that anyone or any body can join. Personal membership is £5; Clubs can get in for £10 and "large firms/or organisations which are not charities" would pay £100. As it bears what is to happen before it actually does perhaps we should join?

Details from the Forum office at 1 Cockburn Street.

■ Did you know a Planning Application for a huge Scottish Heritage theme park at Rosyth - on a site used for chemical disposal for some 50 years - has been lodged? Nothing like a spot of health recreation!

■ Britannia, the former Royal Yacht currently undergoing refurbishment to bring her back to scratch, should soon be opened to visitors who have a spare £15 to contribute. Location is Leith Docks. Date keeps moving.

■ Back in her home port of Port Edgar after an adventurous trip on the West including Ireland is Tekoa, the year-old Westerly Oceanquest which was Bill Balfour's retirement present to himself. The former club lawyer and Inge had a great time. Now Bill wants all *Westerly* owners in Scotland to contact him to form a group. Write to him at 11 Nelson Street, Edinburgh.

[Stewart Boyd]

Shut that Gate

The North yard gates have been found unlocked several times recently.

Insurance policies might be void if items are stolen when the gate has been left unlocked and the club might be held liable.

If you find that either the small gate or the main gate are unlocked (the latter has sometimes been left with the padlock locked but not through the hasp) and there is no-one about then...

.....please lock it.



Taking it easy: Forth Corinthian sailors rafted up at Dysart on one of the 'Cruising Events' organised this 'summer'.

East Coast Sailing Week 1998

East Coast Sailing Week at Granton, July 18-24 saw many members involved in different ways. Tom Wilson processed entries and acted as an efficient Assistant Race Officer. Brian Pennycook produced a cracker of a banner with the logos of all the clubs. Alistair Main faithfully put out and recovered lines to buoys laid in the West Harbour by Willie Thomson and the self-named "Black Gang" did yeoman work in the weeks before the event refurbishing the old RN pontoons and the four newer ones. They justly deserve their distinctive white sweaters. Linda Pennycook produced these and the other rather smart crew wear on offer this year.

Visitors were marshalled into the two harbours by Stewart Boyd, John Hughes and (aboard *Red Lion*) Andy Milne aided by cadets from Trinity S.C. unit. On subsequent days the Edinburgh Marina (East Harbour) and West Harbour (old pontoons) were manned by a rota composed mainly of Corinthians.

The Bell Block toilets and showers were well used and appreciated and the classroom served

as the base for the security firm operated by member Brian McCombe.

The Clubhouse was opened especially to cope with increased trade which, sadly if understandably did not materialise. On one occasion the clientele were almost exclusively from the Royal Tay Yacht Club. One brighter moment was a "surprise" visit from Deputy Lord Provost Margaret McGregor who, with her husband, owns *Eala Beag*, the yellow Elizabethan, formerly on F.C.Y.C. moorings when owned by the Browns.

It is not overstating things to report that without the many hours of support from F.C.Y.C. members it would have been very difficult if not impossible to have mounted E.C.S.W. '98 at Granton. [Stewart Boyd]

The deadline for the next issue of *Fairwind* is 7th November. To submit writings, please contact: Sarah Price (0131 229 0029 or sprice@icbl.hw.ac.uk) or Fiona McIntyre (0131 313 2488 or FionaMcIntyre@compuserve.com). Contributions should be on disk or emailed and saved in ascii or text format. If this is not possible, however, please phone to discuss and send your writings to the Clubhouse.

Drascombe Meet at Findhorn

The Scottish group of the Drascombe Association met on the second weekend of August at Findhorn on the Moray Firth as guests of the Royal Findhorn Yacht Club.

The meet coincided with summer although even then the sunshine was interrupted by showers. The area is close to idyllic for small boats with lifting keels. There is a large (two mile) drying bay complete with fishing ospreys and, along the sandy coast, the former mouth of the River Findhorn which is now an isolated basin cut off from the sea at low water and only accessible to those with local knowledge or good luck.

The only problem is really the very narrow entrance that connects the bay and the sea. At springs, the tidal flow can reach 4 knots and it certainly took a very long time to motor in at 5 knots against the tide. In some places you go backwards. Even more entertaining to onlookers, and there are many, is the row back from the trot in the middle of the current to the shore.

Findhorn as a village and particularly the yacht club was very friendly and helpful and I recommend it for trailer sailers and as a port of passage (provided you are good at reading tide tables, have good eyesight to pick up the channel markers and are not in a rush).

[Graham Russell]



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