

the BEAMER



Port Edgar Yacht Club's Newsletter – April 2019

Hello, everyone!!

This year we hit the ground running with an early edition of the Beamer. So much has been happening over the Winter with so many involved in preparations for the new season. See our new Commodore's update for some of the details. The Racing season has already started for yachts and dinghies with good turn outs so far and there has already been a major 707 regatta. And finally the weather is turning warmer at last, making it more of a pleasure to be on the water!
Catherine

Featuring:

- **Commodore's update.**
- **Towing a J92 to Port Edgar**
- **Practice those theory skills on the water!**
- **Get involved in 707 Regattas at Port Edgar**
- **Latest on Course Designs**
- **The ex-Beamer editor leaves Greenock**
- **Spotlight on ... Alistair Dickson**

Commodore's Update

Charlie Simpson

A Big Year Ahead!

The 2019 season seems to have started well with fine weather and good sailing. Well done to all those committee members and volunteers who have made this happen so smoothly.

PEYC has 2 main projects for this year - the Clubhouse Project and Membership. So here is a brief summary on both of these:

The Clubhouse Project. This has seen a lot of hard work and is progressing well. The 3 main elements of this are all on course:

- Our new 83-year Lease is almost finalised and we expect to sign in mid-May.
- Planning Permission has been applied for and we expect approval in June.
- Our grant application to Sportscotland has been submitted and outcome will be known late June.

If we are successful in getting a large grant, then the new clubhouse should be completed in March 2020. If we are not successful in getting a grant, then we still expect to proceed but at a slower pace and to a lesser standard, with completion in say 2022.

As indicated above, the 3 main elements will all be known by end of June. Further donations will be sought at that time. We will keep you advised.

Membership. Gaining and retaining members is an ongoing vital project for all of us. As a club, we need to have a strong mix of male, female, different age groups, youths, etc.

We have a number of initiatives planned to expand our membership. These include:

- Our new links with Port Edgar Watersports which gives us discounts on PEW boat hire and courses. In return we offer 3 types of free sailing to PEW customers. (see our website PEW tab for details).
- We are increasing our dinghy parking at a price nearly half that charged by the marina.
- Our 707 club is again operating approx twice weekly to give sailors a chance to improve their skills.
- We will invite other groups such as our 2 affiliated rowing clubs to join in our BBQ / social events.
- We will have a table outside at the PE Open Weekend on 11/12th May to try and attract new people to come and try sailing with us.

The multiplier effect of all members trying to bring in new members is far greater than just a few of us, so I encourage you all to take every opportunity to bring new members along.

Remember, more members = more fun.

Have a great sailing season

Charlie Simpson, Commodore



My earliest experiences of towing were during my 'past life' where we would, as a family, travel regularly to open events around Scotland taking with us a double trailer carrying an ISO or Boss and a Laser with a Europe on the car roof. I'm so pleased we stopped at 2 children! I think Jock Blair would concur with that as he went through the same joys! That all proved quite straightforward until we decided to travel to Lake Garda to take part in the Europa Cup. The drive was a long one going via Germany, Switzerland and on to Italy. Things were going well until a friendly German policeman pulled us over. 'No worries' we thought. We had all the appropriate paperwork and more. What we hadn't bargained on was the weight of the double trailer plus Boss and ISO plus sails, spars and all our kit etc etc. That was the one thing he checked and thankfully we were legal. Phew! He didn't speak English and we didn't speak German.

Most recently, having decided on a change of boat- Geoff, not me! and rumour has it this'll be the last change (tongue in cheek at this point) we flew down to Southampton to view the J92s. Decision made, we had to organise getting her back up to Port Edgar which took friends/family to help out. My son-in-law, Ross, very kindly lent us his works 4WD Hilux and Chic Medley let us use his J92s trailer. Both were a real godsend and we can't thank them enough.

We set off very early one Wednesday morning in September sharing the drive. It proved quite painless until we hit the M6. Narrow lanes and lots of heavy traffic. Not pleasant. We stopped at one of the big service stations only to find that the last HGV space had been taken by a woman carrying bikes on the roof of her car! Grrrrr. Undaunted (I was driving at that point) I decided to drive through the main car park. Perhaps not the best idea but the only casualty was a rather healthy looking bush. There were a few angry faces but it was a stupid place to plant a shrub anyway!



We arrived at Shamrock Quay at Southampton around midday just in time to see the J being hoisted out of the water. All good. We stayed the night in the RAF club nearby at Hamble - now there's an experience. Next day with everything triple checked- ties, tyres, lights - you name it, it was checked, we set off. The Sat Nav unfortunately took us through a built-up part of Southampton- she sounded such a lovely lady too - but Geoff and I were almost ready to strangle her dulcet tones when thankfully we reached the road we had been hoping to be on earlier. Geoff drove the first 7 hours - the most stressful part I would say. The narrow lanes of the M6 were even more challenging with a wide yacht in tow. Poor man - I'm convinced that he felt he'd aged somewhat after seeing juggernauts coming in on all sides from what seemed like multiple slip roads. Just a nightmare. I take my hat off to lorry drivers who do this for a living! And to

John Shepherd's drivers.

We stopped for a quick comfort break just as the rain decided to fall heavily and it was dark by this time. My turn to take over. Everything went smoothly until we reached the first big roundabout on the Edinburgh bypass. Traffic lights changed to green and off I went. Suddenly a clearly irate lorry driver gave me a very loud blast on his horn and to this day I don't know what I'd done wrong. Even Geoff assured me I was the innocent party. Mm. I was very relieved that we hadn't actually made contact. Sorry Chic for telling you all this now. We had notified the marina from Southampton with our plan to arrive around midnight. 5 minutes past was when we squeezed through the security gate, so good timing!

I'm pleased I was able to share the experience with Geoff - partners in crime and all that - but I'm telling you now, Mr Bowerman, I am NEVER doing that again!

And now for the new boat. I have this very strong feeling of deja vu. Can't think why. Anyway, I'll leave Geoff to talk about Jenesis. (She is lovely so I do hope this one's here to stay).

Evelyn Brockbank

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Get Involved With 707 Events at Port Edgar

Margaret Tait

By the time you read this, the first club regatta of the year will be over! - The Edinburgh Cup with a growing 707 fleet!

Also 'Faithful' and the Race Box have been set up with all the race management equipment required. After the sailing season the flags have been washed and checked – my clothes line is a sight to behold on more than one day!
Manuals and paperwork are checked and updated.

I have looked after the race management 'stuff' for a lot of years now, and I also give it all a quick check every few weeks to make sure everything is still in place. However I feel it is time to get some help – so that I can eventually hand it over.
It is hard to get help for events – I appreciate everyone wants to sail – but events of any size cannot happen without volunteers to run them.

We have 3 more events this year:

707 Regatta - 8/9 June

PEYC Regatta - 8 September

707 Scottish Championships - 19/20 October.

Also I know the 707 fleet would like to bring their Nationals back to PE next year!

If you can help in any way – even for one day – it would be really appreciated.
Please get in touch!

Race Course Design for 2019

Jim Scott

Changes have been made to the 2019 yacht courses; Rosyth No.1 cat buoy is now mark X, replacing the rarely used one at the west end of Society Bank. The longest Div-3 courses are 9 nm, 10% shorter than before, with Div-1/2 similarly reduced, and the wind speed range for course selection is 18-6 kt instead of 20-4 kt. My design policy is otherwise unchanged.

Good racing needs courses with 'true' windward beats, preferably in 'clean' breeze. As shown in the Edinburgh Airport annual wind-rose below, our prevailing winds are in the SW-W sector for about two-thirds of the time and generally NE-E at other times. Although we do race east of Port Edgar, course designs in that area are limited because tanker & cruise ship operations restrict where marks can be laid, while the bridge structures and high ground disturb westerly winds. Hence, we use committee boat starts to race more in the clearer air to the west, where the estuary runs WNW-ESE or at about 40 deg to the prevailing wind. Thus, windward legs in typical WSW winds have to cross the river diagonally and are limited by the 0.75 nm useable width between Rosyth and the edge of Society Bank.

The range of yacht handicaps at PEYC is 150%, so the three Divisions need different course lengths to provide similar race durations. We could have just a few marks for windward-leeward or Olympic courses and sail round and round them, but most crews don't like that! The Club has, instead, laid marks along the north & south sides of the west area to provide multiple windward leg options for the prevailing W, WSW, SW, E & ENE winds, aligned within +/-10 deg of the likely winds, that can be linked by reaches to provide longer courses.

Races are managed from one committee boat, so the start & finish lines must be common to all divisions. Mark E in the NE corner of the race area is used as the 'pivot' for all courses, providing shorten course options and the final finish line. Mark E is also the best start line location for the prevailing winds and minimises the transfer time from Port Edgar Marina.

My design principle is that any course selected should be an achievable distance in the prevailing conditions and scheduled duration. It should have at least two rounds, with the second one half the length of the first, to give the race officer a shorten course option if the wind drops. Each round should have one or more windward legs and whatever reaches & runs can be fitted into the remaining distance. The time limit on Wed evening 'day' races is restricted to 21:05, avoiding 'dying' winds in the later evening while providing up to 2-hours racing. The typical achievable distance for the Div-3 benchmark yacht of 1040 PY, racing for 1:55 in 18 kt of wind & no current, is about 9 nm. The practical limit for the smallest 2-round course using the current layout of marks is about 4.5 nm. For each prevailing wind direction, I set length targets for five Div-3 courses from 9.0 to 4.5 nm, spaced to slightly skew the list towards shorter distances to better cover lighter winds and adverse tide

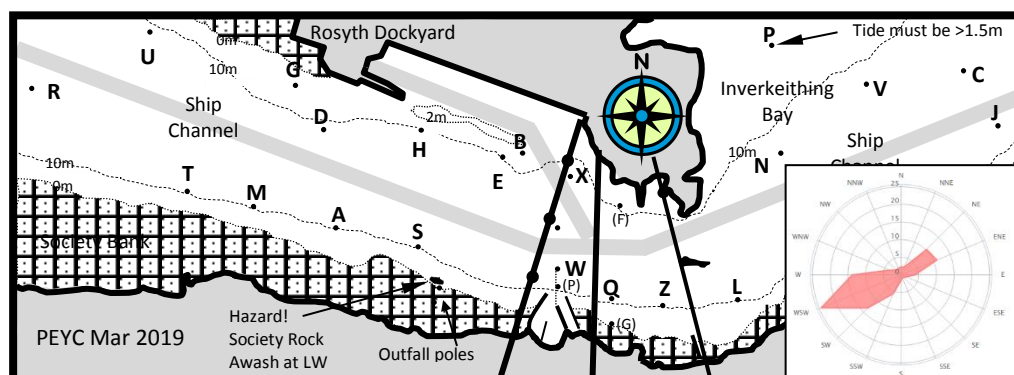
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situations.

The benchmark average handicaps for the three Divisions are 850, 930 & 1040 PY. Allowing for the extra time that Div-1 & Div-2 race compared to Div-3, because they start earlier, the course length ratios should be 1.33 & 1.17 relative to Div-3. Based on these ratios, the table below shows the target lengths for both the total and individual rounds for each division, assuming that Div-1 & Div-2 sail the same course but with an additional round for Div-1



The choice of race marks for each round is based on matching the target length as closely as possible. After selecting the first windward beat, alternative routes using the available marks are checked to find the round closest to the target length. I don't attempt to create legs that are specifically tight reaches, broad reaches or runs, but concentrate on getting the correct length. On longer rounds there may be two or more windward legs, linked by reaches, while the return to mark E can be either a series of reaches or a run. For safety, there must be no mark rounding clashes (i.e. rounding in both directions), both within any course or between divisions. Since the handicap difference between the benchmark yachts in Div-1 and Div-2 is only 9% (c.f. Div-3: 22%), they sail the same two rounds but with an additional windward-leeward third round for Div-1 to achieve its desired distance. As an insurance policy in case the wind picks up, every course includes an extra windward-leeward round to allow the race officer to extend the race.

Given this range of courses, which one should be selected? Div-3 yachts are more affected by tidal current because of their lower speed. Hence course choice is always based on the distance achievable by the Div-3 1040 PY benchmark yacht in the wind and current conditions, while Div-1 & Div-2 sail their 'paired' course. PEYC OOD Duty Sheets include a 5x5 table of recommended Div-3 courses for W, WSW, SW, E & ENE winds and wind strengths of 18-6 kt in 3 kt intervals, for the scheduled race duration. If the wind strength is insufficient for Div-3 to complete the first round of the shortest course for the wind direction, tidal conditions and scheduled race duration, the Duty Sheet table shows 'n/a' to advise using a windward-leeward course for all divisions. I see little point in designing courses for other than the prevailing winds since they would be very unlikely to ever be used. But if such winds occur, the race officer is advised to set an Olympic or windward-leeward course using appropriate marks to provide a reasonable beat to windward.

Target Course Lengths nm:

Div-3	Ratio:	1.00	Div-2	Ratio:	1.17	Div-1	Ratio:	1.33	
Total	Rd-1	Rd-2	Total	Rd-1	Rd-2	Total	Rd-1	Rd-2	Rd-3
9.0	6.0	3.0	10.6	7.1	3.5	12.0	7.1	3.5	1.4
7.6	5.1	2.5	8.9	5.9	2.9	10.1	5.9	2.9	1.2
6.4	4.3	2.1	7.5	5.0	2.5	8.5	5.0	2.5	1.0
5.4	3.6	1.8	6.3	4.2	2.1	7.1	4.2	2.1	0.9
4.5	3.0	1.5	5.3	3.5	1.7	6.0	3.5	1.7	0.7

In summary, I have revised the matched sets of west & east area courses for three divisions, five prevailing wind directions and a slightly narrower range of wind speeds that should cover the vast majority of likely wind & tide conditions and race durations. These 'paired' courses simplify the race officer's task and provide competitors with varied and challenging courses. Although I could safely claim to have more experience of course design around Port Edgar than most, I don't have a monopoly on ideas and would welcome any suggestions that might improve our racing.

Jim Scott - PEYC Sailing Secretary - 18th April 2019

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Update from Karl

Karl Saville

This morning I re-lived Willard's *Apocalypse Now* moment: "Greenock. Shit. I'm still only in Greenock. Every time I think I'm going to wake up back on the ocean."

Now the sun is finally shining, small flies have discovered James Watt Dock marina, it's still daylight by the time I get out of bed, and I've run out of jobs that need doing aboard. It must be time to leave.

Over the last few weeks I replaced my engine's exhaust system which had completely rusted through, and did the rest of my yearly maintenance - changed the oil, changed the

sea-water impellor, cleaned the fuel filters, the water filter, the oil filter and today I took the boat for a test run. Which went fine, once I'd remembered to turn the seacock back on.

*Note to self: remember to turn on the seacock before running the engine. *

The winches and the jib furler are greased, the dinghy is pumped up (and so far is staying pumped up), I've repaired the fibreglass on the bow (AGAIN!), checked my excellent Bruce anchor and its chain and I've cleaned the log.

The Clyde estuary is stuffed with marinas and anchorages so I'm not going to struggle for places to stop on the way out - but I'm planning on making either Port

Bannatyne marina or an anchorage near the Kyles of Bute tomorrow. Which just leaves the rest of Scotland to sail around back to Edinburgh before the end of the year. If I'm lucky I'll hit Orkney and possibly Shetland on the way. Watch this space...



Wintry View from Greenock



Harmony's Shiny New Exhaust



Heath Robinson Bow Repairs

I had something of a quandary about whether to sail up Loch Fyne to Ardrishaig and then on through the Crinan Canal or to go the long way around the Kintyre peninsula, stopping at Islay and Gigha and their many distilleries. The canal would cost me about £130, but save perhaps 100 miles of sailing.

Well, I'm in no particularly hurry, though I am getting short of funds. Also, I'm assured that I would need crew to help me through the canal and it's an awkward place to get people in and out of by road. I'm also fond of whisky. So I've decided to sail around.

But a big thank you to those who offered to help me through the Crinan - the offer was appreciated.

Also thank you

for those people who came through to Greenock to visit, and more especially to those who invited me to stay with them NOT in Greenock.

Cheers all, hic!



Neigh More Greenock!

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.... And just in time to make this edition of the Beamer, an update from Karl

mechanical system but in the electrics, so I put in to Portavadie to make repairs. Portavadie had the advantage of being a convenient downwind sail under jib alone (it's a real pain having no autohelm when you single-handedly have to do a lot of that mainsail tacking and gybing nonsense) and offering hot tubs and a steam room. Distinct rarities a-sail!

I managed to avoid dismantling the binnacle by prising off the pilot controller head bezel (naturally snapping off one of the lugs in the process) and unscrewing the unit to get at the wiring behind. The problem was evidently in the SeaTalk connector at the rear, and since the unit offered two of them (presumably for some kind of device chaining) I was able to swap connections and get everything working again. (I should add that I managed the autohelm repair with helpful advice from Matt Carradice - a mobile electrician who often works at Port Edgar.)

Having left Greenock, I managed a whole two days of fine sailing and a gorgeous night at anchor by Lone Tree Island above Bute before something broke. This time the autohelm. Again. A novelty breakage though - in that it wasn't in the

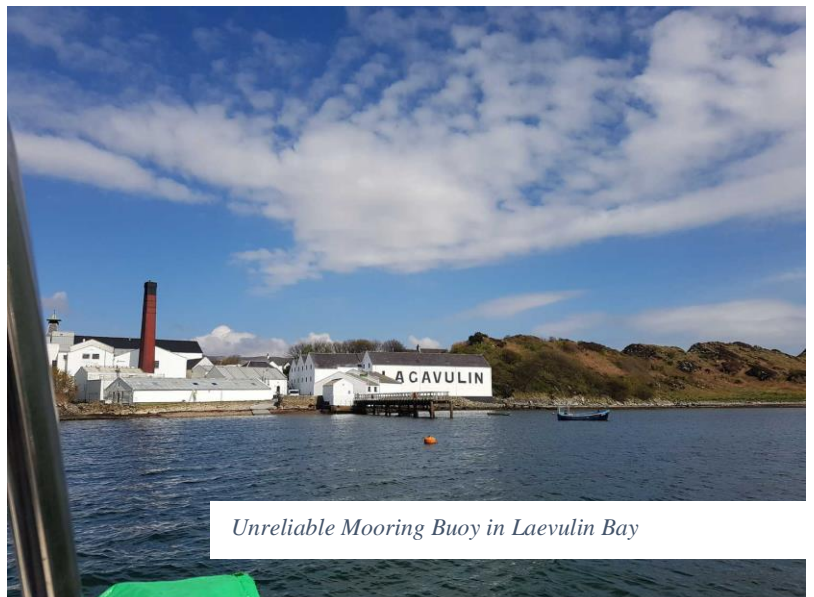


Challenging Entrance to Laevulin Bay

Thanks to Gus at the Marine Centre in the west of the bay I learned that the orange visitor buoys there have not been maintained for several years now, and he advised against trusting them - particularly as one of them came adrift over the winter. Though he assured me that those off the Ardbeg distillery were still reliable. The two large grey buoys in Lagavulin bay are used by local fishing boats.

Having survived both the whisky tours, and the vigorous recent storms, by seeking refuge in Loch Tarbert on the West of Jura (though it might seem odd to shelter from westerly gales in a west-facing loch, inner Loch Tarbert is well-sheltered and quite secure, if awkward to navigate into) I've now come back through the Corryvreckan to explore the mainland lochs south of Crinan. And any distilleries which I might happen upon! Cheers!

With my trusty autohelm revitalised I made the rounding of Kintyre and on to Gigha then Islay with surprisingly little stress, where I spent several contented days investigating the three distilleries around Port Ellen. There are mooring buoys off Lagavulin and Ardbeg, though the pilotage book is appropriately dubious about the entrance to Lagavulin bay which is shallow, rocky and treacherous. I had a look at it on a relatively windy day with considerable swell and decided against it, but got in successfully when the weather was calmer. Slowly and cautiously. The pilot book is right - there is much opportunity to bounce off boulders on the way in, but in between them I had 1.5 metres under my 1.5m deep keel. Just make sure to turn slightly to port after passing midway between the entrance marker poles.



Unreliable Mooring Buoy in Laevulin Bay

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Spotlight on

This edition's Spotlight is on.....

Name? Alistair Dickson

Occupation? This week I am mostly driving a safety boat, next week driving a digger or maybe using a chainsaw.

What water sports are you involved in the most? Yacht racing

How did you get into this and how old were you? Young enough to be in a carry cot and put in the bottom of a day-sailer boat

Tell us about your most interesting water sports experience. There were several, Hobie 16 Europeans in Belgium and Worlds in Greece – came home with silverware! Sailing a wayfarer around Mull with Chris Hall - but most of all sailing in the wayfarer "Jenny Wren" from the top of Barra down to Castlebay in a force 7, with my Dad ("Dickie") and Maggie, and coming in to Castlebay to find "Savatar" and crew sheltering in the harbour out of the weather!

Your most interesting non-water sports experience? Driving to Russia in a Suzuki Samuri 4 x 4 and competing in an off-road race 1200miles long around lake Lagoda for 7 days and then driving back to UK.

What is your involvement in your water activity at the moment? Racing at Port Edgar (once we're back in the water). And crewing across on the West Coast when suitable.

Ideal Sunday? Winning on the water at Port Edgar – it's not happened for a while!

Best food to eat while on the water? Pork pies.

Favourite music? And why? Sensational Alex Harvey Band. Just because...

A hot tip about anything water related? Wear a life jacket.

Sum up your water activity in three words. Could do better



On the basis that a picture tells a thousand words, thanks to Maggie for providing some photos that give a good idea of Alistair's sailing style!



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Theory Practice Sessions on the Forth

Scot Corrigan

Bit rusty on your passage planning skills? Just gained or going for an RYA certificate and want to embed the practical sailing skills? Been racing at PEYC for years but can't remember what a hand-bearing compass is for or how to plot a running fix?

Theory-Practice Sessions are planned for 2019. Sessions will involve group-led passage planning in the clubhouse followed by sailing the passage in the Forth covering pilotage, navigation, night sails, MOB etc. There is no charge for the sessions (unless a club boat is hired). All levels of experience and boat ownership welcome.

To join the mailing list for dates etc email Scot Corrigan on commerce-one@ansgeulaiche.co.uk