

the BEAMER

DECEMBER 2017

Port Edgar Yacht Club's Newsletter –

December 2017 Edition



Hello, everyone!!

Welcome to the Christmas edition of this year's Beamer. We have lots of interesting articles which I'm sure will appeal to many of you!!

By the time you read this the holiday season may well have started for you - so "Happy Christmas", everyone, and here's to a happy and healthy 2018.

Catherine

Featuring:

- **Spotlight on.....**
- **Commodore's update.**
- **An intrepid voyage with a crew of (sometimes) reluctant teenagers.**
- **Fife Sailability – update.**
- **This year's Trophy and Series winners.**
- **What's happening to the club trophies?**
- **Trials and tribulations of maintaining the committee boat.**
- **RaceQs**
- **End-of-season raffle and auction.**
- **And more!!**

Commodore's Update

Terry Kirchin

An update on the happenings in the Commodorial world.

We're just about to say goodbye to 2017 ... another busy and successful year for the club. Hopefully, it'll be goodbye also to the bridge works (and especially the bridge exclusion zones. We're working it). Plenty of fine sailing, including a wet but enjoyable bridge opening flotilla and hugely well supported and well run 707 UK Championships

We'll be saying goodbye to a number of folk who are stepping down from the Main Committee (John Murphy, Maggie Quayle, Ian Hards and me). All have 'served' for years. I've been proud to work with them and appreciative of the massive amount they've done for the club.

A special 'thank you' should go also to Ken Kelly. After fifteen years 'in post' he's retiring from his role as 100 Club Co-ordinator.

As well as sailing on one of the club's most competitive yachts (Abs2), he has been running this terrific little earner for club funds. Well done, Ken and 'Thanks!'.

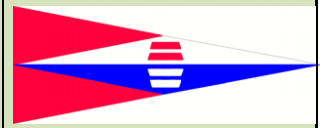
On a more sombre note, our work horse Committee boat is having health problems. It's now out of the water in the A&E reception area of the Bosun's Locker workshop. Our ever-resourceful Rear Commodore Sail pulled off another of his impressive Gum Tree (or whatever) coups. To move Faithful, we needed a flatbed trailer. He put out a pleading ad and within three minutes he had a reply. We were generously gifted a non-roadworthy, but serviceable site shuttler, trailer. All that was needed was ... a flatbed road trailer to transport said, well, flatbed road trailer. Stay with it. Within a day a borrowed one was lined up. Within another day, bingo, both trailers were trailed from Loch Lomond to Port Edgar. Job done ... well, at least, that part of the job.

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Apart from our annual cruise to Royal Forth YC on the 2nd of January, the main thing on the horizon is the AGM. That's to happen on **Wednesday 7th of February**.

I suspect we'll touch on the European Sailing League, dinghy parking and support for cruising at Port Edgar. We'll probably explore the idea of pepping up our Summer Sunday sailing as well as taking the usual reports on our financial and sailing 'well-being'.

We'll need to elect a new Committee. I'm pleased to say we have nominations to cover the vacancies that have emerged ... except for the role of Commodore. Was it something I said? I've enjoyed my 8 years in the job and I've no reason to think my successor won't find it as engaging as I did. Of course, there's no expectation of 8 years in post! Two is the norm.

Probably the biggest agenda item is the hardy annual our new clubhouse. The project has taken a huge step forward - in as much as the proposal to grant us a long lease (in line with the leases relating to the marina and the Sea Cadets) was supported in Edinburgh City Council. So, it looks like all we need to do is to sit down with the Council's representative to firm up on the draft agreement the same draft agreement they've had - and broadly accept, we're told – for over a year now.

Easy.

Thereafter, we can start the physical work on site. What's difficult about that? Well, if any of you out there are good at organising Council staff diaries with a view to getting our small (but important to us) project higher up someone's pecking order, please get in touch.

Ending on a brighter note, we came here to sail and sail we did.

Two Sundays back, there was a super turnout for the afternoon racing. Everyone enjoyed an amazing sail. Pleasant light westerly breezes pushed us round under a clear blue sky. The 'pinch yourself, is this real' component came from knowing that just to the north there was bitterly cold, snowy weather. But not just to the north; to the west and the south. There was the usual wall to wall coverage of snowfalls in Wales and most of England. All round us was a rash of Arctic weather. Yet we were spared (well, it was a bit cold).

As the saying goes, the sun shines on the righteous. So we must have done something right to earn such a fine outing.

Well done us.

Best wishes for 2018

Terry Kirchin

Commodore

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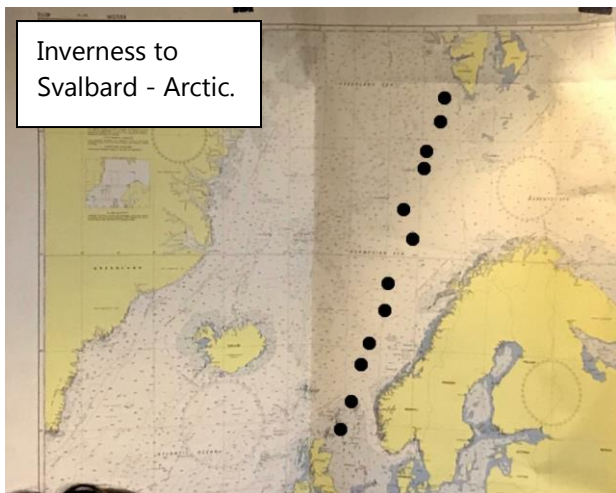


80 Degrees North – more or less.

Flora McPhail

This summer in July I set forth with three other staff and 14 teenagers heading for Svalbard. We left Inverness in strong winds, with several seasick bodies. However, once we were in our watch system everyone got into the routine.

Inverness to
Svalbard - Arctic.



En route we helped the coastguard with some training, to the amazement and shock of the school kids.

Once we had arrived in Lerwick we had a day to see the sights and mentally prepare for the next leg of our adventure. We played boat (pub) quiz. It helped everyone relax before the next stage.

It's behind you!!



On the Monday morning we set off and it was a series of sunset, moonrise and then sunrise, for days and days. My watch struggled with the concept of looking out and staying awake on watch and despite my attempts they still fell asleep on deck unless they were steering. As I was good at looking out, for fear of death to our vessel in the middle of the Norwegian Sea, I had the pleasure of seeing many whales. However, whenever I mentioned it to my watch they were too slow in catching the sights. Thus, I was rendered a grown-up liar.

Keeping a vigilant watch

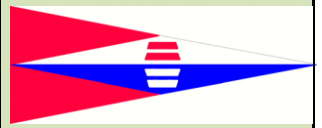


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Arctic circle party- 65 Degrees

Eventually we passed the latitudes of the Arctic circle. We had a special ceremony. Noses were painted blue, there were balloons and cake. Everyone had to be awake for this moment. And then everyone rushed back to their bunks.

The days rolled on. The watch system continued. Each watch felt hard done by and complained that they worked harder than the others. The constant wail of “we always do THEIR washing up” reverberated around the galley. My watch frequently confided to me how the first mate was the devil and so awful to them. How the first mate always picked on them. Little did they know that is the first mate’s job. To be hated. I placated their teenage outrage at injustice with “well, that’s boat life - hell and misery”.

Still the days rolled on. Engine on, sails down. Sails up, engine off. Generator rumble. Rumble. Rumble. Slosh, slosh, slosh.

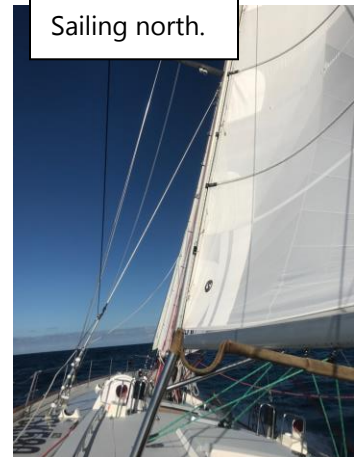
Eventually we saw killer whales. Then nothing but waves and waves. The watch system continued. Watch, sleep, maybe eat, clean boat. Watch, sleep, maybe eat, maybe clean boat.

After many days, even I wasn’t that keen on my bunk or sailing anymore. I had had enough too. The first mate was the devil. Our watch did more work than any. But then the days continued.

Finally, on my watch we saw Land. It was snowy, and rocky. Barren. No plants. No trees. We sailed up the fjord to the capital of Svalbard, Longyearbyen. Population 2,000. We anchored at 3am. And went to our bunks. We had made it. We were here. In the Arctic.

(Ed: Flora has offered to continue the story – yes please!)

Sailing north.





The Power of Facebook, and Faithful Geoff Bowerman

Unfortunately, Faithful, the club committee boat, was recently damaged when an anchor chain became entangled round the prop. As the club did not have a trailer for Faithful we were unable to crane her out to deliver her to the BL workshop for repair. I placed an advert on the "Yachts & Yachty bits" Facebook page and within minutes an offer came in from a member of Loch Lomond Sailing Club offering PEYC, free of charge, a suitable trailer. Faithful is now in the BL workshop awaiting an engine inspection. Once mended she will be returned to the club where the "Tuesday morning work team" plans to fit a new fuel tank with a fuel gauge, a new system for the race flags and a prop guard. Thanks to Rob Meredith for the loan of his trailer allowing us to deliver our new trailer to Port Edgar, and to Neil McDougall and Jock Blair for their help in repairing the trailer.



Thankyou Loch
Lomond sailing Club!!



Now we can move Faithful
around the yard with ease!!

Fife Sailability – an update. Neil MacDougall

Fife Sailability has had another very successful year, helped by the much appreciated financial and volunteering support from PEYC.

For the start of the season we had a new shelter, which was funded by donations. As you can imagine it proves very popular on wet and windy days! The remarkable difference it has made is difficult to put into words, our sailors and their families are coming down earlier and staying later so that they can socialise, especially at lunch time when we enjoy soup and rolls whilst watching the sailing activities.



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Fife Sailability owns a Hawk 20 and a Challenger trimaran, and leases two Challengers from Sailability Scotland. An exciting addition to our fleet this year has been a Weta trimaran, which was purchased with the help of financial support from both PEYC and FYCA.

Just imagine what it must be like to leave your wheelchair behind to sail a boat like this, capable of speeds of up to 20kts. The reason we chose to purchase a Weta is that it was selected as a suitable class for future Olympic Parasailing. Amazingly it works just as well with a couple of crew and is proving popular with our volunteers as well as our sailors. You are welcome to come along and give it a try on our club days. It does not fall over like dinghies, so is even suitable for keelboat sailors to have a go!



Sailability has an RYA achievement award system and our sailors show great ambition and determination to gain their awards. You can see from these photos how much it means to them. We are fortunate to have a very able and enthusiastic group of volunteers, several of whom you may recognise as they are PEYC members as well.



Our club days are alternate Saturdays from 7th April 2018.

For more information about the club, volunteering and taking part, contact

fife.sailability@gmail.com

or

Neil MacDougall on
077715780395

Come along with or without the family, have a sail, see what we do at Fife Sailability, join us for a cup of tea or soup and a roll if it is lunchtime.

Lochore is not only a lovely place to sail, it also has a nice walk or cycle path around the loch and a great play park for kids of all ages.



How did we do in that race? Check “raceQs”!

Jim Scott.

Years ago, I was asked what might improve racing at PEYC and I suggested GPS trackers on every boat and some way of combining the data after each race. I didn't really believe it would be affordable at club level, but that was before 'Smart Phones' appeared, complete with GPS and micro-sensors. Inevitably, someone has written an App that does just what is needed and it is free to download!

Ian Hards introduced 'raceQs' to the club a couple of years ago but the take up has been limited. I'd like to persuade you to install the App to see your boat's performances versus others and perhaps spot how to improve. How much did your arch rival gain by going further onto Society Bank to avoid tide? Beating against tide, were all those tacks to stay close to the



dockyard wall worth it? What's the trade-off between gybing angles and distance sailed going downwind? The App uses your smart phone's GPS receiver and internal clock to record a time-tagged track and roll, pitch & yaw. After the race, you upload your data to raceQs to combine it with all the other boats in the race and view it on a desk-top or lap-top computer. If one person inserts the course marks and start and finish lines, everyone else can see them. Tracks are superimposed on a satellite image of the racing area so you can see the land around Port Edgar and the bridges (But not the Queensferry Crossing, so far!). You can select one or multiple boat tracks, which are colour coded to show speed over the ground (SOG), normally in 1 knot bands. You can re-run the entire race at up to 64 x real time so you can watch it unfold. The App displays the wind direction based on boat tracks but you can also enter it along with estimated current direction and rate.

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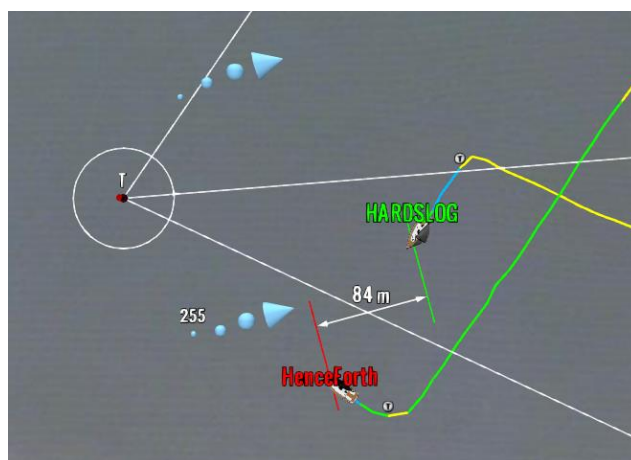
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If you select two boats, you can display their relative positions on any leg as distance ahead or behind, either relative to the wind direction when beating or straight-line distance on off-wind legs, and watch it change as the race progresses.



Each tack (T) and gybe (J) can be identified on the boat tracks and you can select any one to find out how well it was executed, viz: tacking or gybing angle, oversteering, minimum SOG, Minimum VMG, duration, recovery time and time lost.

Tack	
Tacking Angle	86°
Oversteering	0°
Min SOG	4.7 kn
Min VMG	3.1 kn
Duration	18 s
Recovery	14 s
Time Lost	0 s

Jibe	
Jibing Angle	72°
Oversteering	0°
Min SOG	4.3 kn
Min VMG	4.3 kn
Duration	42 s
Recovery	0 s
Time Lost	2 s

You can pre-set the App to start recording a minute or two before the scheduled start time so you don't have irrelevant tracking data. Starts are often critical in a race and the App shows how well different boats positioned themselves and timed their approach to the line. A green zone is shown on the pre-course side of the start line during the last 60 secs before the start time, indicating where you should have been for an optimum start, steadily reducing as the start time approaches. It often shows how 'line-shy' we can be!

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Ladies Race			Jun 07, 2017	
Div-1			Start 19:00	
Leg 3 - Reach			TBP	HenceForth
Performance				
RYAPN	839	857		
Elapsed Time	8:09	9:42		
Corrected Time	9:42	11:19		
Distance, nm	1.07	1.09		
Avg. SOG, kn	7.8	6.7		
Boat Handling				
rQ index	83			
Avg. Heel	1			
Max. SOG, kn	8.7	7.7		
Tacks				

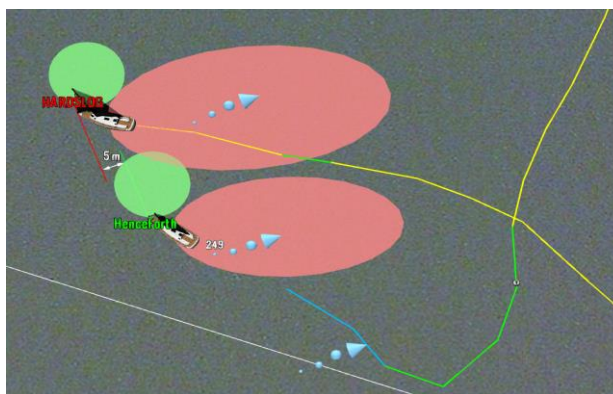


While setting up the race details, you can select 'One-design', IRC rating; PY handicap, or some other handicap systems.

As well as each boat's name, you can specify the design type and current handicap. This allows you to compare corrected times between boats, both in the overall race and on each leg,

so you can see where you gained or lost time relative to other boats. The performance data for each leg shows: elapsed time, corrected time, distance nm, average SOG and boat handling information. The leg times don't always add up to the overall elapsed time because the App has to assess when you completed each leg, not always obvious if you over-stand the mark!

Another interesting feature is the option to display each boat's wind-shadow (pink shaded) and the green shaded area in which it is vulnerable to a 'lee bow' attack. The wind-shadow changes size with speed, just like in reality. So, if you stayed in another boat's shadow for any length of time, you'll soon see how much you lose if you have 'boat separation' switched on. There are yet more features in the App that I haven't learned how to use, but you might find them worthwhile!



If you want to know more, check out their web site at www.raceqs.com and look at the various tutorials on how to use raceQs. Download the App onto your smart-phone and PC and get tracking!



Spotlight on.....

Nicky Medley, sailor

Occupation? *Sailmaker.*

What watersports are you involved in the most? *Yacht and dinghy racing – I also love swimming.*

How did you get into this and how old were you? *I started dinghy sailing when I was 11 after my Dad had taken part in the Tobermory Race on the West Coast and decided we all had to learn to sail. I sailed Mirror dinghy 62563 at Kinghorn SC, then moved onto a Laser when I was 15. After I left school, I didn't sail again until I was 35 - again in a Laser at Kinghorn Loch.*

Tell us about your most interesting watersports experience. *On the last race of West Highland Yachting Week this year in "Jammin", we had to gybe in over 25 kts with the largest spinnaker up as we found we were in the path of the big CalMac ferry heading to Oban. We surfed at 19 kts on the huge stern wave of the ferry which was exhilarating until we went down to the bottom of the wave. I seriously was wondering if we would come up again or go right to the bottom, but then we were off again on the next wave. The crew reactions varied from screams to OH YEAH!!!! I really thought we were for the bottom of the Sound of Mull.*

Your most interesting non-watersports experience? *Travelling around Andalusia in the South of Spain by bus, seeing amazing places and eating the best food in the world!*

What is your involvement in your water activity at the moment? *Racing on our new J92S "Jota" (Spanish for the letter J) in Div 1. I usually do bow or pit but love to fly the spinnaker best.*

Ideal Sunday? *Sunshine, 15-20kts breeze with the kite up, then fish supper and beer afterwards.*

Best food to eat while on the water? *Homemade chocolate brownies.*

Favourite music? And why? *It depends on what mood I'm in – I like blues, Old School clubby dance music and Prince "When Doves Cry" is my favourite.*

A hot tip about anything water related? *Always flake the spinnaker halyard so it runs without tangles during the drop.*

Sum up your water activity in three words. *Obsessive Compulsive Hobby.*

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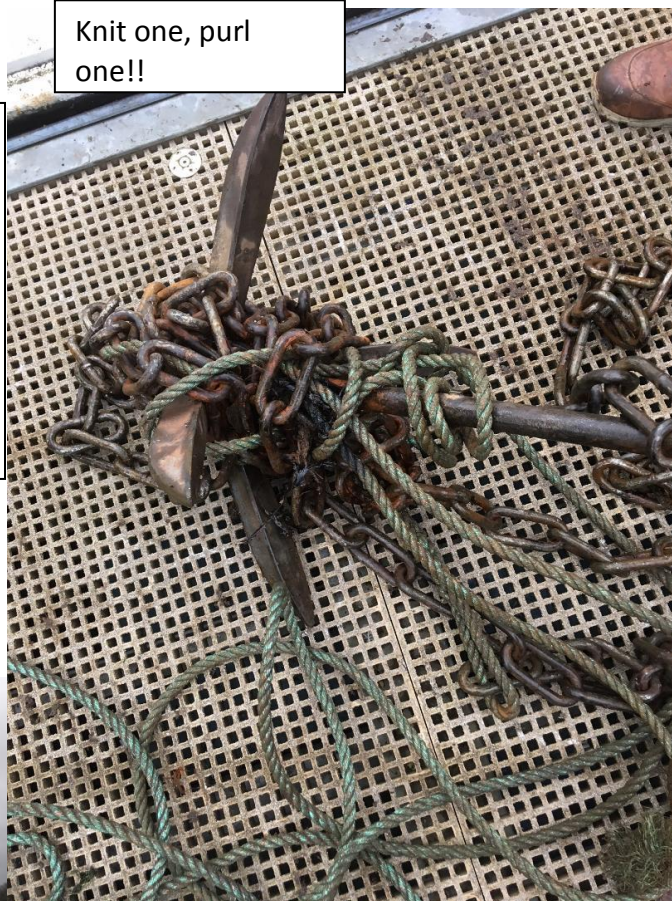


Wayward Marks

Geoff Bowerman

All except one of the club race marks have been recovered and all look in good condition. The photo to the right shows why the buoys go walkabout occasionally. A free pint to the person coming up with the best idea to prevent this happening in future.

Knit one, purl one!!



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Port Edgar Yacht Club has revamped its trophy system!!

Jim Scott.

PEYC has a collection of around 80 trophies but, sadly, many are looking rather worn and battered to the point that previous winners have sometimes been embarrassed to display them!

For 2017, PEYC has retired most of these trophies and replaced them with a new design. Local artist, Tori Gray, created an artwork of the new Queensferry Crossing with a yacht and dinghy in the foreground. The design has been laser-scribed onto solid wood blocks of ash, oak, cherry, etc. that can be free-standing or wall mounted. A birch-ply plaque, inscribed with the boat's placings is attached to the wood block. Any boat that wins a trophy race or series will be presented with one of the new trophies, which are unique to the club. At the end of the year, the place plaques are removed and given to the winners, while the trophies are recycled. These new trophies are not for any particular race or series, providing flexibility as race programs change. Some of the old trophies with history behind them have been retained, such as for the Ladies Yacht races, Bosun's Locker and Queen Margaret open events. And what about the others? Well, once we have a new clubhouse, perhaps we should have a display cabinet for the best of them!



Death to Transits!!

Jim Scott.

For the 2018 season, the Sailing Committee has decided not to use a transit defined starting line off Port Edgar, thus abandoning four decades of PEYC custom and practice. So why make such a radical change?

Forth Ports restricts us to laying marks no further out than 56 degN off Port Edgar because of the shipping channel. At that position, it is about 30m deep and subject to the maximum ebb tide current sweeping out from the west breakwater. In the past, we have struggled to maintain mark W in that position, frequently having to drag it back, usually from under the Road Bridge. For the last two seasons, mark W has been laid closer to the marina in only 10m depth and has stayed there reliably until late 2017. However, at that position the practical start line using W for ODM (Outer Distance Mark) would be less than 140m, fine for dinghies but too short for yacht starts. Hence, we defined the yacht ODM as the cross-transit of the SW & SE exclusion zone buoys around



the Queensferry Crossing central tower, making the line about 730m. This has worked reasonably well, recently allowing us to introduce west going courses from the Main Pier while avoiding the exclusion zones. But there is a problem sighting the transit line, despite Bill Blyth's LED lighting strips, with them becoming virtually impossible to see against low sun angles in the Winter series. To sort that problem, SI Amendment 2017-10 lines up the transit with the SE exclusion zone buoy, effectively creating a fixed start line.

Switching to a fixed line for Main Pier starts will depend on getting mark W to stay in position at 56 degN by using much heavier ground tackle and sufficient mooring line scope to reduce the vertical loads during extreme tides. Competitors will have to accept that the line will swing with the current and, on occasions, will be highly biased relative to the wind. On the plus side, the race officer has no transit pole to position, and it avoids the other issues with transit line starts explained below. Almost all yacht races in 2018 will be scheduled to use committee boat starts, including the night series, so this change will mainly affect dinghy races.

So why did we ever use a transit start off Port Edgar? Most of you will remember that, until July 2015, the Race Box was on the East Breakwater with marks W & Y laid to the north. One major problem with laying a start line directly off a pier is that it is an obstruction. Hence a boat can claim water if it can't clear the pier head while approaching the line to start. This creates a dangerous situation with a large fleet when tide and/or wind makes the pier the preferred end of the line. An inside boat, failing to clear the pier, can call for room on the obstruction but must do so in sufficient time for other boats to respond. Using a transit line off the E Breakwater allowed the race officer to swing the line enough to persuade the fleet to spread out, but it was often unsatisfactory. With up to 15-20 yachts starting together in the mid-2000s, it became too risky and the Club invested in our first committee boat - 'Seawitch'.



Transit start lines can create problems. RYA appeal cases, including one from PEYC, clarify that if the ODM is more than one boat length behind the transit line, there is no requirement to pass inside it. That allows sharp competitors to make a 'Corinthian Start' as far along the transit as they wish, sometimes gaining a massive and rather unfair advantage. There are no rules or appeal cases about an ODM positioned well in front of a transit line. The RYA Appeals Committee unofficially suggested that it should not be 'more than a few

lengths' in front. The problem at Port Edgar is that, with an east going start, for every metre that the ODM lies in front of the transit line, it effectively reduces the available line length by one metre for a boat starting on starboard to clear the ODM. Hence some boats would have to tack onto port shortly after starting, right towards the stbd tack boats, a situation best avoided in managing races safely & fairly.



PEYC Trophies and Winners, 2017

2017 Dinghy Trophy Winners:

Event	Dinghy	Type	Winner
Autumn series	Va Va Voom	Laser Radial	Isabelle Small
Beamer mini-series	Elan	Laser	Ian Fitzgerald
Charity Bowl mini-series	Va Va Voom	Laser Radial	Isabelle Small
Club Championship	Elan	Laser	Ian Fitzgerald
Club Trophy race	Pint of Mild	Laser Radial	Michael Thrippleton
Coakley mini-series	Elan	Laser	Ian Fitzgerald
Easter series	Elan	Laser	Ian Fitzgerald
Mon A-series	Elan	Laser	Ian Fitzgerald
Mon B-series	Elan	Laser	Ian Fitzgerald
RNLI Pennant	Elan	Laser	Ian Fitzgerald
Sat A-series	The GreatGrandmaster	Laser Radial	Peter Collings
Sat B-series	The GreatGrandmaster	Laser Radial	Peter Collings
Sat C-series	Va Va Voom	Laser Radial	Isabelle Small
Sat D-series	Crazy Diamond	Supernova	Pete Sykes
Sat E-series	Crazy Diamond	Supernova	Pete Sykes
Sternchase	Steve's Radial	Laser Radial	Steve Knowles
Winter series	Crazy Diamond	Supernova	Pete Sykes

2017 Special Awards:

Cork 2000 Wheel	Bill Blyth (Circumnavigation of Ireland)
George Adams Trophy (Outstanding performance)	European League Sailing Team
Harper Photography Trophy	TBD (Presented at the AGM)
Millennium Quaich (Best Cruising Log)	TBD (Presented at the AGM)
Ross Memorial Trophy (Contribution to PEYC)	Jim Scott
Ship's Telegraph Trophy (Most races - no prize!)	Simon & Catherine Bryant (Dinghy: Squiffy)



2017 Yacht Trophy Winners:

Event	Yacht	Type	Winner
Autumn series - Div-1	The Black Prince	J-97e	Terry Kirchin
Autumn series - Div-2	Shoki	First 30 ES	Jock McDougall
Bosun's Locker - FYCA Div-1	HenceForth	Corby 29	Phil Walter
Bosun's Locker - FYCA Div-2	New Wave	Westerly GK-24	John Spruce (DBSC)
Club Championship - Div-1	Hardslog	X-332	Ian Hards
Club Championship - Div-2	Shoki	First 30 ES	Jock McDougall
Club Championship - Div-3	Sula	Maxi 84	Russell Ramsay
Crews race - Div-1	The Black Prince	J-97e	Ben Conley
Crews race - Div-2	EuRoBo	RO 330	Keith Johnstone
Crews race - Div-3	Christina 2	Mirage 28	Laurie Grant
Easter series - Div-1	Hardslog	X-332	Ian Hards
Easter series - Div-2	Wild Horse	Mustang 30	Simon & Catherine Bryant
Easter series - Div-3	Auberge	Dufour 1800	Alistair Dickson
Inchkeith Timegate	Sula	Maxi 84	Russell Ramsay
Kincardine Timegate	Yesnaby	Dufour 405GL	Bill Blyth
Ladies race - Div-1	The Black Prince	J-97e	Rachel Alvarado
Ladies race - Div-2	EuRoBo	RO 330	Gillian Donald
Ladies race - Div-3	Hussy	H Boat	Lorraine Rowan
Night series - Div-1	The Black Prince	J-97e	Terry Kirchin
Night series - Div-2	Wild Horse	Mustang 30	Simon & Catherine Bryant
Night series - Div-3	L'Arc En Ciel	Dufour 29	Burnett, Gilchrist, Reid & Wood
Queen Margaret - FYCA Div-1	Wild Horse	Mustang 30	Simon & Catherine Bryant
Queen Margaret - FYCA Div-2	Zero Proof	Sonata	Ken Allan (FCYC)
Sternchase	Elsa	Elan 320	Geoff Bowerman
Sunday series - Div-1	Hardslog	X-332	Ian Hards
Sunday series - Div-2	Sula	Maxi 84	Russell Ramsay
Two-Handed trophy	The Black Prince	J-97e	Terry Kirchin
Wed A-series - Div-1	Hardslog	X-332	Ian Hards
Wed A-series - Div-2	Shoki	First 30 ES	Jock McDougall
Wed A-series - Div-3	Christina 2	Mirage 28	Ian & Alan Muir
Wed B-series - Div-1	HenceForth	Corby 29	Phil Walter
Wed B-series - Div-2	Shoki	First 30 ES	Jock McDougall
Wed B-series - Div-3	Sula	Maxi 84	Russell Ramsay
Wed Club trophy - Div-1	Hardslog	X-332	Ian Hards
Wed Club trophy - Div-2	Braveheart	Hunter 707	Andrew Farrall
Wed Club trophy - Div-3	L'Arc En Ciel	Dufour 29	Burnett, Gilchrist, Reid & Wood
Wed RNLI Pennant - Div-1	The Black Prince	J-97e	Terry Kirchin
Wed RNLI Pennant - Div-2	Shoki	First 30 ES	Jock McDougall
Wed RNLI Pennant - Div-3	Sula	Maxi 84	Russell Ramsay
Winter series - Div-1	The Black Prince	J-97e	Terry Kirchin
Winter series - Div-2	Wild Horse	Mustang 30	Simon & Catherine Bryant



Mariner life-jackets for sale.

Geoff Bowerman

Life jackets
for sale!!



One of the bridge contractors has donated to the club some Mullion Mariner 275 Automatic Lifejackets.

They were manufactured in 2015, internals are perfect, external appearance is a wee bit scruffy. Excellent for spares on board. List price is over £125.

To raise funds for the update/repair of Faithful we are selling them at £20 each or 4 for £70.

Please email me geoffbowerman@gmail.com or Jock Blair, jock@jkblair.co.uk if interested.

(NB, so far we have sold 11, raising £200 in the process. We have another 50 to sell!)

Dinner-dance quiz, end of season race and raffle.

In a novel departure from the usual entertainment, a quiz was held at this year's Dinner-dance in November, and raised £250 for club funds.

Dec 17th saw the last race of the season, with boats competing for the "Last Race" trophy.

The winners are below:

Div 1 – Moonstruck 2

Div 2&3 Valhalla

Dinghy – Elan

Afterwards, members gathered in the clubhouse for the usual mince pies and mulled wine.

An auction (to raise funds for the club) raised £223.60.

the **BEAMER**

Port Edgar Yacht Club's Newsletter –

December 2017 Edition

**DECEMBER
2017**



Articles wanted!! An exciting opportunity to get your name in print!!

There have been a number of request for topics to be covered. Can anyone with inside knowledge (or who is able to research) provide copy for either of the following two subjects:

- To continue to investigate the history of the club and the clubhouse. Articles can include photos/pictures.

An interesting history of the early years can be found at <https://www.peyc.org.uk/wp-content/uploads/A-History-of-Port-Edgar-Yacht-Club.pdf>

- To continue to investigate the origins and histories of the trophies and awards presented by the club. Club member Brian McCombe wrote a very interesting piece about the Ogston Trophy, the Chattan Sternchase Trophy, the Admiralty Cup and the Drambuie Cup in the Jan 2017 Beamer. But there are plenty more trophies to provide interesting reading!! (And even though the club has decided to “abandon” the use of some of the trophies their origins will remain of interest, as their names will continue to be used.)

As ever, thank you to our contributors for this edition.

If anyone would like to submit an article for future editions, or has an idea for an article, then do please contact me at any time on catherine_bryant@yahoo.com

And if you would like more information about the club or its activities visit the website www.peyc.org.uk or e-mail peycwelcome@gmail.com