



From the Masthead

Late Season Edition



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Editorial

We now have a very full yard, so full, that for the first time the lift out of 35 boats required 2 days and Miramichi is now lodged on the patio!

It was a marathon effort by all concerned and we were lucky to have 2 days of decent weather to let us get on with it.

Rear Commodore, Fiona Brown, sends a big Thank You to everyone who made the biggest lift out (to date) go so well and especially to those who attended on both days, a great club effort.

Not all sailing has stopped, however, and currently the Autumn Sportsboat Series is taking place when the gales allow.

In spite of the terrible summer, a full racing and leisure sailing programme was offered under the direction of Tom Wilson with considerable success. The training and dinghy sailing has steadily become well established which bodes well for the future.

Now it is time to look forward to the full winter social programme which the club offers before and after Christmas.

Liz Tulloch Editor

For your diary.....

Winter Hours

The Club Bar is now operating on winter hours as follows; Friday 5 – 9pm, Sat & Sun noon – 7pm. Lunches will be available between noon & 3pm (last orders 2.30pm). Snacks will be available out with the lunch hours.

Mary & David Fergus will be running the Bar & Kitchen over the winter months. David is happy to cater for small lunches by arrangement. For more information 'phone the office or speak to David and Mary at the bar. Come along for lunch over the weekend or meet up with other members on Friday nights to keep in touch over the winter. The Clubhouse will be open during the week as usual for coffee. The Clubhouse will close Tuesday – Thursday at 3pm.

The bar will close on Sunday 14 December until Friday 23 January 2009. The office will close after business on Friday 19 December until Tuesday 6 January 2009.

Winter Social Events

Prizegiving 22 November 2008

This is a very convivial evening with a light buffet served after the prizegiving and all members are welcome. There is a Log & Photographic competition open to all members. Entries for the best log should be handed into the office by 15 November. Photographs can be entered in 2 categories;

1. Artistic
2. Amusing.

Entries for the photographic competition should be brought along on the night.

Burns Supper 2009

The Burns Supper will be held on Saturday 31 January. This year the Leittheatre will entertain us with poems and songs of Burns. Tickets at £20 per head will be on sale from Tuesday 6 January.

Winter Talks 2009

Winter Talks will be held during February & March. Details will be circulated in January.





Children's Christmas Party

The Children's Christmas Party will be held on **Sunday 7 December** from 3 – 5pm.

There will be a buffet for the children and a visit from Santa. The Magician "Peter Pepper & Dusty Bin" will be there to entertain.

The party is open to members and their friends. There is no charge but parents are requested to bring a present clearly marked with their child's name to go into Santa's sack.

To book your place or for further information please contact Helen Horsfall who is running the party this year by e-mail or telephone at the Club office.

E –mail - royalforth@btconnect.com

Tel.0131 552 8560.

Christmas Lunch

The Christmas Lunch will be held on **Friday 12 December**. The cost of a ticket is £25. Tickets can be purchased from the office and from the bar. Get your ticket now to avoid disappointment!

Raffle

Once again the Club is running a raffle in aid of the RNLI & the Training Section of the Club. Tickets will be on sale at £1 each or 6 for £5 from the Club office, from behind the bar, at the prizegiving & the Christmas Lunch where the draw will take place. The prizes this year include 2 bottles of fine Malt whisky and Brodies Handmade Chocolates.

VIP Visitors for Granton.

On 19th June, Royal Forth were pleased to welcome Louise Martin, CBE, Chair of sportscotland and Stewart Maxwell, Minister for Communities and Sport to Granton..

They were there to make an important announcement and to meet the young sailors currently being promoted by RYA Scotland. What better way to meet them than to join them on the water in a Laser SB3?

Conditions that day were bright but blustery, a westerly wind with gusts up to Force 6 sweeping down the river. All went according to plan, the juniors representing Sailing in the City and club sailing were drawn up alongside in the Taz fleet to show their paces in the harbour while the visitors and RYAS staff left on board Committee boat, Royal Forth, plus accompanying RIBs.

Outside the harbour, the seas were short and steep and Stewart and Louise were transferred to the SB3 by RIB. This was no easy ride in these conditions, but they scrambled aboard to join the crew for a rapid 'burn-up' sail between Granton and Cramond Island.

Back ashore again, the two wet, but still enthusiastic VIPs were applauded as good sports for their participation in wild sailing conditions, even more so when it was confirmed that RYAS, as the governing body for sailing in Scotland, would receive an investment of £337,080.

This sum consists of £189,080 from sportscotland Lottery fund and the balance from the Government's funding of sportscotland.

The Government has great ambitions for the promotion of sport in Scotland both internationally and at club level as shown by the Sailing in the City programme. Eleven young Scots are currently being fast-tracked for Olympic selection and 12 more are involved in the GB junior and youth squads. Peter Irwin and David Kohler are already in the GB Squad for the 420 Worlds in Athens, Greece. Local opinion endorsed this funding initiative to attract and support sailing talent but it should be borne in mind that this sum is only a drop in the ocean in the making of elite sailors.

Maintenance of facilities to provide for sailing at all levels is an absolute necessity and Clubs would much appreciate strong official backing in negotiating improvements with local landowners and authorities.



Commodore Jim Lowe with Louise Martin, CBE.



Intrepid Sportsboat sailors Louise Martin and Stewart Maxwell

From the Sailing Secretary

The weather was the main talking point of the year, either too much or not enough wind. We did, however, manage to get a few days where the wind stayed settled, and the sun even shone on a couple of occasions.

The Evening Points Series was reasonably well supported, as was the Passage Race Series and the numbers turning out for our cup races was on a par with previous years. The cruises to Aberdour remain popular and we will continue these next year.

On the race management side of things, there were a few occasions where the designated Race Officer did not appear and this caused some problems.

Can I remind all members that if you cannot fulfil your Race Officer duties it is your responsibility to get a replacement; only when this proves impossible should you seek the help of the Sailing Committee. The same applies to members listed to drive Royal Forth. For next season the Sailing Committee will be looking at the way these duties are allocated.

Several club boats cruised to the west coast via the Forth & Clyde Canal and I can recommend its use as an easy route to the Clyde. Unfortunately the canal suffers from a poor reputation that was gained in its first year of opening. Having transited the canal six times I can say that this is a reputation it does not deserve.

Next year, June 11th sees the second running of the Orkney Race, which finishes at Kirkwall.

Last year seventeen boats took part and we are hoping for an increased entry this time.

I would like to take this opportunity to thank all those members that have assisted with the running of this year's events and also the Sailing Committee for their help.

Tom Wilson
Sailing Secretary

Youth Training
Photo D MacDowall



Dinghy Sailing and Training

The number of dinghies in the yard is steadily increasing and includes boats from Mirrors to Mus-to Skiffs and 49ers.

We have held three successful Open Dinghy Events (James Gibb Property Management Spring Series in April, the Dinghy Regatta in June and the Festival Series in August), which have attracted visitors from other clubs on the Forth and we recently played host to the University of Edinburgh Sailing Club's Anniversary Cameron Trophy.

The most consistent activity, however, has been the Tuesday evening Training sessions, on occasion attracting more than a dozen participants. While the training is intended to be generic, most of those attending have been cadets, but adults have been welcome too.

Both beginners and improvers made significant progress, the highlight being the Annual Cadet Trophy.

The fleet included 7 Toppers and thus may have been the largest one-design fleet the club has seen on the water for some years.

Our own Friday evening dinghy points series were not well attended and the timing and format will be changed for next year, the current plan being alternate Thursday evenings.

I would encourage all RFYC dinghy sailors to consider coming along then, if only to have company on the water and in the clubhouse afterwards.

Charles Morton, Dinghy Captain..

Regatta and Series Reports. From Liz Tulloch

The year began with the Spring Dinghy Series, sponsored by James Gibb Property Management Ltd, in which a strong entry from the home dinghy fleet was joined by visitors from other local clubs. Sarah Robertson took first overall with the RS 200.

On 21st June the Royal Forth Dinghy section was in action again with a regatta which although small attracted visitors from Findhorn, Aberdeen and Stonehaven and Loch Tummel.

Three races were held, back to back and the fleet stayed in close contention all the time. The weather was quite lively and crews had their hands full.

The Urquhart twins from Royal Findhorn brought the 49er Benromach for the weekend and stayed decisively ahead of the fleet while Brian Finnie of Loch Tummel SC fought his way through the rising easterly to take second with the Europe.

Third overall was Sarah Robertson in the RS 200 who only sailed two races but those were good enough to put her into 3rd position.



Benromach



Callum Gibb

Yachts

The yacht season opened in May. Weather was cloudy and the wind Force 3 from the east, comparatively gentle if you consider what the rest of the season was to bring. The two SB3s, sailed by Scott Murphy and Stewart Robertson dominated the fleets, finishing 1st and second.



Tense moments at the start



Elixir, Chill Pill and Firefly.

Festival Series.

The next significant race meeting at Granton was the Festival Series for yachts and dinghies.

This attracted a fleet of 13 for evening racing on 5th, 6th and 7th August although it consisted mainly of club boats plus 3 visitors in the yacht classes and 6 in the dinghy section.

Weather was certainly not kind to this event, now in its third year and the Tuesday racers coped with the first of three days of strong easterly winds, poor visibility and rain. Nevertheless, the fleet experienced some exciting sailing.

Elixir, Shaun Maclean's RS Elite, established a lead early in Race 1 and stayed firmly with it although the SB3 Chill Pill was always in hot pursuit along with the Hunter 707, Jetstream.

In the dinghy event the Solos dominated, achieving impressive speeds and a win for Kevan Gibb.

Wednesday brought on even stronger winds and waves along with leaden skies and heavy rain. The easterly had had a night and day to build up and the sea was confused particularly in the area of the East Breakwater where there was a strong backwash.

Seven yachts and two dinghies completed the course which was tough going many suspecting they were going airborne as they tackled the downwind legs. Elixir's blue spinnaker once more showed the way.

Wind and sea moderated for Thursday's final race and out went the whole fleet again, mostly with increased crew numbers. It was a night to have 'big lads' on the crew. Elixir won, clinching the series but the Dragon, Sieglinde, snatched a second while Chill Pill was 3rd.

Overall positions were Yachts: 1 Elixir S Maclean RFYC 2 Chill Pill S Graham RFYC 3 Jetstream D Gorman RFYC.

Dinghies: 1 Resin Barrell K Gibb RFYC & LBSC; 2 Derek D Gibb RFYC & LBSC.



The Isle of Skye Edinburgh Regatta

August's top event was the Isle of Skye Edinburgh Regatta hosted jointly by Royal Forth and Forth Corinthian Yacht Clubs. Twenty-six yachts arrived to compete via a small feeder from Port Edgar.

First day the wind looked reluctant to settle and Race Officer Tom Wilson took Royal Forth out early to assess conditions. As soon as they steadied it was on with Race 1.

Three classes sailed, Fast and Medium Handicap and White Sail and courses were Windward/Leeward Olympic, and Round the Cans with wind south-westerly, strength varying from Force 3 to 5.

The Fast Handicap group came into the start line at top speed, the major group all keen to cross at the starboard end. Consequently several were over the line.

Rivals Roxanne (Andrew Downie) and Ruby (Terry Kirchin) rapidly came to the front and chivvied each other all the way. The rest stayed well in contact, all finishing within 12min 34sec. Shaun Maclean's RS Elixir, however, stole the show taking first place.

In Division 2 the Dragon Sieglinde and the H boat Highlander established themselves as main contenders, finishing with only 30 secs between them. Only 5 boats competed in the White Sail with a win for Smithereen.

Race 2 repeated the pattern, Elixir heading the Fast Class, Firefly (SB3) 2nd and Hobbes Express 3rd. Sieglinde led Highlander with Kismet 3rd. It was definitely Dragon weather.

David Wilkie's Countess Linda, from Fisherrow Yacht Club, took honours in Division 3.

Wind speed increased considerably for the 3rd race of the series and this time the yellow spinnaker of Firefly led the pack while Sieglinde, Highlander and Kismet dominated their group and Countess Linda logged another win.

Well into the race next day, it was discovered that unfortunately one of the buoys had gone walk-about. The leading boat, however, chose to pass a nearby buoy and the rest of followed.

The race was not abandoned but shortened.

In the final race, however, it was The SB3, Firefly, which made the most of her planing ability to snatch the honours.

Thanks go to the sponsors who generously rewarded the winners with bottles of Isle of Skye Whisky. The Britannia Trophy for best performance, judged by the committee, was shared between Henry Boyd (Sieglinde RFYC) and David Wilkie (Countess Linda FYC) much to the pleasure of the Fisherrow YC contingent.

Overall Placings Division 1 Elixir; 2 Firefly; 3 Hobbes Express. Division 2 1 Sieglinde; 2 Highlander; 3 Kismet .

Division 3 1 Countess Linda, 2 Smithereen; 3 White Heather



Close finish - Roxanne and Ruby.



Div 1. Start



Little and Large Elixir and Roxanne.



Winners of Britannia Trophy
Henry Boyd and David Wilkie.

Cruising

Visit by HM Customs

Surprising things may happen to innocent yachtsmen when out for a sail.

On Thursday 26 June 2008 I was returning single handed from Arbroath to Granton in *Peak Flow*. With the wind in the south west, it was of course a head wind, force 5 gusting 6. Bored with motoring by the time Elie was abeam, I hoisted main with one reef and working jib and sailed into Largo Bay. Single handed, one has to concentrate and it was only when I had settled back into the cockpit on port tack that I heard engine noise astern.

Glancing round, I saw a grey warship look-alike with a gun adorning its foredeck some 100 metres away, marked *HM Customs* (properly called, I now know, a cutter) and a RIB with 4 men up approaching my starboard quarter at speed, one of whom shouted something which I couldn't hear. They came under my lee and ordered me to maintain my course and speed so that I could be boarded. One asked "How many on board?" to which I replied "One" and put one finger up. After telling me to slide my cabin hatch shut to prevent flooding from the water thrown up by their closing at speed, at the second attempt, two customs officers clambered on board. At least, I assumed that they were customs officers, for they bore no insignia, unlike in the old days when peaked caps and decent uniforms were worn. These chaps had helmets with mikes and waterproofs.

Then ensued the questioning. First off, one asked permission for the other to inspect the cabin, to check if I was telling the truth about being alone. Passed that test!

Then, in apparently random order,

"Have you paid VAT on the boat?" – to which my answer was "Yes", and (recovering myself) then "No, I bought the boat second hand and I have documents in the cabin which might help". Of course the correct question would have been "Has VAT been paid on the boat?"

"Can you prove your identity; do you have a passport on board?" – "No, but I have documents in the cabin which might help". (Thinking to myself, how am I ever going to extract my wallet from my waterproof top, underneath my life jacket, while sailing?).

Then the fun began – for I had been told to maintain my course and speed and so it didn't occur to me to heave to – but I needed to get down below. So I handed the helm to the leader, told him that he was in charge and popped below.

When I reappeared in the companionway 30 seconds later and handed up a VHF certificate of competence containing my name and mugshot, and the original delivery note from Jeremy Rogers, the helmsman only glanced at them and said that's OK. Odd, I thought, for while the certificate was relevant, the delivery note was definitely not. When I returned to the cockpit, I saw that the helmsman had relinquished the tiller to his mate. From his comments, I deduced he couldn't sail a boat and feared that water along the lee rail meant an imminent capsize. I am not sure that his mate knew any better but we all survived.

The questioning continued.

"Are you out for a day sail?" – "No, I have come from Arbroath and am en route to Granton".

Is Granton your home port?" – "Yes, I am the Hon Secretary of the Royal Forth Yacht Club" (an attempt to establish my respectability without any apparent effect – I don't think they had heard of the Club).

"What is your name and (glancing towards a marked lifebelt on the pushpit), what is the name of your boat?" "Spencely and Peak Flow".

"Have you seen anything suspicious on your trip from Arbroath – "No, I have seen only one local fishing boat going into Pittenweem and one yacht at the North Carr cardinal mark going north; otherwise the Forth is deserted".

And that was that. I told them to ask their captain for a flask of coffee next time they came calling and they promised something rather stronger, the RIB came alongside and they clambered off and roared away, no doubt as relieved as I was.

I assume that the Captain thought that his crew were bored and needed exercise, for no record of questions and answers was taken on board (but maybe someone on the corvette was listening in). And the moral of the episode – keep a better lookout astern than I did that day; heave to once boarded by HM Customs unless they are sailors; keep on board a copy of your VAT receipt or Bill of Sale and something with your name and photo. But maybe not hearing the approaching cutter was forgivable, for the HM Customs and Revenue website says that while

*Today's Cutters are not armed (could have fooled me), they are very fast. The most modern are powered by large diesel engines and smaller water jets. The main engines give a top speed to match and better the high performance of boats used by smugglers. **The smaller water jets allow the Cutters to move almost silently at low speeds to stalk slow moving boats such as yachts***

John D Spencely
28 June 2008

Obituaries.

Badger, Gerald, Archie - 3 brave men

Three key members of Royal Forth YC were lost to us this year, William Turnbull (Badger), Gerald Glancy and Archie Knox.

All three had been friends since boyhood and had taken part in almost every major event held at Granton.

They had all competed at top levels and in latter years, crewed Royal Forth, assisting with not only the top end of racing duties but also with the more practical jobs, such as, laying the racing marks, checking their position, bringing them in and servicing them.

Put together, their experience probably totalled 150 years.

During his career as a Communications Officer at sea, and his relatively short retirement, Badger was always a keen member, enjoying racing and cruising. He was our radio expert, always deeply interested in the latest technology and willing to talk about it.

Gerald, who meticulously researched the history of the Club, was largely responsible for the much-admired décor of pictures, memorabilia, and other artifacts in the lounge. He and Archie had begun as dinghy sailors, competed internationally in Hornets and Graduates and then went on to race keelboats.

Archie was well-known throughout Scotland as the man you'd most like to have on your crew. Good-natured, helpful and cheery, Archie was an expert in sailing and sail-trimming, especially spinnakers. His services were often in demand and this year he looked forward to managing, our launch, Royal Forth.

He had enjoyed a career spanning dinghy racing, International Dragons, IODs, cruising yachts and motor boats. He was currently engaged in building a light speed-boat which was nearing completion when he was struck down by his illness.

They are all sadly missed and the Club seems empty without them.

Scottish One Design Championship

The Sonata Class responded to Royal Forth's Scottish One Design Championship by bringing a first class fleet to Granton on 13/14 September, 2008.

The series, featuring 7 short races, went without a hitch. Weather conditions were light on both days, the easterly varying between 5 and 7 knots and the sea state slight.

Six Sonatas took part and it was soon obvious that the title could go to any of the 3 leaders, So, A Sharp Exit and Saraband.

A Sharp Exit, visiting from Liverpool, began the series well by taking gold in Saturday's first 2 races with So (N McLure, DBSC) hot on his tail.

Racing was close, however and McLure, asserted his authority by winning race 3. Saraband, having settled down after races 1 and 2, moved into second place.

The 4th race saw exciting action as the 3 main contenders fought for the lead with only metres between them at the weather mark.

They continued the battle under spinnakers and on to an overlapping finish with Saraband leading, followed by So and Sharp Exit.

Sunday dawned bringing another easterly, gradually strengthening over the day for races 5 to 7. With only 1 point separating the first 3 boats, they had everything to go for and again there was a tight finish with So leading.

Places changed yet again in race 6 when Saraband fronted the fleet but, in the end, McLure settled the title absolutely by winning the race 7 final.

Overall Placings: 1. So N McLure, Dalgety Bay SC; 2 Saraband M Taylor Port Dinorwic SC

News in Brief.

Largo Bay Winter Regatta

Kevan Gibb has asked me to remind dinghy sailors that Largo Bay holds a Winter Regatta on 2nd January. This is a famous fixture and a home-coming event for many well known dinghy sailors, but it sometimes falls prey to the weather.

Please watch the Largo Bay website to check weather conditions and make sure that it is on before you make the journey there.

Topper GBR Squad

Congratulations to Emma Palmer, the 2007 Cadet of the Year. Emma has now been selected to join the GBR Topper Squad. A lot of travelling lies ahead of her as she attends coaching and training sessions but I am sure she will enjoy it.

Forth Pilot.

The latest edition of the Forth Pilot is due to be launched before Christmas.

The 2009 version has been updated and is in a new, modern, user-friendly format.

Watch Forth Yacht Clubs Association website for information regarding launch date and where to buy it. Perhaps it solves a Christmas present dilemma!

From the Editor

It has been a long and difficult season with more than its share of grim moments. Safety on the water has become of paramount importance with a number of fatalities on the Forth this year. happening both when racing and when mooring.

I urge you to make a New Year Resolution to ensure your lifejacket is fully serviceable and to wear it.

There have, however, been good times and it is pleasing to see so many young people around the Club.

I look forward to meeting you at the Winter Social Events and let me take this opportunity of wishing you all a Merry Christmas.

Liz Tulloch.
Editor

