



From the Masthead

Summer 2010



Happy Birthday Marshall

Index

1. Commodore
2. Editorial, Dredging
3. Mudlarks
4. The Perfect Storm
5. Sailing Scene : Dinghies
6. Yacht Scene
7. Lifeboats, Volunteers,
ECSW Entries

After one of the best starts to a sailing season for many years we can only hope for more of this weather for the rest of the season to encourage as many boats out as possible, whether it is to participate in the racing programme, join in the jaunts to Aberdour or to help with the cadets.

The Admiral's flag flew in May to celebrate Marshall's 80th birthday and an enjoyable lunch was held to thank him for his contribution to Royal Forth over many years. In lieu of presents Marshall requested donations to The Seagull Trust and over £700 was gifted to this charity, which is supported by many at Royal Forth.

It has been great to see the activity on Tuesday nights, for both dinghy and adult training; we are fortunate in having the 707s, and willing and able instructors and helpers. With the increased numbers a second RIB is desirable, and we are very fortunate in having been gifted an excellent serviceable RIB by Calum Gibb

One of the best sights has been Boswall Bittern at work, and the immensely satisfying 'cloud' of mud flowing out of the harbour with the tide. We have such superb sailing and racing waters and this is the first step in improving our harbour for all of us to have better access for sailing. Lastly a heart felt thanks to all those who give up their time to making it all happen.

**Fiona Brown
Commodore**





Editorial

After a trying winter, the season got off to a good start and the harbour looks busy and active with Boswall Bittern busily dispersing the mud to give us more sailing time.

More new faces are appearing in the Club and training in both dinghies and keelboats is flourishing.

This is an important year at Granton, when Forth Yacht Clubs bring East Coast Sailing Week to the venue from 2nd to 5th July.

The Office, the Marquee and the Social Events will be sited in our yard so, as a club, we are central to the Regatta.

Running this event and designing the courses is a mammoth task for the ECSW Committee and we look forward to seeing as many members as possible on the water, racing or crewing.

Please also come along to spectate, meet the sailors from other clubs and cheer the winners.

Now here is the hard sell, - Volunteers are required to help with various tasks so if you can give your services, please get in contact with Tom Wilson, John Spencely or myself.

Good Sailing,

Liz Tulloch, Editor.

Dredging Operations.

Please note that the times at which Boswall Bittern will be operating will be on view at the top of the gangway to Edinburgh Marina's Pontoons.

Please also note that some berths may not be available for overnight stays.

Thank You.



Diminishing Mud Larks

What will we do when Boswell Bittern has removed all the mud from the harbour and the boats are afloat 24hrs a day, who will arrange the boatman's hours? Answers on a postcard please! In the meantime there has been plenty going on around the harbour and the yard and will no doubt continue to do so.

The lift in seemed to go well with most boats going in and one notable exception of a lift in and then a lift out, which always adds to the excitement. We were blessed with fine weather and members who were prepared to help each other which makes for an easier day organisationally. The yard tidy-up also went well in that again those who came worked very hard to ensure that debris was removed and cradles and trailers are placed as neatly as possible. While there will always be movement due to boats coming and going I would ask that anyone bringing a boat or a trailer into the yard tries to let me know so that we avoid a shambles developing.

Labels have been printed and will be issued shortly to members to stick on to trailers, dinghies, cradles and tenders. Keep a look out for an envelope with your name on it in the racks.

While the fuel tank is now back in the yard unfortunately we will only be able to use the fuel to fill the club boats, i.e. the launches, Royal Forth and Boswell Bittern. This is due to the hideous amount of bureaucracy involved in selling fuel now which makes it not worth the clubs while.

The last time I looked both the club launches were working, although the blue launch will have to be lifted out in order to repair leakage. When the white launch went in with its new engine Piotr's normally inscrutable face was somewhat animated as when he put the gear into forward the boat shot backwards! A new propeller has sorted the problem but I would ask anyone using the white launch to keep the revs down as the new engine is very powerful and the old gearbox it's attached to will cease to function if not treated very gently.

Following an incident where the engine cut out on Royal Forth there's now a set of instructions beside the log book, kindly made up by George Brown, in case it should happen again. Follow the pictures and you can get it running again without having to call out a very, very nice man and anyway Tom will be not be happy to be disturbed when he is racing.

Pleasant Summer Sailing

Back to work on the boat!

Mark Primrose Vice Commodore



It's a Man's Life!



Mud, Mud, glorious Mud!



The Perfect Storm

Photo Tom Wilson

Did we live through the storm of the century? It certainly seemed like it at the time.

March 2010 plunged to an end as many Forth harbours experienced conditions which tested sea defences severely.

On Tuesday 30th March, an abnormally high, strong tide, fuelled by a savage easterly gale, built up steep waves which played havoc all round the coast. Add rain and a blizzard and you have the Forth's version of the perfect storm.

Worst hit was East Lothian Yacht Club at North Berwick where we all saw pictures of devastation hit TV screens and headlines all round the country.

The sea invaded from the East Bay and roared through the dinghy park sweeping away all in its path and pouring through to the harbour where the yachts were moored.

Fortunately, the yachts which had only been craned into North Berwick harbour on 27th March escaped serious damage. Many dinghies, however, were seriously damaged.

The same winds and waves continued to rampage their way up the Forth. In Fife, Kinghorn Lifeboat Station was particularly badly hit and one of the Forth's main rescue services disabled.

Pounding waves carried logs and other flotsam through the main boathouse doors, wrecking them and throwing debris into the boathouse itself.

Granton suffered less, proving the efficiency of the East Breakwater in defending the harbour but conditions were still fearsome. In windspeeds peaking at 50 knots, the waves attacked, sending great columns of spray into the air and pouring water into the harbour but the breakwater stood firm. The Victorians built to last.

Luckily most of the yachts were still in the yard and, although Edinburgh Marina's pontoon lost three of its flotation boxes, none of the winter berthers was seriously damaged. Royal Forth's ramp and pontoon suffered minor dislocation and a RIB hull was punctured.

We are indebted to Tom Wilson for his care of the yachts on the pontoons and for his great pictures.

It has now emerged that most of the Forth harbours were under siege that Tuesday, Fisherrow's eastern harbour wall was damaged and on Silverknowes Promenade coping stones were broken.

The happy news is that recovery took place. East Lothian YC has now mopped up and is back in business and our own yachts were launched in good conditions.

The Sailing Scene so far.....



First event on the list was the re-run of **Edinburgh University Sailing Championships 2009** on 13/14 March, the original event having been postponed. The weather was perfect this time, with blue skies, snowy hills in the background and a westerly F4 giving ideal conditions over the 2 days.

A handicap fleet of 13 competed, with 'old boys' sailing for the Cruikshank Trophy and Undergrads for the Cameron Cup. The Solo, sailed by Graduate Richard Bolton, put in the best performance, with 4 bullets, to take the Cruikshank Cup while the Cameron Cup went to P Collings and P Butters in the Laser 2000

Next dinghy event was the **James Gibb Property Management Series** in early May. A handicap fleet assembled, mainly composed of Solos, the most competitive class in Scotland at present. It also attracted entries from several well-known international helmsmen, such as Iain Calder, crewed by his young son Jamie, who has now taken the Scottish Championship in Optimists.

The wind on the first night was a variable F2 and there was no room for mistakes.

The course was set off Royston since there was little wind in Wardie Bay. The Calders took Race 1 with the RS 200 Omnitrex and fellow RS200 sailor Ronnie Millar second. Millar took Race 2 with Kevan Gibb moving his Solo into second place.

On the 2nd night, it was back to Wardie Bay where an easterly breeze set in, calm at first but more demanding as the evening progressed. The Solos ruled, Kevan and David Sword lifting first and second places. When the wind piped up, hitting F5, they really came into their own with the Calders third.

The next night, however, the weather won, a rising wind with swell to match putting an end to the series

Results: 1 K Gibb RFYC & LBSC 2 RS200 I & J Calder, LTSC, 3 Solo D Sword. LTSC

A very strong fleet of Solos returned for the **RFYC Dinghy Regatta**, on 12th June and this time the weather stayed light, favouring the large number of Inland sailors. Dave Sword soon established his authority and although challenged, particularly by Pat Burns and the Gibb brothers, he kept the lead. Five boats competed in the handicap class which was won by Sarah Robertson and Emma Palmer.



Yacht Scene



Launching Day

Two Classes competed in the **Opening Regatta**. Honours in the Fast Class went to Cacciatore with the Dragon WhizzToo in second place while Smithereen led the Slow yachts.

Away from home two yachts have been in the news, Stewart Robertson's Cacciatore visited Scarborough and won the **Northern 707 Championship**. With such competition at home, it is hoped that the home fleet will go on to great things.

At the **Scottish Series**, Shaun Maclean finished at the top of the RS Elite Class with Elixir. Shaun has encouraged this class since day one and it is good to see them firmly established.

Congratulations go to all the racing fleet.



Cacciatore



Well Done!

Congratulations go to Pat and Carli Carnie who sail Sortilege. They recently abseiled off the Forth Bridge in a fund raising exercise on behalf of the RNLI. This was a step into the unknown but they succeeded in raising £2000 for the Lifeboats.

Earlier in May, on the hottest day of the year, Kirsten Tulloch completed her third Edinburgh Marathon on behalf of RNLI, raising over £700.

All three thank those who supported their efforts for their generous donations.

From the Editor

Midsummer is now approaching fast and the first half of the season is almost past. School holidays loom and weather, hopefully, has decided to settle down.

Is there life after East Coast Week ? There certainly is.. Club sailors look forward to another Aberdour Muster on 11th July.

For those who like to go further afield, the Anstruther Muster on 31st July is a great event. Our May Island Race is part of the revived Forth Offshore Group Series which finishes off Anstruther Harbour. For Division 2, there is the Anstruther Express.

At home we have the Festival Series, 3/5 July, followed by the Isle of Skye Edinburgh Regatta, jointly hosted by RFYC and FCYC on the weekend of 21/22 August.

We look forward to seeing lots of members taking part in the racing but again, volunteers to cover the organisation of the event, afloat and ashore, will be in high demand.

If you can help, please contact Sarah Robertson, our Sailing Secretary as soon as possible.

Thanks go to all contributors to this publication.
Enjoy your season,

Liz Tulloch, Editor.

Have you sent in your entry for East Coast Sailing Week?

www.ecsw.org.uk