



From the Masthead

Christmas 2009



Boswall Bittern Arrives

Contents

1	Editorial
2	General Notices
3	Commodore's Letter
4	Tales from the Mud worms.
5	Lift out and Sieglinde's Birthday
6	Sailing Review
7	Scottish One Design Event
8	Prize List
9	"
10	First Rib Rally
11	"

Editorial

Merry Christmas and a Happy New Year to everyone.

Outside it may be cold and frosty for those who have embarked on their refitting, inside, however, the Clubhouse has a really Christmassy atmosphere. We are on course for the festive season and the Tree is sending out signals that Santa Claus is on his way.

In spite of the mixed weather this year, we have been a very active club – so active that we have sometimes been too busy making the news to write about it!

2009 has been a year of development and changes. We have new members with new boats and Training and dinghy sailing activities have become well established . Our racing programme was very full, ending with a late season Sportsboat Series.

Now we look forward confidently to 2010 when the Club will be a major partner in East Coast Sailing Week with BP at Granton.

Put the dates in your diary now. They are 2nd to 5th July, 2010. Please come along and be part of this big event.

Liz Tulloch



Dates for your Diary

The Club will close on Sunday 13th of December until 30th January., with the exception of 2nd January for the annual Port Edgar visit.

All members are welcome between 11am and 3 pm when the bar will be open.

The Club Office will be closed from 18th December to 5th January, 2010

The Burns Supper will be celebrated on Saturday 30th January. 2010.

Book your tickets as soon as possible for this popular event.



The Commodore's Report

This year has been a full and busy one for the Club, the arrival of the silt agitation barge is the culmination of a lot of work by a lot of people and whilst it has been a team effort, John Spencely deserves much credit for initiating and promoting this project.

Kevan Gibb has accomplished what has been missing at the Club for a number of years, the start of a one design class, the 707 initiative passed by members has seen the Club acquire two 707s in shared ownership and this has encouraged others to buy and bring to Granton their own 707s, it is great to see more boats and more racing.

The dinghy section continues strongly, though the Topper Championship was literally blown off the water and our dinghy sailors have done well in events around the UK. Thank you to Patrick Carnie and Richard Atkin for their sponsorship towards the RFYC Topper Team and to all those who have helped with the Tuesday night training giving freely of their time and expertise to encourage the cadets.

We are fortunate to have had an enthusiast in Tom Wilson as Sailing Secretary and though a hard act to follow I am sure Sarah Robertson will be an excellent successor.

Here's to 2010, to East Coast Sailing Week, to more 707 sailing and to a dredged harbour so we all enjoy our sport.

Fiona Brown Commodore



Doug Woollard, Commodore Fiona Brown and John Spencely.

Boswall Bittern arrives.



Doug Woollard explains the concept to the Cadets.



The Harbour and Yard



The first inspection of the chain.

Tales from the Mud Worms

Many of you will be happy to pass quickly over this item to more interesting articles on high adventure sailing, snappy new boats and who are the high profile sailors of the season but I will continue regardless.

As you stare out of the clubhouse window to the harbour on a rain lashed mid-summer sea, spare a thought for what it looks like when the tide goes out. Apart from the boats there is lots of mud and underneath the mud we are reliably informed there are the ground chains that have been there for forty years.

Now while like the “Mary Rose” the mud may be protecting these vital club assets, from time to time there have been breakages which the notable Mr W Thompson has repaired. However, after all this time ,a proper inspection is required and the Harbour Committee have let power go to their heads and asked Bill Simpson of “Conserver” to look at how this could be done.

Over the summer trot 1 will have the chain lifted and inspected and if it proves to be sound then it will be re-laid with new risers attached. If it isn't sound then new chain will have to be put down with risers.

The reason for starting with trot 1 is that the chain is slightly lighter and a method of lifting and laying can be perfected without having to move numbers of boats. With the experience gained from trot 1 a gradual inspection of all the ground chains can then take place but ,as with all buried treasure, this process will not be completed overnight and care will need to be taken in regard to costs.

Speaking of costs, over the winter the club has paid to have all the risers checked and replaced where required. There will also be six new moorings laid in the West harbour and work on this is proceeding.

The club has a new pressure washer which will remove slime, seaweed and various molluscs from the slip, as my stinking trousers leg bottoms will testify, so that with regular use the launching and recovery of dinghies can be done without mishap.

Good Sailing

Mark Primrose, Vice Commodore

Lift Out and Laying Up Marathon.

Simandy leaves the water



The 2009 lift out was well planned and executed for there was an increase in take up of yard facilities this year.

Trailer sailers were taken out to the parking area, the dinghies which were still in the yard, dared to navigate the hazard of the new route of the 47 bus and then it was on with the exercise.

Every yacht had to be securely located on her cradle.

The wind genie who arranges the weather on laying up day, smiled on the efforts of the owners in general, but provided a hiccup when the two club launches both refused to start. This was no time to throw a wobbly! There were 33 yachts some without engines, waiting to be pulled out.

Sailing folk, however, can usually rise above these hitches and soon, after a soot and black smoke session, the boat team emerged triumphant having established an interim service.

Everyone helped and laying up went ahead.

The delays, however, did necessitate a second day's crane hire and it was with a sigh of relief that the last boats took up their places.

Most awkward lift was to place the Gibsea, Dernier Sou, behind the club flagstaff on the patio of Royal Forth. Pole position, you might say

Now we look forward to the refit..

A Golden Birthday

A wonderful champagne party was held on the pontoons in September to celebrate the well known Dragon, Sieglinde reaching half a century, writes Ken Dougall.

Many club members braved the force 6 to 7 south westerly to be there to honour her and the party went on well into the afternoon.

Here's to her 50th and many more years ahead.

I am sure that the previous two owners, namely Eric Thomson and prior to him Jack Glass, would have approved.

Thanks go to Sieglinde's current owners, Henry Boyd and Helen Horsfall for the wonderful pontoon party.



From the Sailing Secretary

I suppose the main talking point this season was the weather, either too much wind or not enough. Even our cruises to Aberdour suffered, however there were a few occasions when we had some excellent sailing weather.

The season started with the James Gibb Property Management Spring Series for Dinghies. The event was sailed in almost ideal conditions, given the fact that it was still April. Unfortunately we were not so lucky on the day of the Opening Regatta in early May. Although the three scheduled races were sailed, the competitors decided they had had enough mid-way through the third race and headed home. We had a good entry of eleven boats for the second running of the Orkney Race, which started on the evening of Thursday 11 June. The entries included the winner from 2007 who sailed down from Kirkwall to take part. Fortunately the weather was kind to us and all the boats were safely tucked up in Kirkwall Marina by early Sunday morning. The race was won by Nyvaig from Dunbar Sailing Club. It is our intention to run the race again in 2011.

Two club boats, Summer Thyme and Smithereen, used the race as a stepping-stone to their summer cruises. Summer Thyme spent six weeks cruising Orkney and Shetland before heading back to the Forth. Smithereen visited Fair Isle and Shetland, before heading to the Outer Hebrides and then to Oban for West Highland Week at the beginning of August. It was then back through the Caledonian Canal and down the east coast – the total distance sailed was 1454 nautical miles.

At the end of August, the first days racing in the Isle of Skye Edinburgh Regatta certainly sorted the men out from the boys. With winds gusting to 40 knots at times, it made for some exciting sailing. Luckily there was no real damage done and on the second day we had almost perfect conditions. It seems to have been the pattern this year that there were never two good days together at the weekends.

The Evening Points Series was well supported, and it was good to see the 707's taking part. We now have six 707's in the club, with the likelihood that more may be coming next year. In September we held the Scottish One Design Championship, which attracted an entry of six 707's, three from the club and three visitors from Port Edgar and Dalgety Bay. For once the weather was kind on both days and the fleet enjoyed some close racing. Five races were held and the result was in the balance right to the end of the last race. The event was won by Blue Funk from PEYC.

I think I can say that the Autumn Series for Sportsboats set a record, in that all eighteen races scheduled over six Saturdays, were actually sailed. A good entry of eight boats enjoyed some excellent racing.

Overall the numbers taking part in the racing has stayed fairly steady over the last couple of years. However there is a noticeable lack of interest in some of the Cup races and the Saturday Points Series. Perhaps we have too many races in the calendar and I am sure the new Sailing Committee will be looking closely at this for next season.

As always we rely heavily on club members helping with Race Officer, Royal Forth Driver and Rescue Boat duties. Without your help, the busy sailing programme would not happen. I would like to thank you for your help.

I will be passing the job of Sailing Secretary on to Sarah Robertson at the AGM. I would like to wish her all the best and would also like to thank everyone that has helped me over the past four years that I have been

**Sailing Secretary.
Tom Wilson**

New Sailing Secretary

Thanks go to Tom for his long stint as Sailing Secretary and we hope he enjoys sailing and racing Smithereen this coming year.

Although he has given up the Secretary's post, Tom is heavily involved with East Coast Sailing Week 2010 at Granton and he is already devoting his attention to this job.

In his place we welcome Sarah Robertson who has a wide experience of racing and training at National level, particularly in dinghies.

Scottish One Design Championship



This event was significant on the Forth calendar for it showcased the revived Hunter 707 fleet based at Royal Forth, Port Edgar and Dalgety Bay SC. This is a welcome development although the fleet is small at present.

While the class has been on the Forth almost since it was launched, it has been seriously developed at Granton and Port Edgar this year. This was largely due to its energetic promotion by Kevan Gibb who launched the partnership between the Club and prospective owners. Kevan sourced the boats and brought them to Granton.

Current and new members joined in, both to enjoy class racing and to gain experience in keelboats

.Fortunately after autumnal gloom and heavy winds in the preceding week, the sun shone for the 707s and there was an excellent weather window for the whole series.

Winds were westerly, Force 4 – 5 and seas short and steep at times.

Six boats entered and five races were sailed using the RFYC racing circle on both days.

First blood went to Blue Funk of PEYC iwhich races regularly in the PEYC series. He took an early lead and steadily built on it although racing was always close. Neil McLure, well known in Sonatas, was on the helm of Wild Oat and gave chase but Stuart was well on his way to take line honours.

That first race was one of the longest on the card and Race Officer Tom Wilson decided that competitors might enjoy a sprint round the buoys and Race 2 should be short and snappy.

Off they went towards Cramond Island and soon Cacciatore (S & J Robertson, RFYC) and Blue Funk were duelling for first place. Code Z (Hugh Watson, Andy Marshall & Co) was also well in the hunt. All three are well-known top helmsmen and crews who drive relentlessly to the front in any class.

Race 3, the last of the day, was again over a longer course and this time it was the turn of Code Z to take the honours.

Sunny conditions and brisk winds held for Sunday's 2 races and the same 3 boats, Blue Funk, Cacciatore and Code Z remained in contention. This was racing taken right to the wire.

The first 3 boats in Race 4, Blue Funk, Cacciatore and Code Z all crossed the finishing line within 40 seconds In Race 5 they narrowed it down to 20 seconds, this time with Code Z in front, Cacciatore 2nd and Blue Funk 3rd.

Blue Funk and Cacciatore tied on 7 points and this meant that the title was awarded on countback, Rod Stuart of Blue Funk emerging as winner with Cacciatore 2nd and Code Z, 3rd.

The event was probably one of the best on the Forth this year and we look forward to seeing more of the class. This championship was a good beginning.



Royal Forth Yacht Club Cup Winners 2009

Opening Regatta Keelboats R.O.S.Miller Cup	Eriskay	David Boyd
Opening Regatta Dinghies		
Wardie Tankard Crawford Cup	Wishful Thinking Sieglinde	Charles Morton Henry Boyd & Helen Horsfall
May Island Race Beacon Trophy Neilsen Plate	Hardslog Hoodlum	Ian Hards PEYC Elanor, Ken & Robert McKenzie
Festival Series Dinghies Miller Cup	Resin Barrell	Kevan Gibb
Festival Series Keelboats Fast Garrick Angus Cup	Sieglinde	Henry Boyd & Helen Horsfall
Festival Series Keelboats Slow Carmichael R.R. Quaich	Seeaway	Rodger Harvey-Jamieson
Cadet Race Sharp Cup		Emily Robertson
Single Handed Race Elliot Medway Cup	Rumbuster	George C. Brown
Dinghy Regatta Freda Grant Cup Coronation Cup	Sieglinde	Kevan Gibb Henry Boyd & Helen Horsfall
Ladies Race Mackie Inglis Cup	Kismet	Cathy Sedgeworth
Royal Eastern Regatta Marshall Napier Cup Crombie Cup Pennel Trophy West Cup Lamb Tankard (2nd in West Cup)	Hopscotch Elixir Elixir Sieglinde Aziana	Robin Brownlie Shaun MacLean Shaun MacLean Henry Boyd & Helen Horsfall C. Tasker & B. Robertson
Early Evening points Bolan Cup	Hopscotch	Robin Brownlie
Early Joint Evening points Etchells Trophy	Hopscotch	Robin Brownlie
Dinghy Evening Points Strang Quaich	Wishful Thinking	Charles Morton
Royal Forth Late Evening points Capricorn Trophy	Hopscotch	Robin Brownlie
Joint Late Evening points Kenneth Gumley Cup	Hopscotch	Robin Brownlie
Saturday points Aberdour Challenge Cup	Eriskay	David Boyd
Passage Race series Inveralmond Cup Jubilee Cup	Chione Hopscotch	Holway & Julian Cruft Robin Brownlie
Isle of Skye Edinburgh Regatta McKay Challenge Cup Tartan Cup Belgrave Quaich Britannia Trophy	Gajima Highlander Cerberus Fifty Fifty	Ray Dawson PEYC John Mitchell PEYC John Harris G. Blair & D. Benvie DSC
Orkney Race John Waddie Rose-bowl Longship Trophy Orkney Cog Orkney Quaich	Nyvaig Smithereen Kermit Nyvaig	Angus MacDonald DSC Tom Wilson George Fyfe PEYC Angus MacDonald DSC

Kirkwall Quaich
 Scottish O.D. Championship
Henderson Boyd Jackson
 Joint Passage series
Granton Print
 Sportsboat Early Autumn Points
King Cup
 Sportsboat Late Autumn Series
IOD Edinburgh Quaich
 Photographic competition
Maja Trophy
Bells Shield
 Log Competition
McQueen Cup
 Cadet of the year.
Almond Cup
 Services to RFYC
Carmichael Quaich

Erin
 Blue Funk
 Chione
 Elixir
 Elixir

 Gloria Mundi

John Murphy PEYC
 Bill Ram HSC & PEYC
 Holway & Julian Cruft
 Shaun MacLean
 Shaun MacLean
 Kenneth Dougall
 John Spencely
 Dr Richard Weller
 Anna Doherty
 Kevan Gibb

**Robin Brownlie of
 Hopscotch with an
 armful of silver.**



A record haul of cups for Sieglinde in her 50th year



An Account of the First Royal Forth Rib Rally

By Ken Dougall

The Team



The first Royal Forth 3 Island Rib Rally took place on Sunday 23rd August.

The forecast of rain all day and wind strengths reaching force 7 made a few boats have second thoughts. However, three Ribs were there on the pontoon ready to go and take up the challenge.

Unfortunately due to an unhealthy mix of lack of dredging and the lowest tide of the year (0.1metre) one of the Ribs never made it from the pontoon. She sat there on her own private mud bank looking splendid, surveying the mudflats and the clubhouse in the distance.

The other two Ribs left the harbour at 10.00 hrs and headed out into the drizzle only for the club Rib to stage its own go slow. The engine lost all top end power and simply refused to propel the Rib onto a plane.

Fuel tanks were changed, oil inspected, engine cover removed but the lack of power persisted. So it was deemed prudent to return to Granton, all of half a mile away, and restart the Rally with the one remaining Rib!

At 10.45hrs we set off once more laden with two adults and five cadets. We had flat seas and the rain had stopped by now as we headed to Inchkeith for our morning snack..

As the tide was so low we diverted south to inspect the wreck that lies on the rocks just off Inchkeith. There was still enough water to get to within a boat length from it .

The Switha sat there with her bow pointing North West, covered in barnacles and seaweed. Seals popped up to see who was visiting and with a loud puff submerged to get on with their own business.

We headed North and circumnavigated Inchkeith before finally arriving at the harbour. We just had enough water to reach the furthest out ladder and then a long climb to reach the top of the harbour wall.

After being briefed about the many dangers that a deserted island can hold, we walked to visit the lighthouse and inspect the many outbuildings. The views of the mainland coastline were spectacular whichever way we looked. The island was bigger than most had expected and we didn't have time to see the garrison buildings that were built in both the wars.

The sea was beginning to get more choppy which resulted in the Rib occasionally bouncing the occupants around, and throwing the odd bucketload of briny over us.

We took it in turns to drive the Rib which gave superb experience to all the youngsters Aboard..

With Inchcolm just a little distance ahead and the deep channel a few hundred metres to the North, the Rib informed us that it had emptied its first tank of fuel by gently stopping. We went through a lot more fuel than normal as we had so many people aboard but changed tanks and headed for the West Bay of Inchcolm.

The wind by now had increased and swung to the West which was a pity as we would have landed in the West bay. However, we motored in and viewed the small stone jetty that in Easterlies is a nice place to be.

Turning around we headed back into the white horses and carefully picked our way around the overfalls and headed North round to the calm of the South bay.

We tied up and paid our landing dues before sitting on a bench and having our lunch. We were presented with the unusual sight on Inchcolm of ladies braving the wind and rain wearing long formal summer dresses and holding umbrellas. Meanwhile, we were sitting with full oilskin protection, munching sandwiches and listening to the coastguard on channel 16 going to a boat displaying orange smoke and clearly in distress.

Turned out the smartly dressed ladies were at a double christening on the island! We explored the Abbey and the wartime fortifications before heading across the Forth to Cramond Island and through the hole in the anti submarine blocks.

The seas were pretty choppy which resulted in the odd wave finding its way inside our oilskins and certainly over our faces.

We then headed out to Inch Mickery at a perfect angle to see how the island fortifications were designed to look like a WW1 destroyer to confuse enemy aircraft. T

Then we headed for Granton, arriving at 1800hrs making one boat completing the first RFYC Rib Rally but with most of the crews on her!

We finally headed to the clubhouse to have post rally drinks and Eva's chips.

The weather all in all was very kind to us, as the expected winds never materialized and the rain only giving us a cursory look. The post rally comments were favourable with everyone keen to do it again next year, particularly as we know there were various other boats that wanted to make it this time round.

This years Rally was made up of instructors and cadets from the Tuesday evening sail training team.

It's nice to see we not only have some good sailors coming through the club but they are adventurous as well!!



The elegant lighthouse



The adventurers



The wreck