



The Seagull

The Journal of the Cramond Boat Club

June 2017

In This Issue

- [Commodore's View](#)
- [Dinghy Racing](#)
- [Level 1 & 2 Training](#)
- [Jobs Available!](#)
- [Safety Boat Course](#)
- [Cruiser Roundup](#)
- [Training Update](#)



The View from the Commodore's Window

Crane-in seems to have been a long time ago; as I cannot recall any undue excitement it must have gone well. What I do remember is the extraordinarily good weather we were blessed with on the day; warm and sunny throughout. Once again thanks go to everyone contributing to getting the moorings ready and for their work both in preparation and on Crane-in Day itself. As he has for a number of years now, Jeff McLeod did a great job as Banksman, and, of course, the team in the kitchen were stars yet again.

We've had a good start to the season with some decent weather and an exceptionally dry spell late April and through much of May. (Apparently it did not rain for five weeks.) This encouraged some more keel boats to join in the racing programme, including some evening events which proved very pleasant indeed. Unfortunately, at the start of June the weather broke with a vengeance but, despite a lot of rain, the dry land soaked up a good proportion, preventing a full blown spate.

The dinghy sailors have been very active as usual and the training programmes are in full swing. These attract significant numbers of new members into the Club – not just the juniors but also adult trainees. There is no question this contributes greatly to the strength of our boating community. The latest innovation has been some wind-surfing courses – so if you are feeling energetic ... !

This time last year I drew attention to the importance of frapping halyards – tying them back so they don't rattle against the mast. Unfortunately, whenever the wind comes up there always seem to be a few boats causing a nuisance with banging halyards. Please ensure yours is not the culprit. Quite a lot of people are living in earshot of the harbour and do not appreciate this repetitive noise disturbing their sleep.

On the social side, I am delighted to report that our Social Convener, Stewart Coulter, with the considerable help of Angela, organised a very successful barbecue and disco event just recently.

Once again we were able to join a warm and sunny evening, sitting on the terrace and partying in the Clubhouse.

These occasions really bring home the exceptional facilities and outstanding location that we enjoy. So do come and make the most of them.



Wishing everyone fair skies and following winds,

Andy Walker

Diary Dates

19th & 20th Aug
Cramond Dinghy Regatta

2nd - 4th Sept
ECSF, Granton

Sat 7th Oct
Crane Out

- [Commodore's View](#)
- [Dinghy Racing](#)
- [Level 1 & 2 Training](#)
- [Jobs Available!](#)
- [Safety Boat Course](#)
- [Cruiser Roundup](#)
- [Training Update](#)



Dinghy Racing

Yet again our Dinghy Spring series (DA) has been hit by excessive winds – neither of the two scheduled races so far have been run – well, in our opinion, 25 knots, gusting 34, is slightly on the risky side. And those are measured, documented figures as opposed to the size of some ‘fish that got away’!



However, the Dinghy Weekend series (DWA) has started well with four races being completed, involving 11 entrants. Fortunately, two races were completed for DWA1 which makes up for DWA4 being blown off the water and therefore discards will again play an important part in deciding the overall winner of the series.

Currently, Euan Rogers and Adam Wilkinson are tied in first place after allowing for discards but there are several others very close behind.

We were very interested when we were advised to keep a lookout for a Supernova whilst DWA2 was being run. Not something that was expected on an evening. Sure enough, it appeared from the south heading NNW and continued steadily on its course, before unexpectedly turning towards South Queensferry.

Tom Brady later returned having given his new craft a thorough test without mishap and said he hoped that we would be able to provide a favourable handicap for his new dinghy!

There are still two events in the DWA series to be held with no certain winner at this time so we are hoping for another close finish.

Drew Pratt

New Members

Welcome to our new members:

Full

Justin Robertson

Family

Sheila Fraser and Kenny Baird

Kenneth and Nadia Scrimgeour

Junior

Scott Aitken

Social

Ewen McCleary
Isla Edgar



Level 1 & 2 Training Course

Our Level 1 and 2 adult training course began on Saturday 27th May and continued on the Sunday with 3 students, Tom Nickson, AnnaLaura Vacca and Alex MacAulay. The weather for once was actually pretty good, with clear skies and a wind averaging about 5 knots with some slightly over 10.

Having worked through a lot of the basic theory in the morning, we moved to the dinghy park to commence practical exercises including rigging, reefing, tacking land drills and capsizing recovery methods. After lunch, it was time to take to the sea.

Alan Mackenzie and Lawrie Elliott took turns in Alan's Stratos working with the students through the exercises practised on shore. As the wind was fairly benign to start with, we were able to complete the capsizing drills in both single and double handed dinghies as well.

Sunday's on-water session started with a moderate wind which allowed us to work on reaching and tacking, but then started increasing and changing direction including a wind shift of 180° which gave them all a very clear example of why we kept stressing wind awareness.

By the end of that first weekend, we had achieved a lot and looked forward to the next training weekend on the 10th and 11th of June when we were confident we could complete the syllabus for Level 2.

On 10th June the wind was moderate although the various forecasts suggested that stronger weather would come in with the tide. And so it did! By 1pm, the wind was averaging 12 knots with gusts over 20 and by 3pm, the mean speed was 15, gusting to 30 and still increasing. So, once again, we were 'blown off the water' to quote Lawrie and many before him!

In This Issue

- [Commodore's View](#)
- [Dinghy Racing](#)
- [Level 1 & 2 Training](#)
- [Jobs Available!](#)
- [Safety Boat Course](#)
- [Cruiser Roundup](#)
- [Training Update](#)



Lawrie telling tall tales to the trainees

Thanks go to Lawrie and Alan for their time and patience, particularly Alan for also lending his Laser Stratos, and Adam Wilkinson for rescue cover.

Drew Pratt, Senior Instructor



Exciting Jobs Available!

I've always felt that Cramond Boat Club does really well in minimising costs for its members, ensuring that, despite the views in some quarters, sailing is **not** a sport for just the rich but is accessible to most people who wish to take it up.

One of the ways we achieve this is through members volunteering for work parties, helping to organise and run various aspects of our activities, and serving as officers of the Club. Noting with gratitude the numerous contributions being made, it is the last of these items that your Main Committee has been recently thinking about.

At the end of this season we shall be needing to make a number of new appointments. Club Office Bearers (Commodore, Vice Commodore, Rear Commodore, Secretary, Treasurer and Sailing Secretary) are elected annually but there is no maximum time limit. However I also note from the records that Commodores typically serve no more than three years. So I am looking for an orderly queue at the Committee Room door seeking to take on the top role!

We have other, very important, positions which have been filled very effectively by individuals but who now conclude, quite reasonably, that they have done their bit.

Our current Sailing Secretary is Alvin Barber. Alvin very helpfully stepped into this role after his period as Club Secretary; however, he is very conscious that this job would be better undertaken by someone who is more closely involved with the racing activities.

Other committee positions are elected for a three-year term. Alan Hampson has been looking after the moorings for us, to great effect, and he very kindly agreed to serve one more time this year. But we are now overdue to find a replacement. Whilst this is a significant role it is backed up by a team of people with considerable experience and expertise.

This year, Lawrie Elliott is completing his three year term as our Training Officer – doing an excellent job of bringing on young sailors as well as introducing older folk to the sport. Recognition of CBC as an RYA Training Centre is a major asset of the Club. So we need to ensure suitable continuity in this role.

Alex Tulloch is our current Dinghy Park Convener but he too is due to step down. If you would like a shot at organising the boats and facilities in the Dinghy Park, now is your opportunity.

Finally there is the role of Bosun. Over recent years this has been handled by a team comprising Vice-Commodore Dougie Pringle, Hamish Sutherland and Campbell Calder. We are hugely grateful for their hard work keeping the club workboats, engines and dinghies in good shape. The club would not be able to function without all this kit being kept in working order. In order to spread the load further it would be good to have an elected Bosun who could both co-ordinate these works and make their own contributions.

In This Issue

- [Commodore's View](#)
- [Dinghy Racing](#)
- [Level 1 & 2 Training](#)
- [Jobs Available!](#)
- [Safety Boat Course](#)
- [Cruiser Roundup](#)
- [Training Update](#)

I am aware, going through this list, that there are many other officers carrying out equally important roles very effectively. However, as they are willing to continue for at least one further year I do not need to mention them at this moment. Nonetheless, they most certainly are not being taken for granted!

In summary, for those of you enthusiastically seeking ways to contribute to the effective operation of the Club, we need to identify for next year: a Commodore, Sailing Secretary, Moorings Convener, Training Officer, Dinghy Park Convener and Bosun. I know that we are all busy folk these days but the Club will only prosper if able people come forward and fill these roles. And it can be enjoyable too!

Andy Walker



Safety Boat Course

Our first training course of the year ended with 3 candidates, James Kistruck, Fergus Davidson and Piotr Wojtczuk all successfully completing the Safety Boat Course. For once, the weather was on our side and allowed us to experience strong winds when covering rescue boat handling and towing then much lighter winds when rescue and recovery techniques needed to be practised as well as mark laying.

I would like to give particular thanks to Paul Rogers for his Windsurfing Session which, considering our hopes for Windsurfing to be added to the Club's RYA Recognition, was a thorough and practical exercise in the vital elements involved in rescue and recovery and, with the weather being favourable, allowed everyone an opportunity to try out the procedures necessary for safe execution of the various elements of the course.



I also must thank John Adlington, the Cramond Sea Scout Kayak Leader for his excellent kayak / canoe session which not only dealt with the rescue and recovery of kayaks and canoes but also the recently improved methods of recovery of the paddlers from the water using the kayaks to enable simpler and efficient ways of bringing them on board.

With the weather again being kind to us, all the students were able to try out the various procedures for themselves and experience the difficulties that may befall kayak users. We also discussed towing kayaks and canoes with and without crews – never with crews unless the tow is provided by another similar craft, i.e. not a powerboat!

Unfortunately, we were unable to obtain the use of a catamaran but with the help of some useful videos, were able to watch correct methods of full inversion recovery and discuss the details of how to carry out the best procedures and the use of righting lines.

On the first weekend, the winds were regularly gusting to F8 and a couple of times to F9 according to the MM Weather website. This meant curtailing the intended dinghy capsize exercises and concentrating on general handling, the dangers of lee shores and towing.

John Kenworthy and Alan Mackenzie were in constant attendance throughout the course and took out Alan's Laser Stratos and a Laser single hander for capsize practice. Alan demonstrated what is probably the most difficult exercise, recovering a two-hander dinghy when the centre board was retracted, after which our students were able to try it for themselves.

It also provided an opportunity to practise a recovery where possible entrapment had occurred and required immediate physical assistance from the rescue boat. Use of a righting line from the safety boat was also practised.

Our final session involved laying a race mark accurately, such as for a race start line which required an outer and an inner mark to be laid exactly in line with the Committee Boat. It sounded on paper as if it would be one of the easiest exercises in the programme.

In This Issue

- [Commodore's View](#)
- [Dinghy Racing](#)
- [Level 1 & 2 Training](#)
- [Jobs Available!](#)
- [Safety Boat Course](#)
- [Cruiser Roundup](#)
- [Training Update](#)

However, given (deliberate) lack of assistance by the Committee Boat, a mark with an inappropriate length of line and then a capsized by the Laser (John's timing was immaculate) just as the students were about to manage a successful mark laying, which meant dropping everything and rushing to attend a potential casualty, the exercise took on a completely different aspect. Crisis dealt with, they started to return to their previous task, only to receive a call to assist the Stratos with a rudder problem.



Perhaps slightly stage managed but still a worthwhile potential situation that they need to be ready for when on safety duty and introduced the reality that they need to keep a constant lookout whatever the rescue boat is involved in. The mark was then correctly laid twice without further interruption!

All in all, a very thorough Safety Boat Course and well done to

James, Fergus and Piotr for successfully completing it and being awarded Safety Boat Certificates

Special thanks to Alan Mackenzie, Paul Rogers, John Kenworthy, John Adlington and Andrew Wood for all their help, both on (and in) the water and in the classroom with illustrations and videos plus an immense amount of experience imparted during the various discussions.

Drew Pratt, Senior Instructor

Sailing Calendar

The CBC sailing/racing calendar is available on the club website.

But you can also add it to your own electronic calendar on your PC, laptop, tablet or phone, so you need never forget an event.

Go to the [calendar page](#) on the website.

If you use Google Calendar, click on the Google calendar button at the bottom, or if you use some other calendar (such as Outlook), click the ICAL link at the top.



Cruiser Roundup

Cruiser Racing

The Cruiser Weekend Series (W) has attracted a good number of participants, with 7 boats taking part so far. 5 yachts took part in the first race on Sat 29th April, then *Melita* joined in the next weekend for the second race, and *Papillon* further boosted the numbers for race 3. If this pattern continues, the whole fleet will be soon be joining in! *Talisker* is currently leading the series, with the Commodore (often sailing single-handed) just behind in *Exisle*. *Dabchick*, *Stravaig* and *Pegasus II* are fighting for third place, but there is plenty of time to change things around.

The Weekday A Series has picked up after a shaky start when the first scheduled race was abandoned, but 3 races have now been completed. Unfortunately, *Ilala* had an inauspicious start to her racing career when she broke her rudder on her first outing, but hopefully Stuart will be back, following repairs. Andy Walker is firmly control of this series with 3 firsts, but again it's a long series so anything could happen.

A one-off race for the Lumley Bowl scheduled for Sunday 11th June was cancelled due to excessive wind, but hopefully will be re-scheduled later in the season.

Rolling Handicaps

Like most sailing clubs, CBC operates (or used to operate) a 'Rolling Handicap' system. This takes the standard handicap rating for each boat, then adjusts it based on race results, to make it tougher for the boats which regularly do well, and easier for boats which perform less well. The aim is to encourage the 'middle-of-fleet' racers, to challenge the faster boats, and to keep the series results closer together.

It's some years since we've rolled the handicaps at Cramond, mainly due to the small number of boats taking part in races and getting enough results for each boat. However, with a few new boats taking part this year, if we aggregate the results for the last two seasons, we should have enough evidence to justify the changes.

So if you are new to racing, and need an excuse to take your boat out for a sail, this should be a great incentive to take part in racing - you might find yourself doing a lot better than you imagined!

In This Issue

- [Commodore's View](#)
- [Dinghy Racing](#)
- [Level 1 & 2 Training](#)
- [Jobs Available!](#)
- [Safety Boat Course](#)
- [Cruiser Roundup](#)
- [Training Update](#)

Spates

After a long, dry spell in May, the rains came with a vengeance at the start of June. Continuous rain like that is exactly what can cause a spate in the River Almond. All cruiser owners should keep an eye on the weather, and be prepared to take action if necessary.

Make sure your boat is properly secured to the risers with hard eyes and moused shackles. Check regularly to see if any branches or other debris has become caught in your mooring and clear it as soon as possible. If your mooring is damaged or your boat breaks free, it will not just be your boat that will suffer damage - it could cause chaos to others.

If you have not already done so, you should sign up with SEPA's automatic flood alert text message system, by following the following simple steps:

1. Go to <http://floodline.sepa.org.uk/floodingsignup/>
2. Enter the clubhouse post code EH4 6NY
3. Enter your own email address and phone number (landline and mobile)

For up-to-date information by phone, call the SEPA Floodline on 0845 988 1188 then use the following quick dial codes: Edinburgh & Lothians 23200, Cramond 23210.



Training Update

Sea Monkeys

Sea Monkeys got off to a cracking start in May and June. Brisk easterly winds on 6th May saw us running for cover in the lee of Cramond Island. Thanks to the hard working crew in the RIBs we managed to transport all the kids and kit out and back from the Island. The session was really successful. All enjoyed honing their skills, particularly sailing up wind, tacking, launching and recovery. Two Sea Monkeys had a spectacular sail back to the clubhouse in Picos surfing the waves whilst on a broad reach. Great end to the day!



June 3rd started with wall-to-wall sunshine and perfect easterly F2-3. We sailed off the east side of the teeth. RYA Stage 1 and 2s developed down-wind and stopping skills whilst Stage 3s practiced the five essentials and racing over a triangular course. Matthew Mill and Lewes Bright emerged as winners of the chocolate bar trophies! Hopefully the weather will be as kind for the rest of the Sea Monkey programme.

RYA Inspection

We had an extremely successful RYA inspection on Wednesday 13th June. I am pleased to tell you that we passed with flying colours, including gaining recognition to offer windsurfing training!

Thanks to Drew, Daren and Paul for their contribution to the development of windsurfing. This strengthens the relationship between Cramond Boat Club and the Sea Scouts.

Lawrie Elliott, Training Officer



Acknowledgements

Except where stated, all photos are by club members and reproduced with their permission.

Contacts

Seagull Editor:
seagull@cramondboatclub.org.uk

Club Committee:
cbc-committee@yahoo.co.uk

Club Members Email List:
cramond@yahoo.co.uk