



The Seagull

The Journal of the Cramond Boat Club

June 2012

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Diary Dates

Sat 23rd June
Summer Sailstice Cruise

2nd – 6th July
East Coast Sailing Week

Sat 18th Aug
Family Fun Day



Commodore's Jottings

The new season was preceded by the "Nautical Nosh" at the end of March - a most enjoyable pre-season get together despite the lack of numbers. A big thank you to Dave and Anna Innes for supplying the ham, and to Neiliann Tait for the pavlovas - gorgeous.

Crane-in went smoothly and was accompanied by the changeover of the Club locks. As usual it takes a large number of people to organise and run smoothly so thanks to everyone who worked so hard and contributed to an accident-free event. Special thanks to Trevor Mackay for stepping up to run the day, and also to Hamish Sutherland for ironing out the inevitable gremlins with the new locks.

We were all saddened to hear that Jim Hunter had passed away on the Monday after Crane-in. Jim was a hugely popular member who led an active and varied life, spending many hours down at the Club. A very practical as well as knowledgeable person, he carried out numerous tasks about the place and was almost always there to assist anyone with troubleshooting problems, repairs and the like. His cheery outlook and fund of stories is sorely missed.

With the season under way, the Committee has been focussing on the required repairs to the terrace roof. Options have been narrowed down and a decision on the best solution will shortly be made. Whatever solution we choose is going to be expensive. We are grateful to Bob Sharp, Gillian Muir and others for a supreme effort in organising fund raising events to contribute to the costs. There was a very successful music night on 21st April with "Stretcher Case" providing the entertainment. We also have a large programme of events for the Jubilee weekend for which posters have already been sent out.

These events take a huge amount of hard work, enthusiasm and organisation, so please show your support for the Club and make every effort to come down. It's for your benefit. At the end of June Radio Forth will also be holding a Duck Race as part of their fundraising for "Cash for Kids". We will be supporting this effort and again you can join in the fun.



On the water we have had a mixed start to the season, the Novice Regatta was well supported and after a delayed start was a most enjoyable day – more in the Sailing report. Unfortunately we are currently hampered by difficulties with the Rescue boats whose engines are giving a number of problems despite recent extensive servicing. Two of them are 15 years old though and have had some pretty hard use. They really do need to be replaced and they're not cheap!

The Friends of the River Almond Walkway have begun work on a number of small projects to improve the general amenity of the area along the Almond. A number of larger projects are being planned including the replacement of the Salvesen steps, and the possible movement of the dinghy park to realign the walkway along the quay wall. They will have access to some quite substantial funding for these longer term projects. They are keen to work with us and provide any assistance in the latter project which could give us additional much needed space.

There is still much work needing to be done around the club – cleaning of the slipway and the like and it doesn't just do itself. We all lead busy lives but some still manage to find the time to do the tasks that need to be done. Don't leave it to somebody else to do – they're busy too, help spread the load and get the satisfaction of knowing that you've contributed.

Euan Drysdale

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From time to time, this journal records the passing of an old club member. Usually this is someone, once prominent in the club, who has not been active for some time and may be known only to a few members with long memories. This cannot be said of Jim Hunter, who was a stalwart of the club for decades, was well-known to almost all members, and who was actively involved until very shortly before his death. This therefore seems appropriate that this issue of the Seagull contains a range of articles about (and by) Jim.

When I first joined the club, as a young Sea Scout leader sometime in the last century, it was Jim Hunter, along with his great friend Alec Tulloch, who made me feel at home and welcome. As many of you will confirm, he continued to welcome and show an interest in new members throughout the years. He served the club in many capacities: he held a number of committee posts, including Vice Commodore, was the club Rescue Officer for decades, gunnery officer at regattas and of course was editor of this very newsletter for 15 years.

He also held an unofficial status as repository of local knowledge and useful information, and Guardian of Club Tradition. He could occasionally be fractious and had little time for 'them' when he disapproved of actions taken by the powers-that-be, but he was always around, helping out and dispensing advice (whether wanted or not.) He got involved in most projects around the club, and had an infectious, child-like enthusiasm for new ideas or gadgets.

Jim became editor of the *Seagull* in 1991 when the first editor, Dave Haxby, emigrated to England. In 2003, Jim took a break from the comic when Angus Forsyth took the reins, but he returned to the editorial chair in 2005 and remained there until he handed over to me in 2008. He had a colourful command of the English language, and his writing was always entertaining and informative. He read widely and eclectically and was knowledgeable in a surprising number of topics. He wrote professionally for motor caravan magazines and even PBO, and always felt there was a book in him, if only he had the time. As editor and contributor to the Seagull, he was a hard act to follow and I have always felt somewhat inadequate in his wake.

Alastair Millar



Jim Hunter

The following are extracts from Jim Hunter's eulogy, written and delivered by his son, Donald.

It's easy to call someone eccentric, but you just need to look at the vehicles Dad owned over the years to know it describes him well. Nothing in Dad's life was done in the usual way. He preferred to find his own approach to everything he did. Things were home made. We didn't have the usual things, we had Dad's things: a homemade welly drier, a camping table made from orange boxes, shelves made from dexion and painters planks. Anything that could be salvaged or found washed up on Cramond Island would be hoarded and put to good use eventually.

When I was young, Cramond was like a second home for us. Every possible tide was used for sailing or for rescue boating and Dad had three enthusiastic apprentices waiting to helm a rescue boat or the Teal. Many of our childhood adventures happened at Cramond, whether it be exploring our own 'private' island or misjudging the tide and getting stranded overnight on the sandbanks, with corned beef hash for tea and sails for sleeping bags.



When Mum and Dad bought Teal all those years ago, they tried in vain to holiday in it on the Forth - in September. After a couple of miserable attempts, mum suggested trying a holiday abroad instead - by motorbike no less. Dad was surprised. It *had* to be done. Preparations were made, trial camping trips planned. Off they went. They quickly sussed that the "holiday without kids" formula was a winner and have never looked back.

New Members

Welcome to our new members:

Full

Reginaldo Dias
Zoe Kemp
Begonya Garcia

Family

Stephen, Sally, Eilidh,
William & Mai McGoldrick

Student

Carolina Landivar

Junior

Alfie Ridgway
Alexander Douglas

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Over the last 30 years they have travelled pretty much as far as they can across Europe and Africa without ever going near an aeroplane. They visited Berlin before and after the wall came down, have been to the tip of Norway for the midnight sun and have watched the Paris-Dakar rally from the desert of Morocco, twice. St Petersburg, Ukraine, the Baltic states, the list goes on. They recently took a quick trip to the alps, forgot to stop and ended up in Odessa on the Black Sea.



Exploring was an enduring theme. Dad became an auxiliary Coastguard as much to explore the coastline as to protect it. I'm sure the access rights along the coastline were worth more to him than the income. In his mind, Dad never really retired from the Coastguard and he would routinely be seen at Cramond sporting that Coastguard body warmer. I'm sure he never stopped meddling either.

Somewhere along the line Dad's curiosity with the weather must have turned into an obsession. I have lost count of the number of weather stations, thermometers and gauges dotted around the house, boat and van. If Dad could start all over again, with today's technology, he could have a weather sensor on every navigation pole to the island. All with data logging and transmission to the internet, to be viewed anywhere, perhaps with webcams too. I'd have loved to see him try.

Latterly, Dad's adoration of his grandchildren was plain for all too see. He took great pleasure in reliving his childhood and sharing his love of trains, with a specially built railway in the back garden. He was also delighted to see the grandkids enjoying the boat and the sea as much as he always did.

New Yachts

Welcome to some new boats this year:

Keelboats

Scott Corbett's Shetland
535 **Blue Jay**

Reginaldo Dias's Fantasy
19, **Sanda 2**.

Dinghies

Angus Forsyth's Solo, **Bob**

Emma Wilkinson's Laser
Pico, **Picobelloa**

Laura Hyndman's Laser
2000, **Boris the Barbarian**

Alistair Millican's Laser Pico

Stephen McGoldrick's GP14

Good sailing to you all.



Memories of Jim Hunter

"I first met Jim in the early 1970s when he was the club Rescue Officer and he kindly let me crew with him at the many dinghy racing events taking place during that period, including the Hornet European championships and the Albacore European and World championships. These were major events for the club featuring extremely high numbers of boats and Jim was a key part of the water safety. It wasn't all high-profile events though and many a cold, wet and windy weekday evening would be spent supporting a small number of dinghies taking part in some points series event.

We both took the RYA rescue boat coxswain course with others one weekend at an extremely windy Dalgety Bay venue with heavy seas threatening to swamp the wee Dory used at the time, a course run in real rescue conditions.

There were countless experiences, too many to describe. However I recall during an innocent solo visit to Cramond island, the rescue boat which Jim had left moored whilst attending to a task elsewhere, was stolen by a gang and on Jim's return he had to wrestle it back and then struggle back to Cramond, having beaten off his attackers, to report the matter to the police.

Jim's proficient rescue boat skills were not just Cramond based and he was (with Doris) an important and regular part of the water safety for the 70 Wild Miles Glencoe event for many years for which I will always be grateful.

Aside from his rescue boat skills Jim was always willing to help freely with his time and knowledge, often going out of his way to help in a cheery manner, and always had jolly words for our daughter Amy every time he met her. It was always very interesting to hear Jim and Doris's great motor cycle adventures and this set out Jim's sense of adventure in all he did.

He has quietly gone about helping the club in so many ways for so many years and he will be very sadly missed indeed. It was a great pleasure to have known him."

– Gordon Gooch

"This is sad news. Jim and family provided me with help and support in my early sailing days when I was still at school, and Jim also worked with my father at Ferranti's. Regret too far to come to funeral but please pass on my respects."

– Stewart Eaton, formerly CBC, now West Oxfordshire SC

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"Jim's departure is a very sad loss. By pure coincidence the fibre-glass and wood tender that I bought some years ago had a carved name-plate screwed to the hull: "Teal" - the same name as Jim's boat at that time. This proved useful on one occasion when the dinghy was stolen and dumped half way to Granton. Those finding it assumed it belonged to Jim and hence it found its way back to the club (before I had even realised it had been stolen!)"

I always planned on removing the name-plate and giving it to Jim, but ever go round to it. In the end, after acquiring my new dinghy last year, I ended up giving the whole boat to Jim! He had great plans to deal with all the rotten wood and get it back into good working order. Jim was never one to let an opportunity like that slip past."

– Andy Walker

"Susan and I are relatively new members to the club and so don't have any anecdotes or stories to recount as such. However, I couldn't let this sad occasion pass without saying what a genuinely nice guy Jim was, always willing to help and support, with an great sense of humour. He is a loss to the club."

– Tony Lucey and Susan Rutledge

"Very sad news about Jim. When Janice and I first joined the club, Jim was the friendly face that helped us out in our early days of sailing (and helped to cut us loose from our tangled tripping line when we made our first ever attempt to leave our mooring at Cramond!)"

Jim was a great supporter of sailing for the disabled at Cramond and was of huge practical help. As well as general repairs and frequently offering the use of Teal as committee boat, Jim also took on projects such as widening the dinghy park gates to accommodate a Challenger!

To help visually impaired sailors such as myself, Jim and Benje Dawson made it their mission to make the Cramond race marks more visible. The solution they came up with was impressive and took them many hours of hard work. The barrels were painted with florescent orange paint, and weighted to at one end. They then mounted a traffic cone and flag on top of each mark! These were not just ordinary cones either, but the large motorway variety. The final product was amazingly effective and made such a difference for us!

We thought it best not to ask where the cones came from but it makes me smile to think about how this may have happened - Jim driving the Sherpa van, with Benje hanging out of the side door liberating cones from around the bypass!"

– Robert and Janice Wilkinson

"When Katy Henderson first qualified to sail dinghies she'd been out one evening when it was particularly rough and spent much of the time in the water. Seeing that she was pretty cold when she came in, Jim and Doris heated up some Oxtail soup and warmed up her innards in double quick time."

Last year during the Frostbite series, we launched Blue Shark and immediately encountered a problem - we only had 'right turn' on the steering. Jim appeared complete with multi-tool to enable us to unscrew the cap for the hydraulic fluid reservoir. Once we'd established that there was no fluid on the left hand turn we pondered on whether we had any spare in the Rescue Cellar. Surprise, surprise, Jim appeared again with some hydraulic fluid that he just happened to have in the van! 5 minutes later we were on our way and everything ran smoothly after that. I still don't know what he was doing down there at that time of a cold November morning, but I was extremely grateful that he was."

– Euan Drysdale



Scottish Entry in Vendee Globe Race

John Mackay from Lauder will be skippering the **Spirit of Scotland** in the race which starts on 10th November 2012.

This must be one of the most gruelling single-handed challenges possible and is an absolutely incredible 27,000 mile solo, non-stop trip around the world.

The web site for the team is www.teamvendeescotland.com The site is excellent, there are several video clips which are worth a watch, and you can follow the team's progress in the run up to and during the race.

They are obviously looking for sponsorship, either from individuals or companies.

Any one who makes a donation will have their details added to a waterproof scroll, which will then be taken on board for the voyage around the world and will then hopefully be displayed in The National Portrait Gallery on its safe return.

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Cramond Make a Splash At The Brainwave Quiz

The Forth Corinthian Yacht Club Brainwave Quiz is **The** quiz, and as CBC are the defending champions it was important that we put up our most experienced members, men who have studied the sea and her ways, know boats, the weather, navigation, seamanship, the literature of the sea, men who are steeped in lore of the sea and men who under pressure can summon up the most obscure nautical facts. Of course we can never find any of these guys so it was back to scraping the barrel.

The Corinthians had sold their clubhouse and the Quiz would be the last open event in the old building. Unfortunately the notice of the race came out at the last minute and some of the regular competing teams were absent. However Cramond responded brilliantly to the rallying cry and we mustered six stalwarts ready to flex the might of their little grey cells against all comers (which turned out to be two Corinthian teams).

Teams are limited to four so we decided to enter two teams of three. The **Jubilee Diamonds** consisted of John Bean, Rob Garner and John Corbet while the **Cramond Crocks** comprised Alan Hanson, "Melita" Alastair Miller (I was going to say "young" but the editor objects) and Ian Hellewell, joined later by Gordon Graham. The Corinthians were oversubscribed so the CCs added Pete Sherlock and the JBs got his better half Dot.

That weel-kent worthie Willie Barr was our Quizmaster and he almost floored us by setting up an overhead projector, computer, laser pointer and announcing that the quiz would consist of general knowledge questions with one section out of ten on nautical matters. I'll not bore you with the questions; sufficient to say that the JBs knew something about the lash but not a lot about rubber boats. Alastair of the Crocks excelled at Music and his wrist action at Nintendo Wii won us that section. Gordon's answer to most questions was Bridgit Bardot. Alan's contributions came from under the table where he lay prostrate with a bad back. The older member of our team spent most of the evening trying to answer the questions of who he was and where and why he was there.

In the end the Cramond Crocks beat the Jubilee Diamonds by one point and were acclaimed the winners of both the general quiz with a prize of a 2ltr bottle of a well-known whisky (to be raffled at the Xmas party) and the Brainwaves Cup. Both teams were presented with commemorative FCYC glasses. Many thanks to our hosts for their warm and generous hospitality.

The 3 questions which won us the nautical Quiz:

- A: On HMS Victory what came out of a green baize bag?
- B: Who sailed across the Atlantic in a rubber dinghy?
- C: What is a Momsen Lung?

Answers at the end of the Newsletter!

Ian Hellewell

Jubilee Weekend

As we go to press, the Jubilee weekend events are fully underway at the club.

The weather is good, the turn-out is good and it all seems to be going well.

A full report and pictures will appear in the next edition of the Seagull.



House Matters

Workshop Roof repair

The options have been narrowed down to two: either a removal and relaying of a concrete screed with a similar finish to the present one, or covering the entire roof area with a type of coating. There are pros and cons to both options, but a decision will be made soon after a few more details are confirmed. The intention is still to complete the work before crane-out though the season is passing quickly by. However it's not going to be cheap, so please turn out and support club events to boost the funds.

Locks

If there are still any members with keys to be replaced please contact the weekend bar staff who will help you out. Similarly for new key issues though a £10 deposit is required.

Changing Rooms

Can I remind members to keep the changing rooms clean and tidy including the removal of all sailing gear. Recently the gents shower area was left in a considerable mess with water and sand everywhere. There are buckets and mops in the changing rooms. If you make a mess please leave the place as you would like to find it.

Alastair Miller, House Convenor

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Slipway Cleaning

The cleaning of the slipway has fallen by the wayside this year and has been the cause of at least one individual coming to grief.

Thanks to Keith Conway for a sterling effort before the jubilee weekend – quite a job for one person.

Lets keep this momentum going please so check the rota below.

When it is your turn please speak to your neighbours and arrange a time to get it done. With a team of three it won't take long.

If you unfamiliar with the operation of the club high-power pressure washer, ask someone who has done it before.

23rd June (LW 1140 BST)
Dinghy fleet / Rescue boat

21st July (LW 1048 BST)
Kentra / Quicksilver / Stravaig

23rd Aug (LW 1257 BST)
Talisker / Jay / Pegasus

29th Sept (LW 0859 BST)
Sprightly Peggy / Jenny / Sea Horse



St Columba's Hospice Celtic Challenge Cycle from Edinburgh to Iona

Thirty-nine cyclists set out from Boswell Road on Wednesday 23rd May to cycle the 200 miles to Iona. The objective of this, the second Celtic Challenge, was to raise funds for the £26m rebuild of St Columba's Hospice.

The day started well with bright sunshine and, more importantly, a tail wind. Unlike last year we had a brilliant run along the Union and Forth & Clyde Canals to Glasgow where we spent the first night. It was a joy to cycle the tow path with its abundance of wild flowers and bird song. However, I was disappointed to see how badly the tow path surface had deteriorated since the canal was reopened ten years ago.

Thursday morning saw us heading through Bowling and Clydebank for the West Loch Lomond Cycle Track en route for Crianlarich. One again we were riding in bright sunshine with a warm breeze helping us on our way.

Loch Lomond was a busy place that day with hordes of people out to enjoy the weather. A brief stop at Inverbeg for lunch and then we were off again heading for the big climb over Glen Falloch. Stopping for a cold drink at Tarbet we were entertained by a huge Hercules transport aircraft doing a spot of low-level flying up and down the loch.

In spite of the heat we made reasonable time over the climb up Glen Falloch, arriving at Crianlarich Youth Hostel in late afternoon. Dinner was had in the Rod & line pub where we actually ate outside on a lovely balmy evening – until a squadron or two of midges fell upon us and we had to decamp indoors. The lounge floor here has an interesting 'list to starboard', so much so that pint glasses were seen to slide towards the edge of our table!

Friday morning found us heading up the A82 towards Tyndrum. This is not a pleasant road to cycle as it is narrow and very busy with heavy traffic. Indeed, I almost got taken out by a coach which came incredibly close and forced me to take to the verge. Call me paranoid if you like but I swear that as it passed me I saw several little bicycles painted on its side - perhaps the driver was frustrated Spitfire pilot!

At Tyndrum we turned onto the Dalmally road – a route well known to the 70 Wild Milers amongst us. Hitherto I have found this road a little rough but a large section has been resurfaced with smooth tar which enabled us to make speedy progress. At the very steep descent to Dalmally I actually managed 34mph without pedalling! We had our usual stop at Loch Awe beside the lovely St Conan's Church and then on to Taynult where we lunched at the hotel. The views were stunning. Ben More and Ben Cruachan hard etched against a blue, blue sky with not a single cloud in sight.

After lunch the organisers tried to kill us by sending us up Glen Lonan, a very steep climb from cold – especially after a particularly good lunch! However, the pain was well worth it as this route, a recognised national cycle route, is stunning. Once the initial climb is past you cycle through a landscape of bluebells and flag irises with beautiful vistas. But best of all there is very little traffic and, at the end, one can enjoy a long descent into Oban from Glen Cruittin. A night in the Royal Hotel was our reward.

Day four saw us up at the crack of dawn to catch the early ferry to Craignure. Once again the weather gods were good to us as the sun shone down from a cloudless sky in sharp contrast to last year's weather. From Craignure we cycled north to Salen and then turned south-west towards Loch na Keal. Emerging from the tree cover around Gruline we were treated to a tremendous view down the loch. A blue sea studded with islands as far as the eye could see! Last year on this road we fought an evil wind to make very slow progress and everything was obscured by low cloud and driving rain. This year it was a joy as we speeded along the shore, under the cliffs with our faithful tail wind behind us.



Phil at Loch Na Keal. Note the pink socks!

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Turning up Gleann Seilisdeir for the Bunessan road we were met with a very hot and strong wind funnelling down the glen. This brought back bad memories of last year as it was here that some of us old codgers were obliged to take to the support van.

By dint of walking up the really steep bits and cycling hard we eventually arrived at our lunch stop near the junction with the Bunessan road. The reward here was a truly magnificent view of the Ben More group with not a cloud in sight. Also, it was apparent that our turn onto the Bunnesan-Iona road would bring this strong wind onto our backs once again.

We made a brief stop at the Pennyghael Store to greet the owner who had helped to revive 21 wet and exhausted cyclists last year by making relays of tea and coffee while we dripped copious amounts of water onto the shop floor! Her initial look of terror changed to a smile of recognition and she gave us a warm welcome. Rumour has it that after our last year's visit she actually considered fitting a bilge pump to the store floor!

After that the cycle was a dawdle (almost) through beautiful countryside with a strong, warm tail wind. Following a brief stop at Bunessan we cycled the last 5 miles to the Iona ferry at Fionnphort. After a short ferry hop we cycled up to the Abbey where we celebrated with glasses of bubbly and were presented with medals and certificates at the end of a truly brilliant cycle. In my view our lovely weather was due to my having appeased the Weather Gods by falling off Mr Hellewell's boat on the Sunday before we set off. I think they were so amused that they forgot to turn off the sun!

One of the Hospice Governors (who actually participated in the painful bit) made a short speech of thanks, estimating that the Hospice hoped to raise about £60,000 from our endeavours.

I would like to say a huge thank you to everyone at Cramond Boat Club who sponsored me once again. If anyone would still like to sponsor me for this good cause the web page and forms are still open! <https://stcolumbas.workwithus.org/Fundraising/Donate.aspx?page=7221>

Phil Chester

Boat Security

There have been some serious thefts of electronic equipment (chart plotters, depth sounders, VHF radios etc) from boats moored at Blackness Boat Club.

If anyone gets an offer of second hand boat equipment, try and get as many details about the seller as possible for the police as it may be stolen gear.

This suggests thieves are getting more sophisticated in their tastes.

Members should ensure that all equipment is as secure as possible.

Anything visible, like outboard engines, should be secured with giant locks.

Nothing should be left inside boats in the dinghy park (including oars, paddles, rope, sails), and small dinghies should be tied down with chain.



Channel Markers

On the last mooring maintenance weekend in March, a motley crew of club has-beens was dispatched to check and resurrect the channel marker poles.

Walking out the river channel at low tide is an interesting (if damp) experience which I recommend to all Cramond yachties, as it the best way to get a feel for the actual route and depth of the channel. In fact, we really ought to do it every year as the channel shifts slightly each season.



The marker poles are all on the west side of the river channel, and obviously, sit on the bank, not actually in the channel. The 'Approaches to Cramond' page in the club handbook suggests that vessels should keep 3m away from these poles, but perhaps that should be changed to 10m as the top of the bank is often some way from the edge of the channel. It is surprising how wide the channel is and how much further east of the markers the main channel flows. This is particularly true at the bend where the deepest part is halfway between pole 4 and mark A.

Unfortunately, the poles are in a poor state of repair. Poles 2 and 3a are completely missing, while 3, 5 and 6 are somewhat shorter than last year (see mini chart in the club handbook). Hopefully a repair gang may improve them during the summer.

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This is a good example of Jim Hunter's scribblings from December 2001's Seagull.

It could only happen in the club, Benje setting fire to his trousers. The occasion was our main regatta, when Benje was doing his stint as Senior Gunner on *Nightmare*, one of the committee boats.

Part of his (otherwise impeccable) drill is to have a piece of oily rag handy to wipe salt-water spray off the cannon, all very gunner-like. Alas, at one discharge, the muzzle-flash of the piece set fire to said bit of rag. The conflagration unfortunately went unnoticed for some little while until he became aware of an untoward sensation about the lower reaches of his person. Alastair and Dan in the cockpit were unsure whether to shout "Fire" to warn him in case he took that as an instruction to set off the cannon again. Fortunately the fire drill seem to have worked and spared Alastair the task of explaining to his insurance company how his boat came to be burnt out by the muzzle-flash of a cannon!

The cannon, a 10-bore job made by Winchester, has been the cause of a fair bit of amusement over the years.

Benje once fired off the ramrod by mistake during a regatta. It was once used on Joe Gray's old Silhouette, *Triochdan*, again during a regatta. Every time it fired the whole foredeck rattled and all the stopping round the decking popped out.

Once, the Friday before a regatta, we decided to test the thing, just outside the clubhouse door. There was a truly stupefying bang, confined by the narrowness of the creek, a moment's stunned silence (or deafness) and every flying creature for miles around leapt into the air making a most unholy din. We hurriedly nipped back into the club and closed the door, pretending nothing was amiss.

Something similar happened when Benje decided to mark Pat Gray's departure on some extended voyage. As *Foxglove* sailed across the bar Benje discharged the piece in salute, only to experience extreme umbrage at the hands of the outraged natives!



Cruise Liners in the Forth

The following cruise liners will be anchored by Hound Point during the summer of 2012, if you want to sail out and have a look:

Date	Vessel	Length (metres)	Date	Vessel	Length (metres)
4 June	Caribbean Princess	290	4 Aug	Caribbean Princess	290
5 June	Eurodam	285	9 Aug	MSC Lirica	251
8 June	Marina	239	20 Aug	MSC Lirica	251
14 June	Rotterdam	238	21 Aug	Caribbean Princess	290
16 June	Caribbean Princess	290	27 Aug	Rotterdam	238
18 June	Arcadia	285	31 Aug	MSC Lirica	251
17 July	Caribbean Princess	290	17 Sept	MSC Lirica	251
25 July	Mein Schiff 2	263	28 Sept	MSC Lirica	251
29 Jul	Queen Elizabeth	294	10 Oct	MSC Lirica	251



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Sunday 20th May dawned bright and breezy (F3 NE) with nine eager competitors raring to go racing. Dinghies were soon rigged but a couple of glitches including a dodgy rescue boat delayed the scheduled start from 13.45 till 14.30.



The intention was run a series of three races over a simple triangular course; each race would be on an Average Lap basis. A short course (each leg about 300m) was laid south-west of Cramond Island. Unfortunately Emma Wilkinson had trouble with her boat and could not launch. William McGoldrick in his Pico made the starting area but a sudden gust resulted in a ducking and feeling cold, he sensibly retired.

The start to the first race was a bit of a struggle but all seven made it across the line eventually. Adam Wilkinson in his Terra made the first mark but another bad gust as he bore away had him turn turtle. He tried valiantly to recover but the cold beat him, so he retired to the committee boat where he enthusiastically worked on the whistle and horn (also a packet of choccy biccies). Then there were six.

The second start was a big improvement over the first and all boats sailed so well that it was decided that there was time to run another race. The third race had the best start so far and the boats sailed competitively. We could have made the race longer but the cold was beginning to bite and everyone was glad to get back to the clubhouse for a hot shower and sizzling BBQ.

A big thank you to all who helped but particularly Annemarie who, although sailing herself, took charge of the registrations, the Commodore for dashing off the Sailing Instruction on his home PC and Ian Stevenson without whom the race results would not have been ready till the closing regatta. A special thanks must go to Phil Chester who after doing sterling work on the committee boat, rigging flags, keeping score and raising and lowering the anchor (twice) provided a thrilling close to the water activities when he performed a one and a half backward summersault with pike from Dabchick's cockpit – fully dressed!

The Results

- 1st: Lauren Nimmo
- 2nd: Tom Bradley
- 3rd: Alastair Millican
- 4th: Annemarie MacRury



For effort and perseverance, Men of the Match awards went to Scott Stevenson and Robert Nimmo.

Ian Hellewell

Answers to the Brainwave Quiz questions:

- A: The cat of nine tails
- B: Alaine Bombard
- C: American submariners rescue breathing apparatus (it killed more than it saved)

Acknowledgements

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

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