



The Seagull

The Journal of the Cramond Boat Club

September 2012

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Diary Dates

Sun 6th October
Dinghy Park Clear-up

Sat 13th October
Crane Out

Sun 14th October
Post-Crane Out Tidy-up

Wed 24th October
Sailing Forum

Sat 10th November
Prizegiving

Sun 25th November
Annual General Meeting



Commodore's Jottings

As the season rushes to a close, it has been an eventful period if not always for the reasons we'd like.

The fundraising events over the Diamond Jubilee weekend were a great success thanks to the hard work put in by Bob Sharp, Calum and Gillian Muir, Colin Macartney, David and Donna Sharp, Dave McKay, Helen Cameron, my wife Liz and the Scouts. The finale on Monday evening when we were entertained by "Stretcher Case" and "Forever Young" was a sell-out.

Unfortunately the Ceilidh at the end of the month wasn't as well supported though thoroughly enjoyed by those who did come along. Grateful thanks to Dave and Anna Innes for bringing it to the Club and their hard work in organising it.

We hope to have another "band" night before the end of the year – watch out for details.

On the sailing front we have experienced a number of problems particularly around the reliability of the Rescue Boat fleet. Quite simply, two of the outboard motors are 15 years old, have seen hard use and need to be replaced. It would have been wonderful to order one new engine at least, were we not desperately trying to ensure that we had sufficient funds for the roof terrace repairs. Some of the problems that have arisen have been due to "operator error" which we'll be addressing.

In the meantime an opportunity arose for the very reasonable purchase of a small RIB complete with outboard, fuel tank and trailer. The motor has now been checked out and this should provide us with valuable back-up.

In July we were finally able to obtain and agree an estimate for the roof terrace repairs from a contractor who could do the job right away, to the necessary specification and to a budget that could be afforded. Work started on 9th August and has progressed well in between showers! The job will hopefully have been completed by the time you read this.

Crane-out will be upon us soon as will the AGM, and despite the difficulties we have tried to keep things moving forward despite running a depleted committee. The club doesn't run itself and it's only down to the hard work of the committee with the assistance of a few dedicated members who do huge amounts in the background that we continue to function. With the AGM in mind, it's time for some of you to step forward and help to take some of the load!

A number of Committee members will have served their 3 year term this year and there are still vacancies from last year to fill. The positions that will be vacant are:

- Vice Commodore
- Rear Commodore
- Sailing Secretary
- Membership Secretary
- Bosun
- Moorings Convenor
- House Convenor
- Social Convenor

At full complement there are 14 Committee positions. There's no point in complaining that things are not as you think they should be in the club, if you're not prepared to play your part. If we cannot get a quorum then we're unable to do anything and then we'll really have problems.

Euan Drysdale

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Well another summer seems to have gone missing and with the weather defiantly onto the autumn feel it's a wonder we got any sailing in at all. Temporarily shutting down the dinghies for 3 weeks wasn't part of the plan either but safety must come first and hopefully the repairs and other work done to our rescue craft will see us through the winter frostbites and allow a good base to get ready for the next year's fun and games to go much more smoothly.



Our long-serving Sailing Secretary pleading for assistance

Our dinghy fleet has seen a good turnout for the racing this year so far, with the yachts not out as much for evening races but coming out to play for the long distance races and some weekend racing. The closing cruise was I believe well attended and was a success overall.

Talking of the racing can I remind all of you with trophies at home to return them by Crane Out (13th October) so I have time to get them to the engravers this year before prizegiving. And on the subject of prizegiving the date for this year's event will be Sat 10th November with the sailing forum taking place on the Wednesday 24th October. The sailing forum will be good opportunity for you all to tell the sailing committee what hasn't quite worked this year and hopefully give us plenty of ideas to go forward with.

I say us, but as I'm stepping down as Sailing Sec at the AGM this year you will hopefully give my successor lots to work with. Now just because I am still looking for that successor, please don't all run away from me when you see me!

Looking forward to what's left of our time on the water.

Trevor Mackay, Sailing Secretary



New Members

Welcome to our new members:

Family

Lisa Borrini and Chris Lovell

Student

Rosie Anderson

Clubhouse Roof Repairs

At last, after considering many options for fixing the leaking roof on the workshop and boat cellars, a decision was finally made on how to proceed. There were three possible solutions: repair the current surfaces; lift and relay a concrete screed; or install a waterproof coating over the existing roof. There was not a clear-cut preferred choice but we reached a decision to lift the current surface and re-lay a similar surface. This work started during the second week of August, and continued when the weather permitted through to early September. The existing concrete screed has been removed exposing the original membrane and the top of the concrete beams. Various coatings and layers have been applied before a new concrete screed was installed with particular attention to the boundary wall and the up-stands for the fencing.

One advantage of the chosen option is that we will get a 10 year guarantee on the workmanship and materials. Given the widely-held belief that the storage of heavy boats on the roof has been a major factor in causing the recent problems, the committee now needs to consider what boats are stored on the roof over the winter. It is unlikely we will have four cruisers stored this winter as has been the case recently, as we need to take care of this investment in the club fabric.

On behalf of the committee I would like to give a vote of thanks to Eddie King and Ron McCreath who have guided the work and without whom this would not have been possible.

Club Hot Water

A problem on one of the electrical distribution boards has meant that we needed to switch off the hot water for the showers. Initial investigation and replacement components unfortunately did not fully diagnose the problem and this is still on-going. Apologies for the inconvenience, but it is now possible to manually control the shower hot water.

Alastair Miller, House Convenor

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It is now over 10 years since the old sculled boat ferry stopped running at Cramond, and there has been much discussion recently about a proposed new chain ferry across the river Almond. The proposal to re-introduce a river crossing has been led by the Cramond and Barnton Community Council, who investigated a number of options to meet the needs of pedestrian, cycle, tourist and disabled access, as well as the concerns of the Dalmeny Estate.

Following these investigations, their preferred option is a chain ferry by the site of the old ferry steps, incorporating a floating pontoon on each bank accessed by a lift driven by a water-pump and a giant wheel on an A-frame (a bit like a mini London Eye). This would be a unique arrangement in the UK, and the cost is estimated at £240,000.

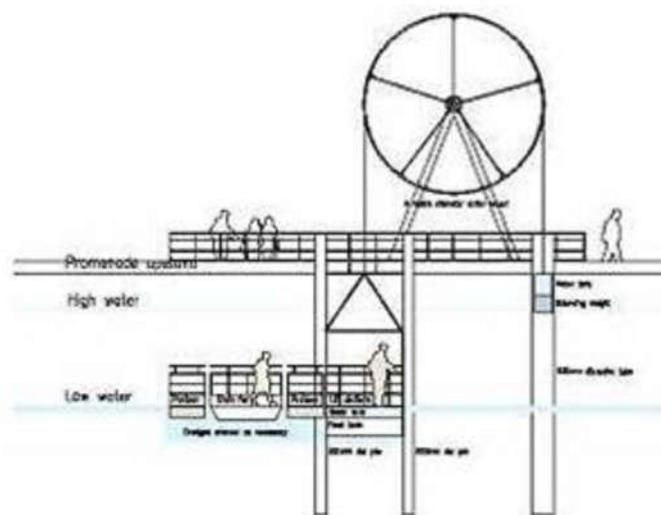


Impression of the proposed chain ferry
© cramondchainferry.org.uk

When this possibility was first mooted, the steering group had a meeting with the Cramond Boat Club. Following that meeting, the club sent a very detailed set of comments highlighting many of the potential operational problems that they would face, plus issues that it would raise for our own operations and the shortcomings of a chain ferry for this particular location. No response or acknowledgement was ever received.

In July the planning application was submitted to Edinburgh Council, as it needed approval before the Community Council could begin to apply for funding. The plans were presented to us before being submitted to the council and there was little evidence that any of the comments that we had put to them had been seriously considered or addressed.

As with all planning applications, objections were invited from the public and interested parties. Many club members have expressed concerns about the proposal, including its impact on our moorings and its ability to cope with spate conditions which frequently occur in the river.



Elevation from River

The considered opinion of the Committee was that we should object to the application on three major grounds rather than a "shopping list" which might otherwise be taken less seriously as a "rant". The club therefore submitted a formal objection centred around:

- the obstruction to access that would be caused by the infrastructure on the east bank at the steps;
- the potential loss of moorings and difficulties posed by the siting of a chain ferry in particular at that point in the river; and
- the potential hazards to boat movements in the river in view of its tidal nature.

The objection has been noted and "considered to be material". No date has yet been set for consideration of the application by the council, but we will keep club members informed as information becomes available. In the meantime, details of the proposal and plans can be seen at the Cramond Chain Ferry website [here](#) and more detailed designs at Edinburgh Council's planning applications website [here](#).

Euan Drysdale

Club Break-ins

A number of Forth sailing clubs, including Dalgety Bay, Blackness and North Berwick have recently experienced break-ins to boats afloat on moorings.

Various items were stolen, including chart plotters, hand held GPS, binoculars and other items easily sold on.

Please be on the lookout for anyone dodgy hanging round the club or paying close attention to boats on moorings or in the dinghy park.

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Last summer's edition of the Seagull reported on summer spates, and it has happened again this year! Are we seeing a change in weather patterns, where June and July are the most dangerous months for flooding?

A spate on 22nd June wasn't too serious although there was a considerable build-up of debris on the moorings that had to be cleared.

But on 7th July we had a horrendous spate following with several hours of very heavy rain. The promenade had standing water making access to the club difficult then the authorities released sewage from the holding tanks so we had fountains appearing under the manhole covers on the quay wall! Unfortunately it also backed up through the outlet in the unisex/disabled toilet facility. Thanks to Alastair Miller and others for clearing it out promptly.

Debris quickly built up on *Quicksilver*, *Pegasus* and *Jenny*. *Anthemis* broke free of her mooring and somehow managed to float downstream despite the presence of all the additional spate ropes. Remarkably she seemed to suffer minimal damage. *Quicksilver* was less fortunate. The weight of branches and other vegetation brought down by the force of the river became caught across her bow mooring. It forced the bow down to the point that the water flooded through a fore-hatch and she sank on her mooring.



Congratulations!

Congratulations to CBC junior member Emma Wilkinson who won the individual gold medal prize and the team prize at the RYA OnBoard Festival of Sailing at Lochore Meadows on 8th September.

The festival, supported by RYA Scotland, had a London 2012 theme after the recent success of the British Olympic and Paralympic sailors in London.

30 young sailors took part in lots of fun sailing activities both on and off the water, including games such as 'buy a boat', 'fox, chicken and grain' and as 'milk delivery'.

The games and activities are a fun way to test not only the sailing skills of the young sailors but also their team working and problem solving skills.



The pressure on some of the additional spate ropes also pulled out one of the top quay stones on the southerly east trot. Several trees were also brought down by the spate and we were perhaps fortunate that two large ones lodged between rocks on the west bank above the moorings. Had these made it in amongst the boats, there's no saying how much more damage would have been caused. As usual, a lot of hard work was put in by club members clearing rubbish from the risers, fixing shore lines and tidying up. Many thanks to all those who helped out in terrible conditions.



Maintenance Weekend

As a consequence of the summer spates, much of the maintenance weekend on 14th - 15th July centred around clearing up. Though many people were on holiday, we did manage to get the bars on the downstairs front windows painted and a coat of wood treatment on the outer face of the front doors. The slipway was given a thorough clean and the weeds around the tenders at the north end of the clubhouse were cleared.

After a great effort on the part of Hamish Sutherland, Dave Jamieson and Eddie King, the two trees that had lodged in the rocks upriver were removed. Bob Sharp towed them up the slip to the "green strip" where they were cut up and disappeared in short order! Grateful thanks to everybody who turned out and helped one way or another.

Euan Drysdale

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Whether you are a royalist or not, you will probably agree that someone who has been in the same job for 60 years deserves some form of recognition. So Bob Sharp agreed to pull together a selection of activities over the first weekend in June to mark the Silver Jubilee.

The work started on Friday evening to deck the club out suitably with union flag bunting which Bob and Colin Macartney had managed to "borrow". This was followed by an early start on Saturday for a few resilient volunteers working with the Scouts to erect their large marquee across 70% of the club roof terrace. This turned out to be great addition to the facilities and although not required to shelter from the rain, it was used extensively throughout the weekend.

On Saturday an all-day barbeque on the outside terrace was well attended by members, and also by passing members of the public who dropped in to be fed by Bob who did sterling work to feed a constant stream of the hungry. This also put some funds across the bar, as we had obtained a public bar licence for the weekend.

On Sunday the barbeque was run by Bob and Gillian Muir for the afternoon and early evening, at the same time as the Scouts organised a duck-race down the Almond. The Scouts also erected stalls along the quay-side to help with their fund raising, which turned out to be a successful and fun afternoon for all who took part. Kay McBurney ran a very successful and well-attended Boat Jumble in aid of Sailability. There were many donations and bargains to be had here, so look out for her next one.



Monday was planned as the culmination of our celebrations. So, stacks of Marshall amps, speakers and miles of cables were rolled in throughout the day in readiness for a night billed as "**Royal Rock @ C B C**" with two live bands. Meanwhile Liz Drysdale and Debbie Pringle served home-made soup and sandwiches all afternoon and into the evening. "**Stretcher Case**" kicked off the evening with a two-hour set of mostly covers from the last 40 years. This time they also brought along a piper to add a bit of Scottishness to many tracks we all knew well, and did wonders for encouraging everyone to get up and dance.

Ceilidh

A good evening was enjoyed by those who attended the club ceilidh on 30th June, with Iain MacPhail's great band keeping everyone on their toes!

Thanks to Dave and Anna Innes for organising the event, and to those who donated raffle prizes or bought raffle tickets.

All in all a great evening for those who came along, and we hope that more members will be able to support future events of this kind.



The barbeque was brought back into service again by Debbie, Bert Hutchinson and some assistants who not only managed to sell all the available burgers, but also cooked everything else which could be hacked out of the freezer. By this time the club was getting busier than I have ever seen it, and the additional space of the external marquee came into its own.

The second band "**Forever Young**", an AC/DC (Acadaca to those in the know) tribute band then started the first of their two music sets. Their music and antics were appreciated by all who had managed to buy a ticket and afterwards the band also commented on how much fun they had entertaining us. During the second even noisier set they managed to steal the first band's piper to play along with them for a section of the gig, which took the night to yet another level. They then played on into the dark and most revellers wandered off happy and contented around midnight with a bellyful of beer and a slight ringing in their ears. What a fantastic night!

The bar seemed about 4 deep for most of the night, but every one was served and the staff and others who worked non-stop all night should be congratulated for keeping the guests happy on what must have been the busiest night the bar has seen in many years. For weeks leading up to the weekend a raffle was run and this was drawn on the night to the delight of one of our Scout leader's wife, who went home with an unexpected prize of a signed print donated by local artist Jennifer Thompson.

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On Tuesday the clean-up fairies all appeared to return the premises to normal. This was a hard shift, but with a bit of team-work it was finished by early afternoon.

There are too many folk to thank individually for pulling this fine weekend together, but special mention should go to Bob, Donna, Gillian, Colin, Bert, Liz and Debbie. To the rest of the assistants (you know who you are), cooks, bar helpers, decorators, servers and cleaners you have all our thanks.



Calum Muir



Closing Cruise

The weekend of the 1st and 2nd of September saw a good turnout for the Closing Cruise to Aberdour, slightly earlier in the calendar than usual.

We set off in the sunshine, pushed along by a very blustery south-westerly wind, which made for a quick crossing. In all 8 CBC boats sailed across - *Talisker*, *Kiri*, *Pegasus II*, *Gypsy*, *Stravaig*, *Sanda II*, *Shikari* and *Jenny* - John had sailed all the way up from Port Seton. As always, Aberdour makes an ideal destination at this unpredictable time of year - if conditions are poor, it's not too far, and the harbour offers excellent shelter in nearly all conditions.

Aberdour was busy on arrival - it was the weekend of their BAD Cup (Joint race between Burntisland, Aberdour and Dalgety Bay boat clubs), with the start/finish on the harbour pier head. Turnout was good and several visiting boats came in to the harbour to attend the prizegiving. Former CBC Commodore Rob Gardner in *Free Spirit*, who is racing at Dalgety Bay this season, had been competing and made a surprise appearance alongside to undertake repairs to a damaged roller reefing system, sustained in the challenging conditions.

There was an excellent mix of old and new club members, family and friends on the cruise - new member Reginaldo Dias made it across in his Fantasy 19 *Sanda II*, and once secure alongside, treated us all to a trumpet recital in the harbour.

After a drink or two on the boats, 23 of us ventured up the hill for a meal at the Cedar Inn with the crew of *Innisfallen* joining us by road. We understand that the Inn recently parted company with its French chef, which may have accounted for the distinctly "pub-grub" feel of the menu, but we were all fed - even Tony eventually, whom the staff seemed to omit on every course - I think he was starting to take it personally! The Inn was also very busy with live music in the bar to celebrate the Inn's anniversary.

Towards the end of the meal, one of our more distinguished members, (Moirá Jamieson, black-belt in Origami) started to demonstrate her paper aeroplane making skills - this rapidly descended into an all out paper plane battle along the table - much to the delight of our younger members who joined in with gusto - you can always rely on a posy of CBC members to lower the tone of a place - still on the plus side no-one was thrown out!

When surfacing the next morning, most crews ventured out for a walk along the coastal path by the golf course, either to blow away the cob webs or in the case of *Shikari's* crew, to work off the guilt of the enormous full Scottish breakfast enjoyed at the cafe at the top of the road - superb and highly recommended!

The sail back was the best - still S/W F4/5 with gusts well beyond that, but flattish sea as is the norm when the wind is in that direction. As it was nearly the end of the season we had just about got *Shikari's* rig set-up as it should be, and with single reefed main and jib, *Shikari* was belting along averaging 6.4 knots on what was a very rapid trip home (why can't she go that well when we try to race?) "Just enough wind to be exciting without being scary" as my skipper put it! A great way to finish off the weekend.

Finally thanks to the crew of *Talisker* for their help in organising the meal. Hope to see even more of you across at the Opening Cruise next year!

Robert Wilkinson

Marinecall

Any club members who get their weather forecasts by phone will have noticed that the Marinecall and Weathercall services were withdrawn by the Met Office on 1st Nov 2011.

With the easy availability of Internet forecasts, and weather apps on smartphones and tablets, fewer people are using telephone forecasts, and it is likely that most CBC members never noticed.

The phone numbers still appear in 2012 nautical almanacs and the CBC handbook, although there is no service.

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Earlier this year we received an invitation to attend the "Wheel 10" celebrations to mark the tenth anniversary of the Falkirk Wheel, the world's only rotating boat lift. We could hardly believe that it was actually 10 years since we took *Jester*, joined by *Mary M* and *Teal*, to see the Queen perform the opening ceremony, so we decided to go along for the party.

We left Cramond on Tuesday 3rd July then had an excellent trip from Grangemouth to the Wheel along with *Freya* from Aberdour and *White Wing* from Anstruther. It was a huge logistical operation to arrange the 60 boats expected to take part on Friday 6th, but the 'salt water boats' were safely locked up into the main basin.

Princess Anne arrived at the top of the Wheel in style on the new Seagull barge, along with numerous dignitaries. She then proceeded down to the pontoons, and walked round the basin, chatting to everyone on the way into the main building.



She was really interested in all the different groups and asked loads of questions, and when she arrived where we were, she noticed "Yacht Jester" on the name labels, and asked about getting our mast down for the Forth & Clyde canal. Everyone there really enjoyed the occasion.

In the evening there was a reception for all the crews, followed by a firework display, and the next day there was an open invitation to the public, with lots of fun on and off the water. Altogether a most enjoyable event, and well worth being there to 'fly the flag' for boats with masts in a transit canal.

Anna Innes

Family Fun Day

The Family Fun Day on 18th August was effectively abandoned when it was realised that it co-incided with the annual 'Punks Picnic' on Cramond Island.

In addition, the strongish westerly winds meant that anchoring on a lee shore by the west beach was never going to be a very attractive option.



Paralympic Torchbearer

Many members will remember Liz Eaton, chairman of Cramond Sailability for 6 years and demon Challenger sailor. She was in the RYA Challenger Transition Squad for 3 years and came 11th in the Challenger World Regatta in Cascais in Portugal. If the Challenger had been selected as a Paralympic class, Liz might have been competing in the 2012 games. However, she did get to carry the Paralympic torch in the torch relay, and you can even watch her with the torch on YouTube [here](#).

In her own words: *"Of the 5 torch bearers with me, one was the Korean ex-CEO of Samsung; one was the mother of the Hynd brothers (swimming); one was a German rowing coach and one was a 12 year-old from Cataluna in Spain, hoping to take part in the wheelchair basketball in the 2016 Paralympics! Pretty impressive!"*



"I went to the Paralympics Opening Ceremony and it was amazing, much better than it was on television. The whole ceremony was very well designed and London was different. People were talking to strangers on the tube and 'gamesmakers' were everywhere; people were so happy. People helped you, even non-UK people, and many people were walking for pleasure. It is difficult to know if you were not in London! The accommodation in London was very expensive during the games and a lot of the torch bearers came home."

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Crane Out Clearup Sat 6th October at 10am

Crane out is on **Saturday 13th October** but some preparation is required first.

- The mast crane has now been erected and is available for use.
- On **Saturday 6th October** there will be a work party to arrange the dinghy park for the winter. If you store a yacht or dinghy in the park you are obliged to come and help.
- The dinghy park will need to be cleared of dinghies not staying for the winter.
- Owners of trailers (dinghies and yachts) will need to ensure that their trailers are in good order – tyres inflated, wheels free-running.
- All yacht owners need to check and ensure that they have the requisite timber/stands/supports etc. for their boats.
- Dinghy owners who intend to sail in the Frostbite series must notify the Dinghy Park Convenor so that their dinghy will be accessible after Crane out.

Look out for further instructions and information in the near future.



Obituary - Ian Beaumont



Ian joined the Cramond Sailability group in 2005. He had suffered from a particularly virulent form of diabetes from the age of 4, to which he later lost a leg and vision in one eye, although thankfully a subsequent operation succeeded in restoring a good deal of sight in his other eye.

Ian spent all his life resisting being dictated to by his health, and his rebellious spirit served him well in his battle against diabetes and the attendant complications that necessitated frequent visits to hospital: ill-fitting prosthetics, infections in his remaining leg, and latterly ever worsening problems with digestion.

Despite difficulties with weight transfer onto his prosthetic leg, Ian succeeded in completing the RYA Level 2 certificate in 2006. Shortly thereafter he purchased a Kestrel dinghy - typically against all well-meaning advice to the contrary! He positively relished the challenge of going out in a blow, and consequently was no stranger to capsizes (although he always took great delight in pointing out that he had never capsized when he'd been at the helm!) Although

he did not get to sail it nearly as often as he would have liked, he got great enjoyment out of the boat and it spurred him on to improve his fitness and fight his way back after repeated setbacks.

Ian certainly was as tough as nails. At a time when we have recently witnessed many Paralympians perform remarkable sporting feats, we can reflect on how much tougher people with disabilities need to be just to do the everyday stuff we take for granted.

Ian was also always admirably positive in his outlook, even shortly before his death he was still looking forward to going sailing again. The picture here was taken by Malcolm on *Fraoch* at Hogmanay 2011, an outing which he enjoyed immensely. Sadly it proved to be his last sail.

Ian passed away, peacefully it is believed, on Sunday 19th August 2012, aged just 50. We extend our condolences to his sister Marja and her family.

Kay McBurney and Malcolm Muirhead

Former club member John Wilson also passed away suddenly this summer.
A full obituary will appear in the next edition of the *Seagull*.

Acknowledgements

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

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