



The Seagull

The Journal of the Cramond Boat Club

December 2012

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Commodore's Jottings

Well that's another season and another year nearly over.

The children's Christmas party was a huge success - 32 very excited children (and 60 more excited parents) had a great time and enjoyed Santa's visit. I would just like to take the opportunity to say a huge thank you to Margaret Hutchinson, Ian Hellewell, Gillian Muir, and ALL their assistants plus Bob Sharp, Callum Birrell, Calum Muir, Alastair Miller, Reginaldo Dias and especially Santa for all the hard work in making the party such a success.



Next up will be the **New Year Breakfast**, 1.30pm on 1st Jan in the clubhouse. There'll be a Festive Raffle as well. Get your names down on the list in the Clubhouse and start the New Year off with a blast!

In between, get into the Christmas spirit with a **Band night** on Saturday 22nd December, tickets £5.00 at the bar. Apart from helping to raise funds for the Club, it'll also help our new staff member Laura with her university project - a bit of educational construction work where it's needed overseas.

The AGM was well attended though disappointingly there were few dinghy sailors there – a shame because there was some particularly constructive discussion around safety and other issues most pertinent to them. Considering the number of dinghies in the Dinghy Park, it really is time for some to contribute a little more than just turning up to sail.

On the subject of the AGM, I would like to take this opportunity to thank all the retiring Committee members: Trevor Mackay, Debbie Pringle, Calum Muir, Colin Macartney and Alastair Miller. Their hard work has been much appreciated. The following were elected to the Committee:

Vice Commodore	Dougie Pringle
Rear Commodore	Hamish Henderson
Membership Secretary	Mel Farquharson
Bar Convenor	Mike Haynes
House Convenor	Eddie King

Sadly there were NO nominations for Sailing Secretary, Bo'sun or Social Convenor. Guess next year will be pretty quiet! It really is pretty poor that out of so many members, so few are prepared to step forward and take some responsibility for the running of the Club.

We are extremely fortunate that we have a number of members who very quietly go about the club undertaking a variety of tasks, for no other reason than that they care and it helps to keep us running. If nobody else seems to care, why on earth should they?

We still have some serious expenditure to fund in the coming year, fundraising efforts will continue – your support for that at least, would help enormously.

The Frostbite series has gone quite well despite the vagaries of the weather – what's new, a core of hardy sailors turning out to brave the conditions. Thanks also to the various Rescue Boat crews who ensure that these events can go ahead.

May I take this opportunity to wish you all a very merry Christmas, and health, wealth and happiness in the New Year when it comes.

Euan Drysdale, Commodore

Diary Dates

Sat 22th December
Band Night

Tue 1st Jan, 1.30pm
New Year's Day Brunch

Sat 6th April
Crane In

29th Aug - 1st Sep
ECSW, Firth of Forth

Sat 5th Oct
Crane Out

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Frostbite Sailing



This year's Frostbite Series was enjoyed by a small, hardy group of sailors including some new faces. In all nine different boats took to the start line over the series and the best turnout in a single race was five boats.

Campbell Calder, sailing his Laser *Boudicca*, dominated the racing with 4 firsts and a discard, Lawrie Elliott finished second and Alan MacKenzie third.

Unusually all races were run with none blown out for first time in many years! The conditions were excellent with pleasant sunny days and Force 2/3 winds (just like the past summer!!!)

The picture was taken after the fourth race which was held in very light winds. The scenery was fantastic with the sun fading behind the Dalmeny estate.

Campbell was first having rounded two marks in 1½ hours of racing, but sadly Lawrie and Danny didn't even reach the first mark. The tide turned, the wind dropped and Dougie Pringle on the safety boat wisely stepped in and took us back to

Cramond, otherwise we would still be out there !

Once again many thanks to Euan Drysdale, Dougie Pringle and their crews for the safety boat cover.

Campbell Calder and Laurie Elliott

Water Pipes

Please note that the water supplies to the workshop and dinghy park have been turned off to prevent frost damage.

This only matters to anyone keen (or crazy) enough to be doing boat maintenance at the club at this time of year.



Rain, Rain and More Rain

The last issue of the Seagull reported spates in June and July, but there was more heavy rain, coupled with strong winds, in late September.



A couple of trees were brought down upriver at Cramond Brig, just by the ruins of Jock's Cottage.

Fortunately, the river flow was not strong enough to bring them down to our moorings.

Some smaller branches did get caught in the moorings, and a few spray-dodgers and spray-hoods suffered minor damage.

Then, just before crane-out, the weather turned nasty again. The planned rafting-up of yachts on Friday was abandoned as the river was flowing too swiftly. Fortunately, things settled down by the Saturday and crane-out proceeded without a hitch. What a lovely season it has been.

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New Club Committee

The new club committee, elected at the AGM, is listed below. Note that individual committee members can be contacted by email using their **title @ cramondboatclub.org.uk**, while the whole committee can be contacted using **cbc-committee @ yahoo.co.uk**.

Office Bearers

		<u>email title</u>
Commodore	Euan Drysdale	commodore
Vice Commodore	Dougie Pringle	vicecommodore
Rear Commodore	Hamish Henderson	rearcommodore
Hon Secretary	Alvin Barber	secretary
Hon Treasurer	Keith Conway	treasurer
Sailing Secretary	<i>position vacant</i>	sailing

Committee Members

Membership Secretary	Mel Farquharson	membership
Moorings Convenor	Alan Hampson	moorings
Dinghy Park Convenor	Paul Aslett	dinghy park
Training Officer	Anne-Marie MacRury	training
Bosun	<i>position vacant</i>	bosun
Bar Convenor	Mike Haynes	bar
House Convenor	Eddie King	house
Social Convenor	<i>position vacant</i>	social
Cramond Sailability Rep	Kay MacBurney	sailability

Non-committee Posts

Rescue Officer	Andy Lines	rescue
Seagull Editor	Alastair Millar	seagull



2013 Diary Dates

The following dates have been provisionally established for club events next year. Put them in your diaries/calendars/online schedulers now.

6th April	Crane In
29 Aug - 1 Sept	East Coast Sailing Week, Firth of Forth
5th Oct	Crane Out

Crane-out is perhaps a little earlier than usual but 2 weeks later was seen as a bit risky, particularly if the weather conditions are poor.

CBC Regatta dates still being discussed at Sailing Committee as all preferred dates have been taken by other clubs.

New Members

Welcome to our new members:

Full

Alan Mackenzie

Family

Tim and Pamela Cooper and family

Social

Colin and Ann Pirie

Junior

Mia Carroll

New Year's Day

Brunch



HAPPY
NEW
YEAR

Tuesday 1st Jan

at 1.30pm



Please add your names to the list in the clubhouse

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Occasionally at Cramond, you see a thin film of something oily on the surface of the river. It happened at the end of crane-out day, after all the boats were out. First thoughts were that someone was pumping out their bilges into the river, but further investigation revealed that it was coming from further upstream and was getting trapped in the corner beside the dinghy park. Whatever the source, oil on water is never very pretty, and certainly not environmentally friendly.

The winter 2012 edition of the RYA Magazine carried the following short article on this subject:

If you accidentally spill either fuel or oil, the most important thing is NOT to reach for the washing-up liquid. Trying to disperse a spillage with detergent exacerbates the problem. The detergent breaks down the pollutant into smaller particles which are then more readily available to fish and aquatic life.

Furthermore, the degreasers contained in the detergent can strip the oils from fish gills, making breathing difficult. And if that's not enough, the phosphates in detergents can cause algal blooms, which in turn lead to a loss of oxygen and death of aquatic life.

It is also worth remembering that the Water Resources Act 1991, which regulates the pollution of controlled waters, makes it an offence to deliberately or accidentally discharge pollutants into any watercourse, including coastal waters. It is likely that you will also be subject to local by-laws regulating oil and fuel spills.

Refuelling tips:

- *Resist topping off - fill tanks to 90% capacity to leave some room for expansion.*
- *Take your time and fuel slowly. Listen out for a change in tone as the tank gets full.*
- *Keep an eye on the vents and have some absorbent cloth ready to catch any overflow.*

That first tip is interesting as it seems to be at odds with the common advice to fill tanks as full as possible to avoid the growth of slime.

Many thanks to Mel Farquharson for spotting the article.



When did you last check your lifejacket? We have probably all heard the horror stories about gas lifejackets failing to operate in emergency situations, and one report estimated that 30% of all lifejackets on yachts would fail to inflate due to inadequate servicing. We are supposed to check our lifejackets once a month and get them professionally serviced annually, but how many of us do that?

In practice, a thorough inspection every winter should be enough to ensure they will work properly when required, so here are a few tips:

Visual Check

Examine the outer jacket for chafe, mildew, etc and check the stitching, webbing, buckles, zips and clips. Open it out and rinse off any salt in fresh water (for automatic lifejackets, remove the automatic firing capsule first to ensure it doesn't activate.) Allow the jacket to air dry. Over the winter, the life jacket should be partially inflated to remove any creases in the material, and stored on a non-metal coat hanger.

Inflation Check

Inflate the life jacket manually with a hand pump (don't blow it up by mouth as this will introduce moisture to the inside of the bladder.) Leave it inflated for 24 hours to ensure there are no leaks. Repack the jacket carefully.

Gas Cylinder

Unscrew the CO2 cylinder and look for corrosion. Rusty cylinders should be replaced. Check any areas of material that were in contact with the rusty cylinder as the fabric may have been damaged. Check that the cylinder seal is intact, and weigh the cylinder on kitchen scales to ensure it is still full of gas (the total weight should be stamped on the side of the cylinder.)

On automatic lifejackets, check the expiry date on the automatic firing capsule, and replace as recommended by the manufacturer.

Cruising Guide

"FROM THE FORTH TO HOLY ISLAND" is the latest illustrated addition to the FYCA Cruising Guides and is well worth a read, particularly for those thinking of making the trip for the first time.

It is available on the FYCA website www.fyca.org.uk.

These Guides together with the "Cruising Tales" are separate from but supplement the Pilot.





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John Wilson might not be known to recent members, but for many years he was a key figure in the club, sailing in dinghy and cruiser races and serving as training officer and sailing secretary in the 1990s. In these posts he was instrumental in encouraging the links between the club and both Cramond Sailability and the Cramond Scouts. He was perhaps sometimes better known as the father of another club stalwart, Keith.



John was brought up in Leith, and became an apprentice at Ferranti, who were sufficiently impressed to provide a bursary to Edinburgh University where he gained a first class honours degree and a post graduate diploma in Electrical and Electronic Engineering.

After more than 12 years with Ferranti he decided on a career change, and after completing training became a teacher first at Bathgate Academy and then Broxburn Academy before changing course again and becoming a lecturer at Napier College (as it was then).

Not content with his qualifications he then embarked on a part-time PhD, again at Edinburgh University, where his final thesis was on "The Electrical Properties of Concrete" which had major implications for the construction industry.

At university he met his future wife Ann who as an Orcadian introduced him to the islands which became one of his passions. They were married in Stromness Church in 1961.

John had many hobbies, not least of which was sailing which he took up while teaching. He bought a Topper dinghy which he sailed on Linlithgow Loch prior to joining CBC. His light-blue Topper was a familiar sight in club races, and he also crewed for Derek Ward and others in the Old Codgers Series. He also enjoyed the social side of the club and was regularly to be found propping up the bar on Wednesday evenings.

He was a keen badminton player, firstly with teaching colleagues before graduating to the rough and tumble of the unofficial "Ian Hellewell Club" of assorted badminton players. Ian reports that, "John was a wicked player, able to disguise his shots, nick those sneaky points but always played with great good fun. John had strong opinions on many topics, but even when we had more serious discussions about politics, national and local (cyclist-bashing was one of his favourites topics) John always won through with his common sense and humour."

John was also keen on painting and was chairman of St Columba's Church Art Club when he died. He was quite prolific and had paintings exhibited (and sold) both locally and in Stromness.

All those who knew John were shocked and saddened to learn of his sudden death following a heart attack whilst on a cruise with his wife Ann to the Baltic. He will be sadly missed by many and our condolences go out to Ann, Keith, Fiona, her husband Alan and John's grand-daughters Alex and Catriona. John's ashes were scattered at his request in the Pentland Firth courtesy of Stromness Lifeboat.

I am grateful to Keith for permission to quote from his eulogy to his father, and also to Eddie King and Ian Hellewell for further input.

Acknowledgements

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

Contacts

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