



The Seagull

The Journal of the Cramond Boat Club

September 2014

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Commodore's Jottings

As the season draws to a close, we've had another great summer and a busy year, albeit not entirely on the sailing front. The dinghies and the Cadet and Sea Monkeys groups have been very active with training and participation in the racing along with the Cramond Scouts. We're also grateful to the Scouts for the additional rescue cover that they provide on numerous occasions.

Work around the Clubhouse has continued with the cleaning of the lounge carpet, re-staining of the function hall table tops and repairs to the flooring at the showers in the gents changing room.

The "Friends of The River Almond Walkway" have been extremely busy also and have recently achieved charitable status which will allow them to seek funding for their various projects. Four designs were put forward for the replacement of the Salvesen steps, and the preferred option is for a buttressed walkway around the foot of the cliff. This will require considerable funding which is not easy in the present climate but they're maintaining pressure to drive this forward.

The planning application for the proposed Chain Ferry was approved on 30th July. The Community Council will now be planning their way ahead, but again considerable funding will be required so it may be a while yet before we see any specific action. See the separate article in this issue for more details.

Looking ahead, there will be an EGM on 24th September to determine the club subscriptions for next year, and of course Crane-Out looms on 11th October. As usual we'd be grateful for volunteers to provide catering on the day as it's a long shift. That doesn't mean committing yourselves to the whole day, it's easier for everyone to manage if the day is divided up into a series of shifts.

Thereafter the prize-giving will take place on 15th November and again promises to be a very entertaining evening. Grateful thanks to Ian Hellewell for stepping into his MC shoes again!

Finally, the AGM will be on Sunday 30th November and a number of committee members will be retiring. Posts to be filled are:

- | | |
|------------------|------------------------|
| • Commodore | • Sailing Secretary |
| • Vice Commodore | • Training Office |
| • Rear Commodore | • Dinghy Park Convenor |

Euan Drysdale

Diary Dates

Wed 24th Sept 7.30pm
EGM

27th / 28th September
Closing Cruise

Sun 5th October
Pre-Crane Out Work party

Sat 11th October
Crane Out

Sat 22nd November
(provisional)
Annual Prizegiving

Sun 30th November
(provisional)
Annual General Meeting



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The dinghy racing at CBC has seen some good turnouts and close competition in mostly lovely weather and favourable conditions. The National 12s tend to dominate in the lighter conditions whilst the Lasers come to the fore once the winds get up.

The first 3 places in the **Spring Series** were all taken by National 12s. The series was won by Ed Willett in *Water Nymph* with a convincing 3 race wins out of 4 sailed, with Alex Tulloch 2nd in *China Crisis* and Piotr Wojtczuk 3rd in *Fair Lady*.

The **Summer Series** was much closer, with Campbell Calder in his Laser *Boudicca* just pipping Ed Willett in *Mr Incredible*, with Piotr Wojtczuk coming third in his Buzz *Marengo*.

The **Weekend A Series**, where the Cadets race with the adult fleet on shorter courses with usually 2 races per day, has seen an excellent entry of 17 in the 7-race series of which 5 were to count. There was a particularly good showing from the Cadets. The top ten were as follows:

1st	Ed Willett	National 12
2nd	Keir Logan (Cadet)	Topper
3rd	Scott Stevenson (Cadet)	Laser Pico
4th	Lawrie Elliot	Laser
5th	Adam Wilkinson (Cadet)	RS Tera Pro
6th	Emma Wilkinson (Cadet)	Laser Pico
7th	Hannah Kistruck (Cadet)	Laser Pico
8th	Ben Galloway (Cadet)	Topper
9th	Sorcha MacIntyre (Cadet)	Laser Pico
10th	Alan MacKenzie	Laser

The **Dinghy Weekend B Series** and **Autumn Series** are still in progress, so watch this space for the results!

The **Free Sail** days have been generally well attended and on 7th September five dinghies, in the company of a club rescue boat, sailed to South Queensferry to watch the "Flotilla on the Forth" part of the Forth Road Bridge 50th Anniversary Festival. With over 25km sailed and over 4 hours on the water it was quite a day out and some fine sailing in (at times) a stiff breeze.

Ed Willett

New Members

Welcome to our new members:

Full
Donal Fullerton

Under 26
Davide Usai
Lee Qian



Family Fun Day

This is the day when we try to combine the varied forms of mucking about in boats with a good old beach party. So on 28th June a motley crew of dinghy sailors, power boaters and windsurfers headed out to Cramond Island laden with barbecues, saturated fat, cholesterol and a decent helping of quorn.



The children, led by the Bradys, promptly headed for the hills to demonstrate their skills at rock climbing and the use of buoyancy aids as body armour (which also helped their parents to see where they had got to).

It started in glorious sunshine, with a well chosen Easterly wind. Later the fizzling of rain on hot charcoal reminded us that this

really was Scotland in June. All was fine for those clad in wet suits, though the sound of wet suits on hot charcoal is best avoided.

A good time was had by all; special thanks to the Elliot family for providing barbecue room when mine refused to get hot, and the rescue boat crew who ferried the food for those who found the cargo capacity of a windsurfer inadequate.

Alvin Barber



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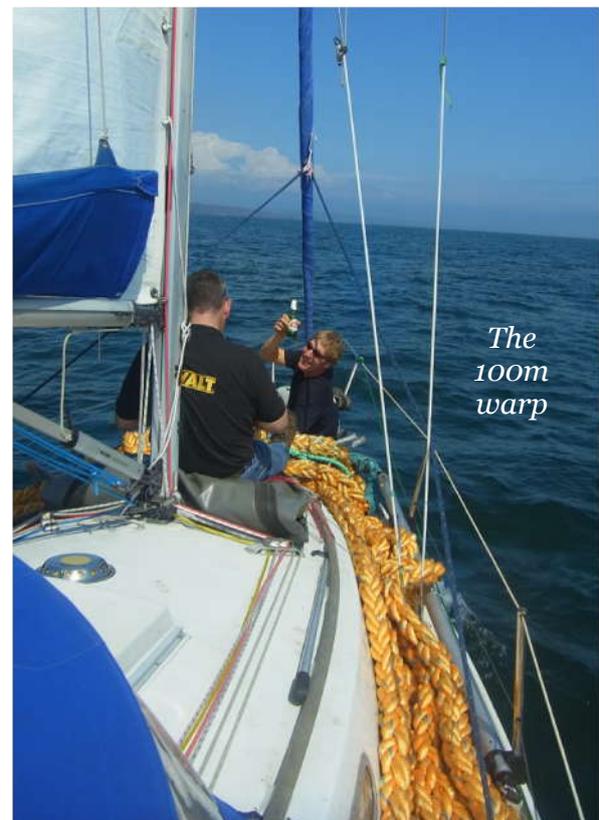
Editor's Note: *Cramond yachts Melita and Stravaig embarked on an extended cruise round a large chunk of Scotland during 2014. The story of their adventures is too epic for a single article, so the saga will be related in three parts over the forthcoming issues of the Seagull...*

Of all the things that we had imagined might delay the start of *Stravaig* and *Melita's* summer trip to the West coast, too much water in the Almond wasn't one of them. There had been torrential rain the weekend before we were due to depart and heavy rain forecast for the start of the week. Fortunately we don't always get what is forecast and by Thursday the river had dropped to a navigable level, so we were able to set off as planned at 8pm for a night sail up to Stonehaven on the first leg of semi-circumnavigation of Scotland.

A gentle Westerly breeze and the tide carried us down the Forth as both crews enjoyed a late supper and refreshments. With Alastair on *Melita* were CBC's own Ron McCreath and Sam's cousin Niall Simpson, while on *Stravaig* with Alan were the infamous Calum Birrell and his long suffering crew of many years Stuart Geddes, better known to many as Stuary.

In what seemed like no time we were passing Elie as the light faded. After a short period of gusty squalls and choppy seas around Fife Ness, the wind died away and we motored on in the darkness towards the Bell Rock in calm conditions. By the time we got there it was pretty foggy and although it was starting to get light, there was no sign of Stevenson's famous lighthouse where the chart plotter indicated it should be until it loomed out the mist almost too close for comfort. It was all rather eerie and with nothing to do other than note we had got this far we turned North and motored on. *Melita* lingered behind and was blessed with sightings of dolphins.

The much-debated and well-planned watch system had fallen victim to the earlier excitement of departure and it was a long graveyard watch for the skippers up past Montrose until the sun roused the crews. By mid-morning when we were passing Inverbervie *Melita* had pulled away and *Stravaig* was further delayed by investigating what turned out to be a massive (100m long!) ship's warp. The more entrepreneurial element of *Stravaig's* crew immediately got rather excited about how much it might fetch on e-bay. Given the hazard it presented to shipping the skipper conceded to it being brought on board and wrapped round the decks like a giant serpent. As we motored on to Stonehaven there was frantic googling and e-mailing to try and find out what it might actually be worth.



The 100m warp

Bell Rock light in the mist

Melita and Stravaig in Stonehaven



By the time we reached Stonehaven in early afternoon it was really quite hot and after unloading the serpent and having a bit to eat, we all dozed off. Alastair's daughter Claire came down from Aberdeen to join us for a meal in the Marine Hotel (and helped keep Calum entertained).

Working with the tide allowed us a fairly leisurely start the next morning and after a few running repairs we headed out into a South-Easterly force 4 which quickly took us up past Aberdeen and all the 'resting' supply boats hanging around the harbour exclusion zone. By early afternoon the sun was out again and we had a glorious sail up passed Cruden Bay and Boddam Head making Peterhead by mid-afternoon. The new marina at the back of the vast harbour is well sheltered and out the way of shipping activity.

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After a bit of inter-boat socialising we headed off into town in search of food. On the advice of a local we ended up having a fantastic Indian meal in an unlikely looking place at the end of a rather unassuming lane that we would probably have avoided even if we'd stumbled upon it. Having been lulled into a false sense of security by the balmy Mediterranean conditions as we left the boats we were totally ill prepared for the downpour that greeted us as we left the restaurant. Needless to say we were all thoroughly soaked to the skin by the time we got back to the boats.

Conditions were a bit livelier the next morning and there was no shortage of chat on the VHF about how rough it was beyond the protection of the harbour walls. Expecting a lumpy start we reefed within the shelter of the harbour before heading out into a moderate sea and a good force 5 from the SE.

Invigorating stuff and it didn't seem like long before we were round Rattray Head (which doesn't look particularly prominent from sea) and into calmer conditions along the Moray coast. It almost got too calm at times as the wind dropped, swung around and blew up into short wet squalls. Eventually we glided into Whitehills marina after another great day's sailing. Whitehills is a fine spot where the Harbour Trust decided to invest in a marina rather than see the funds built up over years of fishing drain away maintaining a harbour with no source of income. It also has a great fish and chip shop with BYOB (and a handy carry-out shop across the street). It was a beautiful warm evening which we spent wandering around enjoying the sights and admiring boats (one of which we were to meet later).

The next day again dawned dry and sunny. After showers in the excellent marina facilities (there's a sitting room with books magazines, a heater, and the wherewithal for making coffee) and a hearty breakfast we were off. The breeze gradually built from the East and we were soon making a respectable 5+ knots under cruising cutes. The dolphins once again visited *Melita*, but despite Callum's best efforts couldn't be tempted over to *Stravaig* – perhaps it was all the noise. Though tempted to stop in at Lossiemouth for lunch, in the end we decided to press on and try and make Findhorn that evening. The wind had dropped away and it was almost flat calm as we wound our way into Findhorn. Coming from Cramond we didn't find Findhorn too daunting, but there is less by way of markers and at points it seemed like we could have reached out and touched the seagulls sitting on the sand, so narrow is the channel in places.

The excitement doesn't stop once you are into the bay as the channel is full of moored boats and with the tide running at several knots you need to keep your wits about you. Alan's dad was waiting for us as we tied up to the new pontoon on the old pier, complete with an evening meal (including a vegetarian option for Ron) and having made short work of that we headed off to the Kimberly Arms to plan our return to Edinburgh the next day.

Entering Findhorn

The next morning while some of us were getting the boats out onto the moorings Alan's dad had managed to secure for us, Ron clinched a good deal of a one-way car hire to Edinburgh (which turned out to be by far the cheapest way of getting all 6 of us back home). Thanks to Stuary's presence of mind in remembering his driving licence, we were able to take advantage of this. After a late morning trip to Inverness to pick up the car, lunch with the Hampsons, and successful completion of the 6-men-plus-luggage-into-a-Vauxhall-Zafira challenge, we were heading for home pleased to have completed the first leg of the trip in near perfect conditions.

P.S. We later heard that Callum's endeavours to get a value for the sea serpent (warp), resulted in the ship owners sending a lorry to collect it from Stonehaven and making a £200 donation to the RNLI.

Alastair Miller and Alan Hampson



Whitehills Marina





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As reported in previous Seagulls, the Forth Road Bridge is celebrating its 50th birthday this year. As I had stood on the bridge the very day it opened all those years ago (sad but true nevertheless), I was keen to join in the celebrations. And as a boat owner, the flotilla beckoned.

It was not until I waded my way through the 16-page briefing that I realized quite how big an undertaking it was going to be: over 160 boats sharing a small patch of water was a slightly daunting prospect. So it was with some trepidation that I made my way with *Lucinda* to our allotted muster station off Long Craig pier east of the rail bridge at 12:30 to join all the other boats milling around awaiting the start signal over the radio.

Along with fellow Cramond yacht *Kiri*, *Lucinda* had been allocated to column 2, which was to follow the traditional Fifie herring drifter *The Reaper* from the Fisheries Museum in Anstruther. Northern Lighthouse Vessel *Pharos*, complete with helicopter on its landing pad, led column 1 (including CBC boats *Shikari* and *Talisker*),



while Edinburgh Universities Royal Navy training vessel *HMS Archer* acted as the lead boat for column 3. This group included rowing skiffs and assorted boats that had set off on a slightly shorter course from just outside Port Edgar marina.

With boats flying all sorts of brightly coloured flags and bunting as well as people in fancy dress, there was a great party atmosphere. Sadly few boats elected to hoist any sails however. With a light westerly the conditions were eminently suitable for flying a genoa or spinnaker on the return leg, which would have made more of a spectacle for those ashore. I'm proud to say we at least unfurled the genoa on *Lucinda*.



After passing under both bridges and waving to the pedestrians above us (to the accompaniment of a lusty bagpiper on *Katie Mor* who piped us under the Road Bridge on both legs), we motored upriver to just south of the Dhu Craig buoy before turning around and passing under the Road Bridge again before scattering to all points of the compass. Given the variety and large numbers of vessels involved, amazingly it all went off extremely smoothly.

And just one week later I headed back to Port Edgar on *Lucinda* again for the big finale to the semicentennial celebrations, this time

with friends from Australia in tow. These guys had seen firework displays on the Sidney Harbour Bridge – how would our Forth efforts compare?

After a meal at the Hawes Inn we trekked back to the marina, hoping to see some of the 'Guid Passage Torchlight Procession' cross the bridge as the warm-up act at 8pm, but we were too low down for that, though we could hear drumming aplenty. Just before the 10:06 start time (symbolizing the length of the bridge's 1006 metre main span) we motored to just outside the harbour entrance to get as unimpeded a view as possible.

Now it's pretty easy to get blasé about fireworks in Edinburgh, seeing as we have them at Hogmanay and virtually nightly during August, but it has to be said that these ones were pretty spectacular. Sequences running along the entire length of the bridge, multiple simultaneous starbursts above the 3 spans and every configuration imaginable. And, yes, even my Oz friends were wowed.

It's rumoured that there might be similar celebrations next year to mark the 125th anniversary of the Rail Bridge ...



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CBC's annual regatta held on 23-24 August this year took the form of a closed regatta for dinghies only, but with a separate class for cadets to encourage our burgeoning posse of up-and-coming sailors. The event attracted 13 entries in total across the two days, split roughly half and half between cadets and the 'senior' fleet (and would have been more had there not been an unfortunate clash with a National 12 event in the Solent).

Day 1 kicked off with very unpredictable wind conditions to make life difficult for competitors and race committee alike. 90 degree wind shifts made for interesting beats and hard decisions for those carrying spinnakers. Apart from a few gusty moments and one very stiff squall indeed (fortunately between races), the wind strength hovered mostly around F1-F2. So although the safety boat crews in *Berserker* and *Blue Shark* had little in the way of capsizes to worry about, they were kept busy repositioning marks for every race.

Race Officer Drew Pratt elected to have a single mass start for both fleets which kept the sailors on their toes. After somewhat of a shambles for the opening race, the fleet improved their starts markedly over the weekend.

In race 1 cadet Adam Wilkinson in his RS Tera *Wetever* was the only one to get off to a flying start, first over the line ahead of Piotr Wojtczuk and Anna Basista in



the Buzz *Marengo* and Lawrie Elliot in a Laser *Salty II*. A sibling rivalry theme soon developed as Adam's big sis Emma was spurred on to catch up and pass Adam in her Pico *Bella*. However, Adam got his revenge immediately by going on to take both line and class honours in the next race.

A major wind shift just after race 1 kicked off made for interesting viewing, especially watching the Buzz take line honours on the "upwind" leg with their spinnaker flying! The tricky wind also caused problems for the Mackenzie/Rogers pairing in the Omega *Oystercatcher* who dropped back down the fleet after getting their gennaker in a twist.

Increasingly lowering skies towards the end of race 1 had us diving for our waterproofs on the committee boat, and pretty soon we were indeed hit by squally winds and a sharp downpour. However, it passed over relatively quickly and we were able to get race 2 underway. Among the seniors, pretty much the pattern for the day emerged: Piotr and Anna battling it out with Lawrie at the head of the fleet. Performance in the cadet fleet was more varied, with places changing hands frequently.

The sun emerged again for race 3, but with what little wind there was now rapidly fading, we only just managed to squeeze in another short race before calling it a day and heading in to dry out the by then rather soggy score sheets.

Day 2 kicked off with a review of day 1 and a bit of a pep talk – the interim results left it all to play for, especially given the personnel change in the adult class, with Susan Nimmo, Lawrie Elliot and Euan Mackenzie dropping out, but being replaced by James Kistruck in a Wayfarer and John Kenworthy in a Laser to top up the numbers again. Interestingly, had the 2 classes been scored together, cadet Emma Wilkinson would have been lying in third place overall at this point, so the adults definitely needed to up their game!



Wind expectations for the Sunday were even lower than for day 1 and unfortunately the forecast proved correct. Over the course of race 1, the wind died away to the merest breath so it took over an hour to complete. The race committee were then left guessing as to a) whether it was going to fill in again at all under the next bank of approaching cloud, and b) which direction it might decide to come from.

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Several long minutes elapsed with not a whisper of wind. While hanging around, the competitors at least had lots of fun pootling about – James Kistruck fitted in a spot of rowing practice in the Wayfarer, while Piotr and Anna indulged in some light teabagging. The committee were just on the point of running a fun race with all means of propulsion allowed to finish off the day, when the wind decided to make a brief re-appearance, just enough to fit in a 5th and final race over a drastically shortened triangle. The RIBs then scooped up the marks and everyone headed clubwards for some soup and rolls while waiting for the number-crunchers to come up with the final scores.



Results

Cadet class: With no less than three firsts(!), the well-deserved winner was Emma Wilkinson (who was even faster than senior Lawrie in one race). Only just behind, with one first and two seconds, was bro' Adam, while Hannah Kistruck claimed the 3rd spot for the cadets.

Standard class: Having the luxury of discarding two 2nd places, topping the podium were Piotr Wojtczuk & Anna Basista. Despite not sailing at all on the Sunday, Lawrie Elliot's excellent performance of two firsts and a second on day 1 put him 2nd overall, with Alan Mackenzie and Paul Rogers finishing 3rd.

At the presentation ceremony a special prize for endurance was also awarded to cadet Ben Galloway for his sheer persistence as the tail-end Charlie struggling with fading winds in the only Topper in the fleet.

The overall standard among the cadets was excellent, with all but the slow Topper reaching 2nd position in at least one race. With such close competition, next year's regatta is already set to be very exciting!

Now come the BIG THANKS to everyone concerned: on the committee boat kindly provided by Ian Hellewell we had the well-oiled team (with a little additional lubrication from Ian's drinks cabinet) of Drew Pratt setting the courses, Ian on the countdown timer, Phil Chester as flag hoister extraordinaire, Kay McBurney keeping track of the times, plus trumpeter Reggie Dias as chief tooter, who added entertainment to the finishing toots on Sunday with a Viking-style horn. Whizzing about in safety boats were Euan Drysdale, Katy Henderson, Ian Stevenson, Robert Ody and Andrew Wood. On shore Robert Wilkinson acted as beach master, while Alvin Barber anchored Seahorse off the wing mark to offer shelter to flagging cadets. Liz Drysdale and Annmarie MacRury organized all the lovely after-race grub, and special mention in dispatches also goes to Elsie Hellewell for provisioning the committee boat with lovely sarnies. Apologies if we've left anyone out!

Piotr Wojtczuk and Kay McBurney

Sea Span

John White has relocated his operation to two large containers at the north side of Poundstretcher which is next to Go Outdoors just past Len Lothian at Granton Square.

The formal address is:

Sea Span Yacht Chandlers
Oxcraig Street
65 West Harbour Road
Edinburgh EH5 1WE

Tel: 07729 320 868

In addition to rigging services there is a fairly wide range of chandlery.

As John is on his own and has outside work, he suggests that instead of just turning up you give him a ring on his mobile - 07729 320 868 - just to check that he is open.



Cramond Chain Ferry

As many of you will be aware the planning application for the Chain Ferry was approved on 30th July. The terms of the application were unaltered from the original proposal which was something of a disappointment given that we had voiced concerns about the design from the outset. We had raised objections on two main counts, one being the design of the infrastructure on the East bank and its interference with access to the Club, the other being the potential loss of moorings either side of the "gap". There are other issues surrounding the operation of the Chain Ferry but these do not carry weight as regards the planning process and would not have influenced the outcome of the application.

There are a number of conditions attached to the approval by the Council (listed below) and there's still the significant matter of securing the required funding for the project. It's not going to happen overnight!

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CG66 - Safety Identification Scheme

CG66 is the Coastguard's database of vessels and associated emergency information.

The data is provided voluntarily by boat owners and can be used in a search and rescue operation.

It allows the rescue teams to identify vessels in difficulty and quickly access additional information given by their owners.

It is easy to register online on the [MCA website](#).

Information about the scheme is available on the first page.

Once you are ready to enter your boat's details, click 'Proceed' at the top of the page and follow the instructions.

There really is no reason not to register any craft - whether it is a canoe, a sailing dinghy or a yacht.

It takes around ten minutes and could provide crucial information in case of trouble on the water.

Conditions:-

1. Construction works to be done outwith the months of mid-September and March inclusive to avoid effects on the qualifying features of the Firth of Forth Special Protection Area (SPA).
2. A detailed Construction Environmental Management Plan (CEMP) to be developed and agreed with Scottish Natural Heritage in advance of any works commencing.
3. A suitably experienced environmental clerk of works (ECoW) is appointed to oversee the implementation of the Construction Environmental Management Plan (CEMP).
4. Appropriate planting and signage to minimise potential disturbance impacts, as agreed with Scottish Natural Heritage and RSPB prior to any works commencing. (drawings 49012 and 49011)
5. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis and reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority. The work would be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation
6. Prior to operation of the pump, details demonstrating that noise from all plant complies with NR25 within the nearest residential property (with window partially open for ventilation purposes) shall be submitted for written approval by the Head of Planning and Building Standards.

We have been in touch with the Cramond and Barnton Community Council and expressed our disappointment at the apparent lack of consideration of our concerns on the design. We have however offered to be involved since we can then hope to provide the necessary input to produce an outcome that doesn't prejudice the interests of either party.

The Community Council for their part have welcomed our offer and we currently await the opportunity to meet with them and with the design team to discuss all the various issues that will require to be dealt with during the preparatory stages and once they are ready to proceed.

Further updates will be provided as we progress.

Euan Drysdale



CBC and Technology (1)

The club is really embracing technology these days – did you know we are even on Facebook? To find our page, either click here: www.facebook.com/cramondboatclub or if you are already on Facebook, just search for 'Cramond Boat Club' in the search bar at the top of the page.



Actually the page has been around for a while, but is now being actively used by a core of club members. We hope to provide news about club activities for members and friends, results of races and plenty of pictures to show people what's going on at Cramond. It is hoped that this will help to present the Club to more people and even attract prospective members.

At the moment, the Facebook page is being updated by Alex Tulloch, Ed Willett and Piotr Wojtczuk but we want more members to get involved, post messages and update the timeline. If you are interested in contributing, please request access by sending a message on the Facebook page.

At the very least, please 'like' our page and spread the word.

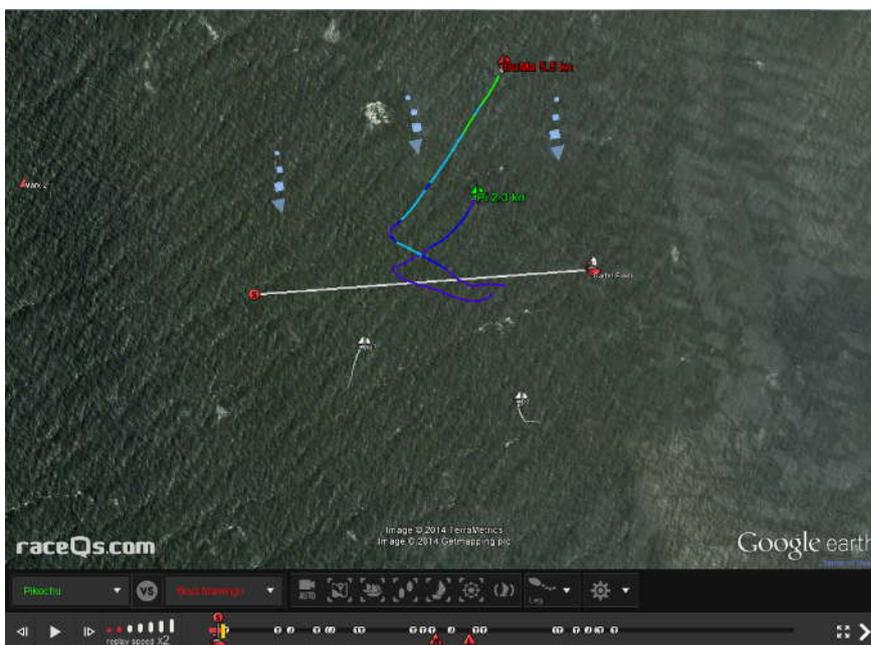
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You know those arguments you have in the bar after a race about who had the best start, or who was ahead going up the windward leg, or whether port tack was a better option than starboard, and so on?

Well now you can prove your point (or spice up the argument) with a nice little software package called **RaceQS**. You simply load the app onto your smartphone or GPS device and take it sailing with you (in a secure, waterproof bag if you're in a dinghy) and it records your track as you sail about. This is then uploaded to the RaceQS website and you can view it afterwards - in other words, you can see exactly where you have just been sailing. Even better, it can show all the boats in the same race at the same time, so you can view the entire race again and work out who did what, where and when.

Some clubs, like Port Edgar, have been doing this for a while so Piotr Wojtczuk thought it was about time we tried it at Cramond. So he and a few other boats gave it a go at the dinghy regatta in August. You can see the outcome [here](#). You will see the two days of the regatta listed - click on **August 23** then click on either **Cadet Fleet** or **Standard Fleet**. You may be asked to install Google Earth before you can see anything. Then you should see a map which zooms in on Cramond and starts running the race from the tracking data:



There are various control buttons at the bottom of the screen: you can select different boats to highlight, or change the speed of the replay, or see different views of the race:

The possibilities are endless - analysing and improving your race tactics, live viewing of races in the clubhouse for armchair sailors, even evidence for protest committees!

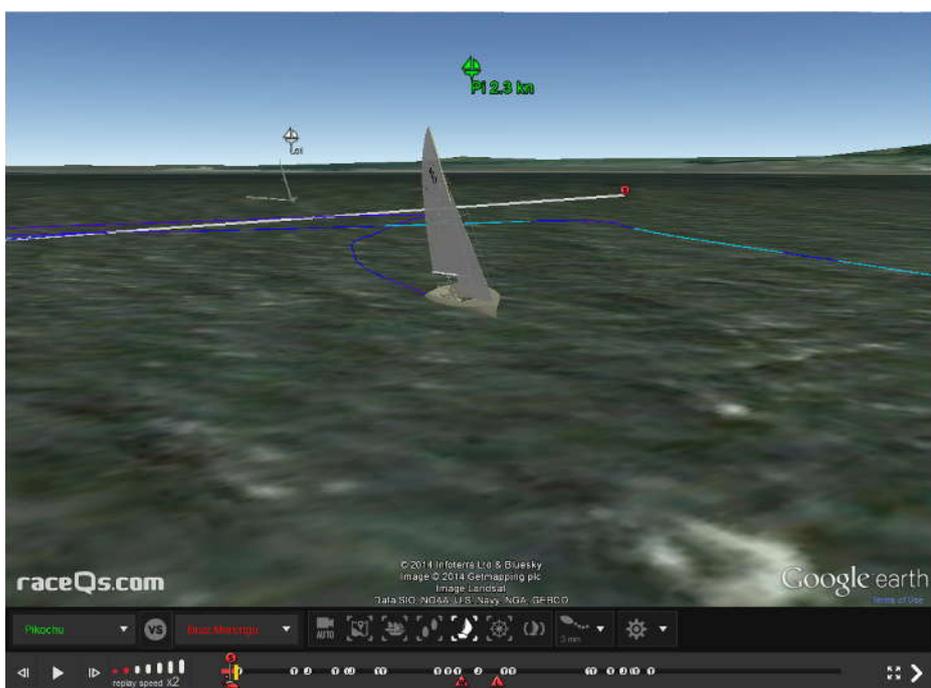
Sheena Milne

We note with regret that Sheena Milne, who along with her husband Frank, was a member of both Cramond and Aberdour Boat Clubs for many years, passed away suddenly on Wednesday 20th August.

Obviously the more data is held, the more interesting it all becomes, so give it a go if you have the necessary technology.

Also obviously, the club cannot accept responsibility for any damaged or sunken phones or GPS devices, so please take good care of your device.

If you want to know more or have any techy questions about it, please ask [Piotr](#).



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Dabchick Sinks (Nearly)

In the middle of July, the club's favourite Old Codger discovered his catamaran *Dabchick 2* was slowly sinking, due to a puncture in the stern of the port hull. This didn't actually stop him sailing it (well the weather was nice) but eventually he decided he'd better haul her out onto the trailer for repairs.

Now there is nothing that CBC members like more than seeing a fellow member in distress, so many people turned up to watch, give free, unsolicited (and contradictory) advice and even, in some cases, help. In the end, a lot of effort by a lot of people ensured that *Dabchick* was lifted, levered, pulled and winched onto the trailer, towed to the dinghy park, repaired and re-launched the next day, which was quite a feat.

Ian is extremely grateful to all those who contributed to the success of the operation. If you were one of those who helped but have not yet been bought a drink by Ian, he would be delighted to remedy that next time he sees you.



House Matters

From 8th Sept the club wheelie bin will be emptied on Mondays and not Wednesdays. Although probably not of interest to most of you, it is an opportunity to remind members that NO recyclable material should be put in our bin. This includes paper, cardboard, plastic bottles and containers, tin cans and glass. We have plastic bags which are to be used for this stuff although glass is separate. And as crane-out approaches, definitely NO oil containers!

Unfortunately, I have found all sorts of rubbish in the bin recently, so please ensure you do not misuse it, and whenever possible, please take your rubbish home. The club can be fined if we violate this ruling although there must be some allowance for passers-by using it.

Recently we had to rip out and replace the platform in front of the gents showers which was completely rotten. We were worried that this had been caused by leaking pipework or worse still by ingress from previous flash floods which have caused flooding via the shower drains. However it transpired that the cause was a considerable amount of grit that had collected under the front nosing on the flooring which then came loose allowing shower water to penetrate. Nobody had reported that it was loose nor the fact that the flooring had collapsed and was sagging badly.

It is important that the shower curtains are kept within the shower trays and that the area is mopped completely dry after use. Can those members supervising Sea Monkeys, Cadets and Scouts please ensure this is carried out. The same applies to a lesser extent in the ladies. If you are aware of damage to the showers or any other clubhouse facilities, please report this to me as soon as possible so that repairs can be carried out before it gets any worse.

Eddie King, House Convenor

Acknowledgements

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



Live Weather Data

Some new weather sites have been added to the 'Links' page on the club website (<http://www.cramondboatclub.org.uk/links>). These show current live weather data for the sailing areas near Cramond, rather than weather forecasts:

[XCWeather](#) - current observations at Edinburgh Airport and many other sites around UK.

[MMWeather](#) - wind direction, speed and gusts at Braefoot Bay, Inchcolm and West Dolphin (and other measurements available around UK).

[Dalgety Bay Weather Station](#) - current weather conditions in Dalgety Bay, including 24 hour graph and a webcam looking towards the bridges.

[Forth Road Bridge](#) - wind speed graph measured on the bridge including 24 hour graph of speeds and gusts.

Please send any interesting internet links or report broken links on our website to: website@cramondboatclub.org.uk.

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