



The Seagull

The Journal of the Cramond Boat Club

June 2016

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The View from the Commodore's Window

This year's Crane-in went well, so nothing exciting to report there! As usual, a lot of work went into preparation – including completing the moorings, re-laying marks and maintaining the channel poles – and, similarly, on the day itself. Many thanks to all involved and particular thanks once again to Jeff McLeod, for his long stint as Banksman, and of course, to the team in the kitchen.

It was a bit of a slow start to the season with some poor weather just after the boats went in. But, as usual, we have had some very fine days in May, which got us all out on the water.

I am delighted to report that the dinghy sailors have been very active and the training programmes are fully booked. It is very pleasing to see this side of the club in good health – particular in the way it brings new people into sailing – both young and old. In support of this growth in activity, and recognising the condition of some of our older boats, the Club has strengthened its dinghy fleet by the purchase of two new Laser Picos. We have also invested in a new outboard for one of the workboats.

Some of you may be wondering what happened to the plans for a chain ferry across the Almond. As many will know, the design was granted planning permission by the City but was causing considerable concern to the Club. I can report that last year's attempt at raising the funds required for the project (from the Big Lottery) did not succeed so it does not look like going ahead currently. We shall continue to share any information on this topic.

On a couple of practical matters – many of you will have received my e-mail about frapping halyards – tying them back so they don't bang against the mast. I've always recognised this as the sound of sailing and of boat clubs but it can get very irritating on a 24-hour basis! We've had some complaints from neighbours, so please ensure noise is minimised from boats on the moorings. The second point is just to remind folk to check the slip cleaning rota – so far we are maintaining the slipway in good condition, which keeps the job just a bit easier.

Meanwhile, let's hope for a good season and plenty of enjoyable sailing. We have a fine Club and a superb location so let's make the most of the opportunities.

Wishing everyone fair skies and following winds,

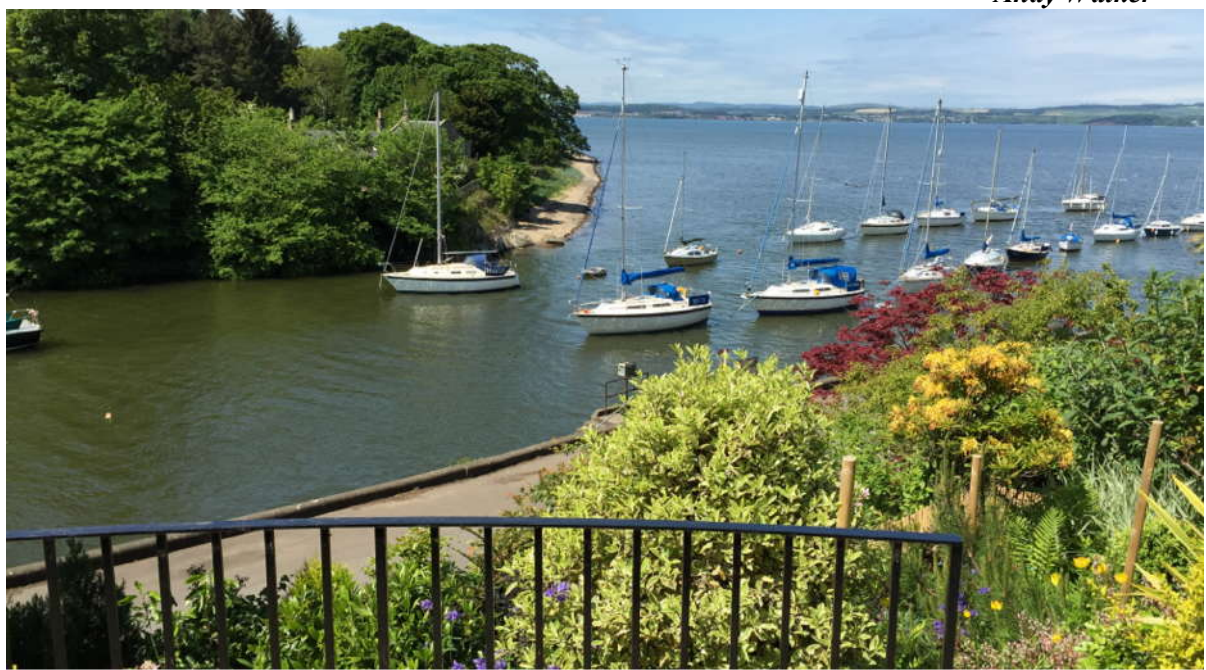
Andy Walker

Diary Dates

2nd & 3rd July
Cramond Dinghy Regatta

4th - 8th July
ECSF, Tay

Sat 1st Oct
Crane Out



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The RYA's Day Sailing course is one of the advanced modules that follow on from the Level 1 and 2 basic training and introduces dinghy sailors to the skills needed to plan and complete a day sailing cruise. The course is in 2 parts, theory and practical.

The theory covers all the key areas that will be known by cruiser sailors, including navigation, use of instruments, waypoints, dead reckoning and position recording, compass bearings, variation and deviation, interpretation of charts, tidal heights and streams plus interaction of weather on them, sources of information and, importantly, decision making in adverse circumstances including planning alternatives and refuges.



That is then put together to plan and undertake a day-long cruise. This year, the cruise headed out on Saturday 11th June at around 8.30am. Taking part were Tim Cooper, Susan Nimmo and Adam Wilkinson with Darren Smith, Alan MacKenzie and Drew Pratt providing cover and assistance.

Our first destination was Port Edgar where we went ashore for a coffee and break. The weather forecast was for probable rain most of the day but that was sporadic thankfully. The various forecasts eventually settled on an easterly wind of approx. 8 to 10 mph gusting up to 14.

From Port Edgar, we then set sail towards Battery Point on the north shore and on towards Inchcolm Island. With an easterly wind growing to a strong F4, the decision to reef the club's Wayfarer and Alan's Laser Stratos at Port Edgar was shown to be wise. The combination of the easterly wind and an ebbing tide produced significantly large waves and with a course that meant tacking upwind for close on 3 hours. It was a tiring leg but our fleet arrived at the sheltered bay on the South side of Inchcolm within 5 minutes of the predicted arrival.

Going ashore for a late lunch, we were greeted by the Island's custodians who immediately offered us use of all facilities free of charge and advised that tickets to visit the abbey could be purchased at the office.

They were very interested to learn about what we were doing and about previous visits and gave us a direct number in order that we could contact them direct for future expeditions.

After lunch, it was back to the boats for an exhilarating beam reach back to Cramond Island where we hovered until the tide had filled in sufficiently to allow us back to the river. We landed at 18.23, 7 minutes ahead of schedule.

All in all, a very successful cruise. Thanks must go to Alan for providing his Stratos and to both Alan and Darren for their tuition and skills. Also well done to Tim, Susan and Adam for completing the cruise.



New Members

Welcome to our new members:

Full

Douglas McKellar
Bettina Sizeland
Stephen Hughes

Family

George, Cheryl, James &
Charlotte Taylor

Junior

Daniel Sizeland
Nicole Mullard
Eilish Rogers
Charlie Pattison
Sholton Fursman

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Dinghy Racing

Dinghy racing began slowly this year, with most of the Spring (DA) and Summer (DS) series washed out due to a mixture of bad weather, poor turnouts (mainly because of the bad weather) and repairs to the club RIB.

The Weekend Series (DWA) has been much more successful with the first two races both won by Alex Tulloch in *Dolly Blotter* with Ed Willett second in *Mr. Incredible* and Fergus Davidson, one of our Cadets, third in a Pico.

6 boats started race DWA2 in winds gusting to F4. This turned out to be one of the closest races we've had for quite some time. Ed Willett, with Bettina Sizeland crewing, ended the first lap ahead of the fleet. But Fergus Davidson in a Laser Radial took the lead on the second lap and retained it to the end. Meanwhile, sailing his Pico, Adam Wilkinson persevered in an a much slower boat and crossed the line third. We knew it was going to be close but, once the handicaps had been applied, it could hardly be closer. Fergus took 1st place, with Adam only 4.4 seconds behind, and Ed a further 1 minute 37 secs back. Credit must also go to Max Hampson who, although not completing 3 laps, finished in 4th position on average lap scoring.

Unfortunately, we have no photos of the racing yet, mainly due to some absurd weather which was putting the camera at risk of drowning!

The CBC Dinghy Regatta will take place on the 2nd and 3rd of July and dinghy sailors of all standards are welcome. This is also a National 12 Traveller Event.

The Sailing Committee are looking for volunteers to support the event by assisting the race officer on shore or on the committee boat, crewing the rescue boats or helping with catering. So if you can help, please reply to sailcomm@cramondboatclub.org.uk. Last year's regatta was very successful, let's make this year's even better!



Boats Reunited

With the kids getting bigger, Robert and Janice Wilkinson decided to upsize their yacht (again) from a Hunter Horizon 27 to a 28' Westerly Merlin. So there are now two Westerly Merlins with almost identical markings in the river - *Artemis* (Robert) and *Melita* (Alastair Miller).

However it turns out that these yachts are in fact old friends. Robert sent a picture of both boats to the previous owner of *Artemis*, who recognised *Melita* as well. It seems the previous owners cruised together in the English Channel: Jersey - St Quay Portrieux - Binic - St Malo - up the River Rance to Dinan - Guernsey - Cherbourg. It all sounds rather more exotic than our cruising ground in the Forth.

The attached photo taken in 2005 shows the two boats tied up in a marina in Brittany. It's a small world.



Cramond Island

Did you know that Cramond Island has its own Facebook page?

Check it out [here](#).

It seems to be mainly used by Eastern Europeans to post selfies, but then, what isn't these days?

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CBC sailor Ed Willet has a friend, Sandy MacDonald, who is a professional photographer. Sandy has been experimenting with aerial photography using drones, so when Ed invited him to film some sailing at Cramond, he was enthusiastic. The results are just amazing, and can be seen on the [CBC Facebook page](#) and Sandy's own page, [MacDonald & Simpson Photography](#). These must be the best ever films of sailing at Cramond, and make you wonder what else is possible - perhaps a view of the river channel to Cramond Island at low tide? Incidentally, there are great drone films of the Falkirk Kelpies and parts of the Forth coast on Sandy's site too.

Sandy was kind enough to give us the story of how he did it:

When you speak to people about flying a drone they think it is a challenge, and must be really difficult. But developments made by drone manufacturer [DJI](#) have made flying their drones child's play.



The operator has a controller and an iPad, so you can see what the drone sees, how far the drone is from you, what speed it is traveling at, its height and a map of your location.

There is a plethora of information, sometimes too much to take in, but keeping calm and operating at a steady pace makes using a drone a fun and exciting experience.

The challenges when flying become about location and risk. You ask yourself "How far can I fly?" and "What if something goes wrong?" Getting over those challenges are the first steps to making good footage. This becomes even more of a challenge when you fly over water. If a DJI drone has a problem over land, it will automatically land safely.

But over water this is much more of a risk. Worrying that thousands of pounds is about to go swimming makes filming over water an exciting experience!

When thinking about flying and capturing the footage for Cramond Boat Club I had to get over some of these fears. Extensive testing over land and water, testing the distance that I could fly and the speed I would need to fly at helped reduce these fears.



The DJI Phantom 3 Pro drone used to film at Cramond



Rules and guidelines make sure that others stay safe but there are always risks.

I arrived at Cramond on a sunny Saturday and performed a brief test flight. The boats would not be out today but it was a good test for the location.

On the Sunday I arrived to find a very busy area (the weather was good!) and this brought new challenges about take-off and landing due to the rules about the distance from people that I could fly.

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After overcoming these challenges there was the problem of coordinating what the boats were doing and what I was doing. It turned out that it took some time for the boats to reach the start line and I wasted several batteries awaiting the start of the race (flight time is about 18 mins). Once the boats were off it was a different challenge, keeping up was not a problem but being at the right

angle, height and distance from the film stars would mean I had to be at the right place at the right time.

Extensive editing of the raw footage was then required to create the final films. Click on the links below to see the finished results:

[Practice flight 23rd April](#)

[Dinghy Race 2nd May](#)

[Cadets 9th May](#)

This was a huge learning opportunity for [MacDonald & Simpson Photography](#) and the next time we film for Cramond Boat Club we will strive to have even better and more exciting footage.

Sandy Macdonald, MacDonald & Simpson Photography

Sailing Calendar

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

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

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

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



Training Update

It's been a bumper year for new recruits! We have 13 Sea Monkeys working their way through the RYA youth training scheme. There are 15 Cadets, with up to 14 boats out on each training session. Six adults are undergoing their RYA Level 1 and Level 2 dinghy sailing course, and a further 4 have undertaken the RYA Day Sailing course. Looking towards the end of the season, we have 5 people on the list for our RYA Powerboat courses.

A big shout goes out to all who have made this possible: Drew Pratt, Darren Smith (our newly certified Senior Instructor), Alan MacKenzie, Paul Rogers, Campbell Calder, Sorn Wilson, John Kenworthy, James Kistruck, Andrew Wood, and last, but definitely not least, Dougie Pringle for his persistence in keeping the rescue fleet on the water. The Sea Monkeys and Cadets are very much team efforts involving both the Cramond Scouts and the club.

New Club Sailing Dinghies

In May, the club purchased two new Laser Pico sailing dinghies. These make a significant contribution to our dinghy fleet which now comprises 3 Toppers, 2 RS Teras, 1 Wayfarer, 1 Omega, 1 Laser and the two new Picos.

Picos are ideal for teenagers and adults alike and are available to all sailors in the club. A big thanks to the club for supporting this investment and Andy Walker for steering it through!

Lawrie Elliott, Training Officer



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Crane-In

This year's Crane-in went very smoothly, helped by perfect weather. As usual, thanks are due to the tremendous effort put in by the organisers and helpers before during and after the event, particularly Jeff McLeod and the catering team.



Channel Markers

The old base for Pole 1 (near the Island) is lying on its side approximately 8 - 10m due west of the current pole, presenting something of a hazard on the bank, out of the channel.

It is marked by a gallon bottle buoy. If you are cutting the corner to the west of the pole (as many of us do), make sure you give the pole a wide berth.

Or to be on the safe side, stay in the channel until past the pole.



Mooring Lines

Alan Hampson, our long-suffering Moorings Convenor, has been checking and sorting various issues with moorings since Crane-In. It appears that some boats are attached to the ground with ropes tied to the mooring rings rather than with heavy-duty stainless steel or galvanised shackles. This is not only dangerous to your boat and to others around you, it may also invalidate your insurance!

Noisy Halyards

We have had complaints from Cramond residents about banging halyards after a particularly loud and repetitive instance was keeping them awake at night. Any yachtsman who has spent a windy night in a marina will know how annoying the noise can be.

Please could all owners of boats on the moorings check before they come ashore that their halyards are all lashed away from the mast to ensure they can't bang against anything - a bungee cord to the shrouds usually does the trick.

I recall years ago that there was a rather nice poem on this topic pinned to the club noticeboard. Written by Katrina Dawson when she lived in our present Commodore's house, it was based on the old Welsh folksong "All Through the Night" and it exhorted cruiser owners to tie back their halyards to allow the fair residents of Cramond Village a good night's sleep. I wonder what happened to it?

Acknowledgements

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

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