



The SEAGULL

The Journal of Cramond Boat Club August 2007



Cramond Regatta Sunday - The Start at the Gun

Cramond Regatta

Those who took part in Cramond Regatta 2007 are unlikely to forget it quickly, for a variety of different reasons...

The Saturday dawned wet, with only a light easterly wind. It was a nightmare for Trevor, the O.O.D. trying to set a course for the cruisers and then waiting to see if it worked. It did, after a fashion, insofar as a lot of the boats got a finish, albeit only at 'H'. It is tiresome for all concerned to see boats moving ever so slowly up-Forth knowing that the ebb tide is just about to happen.

Exisle was first across, most made it round. Dabchick didn't quite finish but got close enough for her to be given a time but left things so late we didn't expect her to get back in over the bar. Exisle astonished us all by going the wrong side of the bar marker and getting away with it, albeit after a bit of bouncing over the boulders. She must have moved some of them as the pole is now at a jaunty angle.

The dinghies had a very slow first race but managed a finish. There was huge debate about a second race but it was agreed a short course, windward-leeward, was worth a try, and with tide height running out finishing from the Rescue Boat seemed the best idea.



Andrew and the Blaze - upright!

Sunday saw more wind, from the west, quite lively and bouncy for a while, and a good race was had by all. The cruisers seemed to enjoy the conditions and got a good race, with Free Spirit eventually leading a splendid procession of spinnakers over the finishing line. Dabchick had a secret weapon in the shape of a cruising chute but for all that didn't finish in the money.

The dinghies had a lively first race, enjoyed by all. After a close first race of 2 laps they were all duly astonished when we posted 9 laps, for a jest. In fact the wind got up seriously at the end and they might have done nine laps but in the end we had to shorten after two. Although if Campbell hadn't outrun the RIB to the wing mark we would have missed out on the funniest post finish as Andrew left the boat in a spectacular capsized at the leeward mark just after we blew the whistle for his finish time.

Commodore's Column

Following my July letter to you, the committee adjustments have continued as we move forward with the items as mentioned. And so I find myself here in this August (August) Commodore's Column, and it does give me the benefit of arriving with the sailing season action in full swing, rather than in the depths of November. The Cruiser and Dinghy racing series are all well advanced, training courses run, East Coast Sailing Week saw a substantial Cramond involvement, and the Open Day in June was a particular success. Shifting the Open Day to the Sunday must have been the best postponement of the year, avoiding the typhoon that was the Saturday to enjoy a bright and breezy day, so the club looked its best and all the help from members and others produced a really lively and memorable event. Fuller reports on all these activities follow in the next pages.

Drop-in sessions: one of the several things I would like to freshen up is approachability, as I know it can sometimes be difficult to find the commodore if you want a word about something face-to-face. The chances of happening to bump into him can be fairly slim, and then even if you do he's probably rushing off for a race start, dripping wet, or deep in conversation with some other group, etc.

So, I'm instituting a sort of 'drop-in' session, where you can be certain I'll be at the club and available for a brief chat one-to-one if you have anything that you'd like to raise or suggest. I'll make this the first Wednesday evening of each month, and I'll be at the club in the committee room from 8pm till 9 or so. A trial run on 1st Aug went fine, so I'll make this a fixture, with next date being Sept 5th. Please feel free to drop by – and of course you always have my phone number in the Handbook, if a phone call is suitable.

And finally, can I give a warm welcome to our new members this season. I hope that with activities in August and September like the Inchcolm boating / camping weekend, Free sail sessions and the like, there is plenty you can join in with other members in the boats. And then on land, you could join in a barbeque, or maybe just pop in for a drink on a Wednesday evening or weekend, as a great way of getting the most out of your club.

Rob Garner, Commodore



Committee boat with start flags flying - and that gun ready!

Sailing into Autumn

By the time you read this we will have had our regatta, and be getting ready for the Annual Cruise to Inchcolm Island. More details about this will be available from Kay and Drew.

Also, our annual closing cruise fast approaches, where did the season go? It takes place on Saturday 29th and Sunday 30th September. Euan McBride will be organising the dinner arrangements for the evening so all suggestions can be passed in his direction.

Unfortunately the next main event is the Crane Out for 2007, again, can all monies for this be passed onto Laura Hyndman on the day. Please note a change to the advertised program in the handbook as the sailing seminar scheduled for the 26th October has had to be brought forward to the 19th October. This is your chance to air your views on what we get right and wrong with the sailing program every year. Come along and give us the benefits of your opinions or drop me an e-mail nearer the time if you can't make it in person.

As usual we will then be starting the annual Frostbite Series for dinghies on the 27th October at 14:00 and would like to see as many of you as possible on the water for these events. The frostbites run every 2 weeks on the Saturday, so mark them up in your calendars now and come and join in the end of season fun.

Hope to see as many of you as possible on the water.

Trevor Mackay, Sailing Secretary

Curing those Clubhouse Drips

Clubhouse jobs over the 'summer' have mainly involved dripping water!

Early in the season, Eddie North from FCYC kindly helped us to repair harling around the clubhouse and extension external doors. After that we moved on to sort the extension roof. This had been leaking badly for a few years, regularly tripping the electrics after heavy rain. With material generously donated by Keith Millar and many hours of labour freely given (when it wasn't raining) by Roofing Contractors Dougall and Sutherland, we seem to have made the roof a whole lot more water-proof.

The next big job, already underway with a crew of press ganged volunteers is to scrape away the rust and paint the roof fence, then replace the timber hand rail. The tunnel light, another casualty of the leaking roof, has been replaced. Trips into the dark damp underworld of Cramond Boat Club to reset circuit breakers or find an anchor should be a thing of the past.

Then the kitchen dishwasher was diagnosed with terminal arthritis in its timer and incurable incontinence in its waterworks. A hopefully more reliable and long-lived German model is now plumbed-in (with a fast cycle to cope better with washing-up after functions).

We should be able to finish roof work before crane-out and paint the clubhouse windows before winter sets in. Any competent gloss painters out there who can work 10 ft up a ladder?

As always, a huge thank-you to all the folks who are helping with maintenance work at the Club. With the expertise and willingness of our volunteers we are managing to get through quite a lot this summer. I'll let you know in the next Seagull what the plans are for inside work over the winter.

Roy Tatton, House Convenor

Our Brand New Dinghy - thanks to Bell's NT

Earlier this year the Club applied for and received a grant of £1,800 from Bell's Nautical Trust for the purchase of a new club dinghy. The aim of Bell's Nautical Trust is to promote maritime education in Scotland, but primarily in the Edinburgh area. They fund organisations and clubs that are engaged in maritime pursuits, with an emphasis on training and education, to the extent of approximately £20,000 per year. So we were very pleased and grateful to be successful in this award.

After much discussion and advice from other parties, it was decided that the boat to purchase was a Topper Taz, to be named 'Tinkerbelle'.



The Taz is basically a new design and it is thought that it will supersede the Topper and Optimist as the ideal training boat over the next few years. It has a moulded polyethylene hull that is reputed to be unsinkable and virtually indestructible. It should hopefully withstand any knocks and bumps received in the river and will require very little maintenance.

It is simply rigged, with a centre main sheet, with fittings similar to that of the tried and tested Topaz. It has a self-draining cockpit, which is allegedly large enough for two. (Watch out for Trevor and me testing out this claim). The boat was purchased from The Bosun's Locker, who gave us a very good deal, leaving a balance that was large enough to purchase eight new lifejackets.

The Omega dinghy acquired last year has been used regularly and is proving to have been a good buy. It has been decided that one of the older Toppers will be sold, hopefully over the next few weeks.

If any faults are found on any of the dinghies, could they please be listed in the Faults Folder just inside the front door of the clubhouse.

Dougie Pringle, Club Bosun

The Big Open Day!



Impressive Facilities for the Bring and Buy

A big thank you to everyone who helped make the Open Day in June such a huge success. We were very lucky with the weather, had a good number of visitors (264 temporary memberships), conditions were ideal for the boat trips (162 individuals taken out) and we made a sizeable contribution to the Club coffers.

Special thanks go to all those who did all the behind the scenes work before the day itself, particularly in relation to the BBQ, the Bring and Buy/Tombola/Cake and Candy stall, the refreshments stall, liaison with RNLI, British Waterways and Coastguard, the preparation of the Club and of course the leaflet drop, which turned out to be by far the most common way for visitors to have heard about the event. The note of the review meeting will hopefully help in organising future open days, with the next one likely to be in 2009.



Bob's Burger Booth.... and very popular it was.



They all enjoyed the taster. Will they be back as members?

Although some expenses have still to be accounted for, we expect the final profit to be close to £1000. The bar also did well, taking around £550 for the day. Thanks again to all those who put in the effort to present the Club so well to the community.

Alan Hampson

Dinghy Park Development Day



What became known as Dinghy Park Development Day actually started late afternoon on Friday 30th September. I arrived at the club to get word from the contractor that the quarry closed at 11am on Saturday. Did we want to put the job off for a week to allow the gravel to be delivered in? I explained that we would need to postpone for at least six months and probably a year if we couldn't go ahead the next day as planned. I left it with them and it wasn't too long before they called back to say they could get a 20 tonner as well as the booked 16 tonner on the job, and provided they got the first loads when the quarry opened at 8 o'clock, they should manage to get the whole 100 tonnes delivered – PHEW! – onwards with plan A.

It had poured with rain all day and it had looked like we were in for a wet evening, but the Gods were looking favourably upon us and miraculously it stopped just as we were about to make a start. Many of the dinghy owners had helpfully taken their boats away, and it was quickly decided the remaining ones could be moved in the morning by the night watch – Keith in the clubhouse, Euan in his boat, the Hunters in their camper van in the dinghy park and me in my camper van on the quay-side. So, we all thought, just the cruiser trailers to move and a bit of tidying up to be done. But where's the 4WD to shift all those trailers out of the weeds, especially the ones with seized wheels? Thankfully Maurice came to the rescue with his fourtrack and made short work of getting the trailers out and bunched up on the green strip.

Jim Dougall then set to with a length of chain and some shackles and soon had all the trailers connected up and secured to the lamppost. The rest of us spent the remaining daylight dragging out all the old junk. A scrappy had been down on Monday night and taken away a small lorry load of scrape metal but there was still a surprising amount left. The pyromaniacs were desperate for a fire and Jim H did eventually get a good blaze going, despite everything being soaking wet.

We just managed to get the top-end clear as darkness fell and headed up to the bar for a well-earned pint, and fish and chips for those of us who hadn't eaten.

All our activity hadn't gone unnoticed by the more nocturnal members of the local community who came to pay us a visit. Euan and Keith had gone out to have a 'chat' and make sure they didn't do anything daft around the fire. This was still going on when my arrival in our white camper van (back from an emergency domestic plumbing job) was mistaken for the arrival of the Police by the local lads. They quickly offered to make sure gangs from further afield were kept at bay, if Euan promised not to shop them to the Police. So with the 'lads' on guard we returned to the clubhouse.

It is amazing how time flies in good company. There was no end of good stories, including Gordon's tales of breakfast with Cherie Blair that very morning! A great night was had by all. Apparently there is some sort of late night/early start tradition to be maintained on such occasions. It didn't seem that late when we made the one o'clock patrol, but by the four o'clock patrol it was definitely time for bed.

The Saturday dawned dry and bright, if a little hazy, which was a relief after the weather of the previous few days. Euan had us up before 7 and we had the dinghies lined up on the quay wall, and even managed a bit more tidying out, before the digger arrived at 7.30. Just when it seemed like things were going to work out as planned, my phone rang - the lorry with the first load of gravel was stuck on the brae beside the Inn! It sounded like the bigger 20 tonne lorry was too big to get down Glebe Road. After a bit of coaxing and guiding he made it and only just managed to turn in front of the Dinghy Park before reversing in. Part of the reason for having the dinghies on the quay wall was to stop the lorries venturing too close and we were all anxious that he stayed well back, especially while turning his double front axles. Thankfully the second lorry was a standard 16 tonner and had no trouble getting down and turning.

It all went pretty smoothly after that. The digger driver was an ace. He scraped off the topsoil and levelled the place in little over an hour. The lorry drivers had thankfully looked to him for directions on where to dump the loads. They were quickly

spread by driving the digger through them and gradually lowering the bucket as he went forward. The lorries then drove over this with subsequent loads, which helped get the material further in and avoided the risk of the lorries getting bogged. When it became apparent that the estimated quantity of gravel was a little light, they even managed to squeeze in an extra load before the quarry shut. All very impressive!

Meanwhile, the work party continued with the clearing out. The fire was still going and was fed with numerous rotting stumps, old doors, bits of trailers and any other combustible rubbish that wasn't going to produce too much smoke. Old tyres and the like were loaded into a trailer and another pile of scrap metal started to build up. It tended to grow and shrink depending who was around. It's possible to see a potential use for most things, but the critical questions are, will we ever make such a thing and if so, would some of the old scrap actually be the best thing to make it from? Anyway, the scrappy seemed pleased enough when he returned for a second load a couple of nights later.

As the last of the gravel was being delivered a mini road roller arrived. The digger driver spent the last hour or so using it to put the finishing touches to the job. The transformation was quite incredible, especially as it happened so quickly and with such apparent ease. After a quick chat about the sort of machines that could be used to re-do the bar and tidy up the large stones along the bottom of the quay wall, he was off just after midday. Bob Sharp arrived with his Landrover and quickly manoeuvred the trailers into the park. It was easy to wheel the dinghies into their winter positions at the far-end over the new smooth surface.

Well that's just about it. Some of the work party went on to help sort out the markers and other such end of season jobs, while the early crew enjoyed a late lunch. Many thanks to everyone who helped out - in true Cramond tradition, many hands did make light work. A special thanks is also due to Jim Hunter who went down early on the Monday to let the contractor into the Dinghy Park where the mini digger had been safely locked up.

Alan Hampson, Dinghy Park Convenor

East Coast Sailing Week 2007

This year the event was held at Granton. In an attempt to make it as attractive to as many people as possible, it was held over a long weekend, Friday 20 – Sunday 23 July. It seems to have worked, there was a turnout of almost 70 boats although predictably, most were from the Forth. Ten were from Cramond.

In **Class 7**, *Exisle* got a 1st and was second overall, *Lafter* got a 1st and 4th overall, *Talisker* was 5th and *Free Spirit* 10th. In **Class 8**, *Kiri* got a 2nd and 6th overall, *Quicksilver* got 7th and *Pegasus* 2 8th overall.

As always, large numbers of people did a whole lot to make it happen but special thanks are due to George Brown, Chairman of the event, and Tom Wilson, Race Officer, both weel-kent faces. Without these jobs there would be no event. Cramond also provide the RIB, for mark-laying, and Innisfallen as a mark boat.



Some of the Cramond contingent

Over the Bar

The transition to stocking wines and soft drinks in cans and bottles, rather than being "on tap", is now completed. The initial impetus for this was that the wines in the mini bottles seem to be a great success. The same move for the soft drinks was forced upon us by a massive 67% increase in the purchase cost in March 06, and whilst we were able to absorb some of the impact by phasing in the increase, the writing was on the wall. The transition has been relatively painless and we have a new pricing structure to reflect this. A further benefit has been that the associated refrigeration plant can be removed from the cellar, and the absence of that heat source helps keep the beer cellar nice and cool.

There have been two real ales events since the last Seagull, both featuring some cracking Champion beers. The first was the Spring Real Ale Festival with Inveralmond Ossian (Champion Beer of Scotland 2001), Stewart's Edinburgh No.3 (Champion Beer of Scotland 2006 Finalist) and Timothy Taylor Landlord (4 times CAMRA Beer of the Year).

The second was timed to coincide with the Open Day. Although we had concerns about whether the cellar was cool enough to keep them at their best, the combination of the lousy summer and removal of that refrigeration plant worked in our favour! We had a pair of lighter beers on offer - Green King IPA (Silver in Champion Beer of Britain 2004) and Cairngorm Trade Winds (Champion Speciality Beer of Britain 2004, 2005, 2006) - and all feedback was very favourable.

Watch out for notices of the next event in the autumn. The Friday evening opening is nominally only when there is a sailing or social event. However, we now have a larger group of regulars and so we try to do this every Friday with members helping out behind the bar. There have only been two Fridays that we haven't been open and those were when everyone was away (at 70 Wild Miles and East Coast Sailing Week). The bar is also open from 19:30 onwards on the first Thursday of every month while the Angling Club holds their committee meeting in the clubhouse. We look forward to seeing you down at one (or all) of these times.

Dave Lines, Bar Convenor



Inchcolm Cruise - Saturday 1st to Sunday 2nd September 2007

Saturday, 1st September sees the start of our annual overnight trip to Inchcolm Island. Initially, we need names of those going and what boats will accompany us. The trip is open to all members and their families and friends - we simply ask that the conditions of use set by Historic Scotland regarding behaviour and use of facilities are observed. Transport can be by dinghy, cruiser, power boat or Maid of the Forth - let us know as soon as possible what you have arranged. If you wish to go, let us know by Thursday 30th August in order that the food can be bought on Friday - also, if you have any dietary needs, tell us.

With high tide at 1815, we will leave Cramond between 1800 and about 1930. Once on the island, there will be a BBQ running with food provided. However drinks should be brought by yourselves according to taste and demand!

On Sunday, there will be breakfast on Inchcolm before heading out for a sail and then lunch on Cramond Island. There is a requirement that we are clear of the Island by approx. 10.00am and so for those who wish, there is plenty of time to have a cruise about the Forth. For those joining us for the full cruise, the cost will be £15 to cover food, fuel and landing fees for Historic Scotland and is payable on Saturday 1st September. For those leaving before breakfast, the cost will be £10. As the landing fee is included in the charge for the passage by the Maid of the Forth, the cost will be £10.

High tide on Sunday is at 06.25 [5.7m] and 19.00 [5.3m] so we'll not be able to get back to the moorings until approx. 1700 at the earliest. Our plan is to set up a temporary camp on Cramond Island. Luggage arrangements will depend on each individual but let us know in advance so that we can arrange for transport across of tents etc. for those with boats with no storage facilities.

As most of you will have realised, safety cover for the dinghies has been affected by the vandalism to the RIB. We intend to use the Dory as the main rescue craft but would be grateful to know if other similar sized vessels will be in attendance - fuel will be covered.

A list has been pinned up in the club house on the entrance notice board and another in the Lounge.

Drew Pratt

70 Wild Miles 07

This year's event will be remembered chiefly for the midges, it may have been one of the worst ever. An evening spent in Bob Sharp's caravan will be remembered mainly for the smell of the insect repellent he was spraying on the mosquito screens coz they didn't stop the midges. The jury is still out on which was worse, the midges or the spray. One thing is clear, electric bug burners do work.

Thankfully, the event was once again blessed with good weather - perfect for the cycle and canoe legs but very hot for the runners.

Cramond was once again represented in the team section - in the form of 'GOM an Twa Weans'. Phil Chester did the cycle (for the fourth and, definitely, last time) in his best ever time (2h:33m:30s), Bert Hutchinson did the canoe leg (for the second and last time (he says)) in a faster time (2h:31m:13s) and Andrew 'Lotus' Laing (a non-member) did the run in 2h:09m:31s (slightly slower but definitely hampered by the heat and a lack of water points). The standard is now very high indeed and in spite of our doing these significantly faster times we were still third last!



Midges – what midges?



Bert finishing. I escorted him most of the way up the loch coz he was wearing my gloves!

We do not yet have a figure for how much the whole event has raised for CLC Sargent but it looks as though our team will raise just over £1000. GOM an Twa Weans would like to thank everyone in the club who have, once again, so generously supported the team. Details of the sums raised will appear later.

The winner did the 70 miles in 5 hours! I would need several days. And no wheel bearings failed!



Amy Gooch wearing the smallest team t-shirt ever. Let's hope the event survives until she is able to compete.

Gordon Gooch