



The Seagull

The Journal of the Cramond Boat Club

September 2008

In This Issue

- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)



Commodore's Jottings

What a summer! The spate ropes have had to be in evidence far too often for anyone's liking, but at least those efforts have helped avoid any real problems. And then the wind deserts us for the Regatta! Thanks nevertheless for all the work put into that, especially on board *Teal* and the rescue boats, and at least the dinghies managed some meaningful racing results.

In fact, one of the noticeable things this season has been the upsurge in the dinghy activity. All the club dinghies have been in very regular action, both with the sea monkeys developing, and with very active racers like Katie in the Topaz. Quite a few new dinghies have also joined in, like the new Laser and GP14 arrivals, to join the regulars, so a big welcome to one and all, as it makes for a strong upward spiral in participation and enjoyment.

Back at the clubhouse, some further finishing touches have been added in the bar, with Hamish on brushwork, and new vinyl flooring thanks to Eddie. Following up a suggestions book comment, Roy has been busy, helped by Jim, painstakingly fitting plastic foot-caps on all the chairs, which will help protect the flooring in the hall.

The degree to which we progress on further significant upgrades to the facilities will depend on funds, so I hope lots of members can get along to the EGM on 24th Sept to discuss whether or not we go with a funding scheme next year to move that forward.

Please note all the autumn event dates opposite and put them in your diaries now.

Rob Garner



Sea Monkeys Rule!

So say the children of Cramond Boat Club. Following on from the success of their RYA Stage 2 certificates earlier this year our group of 8-12 year olds have been busy practising their newly-learned techniques. With the help of many from the Club they've had the opportunity of some supervised sailing over the summer in our Topper fleet. Tacking and gybing skills are being perfected and every sail is not complete without a capsizing drill or plunge in the river.



A final treat is in store when they head to inland waters at Lochore Meadows Country Park on 11/12 October. At this RYA Centre they'll develop their skills learned to date in preparation for their Stage 3 next spring.

If your children are keen to become Sea Monkeys and haven't been involved yet, please speak to the CBC instructor team and they'll advise best how to get them onboard.

Stephen Aird

Diary Dates

Wed 24 Sep 7.30pm
EGM

4-5 Oct
Closing Cruise, Aberdour

Sat 18 Oct
Crane Out

Sat 25 Oct
Layup Dinner

Wed 12 Nov
Sailing Forum

Sat 22 Nov
Prizegiving

Sun 30 Nov
AGM

- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)



Well here we are again, the season is rushing away from us and another not so lovely summer has left us with a lot of dull and driech sailing, blessed with either no wind or loads of wind.

So on to our regatta, when the wind gods well and truly deserted the area for both days. Principal Race Officer Callum Calder managed a great job in the circumstances, desperately trying to set courses in whatever slight breath of wind was available, but unfortunately a relatively quiet regatta was had by all. Many thanks go to Jim Hunter, Doris Hunter and Roy Tatton for manning the committee boat *Teal* for the weekend and letting the rest of us get on with the drifting that the weekend cursed us with. Our winners for the weekend were:

Yachts	Jim Dougall and John Dick in <i>Pegasus II</i>
Fast Dinghies	Angus Forsyth in <i>Fisick</i>
Slow Dinghies	Campbell and Kris Calder in <i>Tu Tu</i> .

The closing cruise is once again heading for Aberdour and the Cedar Inn on 4th – 5th October. Details can be obtained from Euan McBride and the posters will probably be up by the time you read this. And unfortunately that means Crane-out is also approaching rapidly. Once again, please pay your money on the day as it's easier to keep track. Can I draw your attention to the safety rules for Crane-out published in the club handbook and in the Moorings Supplement.

And then for those of us with a hardy disposition (or just plain mad) the frostbite dinghy series rolls around. If you want to use your dinghy for these events, please remember to inform Alan Hampson so he can allocate you a space in the dinghy park.

November the 12th is the date for the Sailing Forum, your chance to praise or damn us for this year's calendar of sailing events and make suggestions for the year to come. And then the Prizegiving will take place on 22nd November so come along and toast all the success and hard luck stories from the year gone by.

Well enough from me for now, so see you all around.

Trevor Mackay

Sailability News

Although perhaps not quite on a par with the medal successes of our Olympic sailors, our very own Liz Eaton managed a very creditable 11th place (out of 28) overall at the World Multihull Championships in July.

She finished 6th highest out of the 11 Brits competing in Portugal, thus securing her place in the Paralympic transition squad who now have their eyes set on London 2012.

photo © Nick Smith



Liz in White Knight (sail no 280) at Cascais

The UK sailors did very well overall, taking 2nd, 3rd, 4th and 5th places, but were just pipped for the top slot by Hungarian champion Zoltan Pegan.



Check Your Charts

Those of us who potter around the Forth, whether purposefully or aimlessly, tend to become familiar with the furniture dotted around the seascape – buoys, lights, beacons and such like. If we're smart, we check our charts now and then to make sure everything is more-or-less where it should be (including us). And if we're very conscientious, we even update our charts when the Sea Lords, in their bountiful wisdom, move the furniture around a bit.

I'm sure all Cramond yachtsmen check the Notices to Mariners issued periodically by Forth Ports, and so will be aware that a number of navigation aids in the Forth are being moved, changed or removed completely, just to confuse the honest mariner. The work is taking place during August and September, and in case you missed it, here is a list of the changes:

- Craig Waugh buoy to be changed from a cardinal buoy to an isolated danger mark. Character to be FI (2) W 10s.
- Hen & Chickens buoy to have character changed to FI (3) G 10s.
- Grangemouth No1 beacon (A2960) to have character changed to FI (3) R 10s.
- Bo'ness buoy to be moved to new position of 56° 02.22' N, 003° 35.20' W (WGS84) or 301238 E 683816 N (OSGB).
- Dhu Craig buoy to be moved to new position of 56° 00.84' N, 003° 27.23' W (WGS84) or 309460 E, 681074 N (OSGB).
- Rosyth No5A buoy to be moved to a new position of 56° 01.323' N, 003° 26.531' N (WGS84) or 310205 E, 681954 N (OSGB).
- Main channel No15 buoy to be moved to a new position of 56° 01.39' N, 003° 18.95' W (WGS84) or 318082 E, 681922 N (OSGB).
- Burntisland Inner West Light (A3030) reduce range to 3nm.
- Burntisland Inner East Light (A3032) reduce range to 3nm.
- To be discontinued: Rosyth Directional light "C" (A2941), Leith East Breakwater Foghorn (A2884), Grangemouth East Jetty Foghorn (A2968), Leith West Breakwater Light (A2885.5), Kirkcaldy Wreck buoy, Oxcar Spoil ground buoy, Grangemouth NW buoy, Port hand tug base light (A2889.2), Starboard hand tug base light (A2889).

- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)



In July this year *Merekite* and the Wilkinson family finally made it to the Caledonian Canal. Many years ago (pre-children) we did a similar trailer-sailing adventure in our first boat *Lisa*, and we had been meaning to repeat the "Loch Ness monster hunting trip" with our children for some time now.



Living on a small boat for 11 days was always going to be a "challenge" with two young children, but as is the way when living on a boat, we quickly settled into our new (if temporary) way of life, and despite the weather being less than kind for much of the trip it actually turned out to be very enjoyable for all.

The Caledonian Shipping Canal which crosses the Highlands of Scotland coast to coast, is mostly a string of large inland lochs joined together with a few short canal sections which makes it a superb family-friendly sailing experience.

We launched at Caley Marine near Inverness – they have the only serviceable slipway at the eastern end of the canal. Access is very tight with moored boats, however for £15 they will launch or recover your boat using a monster all-terrain fork lift truck with a long reach arm. After a long drive, the offer of no messing about with ropes, no stress and dry feet meant this was £15 well spent!

We were slightly disturbed to find after the launch that the waterline was 2 inches lower than usual, and the boat handled quite differently from normal. One factor was that fresh water is less buoyant than salt, but probably more significant was the addition of clothes, bedding, toys, food, fuel and of course drink for two weeks! Handling did improve as supplies were consumed throughout the week!

Heading from east to west we managed to sail on most of the loch sections. We usually sailed or motored in the mornings and walked and explored new places in the afternoons. We took the boat as far as Banavie from where we walked to Fort William.

New Members

Welcome to all our recently-joined members.

Full Members

Tim Garratt
Adam Mamos
Jeremy Smith

Social Members

John and Hilary Campbell
Marion Mitchell

Adam, our 6 year old, was determined to sit on the foredeck whenever we were unable to use sail. Safety concerns were dealt with by clipping the spinnaker halyard onto the ring on the back of his safety harness allowing him to move around relatively freely. Unfortunately, back in the cockpit, a bored big sister quickly discovered the other end of the spinnaker halyard and a whole new way to torment her little brother (which was quite funny I have to admit!)



Adam on the spinnaker halyard

On the return trip the wind was less kind. Inland waterways or not, with wind strengths F5 – 6 howling down the narrow valley of Loch Lochy, I was glad we had brought our No. 3 jib, and very glad when we locked back into the canal section at the far end. Loch Ness had the opposite problem, no wind and plenty of fog, and as we were running out of time, we had to motor all the way (4 hours).

We never did find the monster, but we did see some mysterious echo sounder readings – just for a few seconds, off Urquhart Castle, the depth sounder suddenly dropped from 160m to 18m, which had us all peering over the side for a minute or so! It is very strange seeing the depth sounder reading so high, particularly when we are used to bumping over the mud banks around Cramond.

Checking the instruments became so much of an obsession for the kids that on the drive back to Edinburgh on the A9, a rather sleepy back seat driver, used to keeping an eye on Mummy's mph, asked, "How deep is it?"

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- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)



For us it was a great reminder of how much fun cruising can be. Pre-children, Janice and I sailed regularly on the Irish Sea with my dad on his cruising catamaran, and we also owned a Westerly Centaur for a few years at Cramond before downsizing to *Merekite* when the kids came along. We have only really used *Merekite* for day sailing and to take part in the occasional race, but this holiday showed us that such adventures are not only possible now that the kids are just a bit older, but also a very enjoyable family experience – perhaps it's time for a slightly bigger boat though!

If anyone is considering making a trip, we have lots of up-to-date guides and leaflets if you are interested. Also see the British Waterways website at <http://www.waterscape.com/canals-and-rivers/caledonian-canal>.

Robert, Janice, Emma and Adam



Helicopter Rescue

Saturday 23rd August saw my wife (Anne) and I having a walk along the path by the Almond. The river had a reasonable spate running but all was quiet until we got to the weir above the School Brae car park. There on the far side were four girls making a lot of noise splashing about on the parapet wall of the fish ladder and clearly unsure how to get back.

With shouted encouragement from onlookers, two managed to wade across the slow water above the weir but the other two slithered down the fish ladder wall and tried unsuccessfully to wade across the fast broken water below the weir. Returning to the bottom of the fish ladder the girls were sitting shivering, not sure what to do. Going up the wall was not possible with the force of water pouring down.



photo © Michael Naysmith

The consensus amongst the onlookers was that help should be summoned. Of all the mobile phones there, only Anne's had coverage so I called 999, got the Coastguard who said help was on the way.

First on the scene was our very own Auxiliary Coastguard Stewart Pringle in his Landrover.

Stewart was immediately surrounded by a crowd of bystanders all pressing to tell him what had happened, what they thought should be done and what was he going to do about it? Most impressively, Stewart quietly got back in the Landrover, wound up the window to shut out the clamour of the crowd and called back on his radio to report the situation.

Soon he had summoned a full Coastguard team, who discounted a cliff rescue from the

far side as access was impossible, tried unsuccessfully to rescue the girls by wading across the river, then hailed a passing Royal Navy Sea King Helicopter and organised an airlift evacuation. Makes teaching kids to sail at Port Edgar seem a bit tame!

The rescue operation itself was both spectacular and very loud, as the helicopter hovered between the trees, winching the casualties to safety, including a Coastguard hit by a tree branch broken off by the downdraft of the chopper.

The sequel to the day's action was that of all the Coastguards present, Stewart was the closest in age to the girls so he was detailed to administer a good telling off for their stupidity. Tremble all you foolish public!

Roy Tatton

Clubhouse Updates 1

New Carpet

It's finally happened! The old worn, stained and smelly carpet has been replaced with lovely new carpet tiles.

New Vinyl

Floor-covering expert Eddie King has also organised the laying of vinyl in front and behind the bar.

This is no ordinary vinyl, it's special hard-wearing non-slip stuff so there should be no accidents rushing to the bar or carrying heavy loads away.

A big thank you to Eddie, Hamish and Dave for all their work – it is much appreciated.

- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)

Clubhouse Updates 2

Away with the Dampness

Work is progressing in the passage under the outside stairs between the gents changing room and the workshop.

Rain water has been leaking in there for years and the place was soaking wet.

Joints in the steps have been re-pointed and we're drying it out with a new dehumidifier.

New Feet for Old Chairs

In response to a member's suggestion, the plastic chairs in the function room have had their leg ends replaced.

Most of the plastic feet had long since worn away and the steel tubes were damaging the parquet flooring.

Jim Hunter gave the chairs a good pressure wash as well so they should look a lot better for the winter's social events.



Invasion of the School Kids

Towards the end of 2007, the club was approached by Jane Campbell-Morrison from RYA Scotland – would we be interested in hosting some sort of event for the Craigmount High School Sailing Club? Pupils from the school had been sailing on Thursday evenings at Port Edgar and had also visited Linlithgow a few times, and Jane was now keen for them to hook up with a local sailing club.

Initial contact was duly made, and in the spring Training Officer Kay McBurney met with teacher Gareth Warren to find a suitable date and discuss the options. Due to the limited number of dinghies available, we opted for a "Shottie with a Yottie" format. Keelboat sailing would also be a welcome new experience for most of the group.

Fast forward to Friday 20th June, when 15 pupils plus 2 teachers descended on Cramond. After welcoming them to the club, Kay allocated them in groups of 3 to five cruisers – *Exisle*, *Innisfallen*, *Jester*, *Kiri* and *Knighmare* – for an afternoon sail in the Forth. A bright sunny day, the conditions were perfect for an exciting introduction to keelboats. But despite a gentle forecast, there was a stiff westerly breeze and plenty of white horses, so the boats all reefed down as they set sail. Fortunately, our budding sailors had at least some sailing experience under their belt (one or two even having sailed with the Ocean Youth Trust), so they were unfazed by the somewhat dramatic heeling at times. Many of the youngsters had a go at helming as the fleet headed up the Forth then round behind Inchcolm before returning to Cramond.

Back ashore, Andy Lines and Callum Calder added to the fun by taking our visitors out for a blast in the RIB. A BBQ on the clubhouse roof then formed the perfect end to the day's proceedings. All in all, it was generally considered an enjoyable afternoon off school for the kids, and an interesting experience for the Cramond skippers, most of whom generously said they would be willing to do something similar again.

Many thanks to everyone who helped make it such a success: Andy, Mel, Dave, Hamish and Alastair for skippering their boats; Eddie, Euan, Kay and Trevor for crewing; Dave, Andy and Callum for support in the RIB; Bert, Margaret and Hannah for flipping the burgers. Now that we've made the initial contact, we hope to strengthen our links with the school in the future, and perhaps get some enthusiastic new members too.

Kay McBurney



Mary M Meanderings

Last year, inspired by Queensferry Boat Club's 50th anniversary muster at Crinan and advised by our Hamish of *Kiri*, I bought a 30-day British Waterways ticket for the Scottish Canals. The ticket is valid for 12 months, so following a passage of the Forth & Clyde and Crinan canals in 2007, we still had plenty of days left for this year, as long as we were back by mid-August.

We set off in early July and *Mary M.* made her fifth return passage through the F&C. It's better every time. And the more boats that use it, the better it will be. We took 2 days over the F&C canal trip, stopping at Kirkintilloch each way. There are good showers and a reasonably-priced pub for food and drink within 5 minutes walk, plus a large supermarket.

In the Clyde, conditions looked favourable for a passage round the Mull of Kintyre so that's the way we headed. But not before we had towed a speedboat into Dumbarton after it had broken down on the Clyde.

The island of Sanda, between Kintyre and Rathlin Island, is for sale and we wanted to visit its award-winning pub, the "Byron Darnton" now, in case a new owner should close it. It deserves the awards and we enjoyed it very much. There were six survivors of a swamped speedboat drying out on the island – in spite of the favourable forecast the weather had been wild and if we had been able to make against the wind we would have turned back. After a night in the Sanda anchorage we had an easy passage round the Mull to Gigha.

Back in home waters, *Mary M.* did the Anstruther race/muster and was on the edge of a Mayday incident in Largo Bay. We were far enough away not to be involved but near enough to hear all that was going on.. A man was in the water and described by the Coastguard as wearing a dark blue suit, having white hair and holding onto a creel.

We installed an up-to-date VHF a couple of years ago for East Coast Week – the old one didn't even have channel 67 – and we now know that the automatic Mayday alarm works! But we still don't know if our own red button works.

John Bean

- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)



Benje and Jim during a winter expedition in the 'Pig'

There was a certain inevitability about it, but I was surprised at how quickly things turned out. No sooner had Benje Dawson gone off to self-imposed exile in the northern fastness of Ullapool than people started to sidle up to self asking for help or ideas with their boating bits. The fact that few of them bothered me before he left leaves me to conclude that I was considered as merely the master's apprentice.

Some time ago, Bill Miles (*Sarah*) 'emigrated', in Benje's words, to the Black Isle and emptied his garage on to Benje, who was a soft touch for that sort of thing. Sadly, Benje was even then down-sizing his workshop operation and very soon some of the 'treasure', having bounced once, ended up in my garage. It has been getting worse ever since and I have been struggling to keep my head above water for many a long month.

Long before Benje's celebrated garage (displenishing) sale I had been receiving little items which were 'essential' to a well found garage/workshop. A lot of this I viewed with misgiving as I had, a long time ago, become custodian of my father's tools.

At one time I possessed TWO metalworking lathes, although that was partly my own doing. To explain: many, many years ago Benje got a new lathe and his old one was obviously surplus to requirements. I explored the possibility of acquiring it but his son, Topher, took it off to Scoraig, a place worth many stories in itself.

In the meantime I acquired an old Harrison lathe which graced my garage for years. With Benje's impending move north, which involved taking the new lathe, I enquired about the old one. It was lying, rusting and unused in Scoraig and yes, I could have it. This meant ferrying the thing across Little Loch Broom, an operation which to a Scoraigian is no more than popping off to the shops.

The first attempt was called off because the weather was so bad the ferries had stopped. Only later, after the successful move did I learn that this large lump of iron, a three-man lift, crossed the loch in **an Avon dinghy!** That indeed is the way they do things in Scoraig.

So for a short while I was the custodian of two lathes, a quite unsustainable situation. Fortunately one of our members, in a weak moment, undertook to accept the old one and now has the biggest millstone ever to contend with.

Jim Hunter



Cruise Liners in the Forth

A few weeks ago, on one of the few weekends when the weather was within my limited parameters for pleasant sailing, I couldn't help noticing that the Forth Bridge was somewhat obscured by a giant white bus with a funnel on top. Closer inspection revealed this to be the cruise liner *Grand Princess*, which was parked at the mooring laid near Hound Point specifically for the benefit of cruise liners or other vessels which are too large to berth at either Leith or Rosyth.

A number of interesting ships used this facility during the summer, and it's always amusing to see how many American tourists you can get to wave at you from their luxury decks as you sail past them. There is only one more ship due to use the mooring this season, but it's the QE2 on Tuesday 7th October if you're interested.

I recall that Peter Russell, on one of his cruises to Orkney, found that the ultimate cruise liner, *The World* (more of a floating apartment block really) was moored nearby, so he hoisted sails and circumnavigated the vessel just so he could say he had sailed solo round the world.

Powerboat Training

Following on from the successful Honda RIB Youth Challenge earlier this year, the club is planning to run a Powerboat Level 1&2 course for our local Sea Scout troop after crane-out.

We also intend to run this popular introduction to powerboating course for club members as well.

The training will be held in each case on two Sundays between October and December and the 6 places will be offered in the first instance to those who are already on the waiting list.

Details of any places still available will then be circulated on the e-group.

- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)



Crane-out is on Saturday 18th October. But there is lots do to before (and after) that.

PRE CRANE-OUT CLEAR-UP SUNDAY 12th OCTOBER 2008 AT 10.00 AM

Helpers needed to get the club ready for the end of the sailing season and crane out

Tasks include moving dinghies and trailers, and tidying the dinghy park.

All welcome. Please come along and help out.

If you have a boat in the Dinghy Park now, please note

Dinghies not being stored in the Park over winter must be removed by Saturday 11th October at the latest. Please let me know if you intend sailing during the winter so that we can position boats accordingly.

If you have a boat on the moorings and a trailer in the Dinghy Park, please note

Your trailer must be safely mobile by 10am on 12th October so it can be moved from the storage area. That means: no wheel locks, no towbar locks, no padlocks etc, brakes free, wheels turning, tyres inflated.

Please check your trailer before the 11th. It always seems to be the trailers of the owners who have not come along to help, which cause the greatest difficulty on the day and inconvenience those who have made the effort to turn up.

If you have an inflatable in the shed, please note

On October 19th, the locks on the shed doors will change. Please remove your dinghy the night before at the latest.

Owners of anything in the Dinghy Park that is not a boat or a trailer, please note

The Dinghy Park is for club equipment and members' boats and trailers. If anything else is there that belongs to you, please remove it before 11th October or get my permission for it to remain.

*Alan Hampson
0131 339 2745*



Island Rescue

For many years, there has been a punk music festival held on Cramond Island. This year, it took place on 16th August, and the BBC decided to send a film crew to cover it.

Erik was working behind the bar at the club when he received a telephone call from a member of the BBC film crew on Cramond Island. The caller sounded distressed and said that some of the punks had turned a bit nasty towards them. The crew had apparently walked out to the island and since the tide had now come in, they had no escape. They had seen the dinghies in the bay and wondered if anyone at the club could help.

Stephen and I were just about to go out to provide rescue cover for the Sea Monkey sailing so we headed for the island. I contacted the film crew by mobile phone and was told that there were in fact four of them with all their equipment.

In view of this, Dave Lines and Laura, who were in the Cramond RIB, made their way to the island and managed to uplift the crew and all their equipment safely. The crew were extremely appreciative and said that the situation could easily have deteriorated had they not managed to escape from the island.

The BBC in Stornoway later contacted us saying they wished to make a donation to the club. At the time of writing, this has not yet arrived.

Dougie Pringle

Cramond Centurion

No, not the Roman Legions trudging around the Almond foreshore, but our very own Freddie Free, founder member of the club, who celebrated his 100th birthday on 19th August.

Freddie sailed at Cramond well into his 80s, crewing for Jack Watt in his Prelude, and often used to pop down to keep an eye on us after that.

The Commodore delivered a birthday card to him from all at the club, and passed on our congratulations to him.

- [Commodore's Jottings](#)
- [Sea Monkeys Rule](#)
- [Sailing Sec's Ramblings](#)
- [Check Your Charts](#)
- [Loch Ness Adventure](#)
- [Helicopter Rescue](#)
- [Invasion of School Kids](#)
- [Mary M Meanderings](#)
- [Oddjob](#)
- [Cruise Liners](#)
- [Dinghy Park Notes](#)
- [Island Rescue](#)
- [Red Diesel](#)
- [Visitors to Cramond](#)



Red Diesel

As you're probably aware if you buy diesel for your boat, it will be illegal to buy lower-duty red diesel for leisure craft from 1st Nov 2008.

Although, strictly speaking, that isn't quite true. You can still buy the stuff, but it is your responsibility to declare to the supplier that you are using it for a recreational vessel (rather than commercial), and you must then pay the full duty. Also, you only need to pay the extra duty if the fuel is being used for propulsion, not for heating or lighting.

This makes it all rather complicated, so you may consider it easier just to fill up a few jerry cans with white (Ultra Low Sulphur) diesel at your local petrol station instead. But of course, there are regulations there too, covering the selling, transport and storage of fuel in portable containers.

You are supposed to use containers specially designed for the purpose, labelled and with a secure sealed lid, not just any old tin can or plastic bottle. There are also recommendations on the colour of fuel can – red for LRP/4-star, green for unleaded petrol and black for diesel – which are designed to help emergency services identify the contents of containers in the event of a fire. And you are not allowed to store more than 20 litres at home without a licence (again, not strictly true as there are caveats and exceptions).

The interesting bit is how many containers you are allowed to fill up at a filling station. There are no laws limiting the sale of fuel in portable containers. However, filling stations are licensed by local authorities, and these licences tend to include limits based on health and safety issues. In theory, all the main suppliers will only allow a maximum of:

- 2 x 5-litre plastic containers, or
- 2 x 10-litre metal containers, or
- 1 x 23-litre jerry can.

The thing is, if you exceed these rules, you are not breaking any law, but the supplier may be in trouble for breaching the terms of their licence. And there may be independent filling stations with more relaxed rules.

All of the above is based on my own limited research, so is not guaranteed accurate. If anyone has better information, I would be very grateful to hear it.

Alastair Millar



Visitors to Cramond

It's always nice to welcome visiting boats to Cramond. However, some boats are just better suited to our little river than others. This catamaran from Port Edgar popped in one weekend just after a neap HW and tied up alongside the quay wall in front of *Gypsy*, in about 18 inches of water.

The skipper seemed quite happy to leave his vessel on a falling tide, and wandered off for an ice cream, pointing out that if he lifted his rudders the boat only drew 9 inches.



The crew later ambled back and casually squeezed their craft between the moorings and over the bar without any problems. Very smooth.

Acknowledgements

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

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