



Tay Yacht Clubs Association
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Welcome to the new electronic edition of *Tyca Tymes*.

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After a gap of five years, we felt it was time to re-instate the Tay area clubs news sheet, in a 21st century form.

One of the aims of TYCA is to encourage communication between and among our member clubs and that is the main purpose behind this publication. Please let us know if there is anything interesting happening at your club, or if you are experiencing a problem, or if you have found a wonderful solution to one.

The issues which affect one club may well be or have been encountered by some of the others so we can possibly help each other out.

Is there something which annoys you about us or the sailing scene in general or something you think is really cool, let us know about it. This is your newsletter so we will be glad to publish what you want.

What features would you find useful or interesting? Please e-mail us your thoughts to me and I will see what I can do about it.

The plan is to publish three times a year in March, July and November at present.

Contributions of any sailing related material with some connection with the area can be accepted as either fully finished articles or draft notes are most welcome and I will endeavour to use as much as I can. Please supply any photographs in low resolution images and as small a size as possible as some recipients may not have broadband connections so file size can be a headache.

More details of how to contact me are at the end so let me hear from your club for next time.

Initially, this has been sent out to people who have been listed as your clubs representative on TYCA in the hope that they will either print and display at their club or circulate among their membership. If anybody wants put directly on the mailing list, please e-mail me and I can add you next time.

TYCA is your organisation, *Tyca Tymes* is your publication so make use of it please.

Tragedy averted on the estuary.

The second day of the winter series at RTYC very nearly ended in loss of life when a sudden increase in wind strength caused chaos in the dinghy fleet.

Conditions were windy from the start but the more experienced sailors found it quite sailable, but things soon deteriorated. I was crewing an Albacore and we got knocked over as I tried to sort out a tangle in the jib system at the start of the second beat but it took the two of us on the centreboard to

get the boat up again. The race had been abandoned by then so we just had to drain some water and limp ashore minus the window on the jib. Others ended up in the bay near Douglas Terrace while the University fleet hauled up near the Stannergate till it moderated a bit.

RTYC rear commodore, Brian Duncan was in the racebox when the safety boat alerted him to the problem and immediately called the ambulance and stopped the race. "Luckily one of our most competent rescue crews were quickly on the scene and saw what had to be done. The boat had flipped and the sailor had become trapped in the rigging unable to free himself." A desperate struggle then ensued to cut him free in difficult conditions, and then speed to shore where first aid could be given. Luckily the casualty responded to treatment and after a couple of days full board at Ninewells, was sent home to recuperate.

Brian said that there was so much happening, he never had time to look at the anemometer but would not be surprised if the wind hit 40 knots.

According to the victim, "it started off as a fairly normal capsize but with the conditions getting worse, I tried to take the sail down before bringing the boat up. The safety boat was on station throughout and was helping release the sail at the masthead when the wind caught the boat and flipped over the other way. The impact broke the mast and it inverted. The trapeze hook somehow got caught on a rigging wire trapping me. The last thing I remember was seeing the safety boat crew clambering back into their boat, a wave had hit them knocking them overboard, then I woke up in hospital"

I spoke to Neil Young, who with Ian Ferguson, were the safety boat crew. Playing down the hero label, Neil commented that trapeze sailors should seriously think about using a quick release harness. "It would have made our job much easier, and he may even have been able to release himself. I also think everyone on the rescue boat should carry a sharp knife, when it all goes wrong, you don't have time to go searching for equipment stored about the boat."

Despite suffering bruising themselves, they stayed calm under a lot of pressure and got the job done. As pleasure sailors, we don't always give due recognition to these guys who sit in the safety boat in often cold, wet conditions while we "enjoy" ourselves, and while most of the time, we only need them to lay the racing marks, it is good to know they are there when things do go wrong. Well done guys! Sailing is a potentially dangerous sport, as incidents like this prove. We rely on so many factors we cannot control or even see. We can only make an educated guess about the wind strength and direction and sea state we are likely to encounter.

We do have a good safety record however in the club environment. Modern safety equipment and protective gear has improved enormously since the sailing boom of the 1950s. Accidents are usually confined to minor injuries, cut on fingers, bruised shins, minor knocks on the head and of course getting wet and a little cold. Against this, some modern sailing boats are designed to be self draining which usually means there is less air space underneath if they do invert.

These incidents are thankfully extremely rare but it is clearly good policy to have well trained safety boat crews and members with a knowledge of first aid. There is little point having the best equipped safety boat if the personnel don't know how to use it. A kill cord might as well be a boot lace if it is not attached to the driver!

Many of our clubs are RYA training centres and periodically run both powerboat and first aid courses. Please ask if you are interested. Contact information is available via the TYCA website or RYA Scotland can provide full details of other centres across Scotland.

Ultimately, the competitor chooses to go afloat on the day and as such accepts most of the responsibility for his safety but we should carry appropriate gear in our safety boats for the waters and type of boats we have sailing. In this instance, a rescue knife and wire cutters would seem sensible but remember, these can easily be dropped so attaching with a lanyard is sensible.

Trapeze harnesses are available with quick release hooks and though not currently mandatory, they could save your life.

50 years of sailing

Newburgh Sailing Club has been celebrating its 50th anniversary this year in its usual restrained manner. The club hasn't gone over the top with festivities, Jim Allan tells me, but they did hold a fun day during the summer which went down well with the kids. This consisted of Oppie aces and activities with lots of people crammed into Picos among others. NSC has a fair number of younger kids and some teens but a bit of a void between so this was seen as a way of getting everyone involved.



THE FUTURE OF NEWBURGH SC, AN ACTIVE CADET SECTION

The club also printed an anniversary fixture list in the form of a brochure which included some archive photos as well as a brief account of the origins of the club and the story of the bear which graces the club burgee.

Although the club regatta weekend had a slightly disappointing turnout, a result of the poor weather and cost of fuel perhaps, the Solo open was well supported. The one day format plus the enthusiasm of the class which is strong at Newburgh anyway seemed a winning combination.

To round the season off, an anniversary ceilidh was held at Strathmiglo Public hall. An excellent turnout of 112 members, guests and visitors from Loch Earn SC, Perth SC and Tay Corinthian BC, enjoyed music by Clamjamfry. A special birthday cake was ceremonially cut by club stalwart, George Gall.



MR & MRS GEORGE GALL CUT THE CAKE

The prizegiving was however postponed as some of the winners experienced “navigational errors” as commodore John Cameron put it, however Mr David Tullis, one of three surviving founder members of the club did the presentation a little later.

Staying with Newburgh, Jim tells me that a new island has been forming to the east of the club over recent years. The sandbank between the town and Mugdrum Island had also been growing higher. This seems to have been happening since the Tay Sand and Gravel Company have stopped extracting from the river six or seven years ago. Those of us who have been sailing on the upper part of the estuary for many years will remember the old sandboat “Harry Ford”, sailing down on the ebb to beach on a likely spot and returning almost awash on the flood almost every day. The net result is while for the past forty years, sailing had been possible for two hours either side of high water, it has been reduced to one and a half before the usable width is curtailed. While Perth Harbour did do some dredging a few years ago, this was restricted to the shipping channel to make the harbour more accessible so has not helped the problem.

Exciting times for Perth

2008 has also been an exciting year for Perth Sailing Club. Club commodore Malcolm Moore, put his former employment as a doctor to good use by laying on a first aid course for the benefit of some members before the start of the season, while some others were encouraged to attend an assistant instructor course so they would feel more comfortable showing newcomers the ropes in the future.

The club had been fortunate to have custody of a fleet of Toppers belonging to Perth & Kinross Council for a number of years, which have prove popular with the youngsters particularly. I can remember one occasion when a long race was cancelled due to strong winds where some of the “old timers” had a grand round the cans in them too however. These boats, though not in pristine condition, have given loyal service while they have been at Lairwell.

Last season, the council advised us that they would like to give another club in the county a shot of these but that they would look sympathetically on any grant application by Perth SC to replace them with new boats. Consequently, we applied to Perth & Kinross Sports Council and the National Lottery “Awards for all” for funding. The Awards for All money came through so with our own contribution, we bought three RS Feva dinghies at the start of the season. We had these in time to sail up into the centre of Perth to publicise our open day.



THE FEVAS PUT ON A SHOW IN THE CITY CENTRE NEAR THE PERTH BRIDGE

After a slightly slow start where they were being used more by experienced members while their own craft were being repaired etc, the newer members and juniors have started more recently to use them regularly as we hoped.

The Feva was selected because it was of similar rugged low maintenance construction like the Topper but allowed greater flexibility of use with either one two or three sails, and crew of one or two as needed.

I sailed one of these myself on our Newburgh Race, and despite sailing very badly, still managed to finish a close third behind the two leading Albacores. Despite a late start, my mainsail falling down, several capsizes (some intentional to sort out the tangles), I had a cracking sail singlehanded with all sails flying. A couple of extra arms would have been useful! The boats have been favourably received by most who have tried them, though like all slower boats, they do better when the wind is up a little.

Next year is the club's sixtieth birthday and the committee are contemplating interesting ways to mark this milestone.

End of an era

Many of us will never remember anything different but after many years, Marjory Knowles decided to step down from writing the "Helmsman" column for the Courier and the Tay report for Yachting Life at the end of September. Unfortunately family commitments have meant she had not the time to devote to the task.

To do it justice involves more than scribbling down a few words as often she would be seen spectating at local regattas, taking photographs and sometimes getting roped in to assist the race team. If she wasn't there in person, she would have to chase up the clubs to forward their results and a report of what had happened which might well need editing to fit the constraints of the editor. It must have been quite a chore at times and to do it for ten years that she admits to counts as long service in my book (if not a life sentence).

I know my own club was not always guilty of filing club reports promptly, or at all on occasion but she would try to get what we sent published and provide our club with badly needed publicity. It is not just "yachties" who read sailing reports!

I know all of you would want me to pass on our thanks to Marjory for all the publicity she has brought our clubs over the years and wish her all the best for the future.

Chill Winds

While most of the inland clubs shut down over the winter, there is still sailing to be had nearer the coast. Lack of daylight does curtail this of course but the hardier among us can still get racing on a Sunday at Royal Tay Yacht Club, which has an open winter series starting at noon each weekend till 7th December with the usual two race Boxing Day regatta as a finale for those with antifreeze in their veins.

The Universities of course do most of their sailing in the winter, when holidays and exams are not so critical. What it is to be young!

Others too are tempted if the day is nice or the occasion warrants an extra effort. Carnoustie often go sailing if the weather is not too severe,. And St Andrews have a history of sailing at New Year. It takes the pond being frozen to discourage the model yacht sailors at Brechin Castle who sail on Sunday and Wednesday afternoons, and even Newburgh sailed weekends when there was a middle of the day tide from the end of January last winter. So you don't really have to migrate to the Caribbean or Southern Hemisphere for the winter!

Next time

The next edition of *Tyca Tymes* is planned for March in time for the start of the new sailing season at most clubs. If you have any news, stories, photographs or items of interest you think other clubs might like to hear about, please let me know by the middle of February.

We plan to discuss plans for the 2009 season including the TYCA youth event we have been discussing for a while so keep me posted if you want your club mentioned.

If you would like to be on the e-mailing list, and have future issues sent direct, send me your details.

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