

Newsletter date May 2022

Inside this issue:

Club boats eventually Craned in 29th April

The original plan was to crane in by mid-April. However, the Gods of the sea (both Neptune and Poseidon) conspired against us, causing unwanted delay. Some members viewed this as very fortunate, their boats not being quite ready for the original date. On the eventual day, the operation went reasonably well, there were some slight set backs. When the weight of the pontoons proved to be greater than expected. The crane would have to move to lift them, so this had to be put back until after the boat lifts were completed. We then discovered the crane had not brought the proper slings for our boat lifts. This was a bit disappointing but we managed to lift some of the lighter boats with smaller straps, as the stronger ones were sent from Muir of Ord.

I take this opportunity of thanking all those who took part in the successful day, especially those who, although have no boat being lifted, gave up their time to assist in the operation. Without your valuable input and assistance we would be struggling. Your contributions are much appreciated by the membership and the committee.

George Selvester, Commodore

Lack of competitors cancels 1 st Race	2
On becoming a new member.	2
Circumnavigation of UK by member	3
Out of port members extensive cruise.	4
Burns Supper	4
Moorings Spring '22	5
Winter Workshops	5



Lack of competitors cancels first race of new season

Diarmid Hogan made the effort of sailing his boat, *Hava*, round from Chanonry on Saturday, to compete in the 1st Pursuit Race on Sunday 8th May. Unfortunately, there were no other competitors, Graeme Findlay with his boat, *Mynet*, would have taken part had there been more interest from other boats.

It seems that even after postponing the crane in, there were several boats still not quite fully ready for sailing/racing.

My own boat *Sulaire* was in Seaport Marina and was waiting for the BSS certificate.

(Examiner needed to look at it again.) I could have sailed in this race but I was keen to get the certificate before leaving the canal again.

Ross Couper had still to fit sails to *Katie May*, before he could race. Graeme Collard had trouble with the boom on *Asterias*, which he had to sort out before sailing. Robert Hogg is committed to rowing at 1000 on Sundays, we will look at changing the start time of the pursuit races to allow Robert to take part with *Sea Jay*. Steve Balfour Breach was still raising the mast and tuning the rigging on his boat Bee Bee over the weekend

Jon Priddy, who bought *Shoshoni* from Bob Bull and now renamed her *Jessie Mac*, was also unable to have her ready as he was awaiting the return of a sail which was away for repair.

Willie Smeaton with *Moonshadow* was not quite ready and Ann Lloyd with her boat *Randan* was in a similar position.

It was a bit frustrating that some sailors and boat owners did not to reply to my e mails relating to this race/series. I am trying my best to assist our Sailing Secretary Judy Harvey get things organised.

Whilst I appreciate that we cannot dictate what members do with their boats/spare time, it would be appreciated if everyone could reply to e mails indicating whether or not they intend taking part.

I recently sent out details of the cruises planned for this year and again I would appreciate if you could at least do me the courtesy of replying to my communications.

Please help me to help you!

On becoming a new member by Claire Medland

"Oh there's nothing to it, you just have to flip a few burgers and make some bacon rolls" Judy told me....six months later she said the same thing. This time the boats were being craned back into the water and it was long forgotten that I had only come to Cromarty for six weeks! In between craning out and craning in, I had become, possibly, Cromarty Boat Club's only non-boat-owning member and undoubtedly the only one that couldn't tell a reef sail from a reef knot. But, have attended the Commodore's navigation skills training course every Sunday morning in the cosy room above the Emporium for five weeks, I could – almost, given sufficient lemon drizzle cake – plot a course from Helmsdale to Lossiemouth. I could consult and Admiralty chart and High and Low water table in an almanac to work out what time to leave one place to arrive at the other without, theoretically, running aground. I had heard some fascinating stories about tides and currents,

especially those in Pentland Firth (requiring personal investigation involving a trip to Orkney). I had learnt that in the Americas, the buoyage system works the opposite way to the rest of the world (not requiring personal investigation, beyond peering down from the Kessock Bridge)

Finally, with the season fast approaching, I had finally discovered the meanings of some of the flags used in local races; how to talk on the radio; how to work out when a boat has passed the finishing line and I'm looking forward to putting this new knowledge into practice.

I must also mention that throughout the winter I've walked past the boat storage compound so many times that the boats have become old friends (I know more of their names than their owners' it's true), their shapes and colours familiar landmarks. It was a happy occasion to row past in a skiff the other day and see them settled on their moorings, freshly painted and waiting for this season's adventures to begin

Member begins Circumnavigation of UK

One of Cromarty Boat Club's long serving members has set out on an attempt to circumnavigate the UK with his Westerly Seahawk, *Tennessee Waltz*. Recently retired, Danny Coutts, set sail on the first leg of his quest.

The original plan was to leave Seaport Marina, down Caledonian Canal then up west coast to Cape Wrath. Sail round Orkney and Shetland then down to Duncansby Head, where they would continue round UK in a clockwise direction. However, with the canal being closed to through traffic until 20th May, the plan is now to sail up and round Orkney and Shetland. From there down to Cape Wrath then down west coast, through the canal and out into Moray Firth and then clockwise to complete his goal.

I received this email late on Sunday 8th:

Shetland leg of round Britain sail.

Departed Inverness on Tuesday 3/5/22 at 0500 with Mike Sutherland and Callum Reid. Proceeded under power to Chanonry Point where I hoped to pick up SE winds. Winds didn't materialise so continued on under engine, eventually arriving Wick at 1710.

A pleasant day although disappointed we never got a sail.

We remained in Wick till Sat 7th May, waiting for our crew Ian McBay to join us. Maggieann had driven Ian and our pup Thori up on Friday evening. We departed Wick at 0520, in another flat calm day, heading north, passing the Pentland Skerries and the Sandy Riddle to the East. A beautiful day although we waited and waited and waited for the wind to fill in. It never did! Continued under engine, the old engine I was scared to take on such a passage. She is doing us proud and never misses a beat. Once we cleared North Ronaldsay, the sun came out. We started to encounter a large swell, 3 to 5 meters.

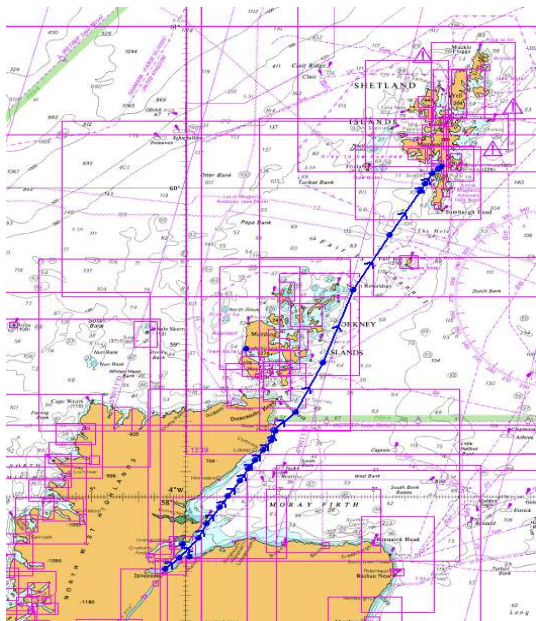
Arrived in Scalloway at 0100, in the pitch dark. After spending almost an hour looking we eventually tied up at Scalloway yacht club pontoon. Woke on Sunday morning to a very strong S wind pushing us onto hammer head, manhandled the boat to North side of pontoon where we are at time of email.

Does not sound very exciting but it is lovely to sail Tennessee Waltz Home.

Update: They left Scalloway 0800 Saturday 14th, having been stormbound since arriving there.

You can Follow progress on Danny's Facebook page
<https://www.facebook.com/profile.php?id=532959370>

He can also be tracked on Marine Traffic AIS



Out of port members plan extensive cruise

Robert and Caroline Jollye, are "out of port" members of the club. It was in 2006 when we first met up with Robert cruising in the Orkney Islands, the club cruise was stormbound in Kirkwall Harbour, as was Robert's boat. He spent a lot of time with us waiting for a weather window to make a dash for the mainland. During that time we became very good friends and he joined our club.



Robert and Caroline share their time between an apartment in La Gomera in the Canaries and a flat in Gosport but spend a lot of time living and travelling in their British Hunter Mystery 35 *Aragorn*, which they lived on full time for about 7 years. They regularly joined us for the annual the Burns Supper but due to Covid 19, like the rest of us, have lost two years of their lives. I recently had communication with them and have learned that they now plan to leave mid-June for an adventure calling into the Netherlands, then on through the Kiel Canal, up through the Islands of Denmark to Southern Norway before crossing over to UK again. They had hoped to leave earlier than June with the intention of meeting up with us on the Commodore's Cruise but circumstances made them delay their plan. When they cross over to UK, sometime in September, they intend giving us a visit. They are thinking of leaving their boat in Seaport Marina over the winter but that is not yet certain.

Their progress can be followed on AIS. Call sign is MHER7.

Burns Supper Jan 2022

Finally after a two year hiatus with COVID restrictions, we were able to enjoy a festive Burns Supper at the Royal Hotel in Cromarty on Saturday, 22 January 2022. Our bill of fare included Scotch Broth with crusty Cromarty Bakery bread, Fraser Brothers' Haggis with whisky sauce and neeps and tatters. We also enjoyed homemade shortbread with our teas and coffees.

We thank Jenny Henderson and her staff.

Our Master of Ceremonies, Gwyn Phillips gave a warm welcome to all and then did a fine job coordinating the entertainment and introducing the performers. The evening began with Flora Thomson piping in the haggis. This was followed by Jim Prentice and the *Address to the Haggis* and then the *Selkirk Grace* by Steve Whiteford. After our meal, we were entertained by Danny Coutts giving the *Immortal Memory* and Jim Prentice with "A Man's a man for a' That."

The Toast to the Lassies was done by Graeme Collard and the reply was done by me. I was a bit worried that an American lady could not do justice to the assignment but I found it was well received and I thank all for their laughs and support.

It wouldn't be a proper Burns Supper without George Selvester reciting all the verses of "*Tam O' Shanter*" from memory. Always enjoyable.

We had the annual raffle with great prizes, which was organised by Hillary and Pug Peterson.

The evening concluded with some lovely melodies from Douglas Stuart on his fiddle.

A very enjoyable night with good friends. Thanks to all for your help and participation. Look forward to 2023.

Judy Harvey, Social Secretary.

Moorings - spring 2022

Demand for moorings at Cromarty has been muted this year. A total of 23 moorings have been laid including three visitors moorings.

The operation of laying the moorings went ahead in very favourable weather & sea conditions towards the end of March when, during one 5-hour outing of the barge, 20 moorings were laid – probably a record for a single outing of the barge.

The few remaining moorings were laid during a second outing. The barge was left on a mooring until after crane-in just in case any moorings had to be repositioned but has now been brought ashore.

The Moorings Working Group (MWG) wishes to thank those who volunteered to crew the barge and help with other related tasks all of which contributed to a smooth & successful laying operation.

A special thanks to James & Steve Whiteford for, once again, being on hand with their “cherry picker” machine to move the mooring blocks on the beach and to launch/recover the mooring barge.

In addition, over the winter, MWG completed a review of the provision & management of the Visitors Moorings (VMs) at the request of the Committee.

Subsequently, MWG’s recommendations were approved by the Committee with some minor tweaks & the new terms & conditions regarding the VMs have been posted on a new “Visiting boats welcome” page of the Club website.

While use of the VMs for visiting (non-CBC) boats continues to be free, the Club is grateful for any voluntary donations towards the upkeep of the VMs infrastructure.

In regard to the Club moorings, MWG has continued to expand its asset register of the moorings blocks to develop a comprehensive record of the conditions of the blocks & ground chains together with any work to repair or replace anything that is no longer fit for purpose.

Concurrently, it is continuing to carefully scrutinise the mooring risers of individual boats to try to avoid problems arising from overly long risers/strops (allowing too much boat movement in relation to other boats) or corroded/worn hardware.

As a result of some recent experiences of 3-strand seasteel risers unlaying, MWG has switched to recommending multi-plait polysteel for use in moorings risers.

Thanks go to Mike Burns for continuing to manage the Club’s stock of items associated with the Club’s specifications for moorings risers etc and for helping individual members with the assembly/repair of their risers. This increasingly popular service helps towards ensuring that all risers & strops of the Club moorings are in good working order.

Jim Cockburn MWG

Winter Workshops a pronounced success

At the beginning of the year, **Judy Harvey** made her cosy flat above the Emporium available for our winter workshops. She even laid on coffee and cake (lemon drizzle) for those all attending, this was all supplied out of the goodness of her heart. A huge vote of thanks to Judy.

Thanks also to the members who gave their time, knowledge and experience, in delivering the lectures.

George Selvester, did a series of five lectures on Navigation, tides, passage planning, IALA Buoyage and Collision at Sea Regulations.

Gwyn Phillips gave the benefit of his knowledge on Rigging, deck equipment and safety equipment.

Graeme Collard did his presentation on diesel engines, servicing, faulting finding and repair.

Each of the lectures were well attended, with an average of 10 members at each of them.

Thanks to all contributors

My sincere thanks to everyone who submitted an article. It makes more interesting reading when there is more than just the drivel I turn out!

George Selvester, Editor.