



THE CLYDE YACHT CLUBS' ASSOCIATION

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NEWSLETTER

November 2011

To Club Secretaries:

Ladies and Gentlemen,

With the 2011 season now largely behind us, may I draw your attention to a number of items relevant to the season ahead.

Clydeport Buoyage

Following consultations, Clydeport determined a list of priorities for action on navigation aids within their area. Changes made to date have been promulgated via NTMs 75 and 76 which in summary address:

Carry Point, No. 46 Buoy	New Position - 55° 51.40 N 005° 12.14 W
Ardlamont Point No. 47 Buoy	New Position - 55° 49.40 N 005° 11.75 W
Akka Wreck Buoy	Permanently removed (West Cardinal, Dunoon Bank)
Skelmorlie Channel "G" Buoy	Permanently removed (NW of Largs, Starboard Hand)
Skelmorlie Channel "H" Buoy	Permanently removed (NW of Largs, Port Hand)
Skelmorlie Channel "M" Buoy	New Position – 55° 52.70 N 004°54.30 W

Please ensure that any course-setting presumptions are updated accordingly! Additional items which are still "work in progress" include investigation of the traffic control lights at Ardrossan and possible re-survey of the area around the Toward Bank buoy.

Dredging

Note the RYA advice that any dredging work should perhaps be undertaken sooner rather than later in view of potentially expensive licensing requirements likely to become effective in 2012.

Calendar

Thanks to all the clubs which have already responded with dates for 2012. We have been updating the "master calendar" but have delayed further publishing whilst the Keelboat Racing follow-up had the potential to seek adjustments. Since that work seems likely now to focus on other priorities (see below), we will revert to the normal schedule of revision and publication with which you are

familiar. A copy of the latest calendar is being distributed with this newsletter, and the website will always contain the very latest information provided to us.

Keelboat Racing

The conclusions reached at the October 4th meeting were distributed shortly thereafter, and can also be accessed via the website.

A number of volunteers from that meeting were invited to a follow-up session which was held on 7th November. A variety of circumstances resulted in a disappointingly low turnout at that meeting, which was unfortunate given the "head of steam" which the original meeting generated.

A worthwhile discussion took place despite this. The notes from that session are also attached, and the Association will continue to co-ordinate such on-going efforts as can be supported by the pairs of hands available.

In the final analysis, the health of our clubs is inextricably linked with a harmonious mix of cruising and racing. The future lies in our hands. In conjunction with RYA and RYAS, and with the marinas and other more recent players on the block, we need to continue to work at adjusting our offering to the changed circumstances in which we find ourselves.

We look forward to working on this with you, together.

Donald McLaren

Hon Secretary