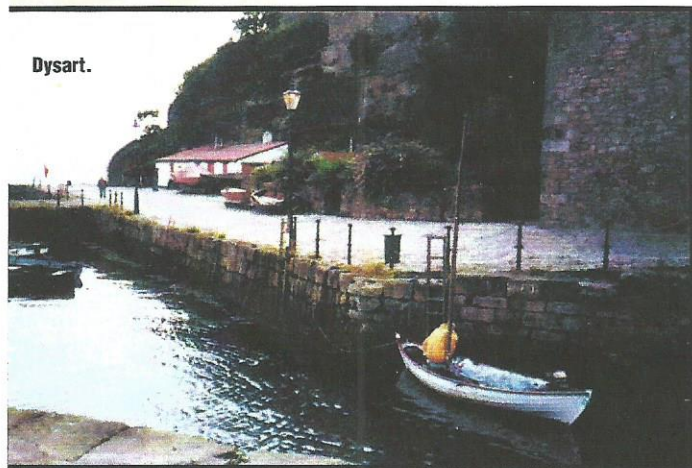
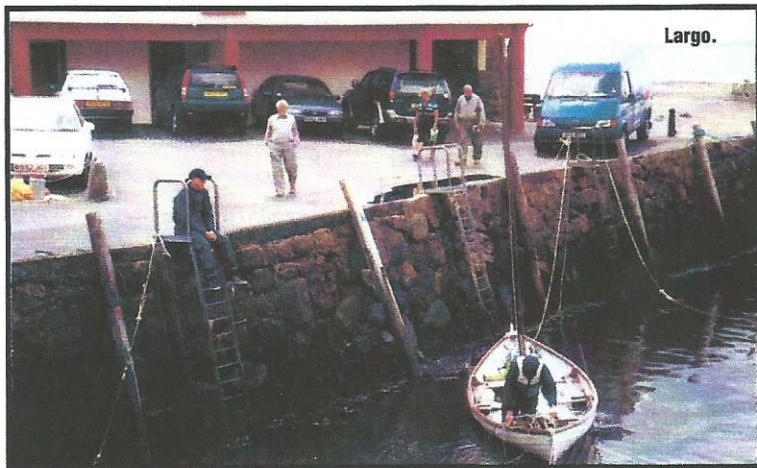


# Round Fife For Maggie



Dysart.



Largo.

challenged the people of the Kingdom to help raise money for it, suggesting various sponsored activities.

Newburgh Sailing Club's response was to have a sponsored sail. But this was not like the 2001 effort on behalf of the Broughty Ferry lifeboat when boats from several clubs took part; this was to be carried out by one boat, manned by various Newburgh members, and it was to be an attempt to sail into as many Fife harbours as possible in a fortnight. The public were asked to pay 50p per harbour and the dates chosen comprised the Fife Fortnight, the second half of July.

Setting off early on 15 July in fine weather, wind WNW F2 to 3 gave a great spinnaker run from Newburgh almost to the rail bridge, when the jib was reinstated. Tayport was the first harbour, where a berth was allotted at a pontoon.

The following day commenced with a F3 NNE requiring some tacking after leaving Tayport until the Pool buoy was reached. Then it was a fine run through the Pool, between the Abertay sands and Kinshaldy beach. Once clear of the sands however the sea was noticeably rough and the wind was increasing, so the main was dropped and St Andrew's reached under jib alone.

17 July was cloudy and dull with a F3 northerly wind so for this St Andrew's/Craik leg the main was double reefed. By the time Fife Ness was reached the wind had increased to F4 with the sea and swell moderate, so it was wear round to alter course; no gybing in these conditions.

Three hours after leaving St Andrew's the boat was anchored off Craik. Unfortunately there was insufficient water to get her into the harbour at that time, although the crew were able to wade ashore, wonderful things, wetboots.

For a change the weather of 18 July was fine with an easterly F1, sea almost calm and a slight swell. A spinnaker run took us to Cellardyke, into the harbour, about turn and out again. On then to Anstruther, the goal for the day. The famous fish and chips were sampled and reported to be excellent.

Bad weather on 19/20 prevented sailing, but the 21<sup>st</sup> was fine again with a light northerly wind. Visits were made into Pittenweem and St Monan's as had been done at Cellardyke, then into Elie for the next stopover.

The following day was Elie to Largo; a fine day, but the WSW wind was 'on the nose'. Once clear of Elie the seas were surprisingly steep, causing the

boat to pitch considerably. Much tacking was needed to clear Elie Ness, but after that a close reach took her to Largo, where the crew had time for a pint at the Crusoe before the back-up squad arrived.

The weather of the 23<sup>rd</sup> prevented sailing, but a forecast on the 24<sup>th</sup> promising the WSW wind moderating and veering to north had the boat sailing out of Largo, the crew thinking of visits to Leven and West Wemyss en route to Dysart.

But things did not turn out as expected, the wind stayed stubbornly WSW and increased to F4, then F5. The sea became quite rough, not nice in an open boat. Fortunately there was a reef in the main or the crew might have been in trouble.

Having sailed well past Leven, and having stood close inshore, Methill Harbour was seen some 400 yards or so downwind; not one of the planned places to visit, but any port in a storm!

There being no sea room the anchor was let go while the main was dropped. It did not seem a good idea to charge in at high speed. Unfortunately the trusty Fisherman was inextricably fouled, the warp had to be cut, this losing both anchor and a fathom of chain.

Methil was found to be the home of a number of creel and

sea anglers boats, three small yachts and a pilot boat which obviously had not been in service for ages. At one time this was a busy port, exporting coal and importing, amongst other things, esparto grass used to make fine paper.

Now it is a sad place, verging on dereliction.

Two more days were lost to bad weather and forecasts were such that further sailing within the designated fortnight seemed unlikely.

So ten harbours sailed into was the claim. For ease of recovery the boat was motored to Dysart during a blink of good weather with a suitable tide, but that doesn't count.

Over £100 was raised for the Maggie's Centre, which was a rather disappointing figure, and upstaged by many other sponsored events. Probably more effort should have gone into obtaining sponsors, but nobody likes that job. In any case that 'summer' weather of 2002 was such that it looked unlikely that the sail would start at all.

In every harbour visited, when the purpose of the cruise was described, harbour dues were waived and assistance given in berthing. Harbour masters and others were very helpful. Newburgh Sailing Club is most grateful.